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Wednesday March 12, 1980
Falgun 22, 1901(Saka)

LOK SABHA DEBATES

Second Session
(Seventh Lok Sabha)



(Vol. II Contains No. 1 to 10)

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LOK SABHA DEBATES

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2

LOK SABHA

Wednesday, March 12, 1980/Phalgun
22, 1901 (Saka).

The Lok Sabha met at Eleven of
the Clock.

[MR. SPEAKER in the Chair]

MEMBER SWORN

Shri Martand Singh (Rewa—Ma-
dhya Pradesh).

ORAL ANSWERS TO QUESTIONS

Building Activity hampered by Cement Shortage

*21. SHRI T. R. SHAMANNA: Will the Minister of INDUSTRY be pleased to state:

(a) whether he is aware that there is acute scarcity of cement hampering house building activities and also the construction of industrial and commercial buildings; and

(b) whether Government propose to take steps to give additional power to step up production and start new factories for production of cement, etc.?

SOME HON. MEMBERS: Where is the Minister of Industry?

(Interruptions)

MR. SPEAKER: He came to me.

SHRI GEORGE FERNANDES: Is this the way they are going to treat the House? (Interruptions).

MR. SPEAKER: I will see to it.

SHRI GEORGE FERNANDES: This is an insult to the House: this is an insult to the Speaker.

MR. SPEAKER: I will look to it. I will take care of it.

THE PRIME MINISTER (SHRI-MATI INDIRA GANDHI): I am sorry the Minister is not here. He was here a little while ago. I do not know what has happened.

MR. SPEAKER: He came to me. I do not know what has happened.

SHRIMATI INDIRA GANDHI: I shall give the reply. I think, he has gone to see the Speaker.

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

Statement

(a) Yes, Sir, the availability of cement in the country is less than the demand.

(b) State Governments who had imposed power-cuts on the cement industry were requested to exempt the industry from this power-cut. Accordingly, the State Governments of Gujarat and Orissa have exempted the cement industry from power-cuts. Power-cuts have been reduced in the States of Andhra Pradesh, Madhya Pradesh, Karnataka and Uttar Pradesh. Additional Power for the cement industry is being made available in the State of Tamil Nadu and arrangements for the supply of additional power to Haryana by the Government of Punjab, for production of cement, has also been made

In addition the Government are encouraging the setting up of new capacities for cement production in the country. Letters of intent/licences for an additional capacity of 27.52 million tonnes have been issued

श्री अनी राम बागड़ी: आपको पहले पता है दिया था क्या उद्योग मंत्री ने वह यहाँ क्यों नहीं आये?

श्रीमती इन्दिरा गांधी: जी नहीं वह यहाँ थे ...

(अवधान)

MR. SPEAKER: I know that I have to safeguard the interests of the House. It will be looked after.

SHRIMATI INDIRA GANDHI: I entirely agree with the hon. Members on the other side that the Ministers should be in their places on time.

THE MINISTER OF FINANCE AND INDUSTRY (SHRI R. VENKATARAMAN): I beg your pardon. My colleague who has to answer this question, unfortunately, is held up somewhere.

MR. SPEAKER: He was here.

SHRI R. VENKATARAMAN: I will answer the question.

SHRI T. R. SHAMANNA: Now a days cement has become a very scarce commodity. At the same time, large quantity of cement is available at Rs. 40 or Rs. 45. Even though permits have been given, for days and weeks cement is not available. May I know how this difficulty has arisen? What steps will the Government take to see that cement is made available in the required quantity especially when cement has become a very important commodity now a days? What steps are being taken to see that cement production is increased and distribution is made more regular?

MR. SPEAKER: Will he please repeat the question? I am just helping the House.

SHRI T. R. SHAMANNA: An important commodity like cement has become a very scarce commodity nowadays. But a large quantity of cement is available in the black market at Rs. 40 or 45. Even though permits

are issued, cement is not available now. To avoid shortage of cement, its production has to be increased to a considerable extent. Further more we find that they are not trying to find any alternatives to cement. Even though construction work has started on many essential buildings, they are not in a position to complete them for want of cement, which has become a very important commodity indeed. What effective steps have been taken to see that the consumers get cement without difficulty?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY (DR. CHARANJIT CHANANA): We inherited the cement industry, besides other things, in a very damaged condition. We are already doing repair work for the damage done to the whole industry. So far as the distribution part is concerned, excluding the three States of Punjab, Jammu and Kashmir and Orissa, the rest of the States have undertaken the control and distribution. We have fixed up the priorities in between them. The main handicap is that from 1977-78 onwards the gap in cement production has been increasing as compared to the demand. In 1977-78 the gap was 29.4 lakh tonnes; in 1978-79 the gap went up to 45.8 lakh tonnes and in 1979-80 it has further increased and touched 70 lakh tonnes. Now if we see the latest figures, there is definitely an increase in shortage from January 1979 onwards. The capacity of the cement plants was not fully utilized at all. From January 1979 the utilisation of capacity has fallen down. There was no full utilisation. In January 1979 it fell down to 84 per cent, which means 16 per cent remained unutilized. In November 1979 it came down to 62 per cent which meant that the unutilized capacity was 38 per cent.

Ever since our Government has taken over, in fact we have already started a trend towards higher utilisation. In fact, the time is too short to work out the exact impact, but the

trends are already there in the market in spite of the fact that we had inherited the major handicaps in the industrial growth like power cuts up to the extent of even 100 per cent in Rajasthan which you have seen. We are, in fact, working towards self-sufficiency and the distribution would definitely be better than what we inherited.

SHRI T. R. SHAMANNA: Sir, the hon. Minister has not answered as to how cement is available in the black market and why it is not available in the regular supply. Furthermore, what are the steps taken for increasing the production and regulating the distribution.

MR. SPEAKER: He has answered already.

DR. CHARANJIT CHANANA: The hon. Member has asked question No. 1: Steps taken for increasing the production. In fact, he has talked of distribution.

SEVERAL HON. MEMBERS: No, no.

(Interruptions)

DR. CHARANJIT CHANANA: Mr. Speaker, his first question was about distribution and the second was about increasing the capacity. I am taking the other way because, first of all... (Interruptions) I would reply to your question.

MR. SPEAKER: He has asked you about blackmarketing. It is available in the black market. Why it is so?

DR. CHARANJIT CHANANA: The distribution pattern evolved by the Janata Party Government....

(Interruptions)

MR. SPEAKER: Order, order.

DR. CHARANJIT CHANANA: The distribution pattern evolved by the Janata Party Government was such as it could feed the blackmarket only.

(Interruptions)

MR. SPEAKER: You can put your question, but not like that. It is not the way. Let him answer. (Interruptions) Well, you had your say and he will have his say. We have got very important questions on the agenda and if you try to waste your time....

(Interruptions)

DR. CHARANJIT CHANANA: I am referring to that only. I am telling you that for the money supply and the black money generated by the Janata Party Government there is no switch. Unfortunately, there is no electronic switch will put off and that disappears. So, the black market was in fact promoted and generated. We have seen to it. If you have seen today's newspapers, you will see that in Delhi itself....

(Interruptions)

SHRI SATYASADHAN CHAKRABORTY: Since you claim that you are the ablest of the leaders, what is being done now?

DR. CHARANJIT CHANANA: If you see the newspapers today, what we are doing is—actually we have streamlined the distribution pattern and we are discouraging the hoarders. You have seen that hoarding is also being discouraged. It is the optimum pattern of distribution which would ensure the availability of cement to the ultimate consumers including your kisans also.

श्री चंद्रपाल शैलानी: अध्यक्ष महाराष्ट्र, गांवों में पीने के पानी के कंओं के लिए सीमेंट नहीं है। किसान के ट्यूबवैल की नालियों के लिए सीमेंट नहीं है। गरीब की टृटी हुई छत की मरम्मत के लिए भी सीमेंट नहीं है। मैं जानना चाहता हूँ कि क्या सरकार की जानकारी में यह बात है कि सीमेंट दो प्रकार से आता है: ट्रक से और रेलवे वैगन से। सरकारी कर्मचारियों, सप्लाई ऑफिस और ट्रक मालिकों की भिली-भगत से वैगन से आये हुए सीमेंट को ट्रक से बाया हुआ दिखाया जाता है और उसकी

कीमत ब्यादा दिखाई जाती है। बब तक इस तरह की व्यवस्था है मैं सरकार से केवल वह जानना चाहता हूँ कि इस में सरकार क्या सुधार करना चाहती है और गरीबों की, किसानों की जरूरत की चीजों के लिए क्या सरकार सीमेंट उपलब्ध करवेगी ? साथ ही मैं यह जानना चाहता हूँ कि क्या निकट भविष्य में सरकार का इरादा सीमेंट की कीमत बढ़ाने का है ?

THE MINISTER OF FINANCE AND INDUSTRY (SHRI R. VENKATARAMAN): Sir, I agree with the hon. Member that there is blackmarketing in the country. We cannot wipe out the realities....

SHRI JYOTIRMOY BOSU: In this system.

SHRI R. VENKATARAMAN:... in the existing conditions. (Interruptions). If you are interested in hearing the explanation, please allow me to say that. As far as the black-market is concerned, certain people who are eligible to get this quota, are not utilising it for their own and they are selling it at a higher price because of the shortage in the country. The way in which it can be solved is only by increasing the supplies and no amount of mere regulation can solve this problem. So far as increasing the supplies are concerned, the Government are trying to increase the capacity utilisation, which unfortunately has been affected by shortage of power. The cement plants in our country are today working very well below capacity primarily due to shortage of power and next due to non-availability of coal in various areas. As I said yesterday, the Cabinet Committee is trying to rush coal to those areas on a priority basis. Secondly, we are trying to improve the thermal efficiency and the generation of thermal power to effect the low production or low generation of Power in the hydro areas. Therefore, if the thermal power generation improves in the next week or in the next few weeks, the cement produc-

tion also will improve. In addition to that we are going to import two million tonnes of cement to ease the situation and we hope that the import will go a long way to ease the shortage in the country.

SHRI M. RAM GOPAL REDDY: When Madam Gandhi handed over the Government to Janata Party, there was plenty of cement. I would like to know, how they have converted this into scarcity in three years and also the state-wise break-up of the additional capacity of 27.52 million tonnes.

DR. CHARANJIT CHANANA: As far as the mismanagement by the Janata Party Government, that is all before us and I have already talked about what we have inherited. (Interruptions) I am replying to the hon. Member's question as to what happened to the surplus we gave to the Janata Party when they took over. Now, what they did, how they did, is known to the public.

SHRI JYOTIRMOY BOSU: I will give you the figures. You are misleading the House.

DR. CHARANJIT CHANANA: I will give you the figures. The second part of the question is about the break-up of the additional capacities generated by us. I will give you the break-up of 27.52 million tonnes of additional projects approved in public sector and private sector Statewise. It is a long list, I will read it out. I will first give you the number of units in the private sector—5 units in Rajasthan, 1 unit in Himachal Pradesh, 8 units in Madhya Pradesh, 3 units in Maharashtra, 5 units in Gujarat, 1 in Bihar, 2 in Karnataka, one in Tamil Nadu and 8 in Andhra Pradesh. These are the cement projects approved in the private sector, large houses.

AN HON. MEMBER: For what consideration?

DR. CHARANJIT CHANANA: About the public sector, the Cement Corporation of India has been given 6 units, the J & K Minerals Ltd.—2 units, the U.P. State Cement Corporation—2 units, the Meghalaya Industrial Development Corporation—2 units, the Tamil Nadu Industrial Development Corporation—1 unit and, like that, we have given 24 units in the public sector.

The sector-wise break up is as follows. Out of 27.52 million tonnes, 9.17 million tonnes is in the public sector, 14.02 million tonnes in the private sector and, in addition to this, we have been also encouraging the mini-cement plants to come up all over the country according to the economic viability and technical feasibility.

श्रीमती प्रीमिसा बण्डवते: अध्यक्ष महोदय, मैं बहुई में सिविल कारपोरेशन में पब्लिक वर्क्स का काम बिल्कुल ठिप्प हो गया है क्योंकि वहां पर सीमेंट नहीं मिलता है। मैं यह जानना चाहती हूँ कि जो सीमेंट आप इस्पोर्ट करने वाले हैं, वहां बड़ी तादाद में, वह सीमेंट पब्लिक वर्क्स के लिए होगा, प्राइवेट हाउसिंग के लिए होगा या फिर ब्लैक-मार्केटिंग में चला जायेगा ?

दूसरी बात मैं यह जानना चाहती हूँ कि प्रिवेटिव डिटॉशन लागू करने के बाद एक महीने में कितनी सीमेंट पब्लिक वर्क्स के लिए एवलेबल कर दिया गया है जिससे कि ब्लैक-मार्केटिंग में जो सीमेंट की कीमत बढ़ गई थी वह कम हो सकेगी?

SHRI R. VENKATARAMAN: The cement distribution will be according to our priority and, if the public works require cement urgently, certainly, it will be given the priority.

AN HON. MEMBER: What is the priority?

SHRI JYOTIRMOY BOSU: The priority is BirlaJi.

MR. SPEAKER: You carry on with your answer.

SHRI R. VENKATARAMAN: I have stated that the priority will be given for the public works and this priority will come not only from locally produced cement but also imported cement. If the hon. Member has any specific case in which the priority has not been observed, it may be brought to our notice. She may also write to the local Government which observes the priority. The question is that so long as there is shortage, we are to distribute the available quantity in accordance with the relative priority.

सीनिक अभ्यास और सड़कों का कार्ति

*22. श्री विरधी चन्द्र जैन : क्या राजा मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या थल सेना जिसमें भारी वाहन और टैंक प्रयुक्त होते हैं, प्रति वर्ष राजस्थान के भारत-पाकिस्तान सीमावर्ती क्षेत्रों में अभ्यास और प्रशिक्षण कार्यक्रम आयोजित करती है;

(ख) क्या इस अभ्यास और प्रशिक्षण कार्यक्रमों के कारण सीमावर्ती क्षेत्रों की सड़कें, जो राज्य सरकार द्वारा निर्मित की जाती हैं, पर्याप्त क्षतिग्रस्त हो जाती हैं;

(ग) क्या सरकार इन क्षतिग्रस्त सड़कों की मरम्मत के लिए कोई मुआवजा नहीं देती है और यदि हां, तो उसके क्या कारण हैं; और

(घ) क्या सरकार का विचार प्रति वर्ष किये जाने वाले इस अभ्यास के परिणामस्वरूप इन क्षतिग्रस्त सड़कों के लिए उपयुक्त मुआवजा देने का है?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI C. P. N. SINGH): (a) Army Units, located in different stations carry out routine training and exercises every year. Such exercises are also conducted in Rajasthan.

(b) During these exercises, the main movement of military traffic and all movement of tanks are generally made cross-country to avoid damage to roads. The maintenance of roads in the border areas are primarily under the Border

Roads Organisation. They have not made any complaint or demanded additional grant for the maintenance of these roads which cater for all kinds of traffic.

(c) No compensation is paid by the Ministry of Defence for wear and tear of roads which are used by Military Formations for their routine training. However, where there are specific damages to facilities like Culverts etc., Army Engineers invariably take action to repair those in consultation with the State PWD.

(d) Maintenance of roads which are generally intended for all types of traffic, including military traffic, is the responsibility of State Government and it is to be done from the normal maintenance grant by the State PWD, as is being done by the Border Roads Organisation in respect of roads in the border areas. However, in specific cases of damage to Culvert etc., Army Engineers will continue to undertake repair work in consultation with the State PWD.

श्री विरधी चन्द्र जैन : अध्यक्ष महोदय, जो मिलिटरी की एक्सरसाइजेज (प्रशिक्षण) का कार्य होता है, उसमें हजारों बड़े-बड़े सैनिक वाहनों (टैक कैरियर्स) का प्रयोग किया जाता है और उससे करोड़ों रुपयों की सड़कों की क्षति होती है। मेरे ज्ञेन बड़मेर बाँर जैसलमेर में, जिसका मैने अभी पूरी तरह से दौरा किया है, उन मिलिटरी के वाहनों के चलने से डेढ़ करोड़ रुपये की हानि हुई है। बीकानेर, गंगा नगर जॉकि हमारे राजस्थान के सीमावर्ती क्षेत्र हैं, उन में भी अभ्यास होता है। इनके रिपेयर्स के लिए आप चाहते हैं कि राजस्थान की सरकार नार्मल मेन्टेनेंस के अन्तर्गत व्यय करे और उनकी मरम्मत करे। यह पासिवल नहीं है और न कोई न्यायसंगत बात है। इस लिए इसमें जो आप हमारी जिम्मेदारी डालते हैं, यह उचित नहीं है। यह डिफेंस डिपार्टमेंट और केन्द्रीय सरकार की जिम्मेदारी है, इसको आप स्पष्ट करें।

SHRI C. P. N. SINGH: The Hon. Member has made a very relevant point

but I would like to clarify that these military movements are not confined to the roads only. These heavy tanks which are about 40 to 50 tons and other carriers which have chains are transported by other means and these roads are used only when they have to cross a particular road. Culverts, yes, wherever there is damage it is immediately repaired by the Army Engineers.

THE PRIME MINISTER (SHRIMATI INDIRA GANDHI): The question is about damage to roads.

SHRI C. P. N. SINGH: Not the entire road, but wherever there is damage it is repaired.

श्री विरधी चन्द्र जैन : डिफेंस डिपार्टमेंट ने न तो कभी पुलियों की मरम्मत को है और न कभी सड़कों को कोई मरम्मत की है—मेरा 15 साल का अनुभव है। 1971 से जो एक्सरसाइजेज बराबर चल रही है, मैं देख रहा हूँ कि जो भी सड़कों हमारे राजस्थान के फैमिन डिपार्टमेंट के द्वारा बनाई गई है, उनकी मरम्मत पर व्यय करने की राजस्थान सरकार की हीसियत नहीं है। आपके जो वाहन कल्ट्री साइड रोड्स पर जाते हैं, उनसे भयंकर नुकसान होता है। आप चाहते हैं तो राजस्थान सरकार के अधिकारी और अपने अधिकारियों को भेज कर इस संबंध में जाच करा सकते हैं, ताकि आपको मालूम हो सके कि उन वाहनों के प्रयोग से उन सड़कों का कितना नुकसान होता है तथा क्या उन सड़कों को ठोक कराने की कौपासिटी राजस्थान सरकार के पास है?

SHRIMATI INDIRA GANDHI: I can understand that, if the damage is grave, it is difficult for the State Government to find the money. But, so far, no other State Government has made such a complaint. This is the first time that it has come, so far as my knowledge goes. I cannot give an assurance here, but I can certainly say that we will look into the matter. I do realise that Rajasthan has a heavier burden of this kind being right on the border. (Interruptions) But Punjab has made no complaint. We can look into

this. But as my colleague pointed out, the rule is only to repair the culverts and other such things and not main roads which are left to the State PWD.

DR. KARAN SINGH: Mr. Speaker, Sir, military exercises are, of course, very necessary and in the national interest. But those of us who come from border areas like Jaisalmer—yourself or myself—know that, apart from roads, the military exercises involve construction of tank ditches and various other manoeuvres in the rural areas. The Prime Minister will be interested to know that it is not only a question of the State Government not complaining. Very often what happens is that the villagers living in the border areas are displaced by the construction of firing ranges, tank ditches, and so on. When we ask the State Government, they say that this is the Government of India affairs whereas when we ask the Government of India, they say that money has been given to the State Government but has not been disbursed to the people. So, would the Prime Minister very kindly keep this in mind and ensure that, whenever a villager living in the border areas—in any case his life, as you know, is more difficult than that of those living in other parts of the country—is displaced or disturbed, top priority will be given and rapid and adequate compensation paid?

SHRIMATI INDIRA GANDHI: The hon. Member knows that this is a long-standing problem to which we have applied ourselves many times. But I do agree that the human aspect of it should be given consideration.

Crimes in Delhi

*23. **SHRI CHHITTU Bhai GAMIT:**

SHRI KRISHNA PRATAP SINGH:

Will the Minister of HOME AFFAIRS be pleased to lay a statement showing:

(a) what are the details regarding the number of cases of theft, chain snatching, pick pocketing, stabbing, murder and other serious crimes reported in Delhi during last two months; and

(b) the steps taken by Government to check the increase in crime in the capital?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI YOGENDRA MAKWANA):

(a) and (b). A statement is laid on the House.

Statement

The figures of crime under various heads including theft, chain snatching, pickpocketing, stabbing (attempt to murder) and murder are indicated in the annexure. Figures under these heads for the corresponding period in 1979 are also stated along side. These figures show that compared to the corresponding period of last year, there is an over-all improvement in the crime situation in the Capital. There is a decrease in the number of dacoity, hurt, robbery, snatching and riots cases.

2. Various steps have been taken to improve the situation further. Immediately on assuming office, the Home Minister convened a meeting of the senior officials of Delhi Administration and Delhi Police on the subject. This was followed by a series of meetings—one having been attended by different ranks of Delhi Police, Inspectors and above. The Home Minister took them into confidence, assured them of necessary assistance in the form of men and resources and asked them to take immediate and firm steps to curb crime so that people could lead a peaceful life. He warned that those who were found guilty of dereliction of duty would be taken to task.

3. Some of the specific measures taken to check crime are as follows:—

(i) Intensive foot and mobile patrolling including armed, with

walkie-talkie sets and wireless fitted motor cycle patrols, has been introduced. 10 companies of additional force from DAP|CRPF have been provided to the Districts for night patrolling and an additional CRPF Bn. has also been provided for the purpose. The patrolling is being supervised personally by senior police officers.

(ii) About 2000 Home Guards have been inducted with the police for night and early morning hours patrolling. Special attention is being paid to parks and vulnerable residential localities.

(iii) Surprise checking of vehicles to detect those involved in commission of crime.

(iv) Organisation of Thekri Pehra and patrolling by local residents and private chowkidars in coordination with police patrols and pickets.

(v) Setting up of temporary Police Posts pending regular sanction in some vulnerable localities.

(vi) Stepping up of exterrnent proceedings; more than 450 criminals and bad characters have been exterrned out of Delhi, from 1-7-78 to 3-3-80.

(vii) Continuous drives by the special squads of the districts to detect the dacoits, auto-lifters, robbers/snatchers, pick-pockets, eve-teasers and other bad characters by developing intelligence.

(viii) Meetings with residents of the localities by the Deputy Commissioners|Assistant Commissioners of Police to explain the measures taken and obtain their suggestions.

(ix) Meetings with the representatives of women's colleges to curb the crime of eve-teasing.

(x) Sanctioning more staff in police stations created in 1978 is under active consideration of the Government.

(xi) Recently, to improve the mobility of police on duty, 57 new vehicles have been sanctioned to replace old ones, 8 new jeeps have also been sanctioned.

(xii) It has been decided that the Crime Record Office will operate round the clock instead of one shift as in the past.

Annexure

Crime Head	1-1-79 to 28-2-79	1-1-80 to 29-2-80
Dacoity . . .	15	11
Murder & attempt to Murder . . .	78	78
Robbery . . .	92	72
Riots . . .	65	34
Snatching . . .	30	18
Hurts . . .	292	275
Burglary . . .	542	555
Cycle theft . . .	921	953
Misc. theft . . .	2660	2798
M.V. Thefts . . .	553	486
Misc. IPC . . .	1657	1597
Total IPC . . .	6905	6876

श्री छत्तीभाई गामित : माननीय अध्यक्ष जी, इस प्रश्न के उत्तर को मैंने ध्यानपूर्वक पढ़ा है। दिल्ली में जितना काम होना चाहिये, वह नहीं हुआ, क्योंकि दिल्ली का प्रशासन और पुलिस विभाग जनसंघ और आर. एस. एस. के हाथ में है। पूरे कापूरा दिल्ली प्रशासन आर. एस. एस. के लोगों द्वारा गठित किया गया है, इस लिये दिल्ली प्रशासन और पुलिस विभाग पर आर. एस. एस. के लोगों का जमाव है और यही कारण है कि दिल्ली में अपराधों की संख्या कम नहीं हो रही है, क्योंकि वे लोग हमारे वर्तमान कांशेस के वासन को बदलाव करना चाहते

है। इस रप्ट से क्या दिल्ली पुलिस तंत्र में आमूल परिवर्तन लाने के लिये दिल्ली मैट्रो-पोलिटन कॉन्सल्टेंस को भाँग किया जायेगा, जिससे अपराधों को कम किया जा सके और जिसकी भाँग बाँध कल बड़े पैमाने पर हो रही है?

श्री योगेन्द्र मकवाना : माननीय सदस्य ने आर. एस. एस. एलीमेन्ट्स के इन्फ्लूट्रेशन के बारे में बतलाया है—इसके बारे में सोचा जायेगा।

श्री छोतभाई गामित : क्या दिल्ली में अपराधों को कम करने के लिये कोई योजना बनाई गई है?

श्री योगेन्द्र मकवाना : हमने योजना बनाई है एकशन लेते जा रहे हैं और आप देखेंगे कि अब क्राइम की सिचुएशन में सुधार हो रहा है।

श्री कृष्ण प्रताप सिंह : श्रीमन् पुलिस अधिकारियों के साथ जो वार्ता हुई है, उस में क्या इस प्रश्न पर भी विचार हुआ है कि जितने अपराधी पकड़े जाते हैं उन में में अधिकतर जमानत पर रिहा हो जाते हैं जिस से अपराधों की घटनाएं बराबर हुआ करती हैं? अभी हमें एक दूसरे लिखित प्रश्न का उत्तर मिला है जिस से यह साफ जाहिर होता है कि पिछले 11 महीने में 34 हजार 5 सौ 51 व्यक्ति गिरफ्तार हुए जिन में से 33 हजार 2 सौ 56 व्यक्ति जमानत पर छूट गए। 1 हजार 2 सौ 95 व्यक्ति ही बद हिरासत में रह गये हैं। जो बैठक हुई उसमें क्या इस मुद्दे पर भी विचार हुआ है?

श्री योगेन्द्र मकवाना : इस मुद्दे पर भी जरूर विचार हुआ है। लैंकिन जहां तक क्राइम का सम्बन्ध है, अगर ऑफेन्स बेलेबल है तो गिरफ्तार व्यक्ति बेल ले सकता है।

SHRI SANJAY GANDHI: Will the Minister be pleased to state whether it is a fact that from the date the Police set up in Delhi was changed, there has been a notable reduction in crimes in Delhi including chain-snatching, stabbings and murders?

SHRI YOGENDRA MAKWANA: The hon Member is absolutely right. There has been a reduction in the crimes in Delhi..... (Interruptions)

You can look into the statement. For the benefit of the hon. Members I have given a statement along with the reply. If you go through the statement, you will realise that the crime situation is improving in the capital and the country as well.

SHRI NIREN GHOSH: Daily in all the newspapers of Delhi we come across reports of murders, abduction and rape. This is the situation even after the present government has taken over. So one can say that the law and order situation has broken down in the Union Territory of Delhi and particularly, I would like to ask if after the new Police Commissioner has been inducted, he is very busy putting down the political opponents or putting down the crime and catching the culprits? As far as the public are concerned, it is not a question of RSS, this and that.

SHRI YOGENDRA MAKWANA: There is no basis for the allegation made by the hon Member. If you look into the statement given by me, you will see the number of crimes is decreasing day by day and, for the benefit of the hon. Members, if you like to know the crime situation, during the last decade—I can give the figures—it can be seen that upto 1976 the crime situation was coming down and down. It was decreasing and in 1977 it went up. I will read out the figures.

Davoity.

1969	..	..	..	2
1970	..	..	..	28
1971	..	..	..	15
1972	..	..	..	27
1973	..	..	..	24
1974	..	..	..	30
1975	..	..	..	18

In 1976 it came down to 5 and in 1977 it went up to 21.

1978 71

1979 61

Now let us come to murders. In regard to murders, the position is like this:

1969 96

1970 123

1971 114

1972 133

1973 154

1974 174

1975 165

1976 120

And in 1977 it went up to .. 184

1978 185

1979 190

This is about murders. If you are interested to know the figures about attempt to murder, I can give them too.

Attempt to murder:	Year	Reported
	1969	94
	1970	134
	1971	161
	1972	194
	1973	238
	1974	273
	1975	188
	1976	112
	1977	208
	1978	271
	1979	321

Now, look here.

Robbery in 1969 43

1970 363

1971 326

1972 381

1972 418

1973 418

1975 257

.. 1976 142

1977 354

1978 666

1979 621

Snatching: 1969 Not available

1970 81

1971 103

1972 113

1973 199

1974 208

1975 143

1976 122

1977 277

1978 379

1979 356

Burglary: 1969 1230

1970 3346

(Interruptions). The hon. Member wanted to know whether it is increasing or decreasing. For the benefit of the House, I am giving the figures (Interruptions)

Year Reported

Burglary	1972 3104
	1973 1038
	1974 2756
	1975 2216
	1976 1589

Look here. In 1976 it was 1589 but in 1977 it went up to 2683; in 1978 it went up to 3432.

So, this is the situation.

MR. SPEAKER: The Prime Minister wants to say something here.

THE PRIME MINISTER (SHRI-MATI INDIRA GANDHI): Whether the hon. Members want to accept it or not; we have made a dent in the crime situation. In Delhi; to-day the situation is better. But we are not at all complacent. We are conscious that a great deal more has to be done specially with regard to crimes against women. I hope that this is one matter in which we can all cooperate and ensure that a proper public opinion is created.

MR. SPEAKER: Now; the Prime Minister has spoken. Let us go to the next question. Q. No. 24. Shri Amar Roypradhan.

Meeting of All Assam Students Union with Prime Minister and Home Minister

*24. **SHRI AMAR ROYPRADHAN:**
SHRI K. P. SINGH DEO:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether it is a fact that a delegation of the All Assam Students Union had met the Prime Minister and the Home Minister in connection with the foreign nationals issue; and

(b) if so, the outcome of those meetings?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI YOGENDRA MAKWANA): (a) Yes Sir.

(b) The talks are still continuing.

SHRI AMAR ROYPRADHAN: Sir, you know that in the last five-months, the situation in Assam has been alarming on the question of foreigners. There is a jungle rule prevailing there. The situation has become much worse to-day after they assumed power in the last two months. So, I would like to know very categorically from the hon. Minister (a) how long this type of negotiations will go on and how long the non-Assamese people will be butchered just like cattle; and (b) On what basis and under what constitutional provisions, you have taken the line of 1971 as the base year of citizenship in Assam; whether it

would involve violation of Article 6 of the Indian Constitution.

SHRI YOGENDRA MAKWANA: Sir, we have taken all steps. Negotiations are going on. The Prime Minister called an all-Party meeting in which all the parties were represented from Assam as well as those who are represented in this House. It was decided there that the agitation should be suspended. Meanwhile talks are going on. And talks are now going on amicably had we are hopeful that a solution will be found in the near future. As far as the year 1971 is concerned, it was from all corners and all sections and all parties that suggestions came that 1971 should be taken as the base year.

SHRI AMAR ROYPRADHAN: Whether it is constitutional or unconstitutional, I want to know. I would like to know clearly from you whether it is within the provisions of the Constitution.

THE PRIME MINISTER (SHRI-MATI INDIRA GANDHI): How can the constitution be violated? The question is that foreigners should be detected. That cannot violate the Constitution.

SHRI AMAR ROYPRADHAN: The agitation in Assam, with the help of the police and high officials, are demanding citizens certificates from the non-Assamese, those living there for generations. I would like to know it very clearly from the hon. Home Minister how long these types of agitations will go on and how you will protect the life and properties of these people?

THE PRIME MINISTER (SHRI-MATI INDIRA GANDHI): We have made it quite clear when the leaders of the various parties from the Assam Assembly came here and the leaders of the opposition were present, as well as in the students' meeting that there must be no harassment of any genuine Indian citizen. Various tribunals and other bodies have been set up to deal with this matter. It is not a matter for

other people to deal with, for the general public to deal with. There is a complaint which I mentioned in this House that some officials of the Assam Government have been involved in this. We are looking into this.

SHRI K. P. SINGH DEO: I would like to know, whether when the delegation had come to meet the Prime Minister and the Home Minister, they gave any categorical assurance that this agitation is not against India or any community or any religion. If so, may I know whether any efforts were made to urge on this delegation to de-link the agitation from the functioning of oil refineries and other essential commodities which are affecting the north-eastern region and the entire economy of the country?

SHRI YOGENDRA MAKWANA: The hon. Home Minister and the hon. Prime Minister both urged upon the delegation but when the talks are going on, it is not desirable to disclose everything in this House.

SHRI JYOTIRMOY BOSU: Is it a fact that the delegation from Assam came and pointed out to the Prime Minister that if this agitation was stopped the CPM will grow and grow very far and that is the reason why... (Interruptions). Let him answer.

THE PRIME MINISTER (SHRI-MATI INDIRA GANDHI): They are supposed to have met me and so I am entitled to reply that I have no such statement made to me.

SHRI JYOTIRMOY BOSU: I take it to be true.

SHRI SOMNATH CHATTERJEE: The Prime Minister referred to some tribunal. I have got records of tribunals set up by State Government which declared persons found to be residing in Assam from 1951 to be foreigners. The order says, yes, they are staying there from 1951, but they are foreigners and they have been directed to be deported within a week. Where those people are we do not know; not even an appeal can be

filed. I would like to know from the hon. Prime Minister whether the Tribunals which are functioning now in Assam have been set up by the Central Government or not. It is the Central Government Act and only the Central Government can constitute these Tribunals. This is a very serious matter. Hundreds of people are being declared foreigners who have been admittedly staying there since 1951. I would send the papers to the hon. Prime Minister. If the deadline is fixed as 1971 on the basis of the consensus of all the parties, what will happen to those people who have been sent out on the plea of the Tribunal's orders. This is a very serious matter. I would like to know from the Prime Minister, what has been the discussion and the decision of the Government?

गृह मंत्री (श्री जैल सिंह): यह जो ट्रिब्यूनल है यह आसाम सरकार के जो असिस्टेंट डिस्ट्रिक्ट व सैशन जज हैं, उनकी अध्यक्षता से बनाये गये हैं।

SHRI SOMNATH CHATTERJEE: Under what law have these been set up?

गृह मंत्री (श्री जैल सिंह): सिटिजन न होने पर भारत छोड़ो नॉटिस जाता है, उसके प्रति अगर किसी ने एतराज करना हो कि मैं सिटिजन हूँ तो वह ट्रिब्यूनल से अपना मामला ले जा सकता है।

आप से मैंने इह प्रार्थना की कि जो ईसिटिजनशिप एक्ट है, जो कांस्टीट्यूशन की धारा 11 मे अधिनार दिया गया है, उसके आधार पर पारियामैंट से एक एक्ट बनाया गया। इस सिटिजनशिप एक्ट के मुताबिक जिसको सिटिजन बनने का अधिकार मिलता है, उसको अधिकार देने के लिये और जो सिटिजन नहीं बने, उनके नाम वोटर लिस्ट से निकालने के लिए यह काम शुरू से चला आता है।

SHRI SOMNATH CHATTERJEE: This is a very important issue. The national consensus is that 1971 would be the year.

AN. HON. MEMBER: No, it is not.

SHRI SOMNATH CHATTERJEE: At least this is the request made by

all the parties. If this is so, why people admittedly staying there from 1951, and found so by the tribunals as a matter of fact, are now being deported. Under what law is this tribunal being set up and by what Government? This is a very important matter. I would send the papers to the hon. Minister if he does not know of this. But kindly enlighten the House. This is a human problem.

श्री अंबल सिंह : आप मुझे कागजात भेज दीजिये, जिस बात की जानकारी नहीं आई होगी, उसमें मैं आपकी बात मान लूँगा, लेकिन आपको यह मालूम होना चाहिये कि 1952 से लेकर 1979 तक जो निकाले गये, जिन पर मुकदमे चलाये गये उनकी जो गिनती है, उसे आप देख सकते हैं। इसमें डिटॉक्शन किये गये 3 लाख 71 हजार 861 हैं और जिनको प्रासीक्यूट किया गया वह 30 हजार 610 हैं और जो डिपोर्ट किये गये उनकी गिनती 3 लाख 10 हजार 870 हैं। यह प्रासेस कन्टीन्युअसली चल रहा है और यह आसाम गवर्नर्मैट की तरफ से होता है। आसाम गवर्नर्मैट इसको करती है।

(Interruptions)

SHRI SOMNATH CHATTERJEE:
Under what law?

SHRIMATI INDIRA GANDHI:
After the conference of the Home Ministers of India and Pakistan in April, 1964, it was decided to introduce a judicial element in the procedure for the eviction of Pakistani infiltrators. Accordingly, a statutory order called the Foreign Tribunal Order, 1964 was issued on 23rd September under which four tribunals were set up by the Assam Government in October that year. Since then the number has been increased.... (Interruptions). This was done in 1964. The Home Minister has already read out the number of people who were deported earlier. Some of those people may have returned—I do not know. I would be glad to have the papers which the hon.

Member wants to send me. We will certainly look at them very seriously. But there are cases where some of these people found to be infiltrators and who were deported from Assam, have returned. This is what we are told; and that matter has also to be looked into.

SHRI SOMNATH CHATTERJEE:
There is a recent spurt in the so-called tribunals after the recent...
(Interruptions)

SHRIMATI INDIRA GANDHI:
From 4 it has been increased to 16. It is true.

(Interruptions) **

MR. SPEAKER: Nothing without my permission.

SHRIMATI INDIRA GANDHI:
Hon'ble Member Shri Vajpayee, there are two distinct problems here. One is the problem that Indian citizens should not be harassed, and they should be allowed to live and work wherever they want to. Secondly, if there are foreigners, that matter has also to be dealt with.

श्री अटल बिहारी वाजपेयी : अध्यक्ष महोदय, यह दावा ठीक नहीं है कि सभी राजनीतिक दलों ने 1971 को स्वीकार किया है। इस सम्बन्ध में मतभेद है, और सरकार को, आसाम में जो आन्दोलन चला रहा है, उनके साथ बातचीत कर के कौन से वर्ष को आधार बनाया जाये, यह तय करना होगा। मगर मैं जानना चाहता हूँ कि अगर ट्रिब्यूनलज की संख्या बढ़ाई जा रही है, तो इसमें गलत क्या है। आसाम के दौरे में मुझे ऐसे मामले मिले, जिनमें बंगलादेश से कोई व्यक्ति आता है, उसे पश्चिम बंगल में नागरिकता का सर्टिफिकेट दिया जाता है और आसाम में बसने के लिए भेज दिया जाता है। (बद्धान)

SEVERAL HON. MEMBERS: No, no.

श्री अटल बिहारी वाजपेयी : क्या इस मामले को भी जांच की जायेगी? (बद्धान)

अध्यक्ष महोदय, विद्यार्थियों ने इस बात पर जोर दिया है कि जो अभी इनफिल्ट्रेशन हो रहा है, उसको रोकने के लिए प्रभावी कदम उठाये जायें। मैं पूछना चाहता हूँ कि इस सम्बन्ध में सरकार ने क्या फैसला किया है। केवल चैकपोस्ट्स बढ़ाने से यह इनफिल्ट्रेशन नहीं रुकेगा। इस बारे में कुछ और कदम उठाने की जरूरत पड़ेगी। क्या इस सम्बन्ध में गृह मंत्री महोदय सदन को विश्वास में लेंगे?

श्री जैल सिंह : स्पीकर साहब, इस नैशनल प्रावलम पर हाउस की एंगजाइटी को मैं एप्रिलिएट करता हूँ। सब पार्टियों के नेताओं में जो बात हुई थी, जिसमें यह कानसेन्सस हुआ, उसमें आनरेबल श्री वाजपेयी नहीं थे। उसमें श्री सुन्दरसिंह भंडारी थे। वह उनसे पूछ सकते हैं कि क्या फैसला हुआ है।

श्री अटल बिहारी वाजपेयी : मैं ने पूछा हुआ है।

श्री जैल सिंह : उसकी वर्बाटिम रिपोर्ट है।

श्री जार्ड फर्नान्डीस : कोई फैसला नहीं हुआ। अलग-अलग लोगों ने अपनी अलग-अलग राय रखी थी। मैं उस मीटिंग में मौजूद था।

श्री जैल सिंह : इस बारे में बहस में पड़ने की जरूरत नहीं है।

SHRI GEORGE FERNANDES: Others put in their views.

SHRI C. T. DHANDAPANI: All the political parties agreed. (Interruptions)

He was also present.

SHRI GEORGE FERNANDES: There was a statement issued, appealing to the students. (Interruptions) in Assam to call off their agitation and restore normalcy there. That was the only thing that was agreed to.

श्री जैल सिंह : कुछ बातें अखबार में ही जाती हैं, कुछ नहीं ही जाती हैं। लैंकिन इन बातों में जो आनरेबल मेम्बर का स्थाल है, उन की जो एंगजाइटी है वह भी मैं समझता हूँ। यह जो वहां स्टूडेन्ट्स की फार्नर्स को निकालने की मुव्वमेंट चली यह 1979 के अक्टूबर में शुरू हुई। उस वक्त यहां पर लोक दल का राज था। किसी ने जा कर उन से बात नहीं की और न ही किसी ने इस बात का स्थाल किया कि उन को सुना जाय कि उन की शिकायत क्या है। यह बैबी तो है लोक दल का लैंकिन हमें संभालना पड़ा। हम ने उन से बातचीत शुरू की है। . . . (अवधान) . . . आप सुन लीजिए। बागड़ी जी आप जरा शांत रहिए . . . (अवधान) . . .

स्टूडेन्ट्स यहां आए और उन्होंने आ कर एक मैमोरेंडम प्रधान मंत्री जी को दिया। उस मैमोरेंडम में उन की आठ मांगें थीं। उन मांगों में से मैं आप को दोहरा दूँ . . .

अध्यक्ष महोदय : खत्म कीजिए, क्वेश्चन अवर खत्म हो गया।

श्री जैल सिंह : क्वेश्चन अवर खत्म हो गया तो ठीक है, वाजपेयी जी हमारे पास आ जाये, मैं उन को समझा दूँगा।

WRITTEN ANSWERS TO QUESTIONS

Atrocities on Harijans and Weaker Sections in Bihar

*25. SHRI K. MALLANNA:

SHRI MADHAVRAO SCINDIA:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Central Government have received any report from Bihar conveying instances of excesses and atrocities perpetrated on the Harijans and others belonging to the weaker section of Society in that State during the last six months; and

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

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI YOGENDRA MAKWANA):
(a) Yes, Sir.

According to the reports received from the Government of Bihar, the following are the number of crimes committed on members of the Scheduled Castes and Scheduled Tribes in Bihar from August 1979 to January 1980:

<i>Scheduled Castes</i>	<i>Scheduled Tribes</i>
1. Murder	18
2. Violence resulting in grievous hurt	4
3. Rape	87
4. Arson	12
5. Other IPC cases	43
	59

Some of these cases which took place during the period from August 1979 are listed below:

- (1) Alleged atrocities including Killing of Scheduled Castes by the musclemen of the Mahant of Bodh Gaya against the background of alleged illegal occupation of large extent of farm lands by the Mahant and his men.
- (2) Alleged murder of a Scheduled Caste leader and harassment of others in village Chakwal, Police Station Barauni, District Begusarai.
- (3) Dispossession of land and indiscriminate firing by caste Hindus on members of Scheduled Castes in Village Sari, Police Station Warish Nagar, District Samastipur.
- (4) Alleged atrocities on Scheduled Castes in the villages of Districts of Begusarai and Monghyr in connivance with the police and alleged murder of Shri Tribani Paswan by the police.
- (5) Atrocities committed on members of other weaker sections in Parasbigha.
- (6) Atrocities on members of Scheduled Castes in Village Pipra.

(7) Setting fire to the house of one Shri Bilat Paswan in village Manichouk District Sitamarhi, resulting in the death of Shri Paswan's wife and daughter.

(8) Rape of a minor Scheduled Caste girl in village Bhadri in police stations Silao.

The above cases are being pursued with the Government of Bihar.

(b) Government of India feel the deepest concern about these atrocities and are anxious to put an end to them. I have written specially to the Chief Ministers, Governors and Lt. Governors of States and Union Territories, where crimes against Scheduled Castes have been occurring, to convey our concern and anxiety. Based on an analysis of the common socio-economic factors in which many of these crimes are rooted, comprehensive guidelines of precautionary and preventive, punitive, and rehabilitative measures to be taken for effectively dealing with the crimes against members of Scheduled Castes, have been communicated to the State Government with this letter.

पिपरा में हृद्द घटना

*26. श्री भूल चन्द डाला :

श्री रामावतार शास्त्री :

क्या गृह मंत्री यह बताने की कृपा करेंगे कि :

(क) फरवरी, 1980 में बिहार राज्य में पिपरा गांव के 14 हैरिजनों को भार डालने की भयानक घटना किस कारण से घटी;

(ख) इस जघन्य अपराध को करने वाले दोषी व्यक्तियों में से बब तक कितने गिरफ्तार किए जा चुके हैं; और

(ग) क्या सरकार का ऐसी जघन्य घटनाओं की पुनरावृत्ति को रोकने के लिए कछ ठोस उपाय करने का विचार है ?

गृह मंत्रालय में राज्य मंत्री (श्री योगेन्द्र मक्काना) : (क) बिहार सरकार से प्राप्त

रिपोर्टों के अनुसार फरवरी, 1980 में पिपरा में हुई भयानक घटना के पीछे कारणों के बारे में एक निश्चित परिणाम पर अभी पहुंचना है।

(क) कुल 77 व्यक्तियों को गिरफ्तार किया गया था। इस मामले में 62 अभियुक्त व्यक्तियों के विरुद्ध न्यायालय में आरोप पेश किया गया है।

(ग) बिहार सरकार ने ऐसी घृणित घटनाओं की पुनरावृत्ति को रोकने के लिए निम्नलिखित उपाय किये हैं:

(i) पिपरा गांव में सशस्त्र बल के साथ एक मजिस्ट्रेट प्रतिनियुक्त किया गया था।

(ii) कलयाणचक, पारथ, सभाजपुर, उपरोल, भविल और अलाउद्दीन चक गांवों में स्थिर पुलिस टूकड़ियां तैनात की गई थीं।

(iii) बाकी इलाके में पुलिस अधिकारियों और मजिस्ट्रेटों के साथ चलते-फिरते पुलिस दल प्रतिनियुक्त किये गये थे।

(iv) इलाके में बड़ी संख्या में हथियारों के लाइसेन्सों का रद्द करने का एक प्रस्ताव जिला प्रशासन के विचाराधीन है।

2. उपरोक्त कार्रवाईयों के अतिरिक्त, बिहार सरकार ने राज्य में विधि और व्यवस्था को सामान्य रूप से कड़ा करने के लिए तृन्त विचार करने हेतु निम्नलिखित उपाय किये हैं।

(क) दग्गाप्रस्थ झेत्रों में अतिरिक्त पुलिस रखना और जहां आवश्यक हो पुलिस अधिनियम की धारा 15 के अधीन इलाके के निवासियों के लिए प्रभावित परिवारों के लिए मुआवजे की व्यवस्था करना।

(ल) सामुहिक जुर्माना अथवा सामुहिक कर तथा गांवों में विशेषकर हरिजनों तथा समाज के अन्य कमज़ोर वर्गों की सुरक्षा के लिए मुहियों तथा अन्य को उत्तरदायी बनाने के लिए एक अध्यादेश उद्घोषित करना।

(ग) इस प्रकार के आपराधिक मामलों के शीघ्र नियटान के लिए पटना न्यायपालिका के उच्च न्यायालय के परामर्श से विशेष न्यायालय निर्धारित करना।

(घ) नागरिक अधिकार संरक्षण अधिनियम, न्यूनतम मंजूरी अधिनियम तथा अपराध नियंत्रण अध्यादेश को सस्ती से लागू करना।

(ङ) आवश्यकता पड़ने पर अग्नेय-ब्रस्ट्र के लीइसेंस जस्ते और रद्द करना तथा अवैध हथियारों और उनके बनाने वालों का पता लगाने के लिए विशेष अभियान चलाना।

3. मैंने विशेष रूप से, मूल्य मंत्रियों, राज्यों और संघ शासित क्षेत्रों के राज्यपालों तथा उप-राज्यपाल जहां अनुसूचित जातियों के विरुद्ध अपराध होते रहे हैं इन अत्याचारों के बारे में भारत सरकार की गहरी चिन्ता उनसे व्यक्त करने और उन अत्याचारों को खत्म करने के लिए केन्द्रीय सरकार की उत्सुकता के बारे में लिखा है। अनुसूचित जातियों के व्यक्तियों के विरुद्ध अपराधों से कारगर ढग से निपटने के लिए, उन सामान्य सामाजिक आर्थिक तत्वों जो अधिकाशतः इन अपराधों की जड़ हैं, के विश्लेषण पर आधारित, व्यापक एहतियाती तथा निराधेक दडात्मक तथा पुनर्वास उपायों के व्यापक मार्ग-दर्शी सिद्धान्त इस पत्र के साथ राज्य सरकारों को भेज दिये गये हैं।

I.A.F. Plane Crash in Agra on 23-2-80

*27. SHRI D. P. JADEJA:

SHRI AHMED M. PATEL:

Will the Minister of DEFENCE be pleased to state:

(a) whether any enquiry has been conducted into the air crash of I.A.F. Plane on 23rd February, 1980 in which 46 Defence men were killed in Agra;

(b) if so, what are the findings of the Enquiry Commission; and

(c) the total amount of compensation paid to the next of kin of the dead and injured persons?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE AND DEPARTMENTS UNDER THE CHARGE OF PRIME MINISTER (SHRI C. P. N. SINGH): (a) and (b). A Court of Inquiry is investigating the cause of the aircrash in Agra on 22nd February, 1980 resulting in the death of 47 Defence personnel and the findings will be available only after the investigations have been completed.

(c) As immediate assistance, the family of each Air Force personnel killed has been paid an amount ranging from Rs. 950/- to Rs. 2,000/- and the family of each Army personnel killed a sum of Rs. 500/-. Instructions have been issued to effect all the prescribed payments to the dependents of all the unfortunate personnel killed.

Reconsideration of Nuclear Policy

***28. SHRI N. E. HORO:** Will the Minister of DEFENCE be pleased to state:

(a) whether there is any proposal under the consideration of Government to reconsider its stand on the nuclear issue if Pakistan went nuclear; and

(b) whether any statement has been issued by the Pakistan President that they would get the 'results' within one year?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE AND DEPARTMENTS UNDER THE CHARGE OF PRIME MINISTER (SHRI C. P. N. SINGH): (a) and (b). Government have seen press reports about Pakistan's efforts to acquire nuclear weapons and about the statement of the President of Pakistan referred to in the question. Our consistent nuclear policy, so far, has been that we would employ nuclear energy for peaceful and constructive purposes only.

Report on Parasbigha incidents

***29. SHRI TARIQ ANWAR:** Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether Government have obtained any report on the reported incidents of murder, plunder and arson in Parasbigha; and

(b) if so, details thereof and the steps taken by the Government in the matter?

THE MINISTER OF HOME AFFAIRS (SHRI ZAIL SINGH): (a) Yes, Sir.

(b) According to information furnished by the Government of Bihar a mob armed with rifles, guns and other deadly weapons surrounded village Parasbigha on the night of 6-7th February, 1980 and committed arson and murders resulting in the death of 11 persons on the spot and injuries to 9 persons. One of the injured succumbed to his injuries. A case was registered on 7th February, 1980 under different sections of the Indian Penal Code and the Arms Act. 26 accused persons have been arrested so far and action is being taken to apprehend 49 absconders. Investigation of this case is expected to be completed shortly.

Following the incident orders under section 144 of the Code of Criminal Procedure have been promulgated throughout Jehanabad sub-division and Magistrates with armed force have also been deployed in Parasbigha and in 10 adjoining villages. Senior Magistrates and police officers have been made incharge of zones for maintenance of law and order in sensitive villages. Mounted police have also been deployed. A member of Board of Revenue has been asked to inquire into alleged administrative lapses in connection with this incident. The Deputy Inspector General of Police, Magadh Range, District Magistrate and Supdt. of Police, Gaya, Sub Divisional Officer and Asstt.

Supdt. of Police, Jehanabad have been transferred.

Relief work was taken up and arrangements were made to distribute food, clothing and blankets to the victims and provide tents for immediate shelter to those rendered homeless. Steps have been taken to provide permanent shelter to the victims. State Government have sanctioned Rs. 5,000 to each family of the deceased person and Rs. 1,000 to every injured person. Ex-gratia payment at the rate of Rs. 1,500 per buffalo and Rs. 150 per goat has also been sanctioned by the Government in respect of animals that perished in the incident.

Take over of distribution of Bajaj & Priya Scooters

*30. **SHRI SATISH PRASAD SINGH:**

SHRI R. L. P. VERMA:

Will the Minister of INDUSTRY be pleased to state:

(a) whether there is a very long queue for booking of Bajaj and Priya Scooters manufactured by Bajaj Auto Limited and its allied concern;

(b) whether these scooters are available in the black market at very high rates;

(c) if so, whether Government propose to take over its distribution system by making it available to Government servants and V.I.Ps as was done before; and

(d) if so, when a decision is likely to be taken?

THE MINISTER OF FINANCE AND INDUSTRY (SHRI R. VENKATARAMAN): (a) The waiting period is relatively long for these scooters.

(b) The manufacturers have reported that no intending purchaser

is required to pay in excess of the prescribed price for the purchase of scooter from the authorised dealers. However, these makes of scooters are reported to be enjoying a premium in the second-hand market.

(c) There is no such proposal under Government's consideration.

(d) Does not arise.

Sondhi Committee Report on Role of Small Scale Sector in Development of Electronics Industry

*31. **SHRI R. K. MHALGI:** Will the PRIME MINISTER be pleased to lay a statement showing:

(a) whether it is a fact that the Sondhi Committee has submitted its detailed report about the role of small scale sector in the development of electronics industry;

(b) if so, when and what are the findings and main recommendations of the said committee;

(c) what decision Government have taken in this regard; and

(d) if not, the reasons for the delay in taking a decision, and when the same is likely to be taken?

THE PRIME MINISTER (SHRI-MATI IINDIRA GANDHI): (a) Yes, Sir. The Review Committee on Electronics headed by Shri Sondhi which was set up by Janata Party Government has submitted its Report. The Report also covers the role of the small scale sector in the development of the electronic industry;

(b) The Conclusions & Summary of Recommendations of the Committee are placed on the Table of the House. [Placed in Library. See No. LT-409/80].

(c) and (d). The findings of the Report are under study.

बिहार के सारन जिले में उद्योगों की स्थापना करना

*32. श्री सत्य देव सिंह : क्या उद्योग मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या इस बात को ध्यान में रखते हुए कि बिहार के सारन जिले में जितने साथान्न का उत्पादन होता है वह वर्ष के केवल 4 महीनों के लिए ही पर्याप्त होता है, इस समय जनसंख्या बाले क्षेत्र में लोगों को रोजगार दिलाने की दृष्टि से वहां कोई नया उद्योग स्थापित करने से संबंधी कोई प्रस्ताव सरकार के विचाराधीन है;

(ख) यदि हां, तो इस बारे में तथ्य क्या है; और

(ग) यदि नहीं, तो उसके क्या कारण हैं?

उद्योग मंत्रालय में राज्य मंत्री (डा. अरनजीत चानना) (क) बिहार के सारन जिले में सरकारी क्षेत्र में एक नया उद्योग स्थापित करने से संबंधित किसी प्रस्ताव पर भारत सरकार इस समय विचार नहीं कर रही है।

(ख) प्रश्न ही नहीं उठता।

(ग) सरकारी क्षेत्र में उपक्रम की स्थापना केवल जनसंख्या के घनत्व पर ही नहीं अपित्तु तकनीकी-आर्थिक पहलुओं पर निर्भर करती है। भारत के राज्यों में बिहार ही एक ऐसा राज्य है जहां देश के सरकारी क्षेत्र के उपक्रमों में पहले से ही सर्वाधिक विनियोग किया गया है।

Fall in Planned Expenditure on Development of Atomic Energy

*33. SHRI MAGAN BHAI BAROT: Will the PRIME MINISTER be pleased to state:

(a) whether it is a fact that during the period between 1977 to 1979 there was fall in the planned expenditure as regards development of atomic energy and allied fields of fundamental researches; and

(b) if so, whether Government are aware that there is need to step up the development expenditure on peaceful uses of atomic energy and other allied fields of fundamental research; and

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

THE PRIME MINISTER (SHRI MATI INDIRA GANDHI): (a) and (b). Yes, Sir. The shortfall is mainly due to (i) tapering off to expenditure on certain projects which had reached an advanced stage of completion, (ii) difficulties in getting sophisticated items of equipment due to various factors including problems in the factories of the Suppliers and (iii) expenditure on some new projects not picking up to the expected level.

(c) Action to speed up sanction of planned projects and execution of sanctioned projects, including intensification of efforts to reduce delays in effecting supplies of major equipment, is being taken. It is expected that expenditure during 1980-81 will pick up

Report by Minorities Commission

*34. SHRI ZAINUL BASHER: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether Minorities Commission has submitted any report to Government;

(b) if so, on what matters; and

(c) whether Government have accepted any of the recommendations of the Commission?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI YOGENDRA MAKWANA):

(a) to (c). The Minorities Commission submitted its first Annual Report in February 1979 for the year 1978 detailing its activities; the printed copies and the Hindi version were made available on 16th June, 1979.

Steps are being taken to place the first Annual Report of the Commission before the Houses of Parliament. Though the matter was being processed, this could not be done earlier owing to the resignation of the then Councils of Ministers in July and

August 1979, and also the dissolution of the Lok Sabha in August 1979. In addition to this the Commission has also submitted the following eight reports. The latest position of action taken on each of these reports is indicated below:

Sl.No.	Particulars of report	Action taken
1	Report on Aligarh Muslim University (Amendment) Bill, 1978. (May, 1978)	A copy of the Minorities Commission's report on Aligarh Muslim University (Amendment) Bill, 1978 together with the Memorandum of the action taken by the Government was laid on the Tables of both the Houses of Parliament on 19-3-1979.
2	Report on communal disturbances in Pernam but that took place in July-September, 1978. (November, 1979).	The recommendations pertain to the Government of Tamil Nadu. That Government furnished their comments to the Minorities Commission on 13-2-1979. Further action by the State Government to consider implementation of the recommendations is being expedited.
3	Report on communal disturbances in Aligarh. (December, 1978).	The recommendations of the Commission related to the Government of Uttar Pradesh and the Central Government. Information regarding action taken on the recommendations concerning the Central Government was given in the Lok Sabha in reply to Unstarred question No. 336 for 21-2-79.
4	Report on the dispute over construction of a Shiva Temple near Gurdwara Manji Sahib, Karnal (Haryana). (April, 1979).	Necessary action to implement the recommendations of the Minorities Commission is to be taken by the Government of Haryana. This Ministry has been pursuing the matter with the State Government so as to expedite their decision and final reply to the Commission.
5	Report on the rehabilitation of the sufferers of communal disturbances in Jamshedpur (Bihar). (April, 1979).	The recommendations of the Commission relate to the Government of Bihar. The Central Government have been pursuing the matter with the State Government to expedite their decision.
6	Report on Shri O. P. Tyagi's Freedom of Religion Bill, 1978 and Arunachal Pradesh Freedom of Religion Act, 1978. (May, 1979).	This report was prepared by the Minorities Commission on receipt of representations from various Christian Organisations. The report also dealt with the Arunachal Pradesh Freedom of Religion Act, 1978 and certain issues pertaining to that State. Shri Tyagi's Bill lapsed with the dissolution of the 6th Lok Sabha. Reply on this and the other relevant aspects was sent to the Commission in September 1979.

Sl. No.	Particulars of report	Action taken
7	Report on the status of Punjabi language in Union Territory of Delhi. (May, 1979).	A reply was furnished to the Minorities Commission on 5th November 1979.
8	Report on the U.P. Christian Public Religious Institutions (Temporary Restrictions on Transfer of Properties) Ordinance, 1978. (May/June, 1979).	The Government of Uttar Pradesh had forwarded the proposed Ordinance to the Ministry of Home Affairs for previous instructions of the President under Article 213(1) of the Constitution of India. Comments in the matter were sought from the Minorities Commission and the State Government. A final reply from the latter is awaited

Meeting of Home Minister with Leaders of Political Parties at Gauhati

*35. SHRI ATAL BIHARI VAJPAYEE:

SHRI P. K. KODIYAN:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether leaders of all political parties, except the Janata Party, met him jointly on February 24, 1980 at Gauhati; and

(b) if so, the outcome of the meeting?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI YOGENDRA MAKWANA):

(a) Yes, Sir.

(b) Political parties welcomed the initiative of Government to find a solution satisfactory to all concerned. During discussions, they referred to the apprehensions of the various sections of people of Assam and felt that these should be speedily allayed. Almost all of them were of the view that 1971 Electoral Rolls should be the basis for identifying foreign nationals.

राष्ट्रीय पुलिस आयोग का प्रतिवेदन

*36. श्री चन्द्र पाल जैसानी :

श्री समर मुहम्मद :

क्या गृह मंत्री निम्नलिखित जानकारी दर्शाने वाला विवरण सभा पटल पह रखने की कृपा करेंगे कि :

(क) क्या राष्ट्रीय पुलिस आयोग का तृतीय प्रतिवेदन इस बीच प्रकाशित हो चुका है;

(ख) यदि हां, तो उसकी मुख्य सिफारिशें क्या हैं; और

(ग) उनके कार्यान्वयन के लिए सरकार क्या कार्यदाही करेगी ?

गृह मंत्रालय में राष्ट्रीय मंत्री (श्री योगेन्द्र मक्काना) : (क) से (ग). राष्ट्रीय पुलिस आयोग ने 1 फरवरी, 1980 को अपना तीसरा प्रतिवेदन सरकार को प्रस्तुत कर दिया है। प्रतिवेदन में कोई गई सिफारिशों पर विचार किया जा रहा है।

Report of L. P. Singh Committee

*38. SHRI G. M. BANATWALLA: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the L. P. Singh Committee appointed to make suggestions with respect to Intelligence Bureau and Central Bureau of Investigation has submitted its report;

(b) if so, the main findings and recommendations thereof; and

(c) the reaction of Government thereto?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI YOGENDRA MAKWANA):

(a) Yes, Sir.

(b) The report is under the study of Government.

(c) The question does not arise as the report is still under the study of the Government.

Closing of Rajasthan Atomic Power Station

*39. **SHRI SATYENDRA NARAYAN SINHA:**

SHRI JAI NARAIN:

Will the PRIME MINISTER be pleased to state:

(a) whether the Rajasthan Atomic Power Station was shut down during February 1980;

(b) if so, the reasons thereof;

(c) what is the frequency of outages in the Station; and

(d) the number of days it has worked ever since it was commissioned?

THE PRIME MINISTER (SHRI-MATI INDIRA GANDHI): (a) and (b). Yes, Sir. The unit had to be shut down due to micro leaks in some of the tubes of the Moderator Heat Exchanger.

(c) and (d). During the years 1973, 74, 75 and 76, the number of outages, both owing to the grid and to the Unit itself, was an average of 5 per month. The high frequency of outages during these years is attributable mainly to marginal design deficiency and improper workmanship of turbine blades supplied by Canada. These were rectified, whereafter the performance improved as evidenced by the steep fall in the number of outages. During 1977, 78 and 79 the

average number of outages per month was 1, inclusive of those due to grid failure.

Shortfall in Plan Expenditure

*40. **SHRI CHINTAMANI PANIGRAHI:** Will the PRIME MINISTER be pleased to lay a statement showing:

(a) whether there has been a significant fall in plan expenditure in the current year, i.e., in 1979-80 in all the States and in the Central Plan as well; and

(b) if so, the details of the shortfall in the Centre as well as States, (State-wise) and the reasons for the same?

THE PRIME MINISTER (SHRI-MATI INDIRA GANDHI): (a) and (b). According to the indications given by the States to the Planning Commission during the course of the Annual Plan discussions there is not likely to be any significant fall in Plan expenditure in the States in the current year. As regards the Central Plan it is anticipated that there may be a shortfall of about 3 per cent due to unsatisfactory implementation of many schemes.

Crimes during the last two months

138. **SHRI SOMNATH CHATTERJEE:** Will the Minister of HOME AFFAIRS be pleased to state the state-wise (including Union Territories) number of incidents of riots, arson, murder, rape, dacoities and snatching that took place during the last two months?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI YOGENDRA MAKWANA): The requisite information is being collected and on receipt of the same a statement will be laid on the Table of the House.

Defections

139. SHRI JHARKHANDE RAI: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether Government's attention has been drawn to the large scale defections during the last few months; and

(b) if so, the details thereof and what measures are proposed to be taken to prevent defection?

THE MINISTER OF HOME AFFAIRS (SHRI ZAIL SINGH): (a) and (b). As there is no Central law under which the term "defection" in this context has so far been defined, it is not possible to furnish this information. The Government have not yet had an opportunity to examine the question of bringing forward a suitable legislation with a view to preventing defections.

Thefts of Scooters

140. DR. VASANT KUMAR PANDIT: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether there has been steep increase in cases of thefts of scooters in the capital during the last three months if so, the facts and reasons therefor;

(b) the number of scooters reported to have been stolen during this period from Sarojini Nagar, Laxmibai Nagar and R. K. Puram, separately, and the number of those recovered; and

(c) what steps are being taken to expedite investigations and apprehend the culprits and also to check such incidents in future?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI YOGENDRA MAKWANA): (a). Compared to the corresponding period of last year there has been decrease in the theft of scooters during the last three months. During the period 1-12-

79 to 29-2-80, 302 such cases were reported, as against 327 reported during corresponding period 1-12-78 to 28-2-79.

Name of locality	No. of scooters reported to be stolen	No. of scooters recovered
------------------	---------------------------------------	---------------------------

Sarojini Nagar	6	1
Laxmibai Nagar	—	—
R K Puram	12	8

(c) The following steps have been taken:—

(i) Anti-auto theft squads have been instituted in each police District. Its work is cooordinated centrally by the Crime Branch.

(ii) Wireless Messages are immediately flashed to all Superintendents of Police in India and Police Control Room alerted as and when any case of auto-theft is reported.

(iii) Plain clothes/uniformed policemen are detailed at strategic points.

(iv) Activities of known auto-lifters are kept under watch.

(v) List of stolen vehicles is supplied to Beat patrolling staff to keep a vigil for the stolen/unrecovered vehicles.

Circulation of Kendriya Sachivalaya Rajbhasha Sewa Rules, 1979

141. SHRI T. S. NEGI: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether Kendriya Sachivalaya Rajbhasha Sewa (Group 'C' Posts) Rules, 1979 have been circulated for objections and comments to all the Departments of the Government of India;

(b) if so, what are the main comments of the employees concerned, Ministry-wise, received so far;

(c) the number of offices/ministries who have not been able to send their comments; and

(d) the date by which the rules are likely to be finalised?

THE MINISTER OF HOME AFFAIRS (SHRI ZAIL SINGH): (a) to (d). The draft Rules for the Kendriya Sachivalaya Rajbhasha Sewa (Group 'C' Posts) were circulated to the various Ministries/Departments of the Government for their comments. Replies from 34 Ministries/Departments are still awaited. The draft Rules will be examined further in the light of the comments received. Efforts will be made to finalise them quickly in consultation with the Staff Selection Commission etc.

Setting up of Paper and Hard Board Industry in Morena

142. SHRI BABU LAL SOLANKI: Will the Minister of INDUSTRY be pleased to state:

(a) whether there is a proposal to set up paper manufacturing industry

and hard board units in district Morena in Madhya Pradesh;

(b) if so, the details thereof; and

(c) if not, the reasons therefor and whether the proposal for setting up paper manufacturing units at Morena (M.P.) would be included in the plan for next financial year especially keeping in view the easy availability of raw material there?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY (SHRI CHARANJIT CHANANA): (a) to (c). Governments have approved the proposals of the undermentioned parties for setting up industrial units in Morena (Madhya Pradesh) for the manufacture of paper and paper boards for the capacities noted against each:

Name of the Party	Capacity per annum
1. M/s. Varchman Paper Udyog (P) Ltd., Morena (MP).	Writing & Printing Paper 2,250 tonnes
2. M/s. Decchan India Ltd., Morena (MP)	Writing and Printing Paper, tissue, Paper and Paper Board 3,300 tonnes
3. M/s. Taru J. Lalwani New Delhi Location Morena (MP).	Writing Paper 10,000 tonnes Pulp 10,000 tonnes

Supply of Uranium to Tarapur Plant by America

143. SHRI CHINTAMANI PANIGRAHI: Will the PRIME MINISTER be pleased to state:

(a) whether the dispute regarding America's supply of enriched uranium for Tarapur Plant has since been solved; and

(b) if not, what other ways are being devised for getting atomic fuel for Tarapur Plant?

THE PRIME MINISTER (SHRI MATI INDIRA GANDHI): (a) Two shipments of uranium for the Tarapur Plant are overdue. The Government of India have been in close touch with the Government of the United States for the continued supply of fuel on a timely basis for the life time of the Tarapur reactors in strict accordance with the provisions of the Cooperation Agreement of 1963.

(b) Government will take all necessary measures to ensure the continued operation of the Tarapur Atomic Power Station.

Increase in Communal and Casteist Tendencies

144. SHRI EDURADO FALEIRO: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether Government are aware of increase in communal and casteist tensions in the country during the last three years; and

(b) if so, what steps Government contemplate to improve this state of affairs?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI YOGENDRA MAKWANA):

(a) Yes, Sir.

(b) Communal and caste tensions emanate from socio-economic and socio-cultural factors and culminate in various kinds of law and order situations. The Govt. of India have suggested to the State Governments various steps for dealing with caste and communal tensions.

The Govt. of India are committed to safeguard the rights of the minorities, providing equitable employment opportunities to them and ensuring their effective participation in all spheres of national life. The attention of the State Governments has been drawn to the need for remaining vigilant about various developing trends so that communal and caste tensions can be diffused at the first sign of their appearance.

The effective and timely control of communal disturbances will be the direct responsibility of the district administration and any failure on their part will promptly entail suitable action. Special measures will be taken to bring offenders to book speedily and deterrently.

A system of holding officer-level meetings with groups of States and similar meetings at the State-level with officers of communally sensitive districts to review the existing posi-

tion and measures required to achieve and promote communal harmony has been introduced. This will provide a system of continuous review and keep the subject of communal and caste tensions in focus. In addition, a comprehensive scheme of establishing Police Control Rooms in communally sensitive areas with a view to coordinating administrative arrangements has been taken in hand. The existing Intelligence machinery is also being geared up to collect advance information about any developing tensions and keep constant watch on disruptive elements. A Cell to devote specialised attention to the communal situation has also been established in the Ministry of Home Affairs.

In respect of safeguarding the interests of weaker sections including the Sch. Castes/Sch. Tribes also, the Government of India have made various suggestions to the State Governments in the past. Some of the suggestions made are: that District Collectors and Superintendents of Police should be held directly responsible for taking prompt and effective action; in areas where atrocities on weaker sections have taken place, special Police squads should be set up to take prompt action against the offenders. It has been further suggested that special cells may be constituted at the State-level under the personal supervision of the Chief Minister to look into the grievances of Sch. Castes/Sch. Tribes and that suitable institutional arrangements should be made at the District-level to register complaints of harassment and other grievances of weaker sections and monitor on a regular basis the action taken on such complaints. Investigation of all grievances involving weaker sections whether or not caste considerations are suspected, should be prompt and adequately supervised and that the arms licenses of those reasonably suspected to be involved in atrocities should be suspended. It has also been suggested that special courts under the provisions of the Cr. P. C. and P.C.R. Act should be set up to bring quick justice and ensure punish-

ment to the offenders in cases of atrocities and denial of civil rights. The attention of the State Governments is being drawn again to these measures for suitable implementation.

The question of reactivisation of the National Integration Council for dealing with tendencies that strike at the root of national solidarity is under consideration.

Shortage of Coir Fibre and Coir Yarn

145. SHRI G. Y. KRISHNAN: Will the Minister of INDUSTRY be pleased to state:

(a) whether there is a shortage of coir fibre, and coir yarn, particularly in the Southern States; and

(b) if so, the efforts Government propose to make in this regard to make the availability of coir fibre and coir yarn in the small scale coir manufacturing units?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY (SHRI CHARANJIT CHANANA): (a) and (b). Government have received representation regarding difficulties in coir fibre/yarn availability in the market. The matter is being examined in consultation with the Coir Board and the Government of Kerala.

Attacks made by Jerawas

146. SHRI MANORANJAN BHAKTA: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether it is fact that the 'Jerawas' made several attacks on villages, Bush Police Camp and Forest Camps in Andaman and Nicobar Islands during last three years up to date; if so, the details of such attacks;

(b) the total number of casualties during such attacks;

(c) how many Government servants on duty were killed and injured and whether Government granted any financial assistance to the victims and if not, the reasons therefor; and

(d) what are the proposals to safeguard the lives and properties of the people?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI YOGENDRA MAKWANA):

(a) to (d). In the past three years, the Jerawas have not attacked any village, Bush Police Camps and Forest Camps in the Andaman and Nicobar Islands. However, they attacked such individuals as entered their reserves for hunting or other purposes. The details of such incidents are as follows:—

Year	Incidents	Nos. killed	Nos. injured	Abducts
1977	4	7	1	..
1978	6	4	5	..
1979	1	1	..	..
1980 (to date)	3	2	2	1

In 1979 they also stole certain things such as clothes, cooking utensils and iron implements once each from the Bush Police Camp and Forest Camp.

2. Thus the total number of casualties to date is 14. Five each of those killed and injured and one abducted

person were Government servants. Benefits as admissible under rules to Government servants dying in harness are given. Rs. 250/- had also been sanctioned as immediate relief to the family of the abducted Government Servant. It has also been decided to allot a house site and give employ-

ment to his son. In the case of Forest employees, compensation under the Workmen's Compensation Act is being granted.

3. The Andaman and Nicobar Administration are adopting intensive beat patrolling to safeguard the lives and property of the people. They also deploy Police Force along the settlement areas as and when the situation warrants.

गंभीर किस्म के अपराध

147. श्री एन. के. शेखलकर : क्या गृह मंत्री यह बताने की कृपा करेंगे कि पिछले तीन महीनों के दौरान किये गये गंभीर किस्म के अपराधों की राज्यवार संख्या क्या है ?

गृह मंत्रालय में राज्य मंत्री (श्री योगेन्द्र भक्तवाना) ; अपेक्षित सूचना एकत्र की जा रही है और उसके प्राप्त होने पर एक विवरण सदन के पटल पर रख दिया जायेगा ।

बेरोजगार तकनीकी तथा गैर-तकनीकी व्यक्तियों की संख्या

148. श्री विजय कुमार यादव : क्या प्रधान मंत्री यह बताने की कृपा करेंगे कि :

(क) देश में वर्ष 1966 से 1980 तक की अवधि के दौरान बेरोजगार तकनीकी तथा

गैर-तकनीकी शिक्षित व्यक्तियों की वर्ष-वार संख्या कितनी-कितनी रही ;

(ख) क्या यह सच है कि शिक्षित बेरोजगार व्यक्तियों की संख्या प्रति वर्ष बढ़ती ही जा रही है ; और

(ग) यदि प्रश्न के उपरांकता (ख) भाग का उत्तर स्वीकारात्मक है तो क्या सरकार का विचार शिक्षित बेरोजगार व्यक्तियों को रोजगार प्रदान करने हेतु तुरन्त ही प्रभावी कदम उठाने का है और यदि हाँ, तो तत्संबंधी व्यांका क्या है और यदि नहीं, तो उसके क्या कारण है ?

प्रधान मंत्री (श्रीमती इन्दिरा गांधी) :

(क) सं (ग). वर्ष 1966 से 1979 (जून) तक के वर्षों के लिए रोजगार दफ्तरों के रिक्त रजिस्टरों में रोजगार की तलाश करने वाले शिक्षित व्यक्तियों की संख्या का विवरण सभा-पटल पर रखा गया है । इसे देखने से यह मालूम होंगा कि रोजगार दफ्तरों के रिक्त रजिस्टर में रोजगार तलाश करने वाले शिक्षित व्यक्तियों की संख्या में काफी विस्तार हुआ है । नई सरकार शिक्षित बेरोजगारों की समस्या के प्रति जागरूक है । उनका योजना पर नये सिर से विचार करने का प्रस्ताव है और ऐसा करते समय वे इस संबंध में किए जाने वाले विशिष्ट उपायों पर विचार करेंगे ।

विवरण

रोजगार दफ्तरों के रिक्त रजिस्टर में दर्ज रोजगार तलाश करने वाले शिक्षित (मैट्रिक और उस से ऊपर) व्यक्तियों की संख्या और उन में (इंजीनियरी, चिकित्सा, कृषि और पशु चिकित्सा विषयों में स्नातक और उस से ऊपर) रोजगार तलाश करने वाले तकनीकी व्यक्तियों की संख्या ।

(भांडे हजार में)

समाप्त वर्ष	तकनीकी	अन्य	कुल शिक्षित व्यक्ति
1	2	3	4
1966	4.9	912.6 917.5
1967	11.0	1076.4 1087.4
1968	16.0	1293.3 1309.3

1

2

3

4

1969	.	.	.	.	.	.	20.5	1505.7	1526.2
1970	.	.	.	.	.	.	26.5	1795.1	1821.6
1971	.	.	.	.	.	.	31.4	2264.2	2295.6
1972	.	.	.	.	.	.	38.2	3236.0	3274.2
1973	.	.	.	.	.	.	39.2	3862.4	3901.6
1974	.	.	.	.	.	.	34.7	4140.0	4174.7
1975	.	.	.	.	.	.	34.4	4770.8	4805.2
1976	.	.	.	.	.	.	36.7	5067.4	5104.1
1977	.	.	.	.	.	.	40.3	5694.3	5734.6
1978	.	.	.	.	.	.	42.5	6405.5	6448.0
1979 (जून)	.	.	.	.	.	.	45.0	6891.8	6936.8

आर्थिक पिछड़पेन के आधार पर आरक्षण नीति लागू किया जाना

149. श्री के. सी. पाण्डे: क्या गृह मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार का विचार राष्ट्र के सर्वाधिक हित में जाति के आधार पर आरक्षण के स्थान पर आर्थिक पिछड़पेन के आधार पर आरक्षण नीति लागू करने का है जिससे राष्ट्र सभी प्रकार के वर्ग संघर्ष से मुक्त रहे; और

(ख) यदि हां, तो यह नीति कब लागू की जायेगी ?

गृह मंत्रालय में राज्य मंत्री (श्री योगेन्द्र बकाना): (क) अनुसूचित जातियों के लिये आरक्षण जाति पर आधारित नहीं है अपितु अस्पृश्यता की पारम्परिक प्रथा से उत्पन्न सामाजिक, शैक्षणिक और आर्थिक पिछड़पेन पर आधारित है और अनुसूचित जनजातियों के लिए आरक्षण उनके आदिम लक्षणों, विशिष्ट संस्कृति, भौगोलिक अलगाव, समुदाय के साथ युक्त रूप से सम्पर्क स्थापित करने में सकारें करने और पिछड़पेन पर आधारित है। आर्थिक पिछड़पेन के आधार पर आरक्षण करने का कोई प्रस्ताव सरकार के विचारधीन नहीं है।

(ख) प्रश्न बहर्छ उठता ॥

Setting up of a Cement Factory in Public Sector in Bihar

150. SHRI R. P. YADAV: Will the Minister of INDUSTRY be pleased to state:

(a) what is the basis of opening a cement factory at a particular place;

(b) whether it is a fact that raw materials for cement are available in abundance in Bihar; and

(c) if so, the reason for having not a single cement factory in the public sector in Bihar?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY (SHRI CHARANJIT CHANANA): (a) The availability of basic raw materials and other allied infra-structure facilities like availability of transport, coal, power etc., and the economic viability are amongst the considerations for setting up of any factory including a cement factory.

(b) Yes Sir. Limestone deposits are available in Bihar.

(c) The lime stone deposits in Bihar are being exploited by cement facto-

ries in the private sector. The Bihar State Industrial Development Corporation have also proposed to establish a minicement plant in the public sector.

Reservation of Posts for Scheduled Castes/Scheduled Tribes

151. SHRI LAKSHMAN MALLICK: Will the Minister of HOME AFFAIRS be pleased to state:

(a) the number of posts reserved for the Scheduled Castes/Scheduled Tribes in his Ministry which remained vacant on the 1st February, 1980; and

(b) what are the reasons for not filling up of these posts and whether these vacancies would be filled up during this financial year?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI YOGENDRA MAKWANA): (a) 97 in the Ministry proper, excluding attached and subordinate offices.

(b) The posts could not be filled up due to non-availability of eligible candidates belonging to Scheduled Castes and Scheduled Tribes. The posts have been de-reserved and carried forward. The carried forward posts will be filled up as and when candidates belonging to Scheduled Castes and Scheduled Tribes are available for appointment against these posts.

Implementation of 20-Point Programme

152. SHRI BALASAHEB VIKHE PATIL: Will the PRIME MINISTER be pleased to state the steps taken or proposed to be taken for implementation of Twenty-point programme in a more dynamic way?

THE PRIME MINISTER (SHRI-MATI INDIRA GANDHI): Within the Directive Principles of Economic Policy represented by the dynamic 20-Point Programme, the economy had reached a take-off stage by 1976-77. But during the 33 months of the Janata

Party rule, the runway of the economy, built by our sustained efforts, was badly damaged. Government is already on the job to implement the 20-Point Programme in order to revitalise the economy and to give renewed strength to its various components. This involves, inter alia, the repairing of the basic infrastructure to effectively put into action the Programmes visualised by us.

We believe that the 20-Point Programme is the only action-oriented package Plan which can raise the living standards of the people of this country, especially the weaker sections of the society.

Utilisation of Installed capacity of Cement Plants in Uttar Pradesh, Rajasthan and Madhya Pradesh

153. SHRI G. S. REDDI: Will the Minister of INDUSTRY be pleased to state the percentage of utilisation of installed capacity of cement plants—both in the private and public sectors—in the States of U.P., Rajasthan and Madhya Pradesh during the calender years 1978, 1979 and 1980 (January, 1980)?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY (SHRI CHARANJIT CHANANA): While all the cement plants in Uttar Pradesh are in Public Sector, the cement plants in Rajasthan are in Private Sector. In Madhya Pradesh, however, the cement plants are both in Private and Public Sectors. The desired information is as follows:

State	1978	1979	1980 (January)
Uttar Pradesh	70	54	63
Rajasthan	90	84	58
Madhya Pradesh			
—Private Sector	103	102	90
—Public Sector	91	69	86

Declaration of Civilian Area of Ranikhet as Municipal Area

154. SHRI HARISH RAWAT: Will the Minister of DEFENCE be pleased to state:

(a) whether there is any proposal under Government's consideration to declare the civilian area of Ranikhet town as a municipal areas; and

(b) if so, what are the details thereof and by when it is likely to be declared?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI C. P. N. SINGH): (a) No, Sir.

(b) Does not arise.

I.A.F. Plane crash in Agra on 23-2-80

155. SHRI FAROOQ ABDULA: Will the Minister of DEFENCE be pleased to state:

(a) whether it is a fact that 46 Defence personnel were killed in Agra due to one of the worst disasters in the history of Indian Air Force para-dropping exercises on 23rd February, 1980;

(b) whether Government are considering to replace the 'Fair Child Packet' aircraft which is one of the oldest aircraft in the world; and

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

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI C. P. N. SINGH): (a) An unfortunate and tragic aircrash occurred in Agra on 22nd February 1980 in which 47 Defence personnel were killed.

(b) and (c). Government have decided to replace the existing transport fleet including the Packets which will be phased out progressively as per schedule.

Pension benefits enjoyed by Ex-service-men and improvements desired therein

156. SHRI P. J. KURIAN: Will the Minister of DEFENCE be pleased to state:

(a) what are the different pension benefits and other amenities at present enjoyed by ex-servicemen;

(b) have the Government received any representations for improving them in view of the rising cost of living;

(c) if answer to part (b) above be in the affirmative, Government's reaction thereto; and

(d) details of the additional/improved benefits, if any, proposed to be provided to the ex-servicemen?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI C.P.N. SINGH): (a): The following pension benefits and other amenities to ex-servicemen are available:—

(1) Service officers and personnel below officer rank who have rendered a minimum qualifying service of 20 years and 15 years respectively, are entitled to retiring pension, whereas those whose qualifying service is less than the above limits but is at least 10 years in the case of commissioned officers and 5 years in the case of personnel below officer rank, are entitled to service gratuity.

(2) Individuals who are medically boarded out of service are granted disability or invalid pension/gratuity depending upon whether the disability is attributable to service or not.

(2) In addition to relating/disability/invalid pension/gratuity, they are also entitled to death-cum-retirement gratuity at the rate of 1/4th of the emoluments drawn at the time of retirement for each completed half year of service, subject to a maximum of 16-1/2 month's emol-

luments or Rs. 30,000/- whichever is less. Ex-servicemen in receipt of pension are also entitled to relief on pension granted by the Government from time to time.

(4) The other benefits available to ex-servicemen are: reservation in employment, priorities/preferences for employment, concessions in age and educational qualifications for appointment to Group 'C' and 'D' posts, exemption from payment of examination/application fees for recruitment to Class III and Class II (Non-gazetted) posts advertised by Union Public Service Commission and Staff Selection Commission, assistance for self-employment, medical and canteen facilities.

(b) Yes, Sir.

(c) and (d). With a view to providing relief to the pensioners for rising cost of living, the Third Pay Commission had recommended that pensioners be granted relief equal to 5 per cent of pension subject to a minimum or Rs 5/- and a maximum of Rs. 25/- per month as and when there is a 16 point increase in the 12-monthly average of the price index. The Government accordingly granted 8 instalments of relief to the pensioners from time to time. The last instalment was sanctioned with effect from 1st December, 1978. The total relief admissible at present is 40 per cent of pension subject to a minimum of Rs. 40/- and a maximum of Rs. 200/- p.m. (In the case of those who are in receipt of the revised rates of pension consequent upon the merger of a portion of dearness allowance with pay for retirement benefits, the relief admissible at present, however, is 20 per cent of pension subject to a minimum of Rs. 20/- and a maximum of Rs. 100/- per month).

One more instalment of relief on pension has become due with effect from 1st November, 1979 and orders in this regard would be issued shortly.

Pensioners who retired prior to 1st January, 1978 are also entitled to an ad-hoc relief ranging from Rs. 15/- to Rs. 35/- p.m., in addition to the 8 instalments of relief mentioned above.

Naval Ordnance Factory in Kerala

157. SHRI E. BALANANDAN: Will the Minister of FINANCE be pleased to state:

(a) whether the attention of Government has been drawn to the request made by the Chief Minister of Kerala for the establishment of a Naval Ordnance Factory in Kerala; and

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

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI C. P. N. SINGH): (a) and (b). In response to the request received in October, 1977 from the Chief Minister of Kerala, he was informed that there were no plans to set up any new Defence Production Units and that the claims of Kerala State would receive full consideration while considering any future proposals.

Taking over of closed industrial plants factory of Panchla

158. SHRI HANNAN MOLLAH,
SHRI SAMAR MUKHERJEE:

Will the Minister of INDUSTRY be pleased to state:

(a) whether Government have received any proposal for taking over of the closed industrial plants factory of Panchla, in the district of Howrah, West Bengal;

(b) whether Government have taken any decision on the proposal; and

(c) what is the latest position?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY (SHRI CHARANJIT CHANANA): (a) to (c)- Representations have been received

mainly about reopening of the unit which has been under lock-out since December, 1974. In November, 1977, the Government of West Bengal wrote to this Ministry suggesting an investigation under the provisions of the Industries (Development and Regulation) Act, 1951, into the affairs of Messrs Industrial Plants Limited, Howrah. The State Government were requested in January, 1978, to advise as to whether they would be prepared to assume financial and managerial responsibilities for running the undertaking. The State Government have recently replied that various alternatives for the revival of this unit are still under their consideration.

Atrocities in North Kamrup, Assam

159. SHRIMATI PRAMILA DANDAVATE: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether it is a fact that serious atrocities have been committed in the North Kamrup (Assam) villages during the second week of January, 1980 by the men of Indian Army and C.R.P.;

(b) whether it is also a fact that the commanding officer belonging to a particular linguistic community directed the operations; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI YOGENDRA MAKWANA): (a) to (c). Allegations have been made that some army personnel committed atrocities in the North-Kamrup villages, and according to State Government, 11 cases are under investigation. Separately, army authorities made their own enquiries and found the allegations baseless.

There are no such allegations against C.R.P. personnel.

Our armed forces are above all linguistic and communal feelings and act in an objective manner.

News-item captioned "Soviet Nuclear Weapons in Asia alleged"

160. SHRI SHIV KUMAR SINGH: Will the Minister of DEFENCE be pleased to state:

(a) whether the attention of the Government of India has been drawn towards a news-item appearing in the *Hindustan Times* dated 21st February, 1980 under the caption "Soviet nuclear weapons in Asia alleged";

(b) if so, the details thereof; and

(c) the efforts being made by the Government of India to keep the Zone free from super powers' conflicts?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI C. P. N. SINGH): (a) Yes, Sir.

(b) an (c). Government have no authentic information.

योजना बनाने की गति धीमी करने के लिए अनवरत योजना का आरंभ

161. श्रीमती कृष्ण साहब : क्या प्रधान मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या जनता सरकार ने अनवरत योजना आरम्भ की थी और यह अनुप्युक्त सावित हुई है; और

(ख) यदि हाँ, तो सरकार का विचार इस आवर्ती योजना के समाप्त करने का है और यदि हाँ, तो कब तक और यदि नहीं, तो इसके क्या कारण हैं?

प्रधान मंत्री (श्रीमती इन्दिरा गांधी) :

(क) जी हाँ।

(ख) नहीं सरकार के योजना पर नए सिर से विचार करने के समय ऐसा किया जायेगा।

Licences issued by Care-Taker Government

162. SHRI CHANDRABHAN ATHARE PATIL: Will the Minister of INDUSTRY be pleased to state:

(a) the number and details of the industrial licences and the parties to whom licences were issued by the Care-taker Government after dissolution of the Sixth Lok Sabha; and

(b) the considerations on which these licences were issued?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY (SHRI CHARANJIT CHANANA): (a) From 22nd August—13th January, 1980, 313 Letters of Intent and 29 Industrial Licences were issued, while 127 Letters of Intent issued previously were converted into Industrial Licences. Details of these are published in the "Weekly Bulletin of Import Licences, Export Licences and Industrial Licences" and are available in the Parliament Library.

(b) Letters of Intent and Industrial Licences are issued in accordance with the current Industrial Policy as enunciated by Government. Besides this, Government's consideration includes the techno-economic appraisal, capacity considerations/the applicant's experience and capability, foreign collaboration (if any is involved), Foreign exchange balances of the proposal, the development of backward areas, locational angle, demand projections etc.

New Scheme for Nationalisation of Sick Units

163. SHRI INDRAJIT GUPTA: Will the Minister of INDUSTRY be pleased to state:

(a) whether it is a fact that the Union Government have evolved a new scheme for the nationalisation of sick units; and

(b) if so, the salient features thereof?

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THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY (SHRI CHARANJIT CHANANA): (a) No, Sir.

(b) Does not arise.

U.S. Military Personnel presence in Pak

164. SHRIMATI GEETA MUKHERJEE: Will the Minister of DEFENCE be pleased to state:

(a) whether Government's attention has been drawn to the report appeared in a section of the press that U.S. military personnel are present in Pakistan across its border with Rajasthan;

(b) if so, the details and Government's reaction thereto;

(c) whether Government have made any attempt to ascertain the matter; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI C.P.N. SINGH): (a) Government have seen the Press report to this effect. Available information, however, does not confirm the report.

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

Preparation of Panels for appointment as Under Secretaries

165. SHRI K. LAKKAPPA: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether it is a fact that there has been undue delay in the preparation of panels for the years 1978 and 1979 for inclusion in Grade I of Central Secretariat Service for appointment as Under Secretaries;

(b) if so, the reasons therefor;

(c) the steps being taken by Government to expedite the preparation of the panels; and

(d) the time by which the panels for the years 1978 and 1979 are likely to be out?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI P. VENKATASUBBAIAH): (a) Yes, Sir. There was some delay.

(b) The delay in the issue of the panel for the year 1978 was mainly due to delay in the issue of the panel for 1977 because the Staff side insisted that the panel should be issued only after amending the statutory rule for providing that if any person appointed to the Section Officers' Grade is considered for promotion to Grade I under sub-rule 2 of rule 12 of the Central Secretariat Service Rules, 1962, all persons senior to him in Section Officers' Grade who have rendered not less than six years' service in that Grade shall also be considered notwithstanding that they may not have rendered ten years' approved service in that Grade. Besides as there were no Scheduled Castes/Scheduled Tribes officers available within the zone for promotion to Grade I, the matter for holding a special limited departmental examination for the purpose had to be decided in consultation with the UPSC which took considerable time.

(c) & (d). The panel for the general candidates for the year 1978 was issued on 14-12-1979 and supplementary lists for Scheduled Castes/Scheduled Tribes declared successful in the limited departmental examination to be included in the panels for the years 1977 and 1978 were issued on 8-1-1980.

As regards the preparation of the panel for the year 1979, the matter is in progress in consultation with the Union Public Service Commission and efforts will be made to issue the panel before the end of April, 1980.

Directions to States for disposal of Files

166. SHRIMATI RAM DULARI SINHA: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether it is a fact that some directives were issued from the Centre to various States in the year

1975-76 for expedited disposal of files; and

(b) if so, whether a copy of such directive will be placed on the Table?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI P. VENKATASUBBAIAH): (a) No directive was issued. However, the Prime Minister made certain suggestions for improving administrative efficiency in a communication addressed to Chief Ministers in various States.

(b) Does not arise.

Beautification Programme launched by NDMC and DMC

167. SHRI CHITTA MAHATA: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether it is a fact that NDMC and DMC had launched a beautification programme in New Delhi and Delhi; and

(b) if so, the expenditure involved so far in this task by the NDMC and DMC respectively year-wise?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI YOGENDRA MAKWANA): (a) and (b). It has been reported by the NDMC and the DMC that no specific programme known as 'beautification programme' had been launched by them. The DMC have further reported that while every effort was made to keep the city clean and beautiful by maintaining and providing additional civic amenities, no separate account of expenditure incurred on such amenities has been kept by them. As regards the NDMC, some development and improvement projects undertaken by them included certain elements of face-lift of the city under their jurisdiction. Expenditure incurred on these projects by the NDMC is Rs. 6,37,800 and Rs. 9,17,200 for the years 1978-79 and 1979-80 respectively.

Dissolution of NDMC

168. SHRI K. M. MADHUKAR: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether it is a fact that the New Delhi Municipal Committee has been dissolved and its President given all the powers to manage NDMC functions;

(b) if so, the reasons thereof;

(c) whether it is a fact that this step was taken soon after the new President of NDMC was appointed; and

(d) if so, the reasons why such step was necessary immediately after new President took over?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI YOGENDRA MAKWANA): (a) The NDMC has been superseded and Shri P. N. Bahl appointed its Administrator on the same date to exercise all powers and perform duties of the NDMC, by the Lt. Governor, Delhi.

(b) The NDMC has been found incompetent. It had made persistent defaults in the performance of the duties imposed on it under the law and abuse of powers resulting in wastage of municipal funds.

(c) and (d). The new President was appointed on 25-2-1980 and the NDMC was superseded on 27-2-1980 because it was noted that the Committee constituted w.e.f. 4-10-1979 had committed grave irregularities in administrative/financial matters and as such immediate action to supersede the Committee was necessary.

Appointment of Commissioner of Police, Delhi

169. SHRI JYOTIRMOY BOSU: Will the Minister of HOME AFFAIRS be pleased to state:

(a) on what special consideration the Commissioner of Police, Delhi was appointed;

(b) how many officials he has superseded in the same service; and

(c) why this supersession has been allowed;

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI YOGENDRA MAKWANA): (a) to (c). Shri P. S. Bhinder was appointed Commissioner of Police, Delhi, considering his overall suitability for this post. He belongs to the Haryana Cadre of IPS and has been appointed on deputation to this post which is borne on the Cadre of Union Territories. In the U.T. Cadre, there are 7 officers senior to Shri Bhinder.

Illicit Immigration between India and Sri Lanka

170. SHRI AMARSINH V. RATHAWA: Will the Minister of HOME AFFAIRS be pleased to state the measures taken by Government to curb illicit immigration between India and Sri Lanka?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI YOGENDRA MAKWANA): The requisite information is being collected and will be laid on the Table of the House as soon as it is received.

Radio Communication Equipment

171. SHRI NIREN GHOSH: Will the PRIME MINISTER be pleased to state:

(a) whether it is a fact that Philips (India) Ltd. was allowed to manufacture radio communication equipment which was reserved for the public sector undertaking;

(b) if so, the reasons for allowing a multinational company to manufacture this reserved item; and

(c) whether Government consider to review this matter and cancel the permission granted?

THE PRIME MINISTER (SHRIMATI INDIRA GANDHI): (a) and (b). Philips (India) Ltd. were given permission in 1963 to produce one parti-

cular type of radio communication equipment against specific orders from the Defence Services, but not as a regular industrial activity, to meet urgent national requirements of communication equipment in the wake of the Chinese aggression of 1962.

In 1974, the West Bengal Industrial Development Corporation was issued a Letter of Intent to manufacture a range of radio communication equipment. In June, 1977, the West Bengal Government had proposed to the Government of India, that this Letter of Intent should be implemented by a joint venture company in the public sector with M/s Philips (India) Ltd. Accordingly, the Janata Party Government gave permission under the MRTP Act and the Foreign Exchange Regulation Act for M/s Philips (India) Ltd., to invest in this public sector company to the extent of 40 per cent of the issued equity share capital. Subsequently Philips (India) Ltd., turned itself into Pieco Electronics and Electricals Ltd., a non-FERA company.

(c) The present government has not taken any decision in this regard.

Persons killed in ambush on Silchar Aizawl Road

172. SHRI M. RAM GOPAL REDDY: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether six persons were killed in a daring ambush on Silchar-Aizawl Road on the 27th February, 1980; and

(b) if so, the details in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI YOGENDRA MAKWANA): (a) Yes, Sir.

(b) On February 27, 1980, one Assam Rifles truck carrying 27 persons from Aizawl to Silchar was ambushed at a place on the Aizawl-Silchar Road near Kawnpui by suspected MNF undergrounds, which resulted in instanta-

neous death of six persons travelling in the truck. Four Assam Rifles jawans also received injuries.

Border Dispute Between Nagaland and Assam

173. SHRI CHINGWANG KONYAK: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether Government are aware that there is a border dispute between the State of Nagaland and the State of Assam; and

(b) if so, whether Government propose to set up a Boundary Commission?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI YOGENDRA MAKWANA): (a) Yes, Sir.

(b) No such proposal is under consideration.

Benefits to Neo-Buddhists

174. SHRI R. R. BHOLE: Will the Minister of HOME AFFAIRS be pleased to state:

(a) Whether there is any proposal to give benefits as regards service, educational and financial and other facilities to Neo-Buddhists in Maharashtra and elsewhere in other States on parity with those granted to the Scheduled Castes and Scheduled Tribes; and

(b) if so, when?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI YOGENDRA MAKWANA): (a) and (b). Grant of benefits in the States to Neo-Buddhists as regards service, educational financial assistance and other facilities is within the purview of the respective State Governments. According to the information received from the Government of Maharashtra, the Neo-Buddhists have been exempted

from payment of tuition fee, examination fee and they have been made eligible for admission to seats reserved for Scheduled Castes and Scheduled Tribes in the educational institutions. They have also been made eligible for hostel facilities, scholarships and other concessions admissible to the Scheduled Castes.

In the economic sphere, they are given preference for grant of Government waste-lands for cultivation and housing. They can also get financial assistance for undertaking trade and for developing their land.

Further they have been made eligible for posts in Government services reserved for Scheduled Castes. In brief, the Scheduled Caste converts to Buddhism have been made eligible with effect from 1st May, 1980, for all concessions and facilities in the State of Maharashtra available to the Scheduled Castes, except the statutory concessions under the constitution and certain schemes for the removal of untouchability.

बिना परमिट के चलने वाली विजली के करबों की संख्या

175. श्री नरसिंह मकवाना : क्या उद्योग मंत्री यह बताने की कृपा करेंगे कि:

(क) देश में बिना परमिट के चल रही विजली के करबों की संख्या कितनी है;

(ख) उन व्यक्तियों की संख्या कितनी है जिन्होंने फार्म "एल" देकर 30 नवम्बर, 1978 तक परमिट प्राप्त कर लिये थे;

(ग) क्या सरकार का विचार उन व्यक्तियों को काँड़े रियायत देने का है जिन्हें अभी परमिट नहीं मिल सका है; और

(घ) क्या सरकार उन व्यक्तियों को और रियायत देने का विचार कर रही है जो अपने विजली के करबे स्वयं चला रहे हैं?

उद्योग संसाधन में राज्य मंत्री की जाएँ।
वीत बालाना : (क) और (घ)। अनुभाग किया जाता है कि देश में लम्बग 1.73 लाख बनधिकृत विद्युत करबे चल रहे हैं। अक्टूबर, 1979 से विनियमन योजना के अन्तर्गत 15,000 करबों को विनियमित करने हेतु नए परमिट जारी कर दिये गये हैं। इससे पूर्व कोई परमिट जारी नहीं किये गए थे।

(ग) और (घ)। जी, नहीं।

Annual Plan of Maharashtra State

176. SHRI VIJAY N. PATIL: Will the PRIME MINISTER be pleased to state:

(a) the annual plan of Maharashtra State and the amount of assistance given by the Central Government for the prosperity of the State; and

(b) the details about the expenditure of the State Government of the amount which was given by the Government of India?

THE PRIME MINISTER (SHRIMATI INDIRA GANDHI): (a) The approved Plan outlay of Maharashtra for 1979-80 was Rs. 788.13 crores. This included Rs. 170.96 crores as Central assistance.

(b) The State Government have reported an anticipated expenditure of Rs. 813.26 crores. The sectoral distribution is given in the Statement enclosed. As the Central assistance is given in the form of block loans and grants for the State Plan as a whole, and not for different schemes/programmes, information regarding expenditure separately from Central assistance cannot be given.

Statement

(Rs. crores)

Head of Development	Annual Plan 1979-80 Anticipated Expenditure
Agriculture and Allied Services	143.43
Cooperation	4.80
Irrigation and Flood Control	140.00
Power	299.71
Industry and Minerals	90.13
Transport and Communications	525.8

Education	13.95
Health	12.68
Sewerage and Water Supply	60.78
Housing and Urban Development	39.12
Others	12.84
Total	813.26

Manufacture of Transformers by BHEL

177. SHRI VIJAY N. PATIL: Will the Minister of INDUSTRY be pleased to state:

(a) number of 50 H.P. and 100 H.P. Transformers manufactured by BHEL during 1977-78 and 1978-79;

(b) the number of transformers made out of copper wire and the number of transformers manufactured by utilizing Aluminium wire;

(c) whether the transformers manufactured with the help of Aluminium wire are very inferior to those of copper wire transformers;

(d) whether the voltage regulation is not quite efficiently done in Aluminium Transformers; and

(e) if so, what steps Government propose to take to improve over such defective instruments?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY (SHRI CHARANJIT CHANANA): (a) 50 KVA and 100 KVA distribution Transformers do not fall within the range of manufacture of BHEL.

(b) BHEL manufactures only power transformers with ratings above 1600 KVA, using copper conductors and not aluminium. The number of power transformers manufactured by BHEL during the last two years is as follows:

Year	1977-78	1978-79
Numbers	70	9~

(c) and (d). Technically, the transformers manufactured with aluminium conductors are as good and reliable (including their performance in regard to voltage regulation) as the transformers manufactured with copper wires.

(e) Does not arise.

Relief in Pensions of Ex-Servicemen

178. PROF. NARAIN CHAND PARASHAR: Will the Minister of DEFENCE be pleased to state:

(a) whether any relief in pensions and other benefits has been granted to the ex-servicemen who retired from active service prior to 31st December, 1979; if so, the amount and nature of the relief given along with the dates on which the relief was granted for each one of the categories of officers and other ranks;

(b) whether the relief granted is adequate to cover the rise in prices and is commensurate with the increase in D.A. etc. granted to the Central Government employees; and

(c) if not, the steps taken or proposed to be taken by Government to neutralise the effect of price rise and steep increase in price index in the case of pensions to ex-servicemen?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI C. P. N. SINGH): (a) A statement showing the relief granted to the ex-servicemen in receipt of pension is attached.

(b) and (c). The Third Pay Commission had recommended the grant of dearness allowance to serving employees, as and when there is a 8 point rise in 12 monthly average of the All India Working Class Consumers Price Index (1960—100). In the case of pensioners, it recommended the grant of relief at the rate of 5 per cent of pension subject to a minimum of Rs. 5 per month and a maximum of Rs. 25 per month as and when there is a 16 point rise in 12 monthly average of price index. The serving employees

and pensioners, both Civilians and Defence, are granted dearness allowance and relief on pension respectively as per the above recommendation. So far 8 instalments of relief on pension have been granted from time to time to compensate the pensioners for the price rise. Another instalment has become due with effect from 1st November 1979 and orders are likely to be issued soon.

No change in the system of paying relief to pensioners to cover the rise in prices is under consideration at present.

Statement

The Ex-Servicemen who retired prior to 31st December 1979 and are in receipt of pension are entitled to relief as under:—

(i) Temporary increase admissible on pensions sanctioned prior to 1st June 1953.

Range of pension	Rates of temporary increase on pension
Upto Rs. 50/- per month	Rs. 10/- per month.
Above Rs. 50/- p.m. but not exceeding to Rs. 100 p.m.	Rs. 12.50 per month.
Above Rs. 100/- per month	Such an amount as will bring the total pension to Rs. 112.50

(ii) Ad-hoc increase admissible on pension sanctioned upto 30-11-1968

Range of pension	Rates of ad-hoc increase on pension
Upto Rs. 30/- per month	Rs. 15/- per month.
Above Rs. 30/- but not above Rs. 75/- per month	Rs. 17.50 per month.
Above Rs. 75/- per month but not above Rs. 200/- per month.	Rs. 20 per month.
Above Rs. 200/- per month.	Such ad-hoc increase as will bring the total to Rs. 220/- per month.

(iii) Where minimum pension (including ad-hoc/temporary increase) fell short of Rs. 40/- per month, it was stepped up to Rs. 40/- per month (including ad-hoc/temporary increase) with effect from 1st March 1970.

(iv) Ad-hoc relief to those who retired prior to 1-1-80 and in respect of pension.

Range of pension	Amount of ad-hoc relief
Below Rs. 85/- per month.	Rs. 15/- per month.
Rs. 85/- and above but below Rs. 210/- per month.	Rs. 21/- per month.
Rs. 210/- and above but below Rs. 500/- per month	Rs. 25/- per month.
Rs. 500/- and above per month.	Rs. 35/- per month.

(v) Additional relief:

Date from which relief is admissible	Scale of relief
From 1st August 1973	@ 5% of pension subject to a minimum of Rs. 5 p.m. and a maximum of Rs. 25/- p.m. 5/-
From 1st January 1974	@ 10% of pension subject to a minimum of Rs. 10/- and a maximum of Rs. 50/- p.m.
From 1st April 1974	@ 15% of pension subject to a minimum of Rs. 15/- and a maximum of Rs. 75/- p.m.
From 1st October 1975	@ 25% of pension subject to a minimum of Rs. 25/- p.m. and a maximum of Rs. 125/- p.m.
From 1st April, 1977	@ 30% of pension subject to a minimum of Rs. 30/- and a maximum of Rs. 150/- p.m.
From 1st September 1977	@ 35% of pension subject to a minimum of Rs. 35/- p.m. and a maximum of Rs. 175/- p.m.
From 1st December, 1978	@ 40% of pension subject to a minimum of Rs. 40/- p.m. and a maximum of Rs. 200/- p.m.

(However, those who are in receipt of revised rates of pension consequent upon the merger of a portion of dearness allowance with pay for retirement benefits, are at present entitled to the maximum relief of 20 per cent of pension subject to a minimum of Rs. 20 per month and a maximum of Rs. 100 per month.)

Cooperative Canteens for Ex-Servicemen in Himachal Pradesh

179. PROF. NARAIN CHAND PARASHAR: Will the Minister of DEFENCE be pleased to state:

(a) the names of the places which have cooperative canteen for the supply of consumer goods at modest prices to the ex-servicemen in Himachal Pradesh;

(b) whether it is proposed to increase the number by opening new canteens in the far flung areas and increasing their number in cities; and

(c) if so, an outline of the programme or plan for the purpose?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI C.P.N. SINGH): (a) to (c). The required information is being collected from the State Government of Himachal Pradesh and will be laid on the table of the House as soon as it is received.

Cell for the Development of Hilly Areas

180. SHRI NARAIN CHAND: Will the PRIME MINISTER be pleased to state:

(a) whether separate cell for hilly areas was set up in the Planning Commission to promote the development of these areas;

(b) if so, the date on which the cell was set up and the composition of the cell along with the changes made in its composition since it was set up;

(c) a resume of the work done by the cell particularly the reports/publications etc. prepared by the cell;

(d) whether any of the recommendations made by the cell has been accepted by Government; and

(e) the effect of the working of the cell on the promotion of development of hilly areas?

THE PRIME MINISTER (SHRI-MATI INDRA GANDHI) (a) Yes, Sir.

(b) The Cell was set up in July, 1972. As originally constituted, the Cell consisted of 1 Officer-on-Special Duty, 1 S.R.O., 1 R.O. and 2 Economic Investigators. Later, it was merged with the Multi-Level Planning Section which has enlarged responsibilities for integrated area planning at different levels such as a region, district etc., and special types of areas such as Hill/Tribal areas. The present staff strength of the MLP Section is:—

Deputy Adviser	1
S. R. Os.	2
R. Os	4
Investigator Gd. I	2
Investigator Gd. II	1

(c) Primarily, the Cell is functioning as a technical secretariat, assisting the Planning Commission in policy and programme formulation for the hill areas, and acting as a nodal point for the administration of special central assistance for them. It has assisted some task forces and Working Groups (set up at the instance of a committee of Direction for the development of U.P. Hill Areas) in preparing their reports.

(d) The Working Groups have made some recommendations which have been taken note of by the Government of Uttar Pradesh during implementation.

(e) The Cell is providing to the concerned States in the country, a service at the national level within the Planning Commission. As a result of the work of this Cell, the sub-plan approach to the development of hill areas has crystallized. This has

ensured the flow of a certain definite order of funding to the hill areas from the State Plan funds.

Roads to be taken over by Defence Ministry and Expenditure thereon

181. SHRI VIRDHI CHAND JAIN: Will the Minister of DEFENCE be pleased to state:

(a) whether a list showing the names of the roads of strategic importance taken over or proposed to be taken over from State Governments by the Defence Ministry during the current year will be laid on the Table;

(b) the names of the roads proposed to be taken over by the Ministry from the States during the next five years and the estimated expenditure to be incurred thereon, road-wise;

(c) the funds sanctioned by the Defence Ministry for these roads during the current year and the amount actually spent thereon; and

(d) the time schedule fixed for the completion of these roads?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI C.P.N. SINGH): (a) to (d). It would not be in the public interest and in the interest of National Security to place on the Table of the House the list of roads of strategic importance proposed to be taken over from State Governments during the current year or in the next five years and other details relating to them asked for.

Grants to Institutions engaged in National Integration Programme

182. SHRI K. MALLANNA: Will the Minister of HOME AFFAIRS be pleased to state:

(a) the names of the institutions engaged in promoting the national integration programme which received grants from the Union Government during the last three years together

with the amount of grant received by each; and

(b) the names of the States to which lump sum payment for this programme was made by the Central Government, along with the amount given to each State?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI YOGENDRA MAKWANA): (a) A statement is attached.

(b) No grant was made to any State in this context.

Statement

Names of voluntary organisations/Institutions which received grants from the Ministry of Home Affairs in the cause of national integration during the years 1976-77, 1977-78 and 1978-79

Sl. No.	Name and address of the Organisation/Institution	Amount of the grant sanctioned
1976-77		
1	Bengal Association, New Delhi	1,500
2	Anjuman Saire-Gul Faroshan, New Delhi	2,500
3	Indian Council for Child Welfare, New Delhi	4,000
4	Tripura Adimijati Sevak Sangh, Agartala	4,000
5	Bajali Pragati Sangha, Kamrup, Assam	1,000
6	Dr. Rajendra Prasad Pustakalaya, Kanpur	2,000
7	Youth Hostels Association of India, New Delhi	5,000
8	Calcutta University National Integration Council, Calcutta	2,000
9	Yuvak Bharti, Lucknow	2,500
1977-78		
10	Bengal Association, New Delhi	2,500
11	Anjuman Saire-Gul Faroshan, New Delhi	2,500
12	Dr. Rajendra Prasad Pustakalaya, Kanpur	2,000
13	Indian Council of Child Welfare, New Delhi	2,500
14	Sadou Assam Maina Parijat, Gauhati, Assam	4,000
1978-79		
15	Anjuman Saire-Gul Faroshan, New Delhi	2,500
16	Bajali Pragati Sangha, Kamrup, Assam	1,500
17	Indian Council for Child Welfare, New Delhi	3,000

**Representation by Maharashtra
Ex-servicemen Association**

183. SHRI R. K. MHALGI: Will the Minister of DEFENCE be pleased to state:

(a) whether Government have received any representation from the Secretary, ex-Servicemen's Association, Pune (Maharashtra) stating their grievances and demands, in July, 1979;

(b) if so, what are their demands;

(c) what action Government have taken in regard to each such demand so far; and

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

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI C. P. N. SINGH): (a) to (d). The Information on the subject is being collected and will be placed on the Table of the House.

Seminar on Textile Machinery Industry

184. SHRIMATI MOHSINA KIDWAI: Will the Minister of INDUSTRY be pleased to state:

(a) whether at a seminar on 'Textile Machinery Industry' held in the Capital recently, a number of suggestions were made to modernise the textile machinery units in the country;

(b) if so, whether Government have considered these suggestions; and

(c) if so, the reaction of Government with regard thereto?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY (SHRI CHARANJIT CHANANA): (a) Yes, Sir.

(b) and (c). A number of suggestions were made in the Seminar, including import of critical drafting and

other components in order to augment production of spinning machinery, extension of concessional duty treatment on stainless steel imports for additional items of textile machinery, liberal credit facilities and continuance of soft loan scheme for the textile industry. Many of these suggestions had earlier been considered by the Development Council for Textile Machinery Industry in its meeting held on the 7th December, 1979. Action has already been initiated on these suggestions.

Expansion of Woollen Unit of Saurashtra

185. SHRI D. P. JADEJA: Will the Minister of INDUSTRY be pleased to state:

(a) whether it is a fact that woollen unit of Saurashtra Region in Gujarat State was selected for expansion under the scheme of the Government of India for the expansion of Woollen Industry in the country in the first instance;

(b) whether it is a fact that the said unit was recommended by the high power Committee also;

(c) whether it is also a fact that the Gujarat State, who has 55 percent shares jointly with Government financial institutions, is pressing the Central Government for the expansion;

(d) the reasons for withholding of the proposal by the Centre; and

(e) whether Government propose to clear the proposal in regard to expansion of Woollen Industry in Gujarat State?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY (SHRI CHARANJIT CHANANA): (a) to (e). Presumably, the Hon'ble M.P. is referring to the request of M/s. Shree Digvijaya Woollen Mills Ltd., Jamnagar in the Saurashtra Region of Gujarat for expansion of its

worsted spinning and powerlooms capacity. It is true that this unit was recommended, among others, for substantial expansion of its worsted spinning and weaving capacity as a priority unit. The request was considered in the past at various levels but was not agreed to by the Government in terms of the prevalent guidelines. The Government of Gujarat as also the party have again requested for reconsideration of the party's application. The matter is under consideration of the Government.

Defections in Assemblies, Rajya Sabha and Lok Sabha

186. SHRI N. E. HORO: Will the Minister of HOME AFFAIRS be pleased to state the particulars regarding defections, party-wise, Assembly-wise as well as in Rajya Sabha and Lok Sabha, which have taken place after the new Government has taken the charge in the Centre?

THE MINISTER OF HOME AFFAIRS (SHRI ZAIL SINGH): As there is no Central law under which the term "defection" in this context has so far been defined, it is not possible to furnish this information.

Losses suffered by Scooters India Ltd.

187. DR. VASANT KUMAR PANDIT: Will the Minister of INDUSTRY be pleased to state:

(a) whether Government are aware that the Scooters India Limited is showing heavy losses for the last three years; if so, facts and reasons therefor;

(b) whether the market value of shares of this company has heavily depreciated and the investing public is suffering losses due to mismanagement of this company; and

(c) what steps Government propose to take to safeguard the inter-

ests of the shareholders investments and whether there is any proposal to compensate the shareholders of this public undertaking and if so, the facts thereof?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY (SHRI CHARANJIT CHANANA): (a) Scooters India Ltd. incurred losses during the last three years. The figures are:—

	(Rs. in '000.)
1976-77	266. 05
1977-78	357. 18
1978-79	419. 00

The losses are mainly on account of the low volume of production.

(b) It is reported that the Company's equity share of face value of Rs. 10/- was generally quoted at a value of Rs. 4.25 in 1978. As a result of various measures taken, the production of the Company is now on the upswing 35,366 power packs were produced during the period April-December, 1979 as compared to 27,529 power packs, in the corresponding period of 1978. Consumer demand for the product has been increasing in recent years. The improvement in the performance of the Company as a result of various measures taken is expected to be further stepped up. It is reported that the market value of the equity share of the Company, quoted in Delhi Stock Exchange in 1979-80, ranged between Rs. 4.87 and Rs. 6.50.

(c) There is no proposal to compensate the shareholders of the Company.

Amendment of Criminal Procedure Code for Detention of Offenders in States

188. SHRI MAGAN BHAI BAROT: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether some States have amended Criminal Procedure Code as

regard the period for which the offenders could be detained before filing of charge-sheet;

(b) if so, the States which provide detention for more than 60 days;

(c) the number of offenders and the period for which they are detained in each of the States under President's Rule beyond the prescribed period; and

(d) how many of such offenders are in jails for not being able to obtain bails?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI P. VENKATASUBBAIAH):

(a) and (b). Section 167 of the Code of Criminal Procedure 1973 as amended by the Code of Criminal Procedure (Amendment) Act, 1978 (45 of 1978) empowers the Magistrate to authorise detention of an accused person, pending investigation, for an aggregate period of 90 days in cases where the investigation relates to offences punishable with death, imprisonment for life or imprisonment for not less than ten years and 60 days where the investigation relates to any other offence. Section 167 of the Code of Criminal Procedure 1973 originally provided a limit of 60 days in respect of all offences. After the expiry of 90/60 days, the person detained has to be released on bail if he is prepared to and does furnish bail.

After the enactment of the Code of Criminal Procedure (Amendment) Act, 1978, no approval has been accorded by the Central Government to any State to make a local amendment in respect of the provisions pertaining to the period of detention contained in Section 167 Cr. P.C.

(c) and (d). The State Governments have been requested to furnish the required information.

Setting up of Atomic Power Station in Saurashtra Region of Gujarat

189. SHRI MAGAN BHAI BAROT: Will the PRIME MINISTER be pleased to state:

(a) whether there is demand for power generation from Atomic Energy by installing Atomic Power Station in Saurashtra region of Gujarat State;

(b) whether in view of shortage of coal and non-availability of Hydro-plant, Government are considering to grant the setting up of an Atomic Power Station in the said region; and

(c) whether Government consider to use Lignite in Kutch to generate power, if so, how?

THE PRIME MINISTER (SHRI-MATI INDIRA GANDHI): (a) Yes, Sir.

(b) The question of setting up of a second atomic power plant in the Western Electricity Region, of which Gujarat is a part, is under consideration of the Government.

(c) Government is considering the proposal of the Gujarat Electricity Board to instal a Lignite based Thermal Power Station in Kutch during the Five Year Plan period (1978-83).

Robberies in Northern States and Delhi

190. SHRI MADHAVRAO SCINDIA: Will the Minister of HOME AFFAIRS be pleased to state:

(a) the number of murders, dacoities and robberies committed during the last six months in Delhi and neighbouring States of Uttar Pradesh, Haryana, Rajasthan and Madhya Pradesh;

(b) whether it is a fact that after thumping majority of the Congress-I in the recent Lok Sabha elections the cases of murder, dacoity and robbery have increased in the Northern States of the country; and

(c) if so, the steps taken or proposed to be taken to put an effective check on these crimes so that public can feel some sense of security?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI YOGENDRA MAKWANA): (a) to (c). The requisite information is being collected and on receipt of the same a statement will be laid on the Table of the House.

Policy of Government in giving appointments

191. SHRI T. R. SAMANHANA: Will the Minister of HOME AFFAIRS be pleased to state:

(a) the policy of Government in making appointments in Central Government factories and other Central Government establishments; and

(b) whether Government will give directions to the Central Government factories and other Central Government establishments to give preference to local candidates (*viz.*, residents of the States)?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI P. VENKATASUBBAIAH):

(a) Article 16 of the Constitution provides that there shall be equality of opportunity for all citizens in the matters relating to any office under the State and that no citizen shall, on grounds only of religion, race, caste, sex, descent, place of birth, residence of any of them, be ineligible for, or discriminated against in respect of any employment or office under the State. Nothing in this Article shall prevent the State from making any provision for reservation of appointments or posts in favour of any backward class or citizens which, in the opinion of the State, is not adequately represented in the services under the State. Appointment in Central Government Departments are made in accordance with the recruitment rules for a particular service/post framed under

proviso to Article 309 of the Constitution.

(b) Within the frame work of the above provisions of the Constitution, it has been Government's endeavour to give maximum opportunity to local candidate.

Policy for Development and use of Atomic Energy

193. SHRI T. R. SHAMANNA: Will the PRIME MINISTER be pleased to state:

(a) whether there is any change in the policy of Government with regard to the development and use of Atomic Energy, particularly when the political conditions in some of our neighbouring countries are changing on account of the intervention of big powers; and

(b) the position of atomic mineral survey in India keeping in view the half-hearted attitude of USA to supply Uranium etc.?

THE PRIME MINISTER (SHRI-MATI INDIRA GANDHI): (a) No, Sir.

(b) Enriched uranium is to be supplied by the United States only for the Tarapur Atomic Power Station under the 1963 agreement. India has enough uranium ore reserves for production of natural uranium required as fuel for all the other nuclear power stations existing and planned.

राज्यों को वित्तीय सहायता देने के लिये प्रति व्यक्ति आय को आधार मानना

194. श्री छोटूभाई गांधी :
श्री के. प्रधानी :

क्या प्रधान मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या यह सच है कि राज्यों को विकास हेतु वित्तीय सहायता देने के लिए

उनकी प्रति व्यक्ति आय को आधार माना जाता है;

(क) यदि हां, तो उसका व्यारा क्या है; और

(ग) क्या सरकार राज्यों को पिछड़े वर्गों की जनसंख्या के आधार पर उन्हें वित्तीय सहायता की मात्रा बढ़ाने के प्रस्ताव पर विचार कर रही है?

प्रधानमंत्री (धीमती इंदिरा गांधी):
(क) योजना के विकास के लिये राज्यों को वित्तीय सहायता देने में ध्यान में रखे जाने वाले कारकों में से प्रति व्यक्ति आय एक कारक है।

(ख) और (ग). इस सम्य यथा प्रचलित गाड़गिल फार्मले के अन्तर्गत, विशेष, श्रेणी के 8 राज्यों के लिए (जम्मू और कश्मीर, हिमाचल प्रदेश, असम तथा अन्य उत्तर-पूर्वी राज्यों के लिए) एक मुश्त धनराशि निर्धारित करने के बाद उपलब्ध कुल राशि के नवें भाग को उन राज्यों के बीच में वितरित किया जाता है जिनकी प्रति व्यक्ति आय राष्ट्रीय असेत से कम है।

आय समायोजित कुल जनसंख्या फार्मले के अन्तर्गत, जो केन्द्रीय प्रायोजित स्कीमों के आधारेभन/समाप्त करने से बचाई गई राशि के लिए लागू होता है, यह राशि विशेष श्रेणी से इतर चाँदहर राज्यों के बीच में हरके राज्य को जनसंख्या द्वारा गुणित उस राज्य की प्रति व्यक्ति आय के विलोम के आधार पर वितरित की जाती है।

राज्यों के पिछड़े वर्गों की जनसंख्या के आधार पर राज्यों को वित्तीय सहायता बढ़ाने का कोई प्रस्ताव विचाराधीन नहीं है।

Prime Minister's visit to Narainpur in Deoria District, U.P.

195. SHRI AMAR ROYPRADHAN: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether it is a fact that the Prime Minister made a tour to village

Narainpur of Deoria district in U.P. for assessing situation regarding the police atrocities on the villagers of Narainpur in February, 1980; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI YOGENDRA MAKWANA): (a) and (b). The Prime Minister visited Narainpur on 7th February, 1980 and went round the area and houses where atrocities were committed. She talked to the men, women and children who were victims. She listened to their tales of woe, particularly of the women, and expressed sympathy for those who had suffered. She had discussions with the local leaders and officials. She was moved by what she heard from the villagers.

The Prime Minister received a number of petitions from the local people bearing on the atrocities. Copies of these have been sent to the U.P. Government for necessary action.

Moving of population from Agricultural Sector to Industrial Sector

196. SHRI AMAR ROYPRADHAN: Will the Minister of INDUSTRY be pleased to state:

(a) whether Government propose to take steps to move as much population as possible from the agricultural sector to the industrial zones; and

(b) if so, the details in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY (SHRI CHARANJIT CHANANA): (a) and (b). Government have no such proposal under consideration. In fact, the emphasis is to achieve dispersal of industries to industrially backward and rural areas, with a view to create increased employment opportunities in

such areas, for securing a balanced and co-ordinated development of the economy as a whole.

Implementation of Recommendations of Maruti Commission

197. SHRI AMAR ROYPRADHAN: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether it is a fact that Government have considered to implement the findings and recommendations of the Maruti Commission; and

(b) if so, the details in this regard and if not, the reasons thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI YOGENDRA MAKWANA): (a) and (b). The present Government is considering the findings and recommendations made in the Report.

Boundary Disputes between Karnataka and Maharashtra

198. SHRI AMAR ROYPRADHAN: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether it is a fact that Karnataka and Maharashtra Governments have not so far implemented the recommendations of the Mahajan Commission in connection with the boundary disputes between them; and

(b) if so, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI YOGENDRA MAKWANA): (a) and (b). The settlement of inter-State boundary disputes involving transfer of territories, as in the case of the Karnataka-Maharashtra boundary dispute, can be done only through Parliamentary legislation. It has not been possible for the Central Government so far to take action in this behalf because of differences between the two State Governments in regard to the recommendations of the Mahajan Commission.

Threat posed by Caste Frenzy in Parasbigha and Dohia

199. SHRI K. MALLANNA: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether Government's attention has been drawn to news item in the 'Hindustan Times' of the 10th February, 1980 that the caste frenzy, unleashed by the cold blooded killings at Parasbigha and Dohia under the Jehanabad police station between February 6 and 8, 1980 its threatening to engulf the whole of Gaya district;

(b) whether any complaint has also been lodged with the Central Government in this regard and if so, the details thereof; and

(c) the reaction of Government thereto?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI YOGENDRA MAKWANA): (a) The Government has seen the news item.

(b) Yes, Sir. These complaints related to failure of administration to prevent Parasbigha and Dohiya incidents and demanded the dismissal of the then State Government.

(c) The State Government has asked a Member of the Board of Revenue to inquire into alleged administrative lapses in connection with Parasbigha incident. A case was registered on 7-2-80 under the provisions of the Indian Penal Code and Arms Act regarding Parasbigha incident. 26 persons have been arrested in this case and 49 are absconding. Another case was registered on 8-2-80 under the provisions of the Indian Penal Code in respect of the incident at Dohiya. 4 persons have been arrested in this case and 102 are absconding. Investigations in both the cases are in progress and are expected to be completed shortly. State Government have taken measures to prevent recurrence of such incidents.

पंचवर्षीय योजना का प्रारूप तैयार करना

200. श्री मूल चन्द डाना: क्या प्रधानमंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार ने वर्तमान पंचवर्षीय योजना की रूप-रेखा और प्रारूप तैयार कर लिया है;

(ख) यदि हाँ, तो यह किस तारीख तक सभा के पटल पर रखा जाएगा और सदन में इस पर चर्चा होगी;

(ग) यदि नहीं, तो तत्संबंधी कारण क्या हैं;

(घ) क्या सरकार बढ़ती हर्दी कीमतों को देखते हुए योजना के ढांचे में परिवर्तन के लिए तैयार है;

(ङ) यदि हाँ, तो कब तक और संशोधित योजना के अन्तर्गत राजस्थान के लिए कितनी धन राशि निश्चित करने का विचार है; और

(च) योजना के अन्तर्गत अब तक कितनी धन राशि खर्च की गई है?

प्रधानमंत्री (श्रीमती इन्द्रा गांधी) :

(क) से (च). नई सरकार का योजना पर नए सिरे से विचार करने का प्रस्ताव है।

Promoting of Industries in hilly, backward and tribal areas

201. PROF. NARAIN CHAND PARASHAR: Will the Minister of INDUSTRY be pleased to state:

(a) whether Government have taken any steps to promote growth of industry in the hilly, backward and tribal areas of the country; and

(b) if so, the nature of steps taken and the incentives outlined for this purpose?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY (SHRI CHARANJIT CHANANA): (a) Yes Sir.

(b) 246 districts (as given at Annexure-I laid on the Table of the House. [Placed in Library. See No. LT-410/80]) in the country have been declared as industrially backward to qualify for

2690 LS-4.

concessional finance and other facilities. Out of these, 101 districts/areas (as given at Annexure-II) laid on the Table of the House. [Placed in Library. See No. LT-410/80] have been notified to qualify for Central Investment Subsidy Scheme. Certain hilly areas in 13 States/Union Territories (as given at Annexure-III) laid on the Table of the House. [Placed in Library. See No. LT-410/80] have been identified for benefit under the Transport Subsidy Scheme.

The following incentives are available to entrepreneurs for setting up industries in backward areas--

(i) Central Scheme of Investment Subsidy.

(ii) Concessional Finance facilities from the All India Term Lending Financial Institutions.

(iii) Transport Subsidy.

(iv) Tax Concessions.

(v) Hire purchase of Machinery by Small Scale Industries from National Small Scale Industries.

(vi) Consultancy for technical services.

(vii) Interest Subsidy.

(viii) Special facilities for Import of Raw Materials.

(ix) Rural Industries Projects Programme.

(x) Rural Artisans Programme.

(xi) District Industries Centre.

Supply of Cement to Gujarat

202. SHRI D. P. JADEJA:

SHRI AHMED M. PATEL:

SHRI AMARSINH V.

RATHAWA:

Will the Minister of INDUSTRY be pleased to state:

(a) the total demand of Cement sent by Gujarat State for the years 1977-78, 1978-79 and 1979-80, year-wise;

(b) the total quantity supplied during the period;

(c) whether it is a fact that there is a great demand of cement in Gujarat State and supply is much less than the demand; and

(d) the steps taken by Government to meet the demand?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY (SHRI CHARANJIT CHANANA): (a) and (b). A statement showing the demand of cement projected by the State Government the quantity of cement allocated and despatches made to the State of Gujarat during the year 1977-78, 1978-79 and 1979-80 is attached.

(c) and (d) Yes, Sir; the allocation made to the Gujarat State have been less than their demand. The Government are, however, making every effort to increase the availability of cement in the country by better utilisation of existing capacities, sanctioning new capacities and imports. As soon as the availability position improves, it would be possible to make higher allocation to States including Gujarat.

Statement

Demand projected by the State Government, quantity of cement allocated and despatches made to State of Gujarat during the years 1977-78, 1978-79 and 1979-80.

Year	(In lakhs tonnes)		
	Demand projected by the State Government	Allocation made	Supplies effected
1977-78	17	13.7	13.4
1978-79	18	14.6	15.3
1979-80	21	16.9	13.1 (Upto 15-2-1980)

Complaints against Officers regarding influx of Foreigners into Assam

203. SHRI N. E. HORO: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether Government have received complaints regarding the officers who are guilty of slackness in preventing the influx of foreigners into Assam or failure to check the inclusion of non-Indians in the electoral rolls; and

(b) whether Government have made suitable arrangements for strengthening the checkposts?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI YOGENDRA MAKWANA): (a)

Allegations of general nature have been made in this regard

(b) Yes, Sir.

Build up of Armed Forces on Indo-Pak Border

204. SHRI TARIQ ANWAR: Will the Minister of DEFENCE be pleased to state:

(a) whether attention of the Government has been drawn to Press reports regarding the build-up of armed forces on the Indo-Pakistan Border vis-a-vis the tension being developed as a result of the supply of arms by China and U.S.A. to Pakistan; and

(b) if so, the steps taken by Government to ease the situation to keep the big powers out of the sub-continent?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI C.P.N. SINGH): (a) and (b). Government have seen press reports suggesting build-up of armed forces on the Indo-Pakistan border. Information available with the Government does not support these reports. Government are, however, aware of the tension developing as a result of the reported supply of arms by China and USA to Pakistan, and have initiated appropriate diplomatic moves to ease the tension created by these developments in our neighbourhood.

Exploitation of Harijans

205. SHRI SATISH PRASAD SINGH:
SHRI K. LAKKAPPA:
SHRI MADHAVRAO SCINDIA:

Will the Minister of HOME AFFAIRS be pleased to state:

- (a) whether Government are aware that Harijans are being exploited, killed and their property looted; and
- (b) if so, what concrete steps Government propose to take to save their life and property?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI YOGENDRA MAKWANA): (a) Yes, Sir.

(b) Home Minister has written to the Chief Ministers/Governors/Lt. Governors of States/UTs where crimes against Scheduled Castes have been

occurring to convey to them the deep concern of the Government of India about these atrocities and the Central Government's anxiety to put an end to them. Based on an analysis of the common socio-economic factors, in which many of these crimes are rooted comprehensive guidelines of precautionary and preventive, punitive and rehabilitative measures, to be taken for effectively dealing with the crimes against members of Scheduled Castes have been communicated to the State Governments with this letter.

Transfer of C.B.I. and Senior Police Officials

206. SHRI R. K. MHALGI:
SHRI K. M. MADHUKAR:

Will the Minister of HOME AFFAIRS be pleased to state:

- (a) whether it is a fact that a number of C.B.I. and other senior police officials have recently been transferred;
- (b) if so, the details of these transfers since January 15, 1980; and
- (c) the reasons for the transfer in each case?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI P. VENKATASUBBAIAH): (a) Yes, Sir.

(b) A statement is attached.

(c) All the transfers have been effected for administrative reasons.

Statement

Particulars of Sr. Police Officers transferred since 15-1-1980 and upto 10-3-1980

S. No.	Name of the Officer and the post held	Details of release/transfer
1.	Shri J. N. Chaturvedi, Commissioner of Police, Delhi.	He proceeded on leave with effect from 24-1-1980.
2.	Shri S. N. Mathur, Director, I. B.	He was repatriated to the Government of Punjab on 8-2-1980.

S. No.	Name of the Officer and the post held	Details of release/transfer
3.	Shri I. C. Dwivedi, DIG, C.B.I.	Repatriated to the Government of Uttar Pradesh on 15-2-1980.
4.	Shri V. Pandeya, DIG, C.B.I.	Repatriated to the Government of Bihar on 21-2-1980.
5.	Shri N. K. Singh, DIG, CBI	Repatriated to the Government of Orissa on 28-2-1980.
6.	Shri V. T. Shah, Officer on Special Duty, Ministry of Home Affairs.	Consequent on the winding up of the Monitoring Cell in the Ministry of Home Affairs with effect from 29-2-1980, he proceeded on 92 days' leave with effect from 1-3-1980.
7.	Shri P. R. Rajgopal, Director-General, CRPF.	He has been relieved with effect from 3-3-1980. He has requested for grant of 3 months' half pay leave and has given a notice for voluntary retirement with effect from 7-6-1980.
8.	Shri V. R. Lakshminarayanan, Addl. Director, C.B.I.	He proceeded on 19 days' leave with effect from 18-1-1980. He, however, applied for extension of leave till 1-3-1980 with permission to suffix Sunday, the 2nd March, 1980 to the leave. He was relieved from the CBI on 3-3-1980 to join duty under the Government of Tamil Nadu.
9.	Shri R. D. Singh, Director, C.B.I.	He proceeded on 58 days' leave with effect from 25-1-1980. His services have been placed at the disposal of the Government of Bihar vide M.H.A. orders issued on 23-2-1980 curtailing his leave.
10.	Shri K. P. Medhekar, Additional Director, I.B.	Orders for repatriation to the Government of Maharashtra were issued on the 8th March, 1980.
11.	Shri S. N. Shukla, Joint Director, I.B.	Orders for repatriation to the Government of Andhra Pradesh were issued on the 8th March, 1980.
12.	Shri R. K. Khandelwal, Joint Director, I.B.	Orders for repatriation to the Government of Uttar Pradesh were issued on the 8th March, 1980.
13.	Shri D. K. Agarwal, Deputy Director, I.B.	Orders for repatriation to the Government of Uttar Pradesh were issued on the 8th March, 1980.

Death of a Revenue Officer in Mandla, Madhya Pradesh

207. SHRI BABU LAL SOLANKI: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether a Revenue Inspector had died in mysterious circumstances in district Mandla in Madhya Pradesh in the last week of January, 1980;

(b) whether the murder has been shown as suicide to hush up the matter; and

(c) whether a C.B.I. enquiry would be ordered in the matter so that culprits could be brought to book?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI YOGENDRA MAKWANA): (a) and (b). The requisite information is being collected and will be placed on the Table of the House as soon as it is received.

(c) The question of C.B.I. inquiry into a death case is considered depending upon the circumstances of the case and after obtaining consent of the State Government concerned.

लालूपत गृह, गहू विधानी में एक जाहूरी
की दुकान में उकाती

208. श्री बडल विहारी बाजारेंदी :
क्या गृह मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या यह सच है कि पुलिस अब तक उन करार डाकबॉक्सों को गिरफ्तार नहीं कर सकी है जिन्होंने लाजपत नगर में एक जाहूरी की दुकान पर डाका डाला था, जिसमें दुकान मालिकों ने एक डाकू को पकड़ लिया था, जब कि पुलिस उनके नाम जानती है और उनके फोटो की पहचान भी हो चुकी है ; और

(ल) यदि हाँ, तो इसके क्या कारण हैं ?

गृह भंगालय में राज्य भंती (श्री योगेन्द्र अकबारा) : तीन अभियूक्त व्यक्तियों में से एक को भाके पर ही गिरफ्तार कर लिया गया था । लाजपत नगर में एक जाहूरी की दुकान में डाले गये डाके में दो अभियूक्त व्यक्तियों को पकड़ने के सख्त प्रयास किये जा रहे हैं ।

बनसूचित जातियों और अनुसूचित जन-जातियों की आयुक्त का 25 वां प्रतिवेदन

209. श्री अन्धपाल जीलानी :

श्री सोमनाथ चट्टी :

श्री विजय महाता :

क्या गृह मंत्री यह बताने की कृपा करेंगे कि:

(क) अनुसूचित जातियों तथा अनुसूचित जनजातियों के आयुक्त के 25 वें प्रतिवेदन में सरकार द्वारा तत्काल उठाये जाने वाले किन उपायों की सिफारिश की गई हैं ; और

(ल) सरकार को उस पर क्या प्रतिक्रिया है ?

गृह भंगालय में राज्य भंती (श्री योगेन्द्र अकबारा) : (क) तथा (ल) . अनुसूचित जाति तथा अनुसूचित जनजाति आयुक्त का पञ्ची-सनां प्रतिवेदन (1977-78) 1 फरवरी, 1980 को ल्योक सभा के पटल पर रह दिया गया है । प्रतिवेदन की प्रतियां राज्य संसदीय/

संघ विधायक भेजीं और संबंधित लेन्डमें भंगालयों/विभागों को बालूपत लूपाल गहू सिफारिशों पर उपयुक्त कार्रवाही करने के लिये भेज दी गई है ।

बाताम ने आन्दोलनर्थी में जान लाइ जान की हुई है

210. श्री अन्धपाल जीलानी :

श्री एन. ई. होड़ो :

क्या गृह मंत्री यह बताने की कृपा करेंगे कि:

(क) विदेशी नागरिकों के मामले को लेकर आसाम में हुये आन्दोलनों और दंडों में अब तक कितने व्यक्ति मारे गये और कितने वायल हुए तथा अनुमानतः कितने बेघर हो गये हैं ;

(ल) इनके कारण कितने मूल्य की सम्पत्ति नष्ट हो गई और पीड़ितों तथा उनके परिवारों को यदि कोई मुआवजा दिया गया तो वह कितना है ; और

(ग) सरकार ने आसाम की समस्या सूलभाने के लिए अब तक क्या ठोस लाइ प्रभावी कार्यवाही की है ?

गृह भंगालय में राज्य भंती (श्री योगेन्द्र अकबारा) : (क) से (ग) . सूचना एक घ की जा रही है और सूचना के पटल पर उप दी जायेगी ।

Two women burnt alive in District
Sitamarhi, Bihar

211. SHRI CHANDRA PAL SHAILANI: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Scheduled Caste women namely, Thagni Devi and Shail Kumari were burnt alive by some landlords on the night of 16th January, 1980 in village Mani Chowk under Runisaidpur Block, District, Sitamarhi in Bihar;

(b) if so, the reasons therefor; and

(c) the number of persons arrested so far in this connection and the action taken against them.

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI YOGENDRA MAKWANA): (a) Yes, Sir.

According to the report received from the Government of Bihar, on the night of 16/17-1-1980 at about 11.30 P.M. the house of one Shri Bilat Paswan, President of village of Manichouk under Runisaidpur Block, District Sitamarhi was set on fire allegedly by some local persons, in which Shri Paswan's wife Smt. Thagani Devi and daughter Kumari Shail Kumari, who were asleep were burnt to death.

(b) The incident is reported to have taken place due to previous enmity between two groups led by Shri Budhu Paswan on the one hand and by Shri Nand Lal Sah, Shri Rajendra Mandal and others on the other. Further details are under investigation by the State Government authorities.

(c) The State Government have reported that two persons including the main accused in the case have been arrested. The case is still under investigation.

Association of Chief Ministers in the finalisation of Annual Plan

212. SHRI JHAR KHANDE RAI: SHRIMATI GEETA MUKHERJEE:

SHRI P. K. KODIYAN:

Will the PRIME MINISTER be pleased to state:

(a) whether the Government has decided not to associate Chief Ministers in the finalisation of this year's annual plan;

(b) if so, whether any of the Chief Ministers or political parties has protested against this; and

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

THE PRIME MINISTER (SHRI-MATI INDIRA GANDHI): (a) Discussions with States in respect of the

Annual Plan 1980-81 are being held at official level.

(b) and (c). Only one of the Chief Ministers viz. the Chief Minister of Kerala has expressed his dissatisfaction over the procedure being followed this year. A letter to this effect has been received by the Prime Minister from the Chief Minister of Kerala. The procedure suggested by him would have resulted in delays in the finalisation of the Annual Plan 1980-81 and hence could not be adopted.

जासूसी करने के आरोप में सरकारी कर्मचारियों की गिरफ्तारी

213. श्री निहाल सिंह : क्या गृह मंत्री यह बताने की कृपा करेंगे कि:

(क) गत तीन वर्षों के दौरान जासूसी करने के आरोपों में कितने सरकारी कर्मचारी गिरफ्तार किये गये और वे किन-किन मंत्रालयों में किन-किन पदों पर आसीन थे; और

(ख) उनके विरुद्ध क्या-क्या आरोप हैं और इस सम्बन्ध में क्या कार्यवाही की गई है?

गृह मंत्रालय में राज्य मंत्री (श्री योगेन्द्र मक्हाणा) : (क) और (ख). सूचना एकत्र की जा रही है और सदन के पटल पर रख दी जायेगी।

Cloth Mills under N.T.C. and Production of Janata Cloth

214. SHRI NIHAL SINGH: Will the Minister of INDUSTRY be pleased to state:

(a) the number of cloth mills with their names and locations running under the National Textile Corporation Ltd.; and the number of workers employed in each mill; and

(b) the quantum of Janata cloth produced by each of them during the period January, 1978 to 31st January, 1980 yearwise?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY (SHRI CHARANJIT CHANANA): (a) A statement containing names of cloth mills under the National Textile Corporation with their location and number of employees is placed on the Table of the House.

(b) Information on controlled cloth produced by these mills during the period from January, 1978 to 31st January, 1980 year-wise is being collected and will be placed on the Table of the House.

Statement

Sl. No.	Name of the Mill	Location	Number of workers
1	2	3	4
<i>I. NTC (DP&R) Ltd., New Delhi.</i>			
1.	Ajudhia Textile Mills	Delhi	116
2.	Mahalakshi Mills	Beawar, Rajasthan	1045
3.	Edward Mills	Do.	1092
4.	Panipat Woollen Mills	Panipat, Punjab	369
<i>II. NTC (Uttar Pradesh) Ltd., Kanpur</i>			
5.	Lord Krishna Textile Mills	Saharanpur, U.P.	1898
6.	Muir Mills	Kanpur, U. P.	4204
7.	New Victoria Mills	Kanpur, U.P.	4408
<i>III. NTC (WBAB&O) Ltd., Calcutta.</i>			
8.	Central Cotton Mills	Calcutta, West Bengal	3070
9.	Bengal Fine Spg. & Wvg. Mills. No. 1	Konnagar, Distt. Hooghly	967
10.	Bengal Luxmi Cotton Mills	Serampore, Distt. Hooghly	2116
11.	Shree Mahalaxmi Cotton Mills	Palta, W. B.	1714
12.	Rampooria Cotton Mills	Serampore, Distt. Hooghly	1890
13.	Arati Cotton Mills	Howrah, W. B.	612
14.	Bengari Cotton Mills	Sodepur, W. B.	1090
15.	Gaya, Cotton and Jute Mills	Gaya, Bihar	989
16.	Manindra Mills	Cossimbazar, West Bengal	505
17.	Jyoti Wvg. Factory	Calcutta, WB	459
<i>IV. N.T.C. (T. N. & P.) Ltd., Coimbatore</i>			
18.	Coimbatore Murugan Mills	Coimbatore, Tamilnadu	935
19.	Somasundaram Mills	Do.	1080
20.	Kalleeswarar Mills, 'A' Unit	Do.	1516

1	2	3	4
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21.	Coimbatore Spg. & Wvg. Mills	Do.	• • 1797
22.	Shri Sarda Mills • • • •	Do.	• • • 1171
23.	Shri Bharathi Mills • • •	Pondicherry	• • • 1418

V. N.T.C. (APKK & M) Ltd., Bangalore

24.	Azam Jahi Mills • • •	Hyderabad, A.P.	• • 3435
25.	Mysore Spg. & Mfg. Mills	Bangalore, Karnataka	• • 3039
26.	Minerva Mills • • •	Bangalore, Karnataka	• • 2305
27.	Mahboob Shahi Gulbarga Mills	Gulbarga, Karnataka	• • 1935
28.	Parvathi Mills • • •	Quilon, Kerala	• • 972

VI. N.T.C. (S. M.) Ltd., Bombay

29.	Aurangabad Textile Mills	Aurangabad	• • 795
30.	Digvijay Textile Mills	Bombay	• • 1885
31.	Chalisgaon Textile Mills	Chalisgaon, Maharashtra	• • 1693
32.	Jupiter Textile Mills	Bombay	• • 2689
33.	Apollo Textile Mills	Bombay	• • 1630
34.	Bharat Textile Mills	Bombay	• • 1433
35.	New Hind Textile Mills	Bombay	• • 1825
36.	Dhule Textile Mills	Dhule, Maharashtra	• • 2545
37.	Nanded Textile Mills	Nanded, Maharashtra	• • 3352
38.	Mumbai Textile Mills	Bombay	• • 2785

VII. N.T.C. (M. N.) Ltd., Bombay.

39.	Model Mills, Nagpur	Nagpur, Maharashtra	• • 3298
40.	R.S.R.G. Mohta Spg., Mills	Akola, Maharashtra	• • 1365
41.	India United Mills No. 1	Bombay	• • 5272
42.	India United Mills No. 2	Bombay	• • 4928
43.	India United Mills No. 3	Bombay	• •
44.	India United Mills No. 4	Bombay	• • 1461
45.	India United Mills No. 5	Bombay	• • 1497
46.	R.B.B.A. Spg. & Wvg. Mills	Hinganghat, Maharashtra	• • 1721
47.	Savatram Ramprasad Mills	Akola, Maharashtra	• • 934
48.	Vidarbha Mills, Berar	Achalpur, Maharashtra	• • 1483

1	2	3	4
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VIII. N.T.C. (Gujarat) Ltd., Ahmedabad.

49.	Ahmedabad Jupiter Textile Mills	Ahmedabad	2377
50.	Ahmedabad New Textile Mills	Do.	2290
51.	Himadri Textile Mills	Do.	1246
52.	Jehangir Textile Mills	Do.	1975
53.	Petlad Textile Mills	Petlad, Gujarat	1158
54.	Mahalaxmi Textile Mills	Bhavnagar, Gujarat	1562
55.	New Maneckchock Textile Mills	Ahmedabad	1712
56.	Viramgam Textile	Viramgam Gujarat	1372
57.	Rajnagar Textile Mills, Unit No. 1	Ahmedabad	3201
58.	Rajnagar Textile Mills Unit No. 2	Ahmedabad	
59.	Rajkot Textile Mills	Rajkot	674

IX. N. T. C. (M. P.) Ltd., Indore.

60.	Bengal Nagpur Cotton Mills	Rajnandgaon M.P.	3168
61.	Burhanpur Tapti Mills	Burhanpur, M. P.	2071
62.	New Bhopal Textile Mills	Bhopal, M. P.	1205
63.	Hira Mills	Ujjain, M. P.	2659
64.	Swadesh Cotton & Flour Mills	Indore, M. P.	2801
65.	Kalyanmal Mills	Indore, M. P.	2694
66.	Indore Malwa United Mills	Indore, M.P.	4491

Managed Mills.

67.	Lakshmi Rattan Cotton Mills	Kanpur, U. P.	3077
68.	Atherton Mills	Kanpur, U. P.	1496
69.	Swadeshi Cotton Mills	Kanpur, U. P.	6953
70.	Swadeshi Cotton Mills	Pondicherry	2388

NOTE : Nationalised mills producing cloth 66

Managed mills producing cloth 4

TOTAL 70

Statutory and Constitutional Status to Minorities Commission

215. SHRI G. M. BANATWALLA: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether Government are aware of the persistent demand to accord statutory and constitutional status to the Minorities Commission; and

(b) whether Government intend to bring any legislation for the purpose and if so, when?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI YOGENDRA MAKWANA): (a) Yes, Sir.

(b) The matter is under consideration.

Performance of Heavy Water Plants

216. SHRI SATYENDRA NARAYAN SINHA: Will the PRIME MINISTER be pleased to state:

(a) whether the heavy water plants in the country have given a satisfactory performance;

(b) if not, the reasons therefor; and

(c) the total capacity commissioned and actual output since April, 1977?

THE PRIME MINISTER (SHRI-MATI INDIRA GANDHI): (a) and (b). Of the existing 5 Heavy Water Plants (including those under construction), 3 have gone into production the plants at Nangal, Baroda and Tuticorin. While the performance of the plant at Nangal is satisfactory, the production of heavy water at Tuticorin has been low because of frequent power trips and interruption in the supply of synthesis gas and ammonia from the Fertilizer Plant of SPIC to which it is integrated. The revamping of the Baroda Plant has been completed and regular production is expected by April 1980. The Heavy Water Plant at Talcher has been mechanically completed; but commissioning has been kept in abeyance because of the acute power shortage in

the State of Orissa and consequent complete shut off of power to the Fertilizer Plant of FCI at Talcher and to the Heavy Water Plant. The Heavy Water Plant at Kota will be mechanically ready by November, 1980.

(c) The design capacity of the 3 commissioned plants is 152.6 tonnes per annum. It would not be in the country's interest to disclose the actual production of Heavy Water.

Reconstitution of C.S.I.R.

217. SHRI SATYENDRA NARAYAN SINHA:

SHRI INDRAJIT GUPTA:

SHRI MAGAN BHAI BAROT:

Will the PRIME MINISTER be pleased to state:

(a) whether there is any scheme to reconstitute the CSIR to include in it all laboratories that were given to certain Ministries earlier; and

(b) if so, the reasons therefor?

THE PRIME MINISTER (SHRI-MATI INDIRA GANDHI): (a) and (b). The matter is under consideration.

Annual Plan Outlay for Orissa

218. SHRI CHINTAMANI PANIGRAHI: Will the PRIME MINISTER be pleased to state:

(a) whether the annual plan outlay for Orissa for 1980-81 has been finalised;

(b) if so, what is the total plan outlay approved and how much is State's share in this outlay; and

(c) the details of the sectoral total outlays?

THE PRIME MINISTER (SHRI-MATI INDIRA GANDHI): (a) Yes, Sir.

(b) The total outlay agreed to for the 1980-81 Annual Plan of Orissa is Rs. 221.05 crores. State's share in financing this outlay is Rs. 84.15 crores.

(c) Sectoral break-up of outlay is given in the statement appended.

Statement

(Rs. Lakhs)

Head of Development	Agreed Outlay
Research and Education	
Crop Husbandry	1480.00
Land Reforms	533.35
Minor Irrigation	1450.00
Soil and Water Conservation	121.00
Command Area Development	326.00
Animal Husbandry and Dairy Development	183.00
Fisheries	170.00
Forests	220.65
Investment in Agricultural Financial Institutions	90.00
Marketing	£
Storage and Warehousing	£
Community Development and Panchayats	75.00
Special Programme for Rural Development	£
I. Agriculture and Allied Services	4649.00
II. Cooperation	520.00
Irrigation	4700.00
Flood Control Projects	300.00
Power	7245.00
III. Irrigation, Flood Control and Power	12245.00
Village and Small Industries	390.00
Medium and Large Industries	257.50
Mining	70.00
IV. Industry and Minerals	717.50
Ports, Light Houses and Shipping	86.00
Roads and Bridges	875.00
Road Transport	150.00
Water Transport	££
Tourism	40.00
V. Transport and Communications	1151.00

£ Included under 'Crop Husbandry'.

££ Included under 'Ports and Shipping'.

(Rs. Lakhs)

Head of Development	Agreed Outlay
General Education	670.00
Art and Culture	34.00
Technical Education	35.00
Medical (Excl. E.S.I.)	
Employees State Insurance Scheme	507.00
Public Health and Sanitation	
Sewerage and Water Supply	650.00
Housing (Excl. Police Housing)	402.00
Urban Development	61.00
Information and Publicity	8.00
Labour and Labour Welfare	37.50
Welfare of Scheduled Castes, Scheduled Tribes and Other Backward Classes	180.00
Social Welfare	25.00
Nutrition	50.00
Others	1.00
VI. Social and Community Services	2660.50
Secretariat-Economic Services	12.00
Economic Advice and Statistics	40.00
VII. Economic Services	52.00
Stationery and Printing	10.00
Public Works including Police Housing	100.00
VIII. General Services	110.00
GRAND TOTAL	22105.00

Committee to review 'Food for Work Programme'

219. SHRI TARIQ ANWAR:
SHRIMATI MOHSINA
KIDWAI:

Will the PRIME MINISTER be pleased to state:

(a) whether it is a fact that the Planning Commission has set up a Committee to review the progress

made with regard to the 'Food for Work Programme' started by State Governments;

(b) if so, whether the Committee has submitted its report; and

(c) if so, the recommendations made by the Committee and the action taken by Government thereon?

THE PRIME MINISTER (SHRIMATI INDIRA GANDHI): (a) to (c). The Planning Commission has not set

up any Committee as such to review the progress made with regard to 'Food for Work Programme'. The existing Programme Evaluation Organisation of the Planning Commission has, however carried out a quick evaluation study of this programme. The interim report of the evaluation study was submitted to the Government in December 1979. A copy of the summary of the main findings and recommendations is enclosed. The Ministry of Rural Reconstruction have issued suitable guidelines to the States in the light of the Programme Evaluation Organisation's report.

A QUICK EVALUATION STUDY OF FOOD FOR WORK PROGRAMME

(August—October 1979)

An Interim Report

SUMMARY OF MAIN FINDINGS AND RECOMMENDATIONS BROAD FINDINGS

1. Classification of beneficiaries:

(i) Of the total beneficiaries 50.6 per cent were agricultural labourers, 22.4 per cent cultivators, 19.7 per cent non-agricultural labourers and 7.3 per cent others.

(ii) Of the total beneficiaries 42 per cent were scheduled castes, 13 per cent scheduled tribes and 45 per cent others.

(iii) 80 per cent of the persons engaged in Food For Work Programme were males and 20 per cent females.

2. Planning and administration of the Programme:

(i) State level Steering Committees were formed in all the States. However, the meetings were not held as frequently as required in some States.

(ii) Out of 20 districts, district level Steering Committees were formed specifically only in 7 districts. In other districts the already existing district level committees performed the function.

(iii) In the matter of planning and implementation wherever the village panchayats were fully involved, the projects were planned generally according to the needs of the village community. The technical departments worked in isolation from other departments and utilised foodgrains for continuing their normal activities. There is need for coordination in the selection of projects, in fixing priorities and in progress reporting at district level.

(iv) The method of registration of labourers for employment was found only in 5 districts. In the rest 15 districts no specific method of registration for selection of workers was followed.

(v) In a district certain difficulties were reported in planning and implementation of the programme. For example, some of these difficulties related to lack of planning and co-ordination between various departments, non-availability of timely supply of foodgrains from FCI, non-co-operation of local people, lack of availability of implements and technical know-how, etc. Timely and uninterrupted supply would reduce mal-practices in distribution of foodgrains to wage earners.

(vi) No financial limits are fixed in most of the States in undertaking the various works. However, limits are fixed for sanction by officials at various levels. Difficulties were, therefore, experienced in getting the financial sanctions from higher levels. To avoid reference for sanction by higher level officials, panchayats either created assets which did not conform to standard norms or they fragmented the projects and treated each fragment as a separate project. It is, therefore, desirable to streamline the procedure for speedy sanction of projects.

3. Progress of the Programme:

(i) Additional employment generated through the Food for Work Programme during 1978-79 over the previous year per selected household

of the sample villages varied from 3 mandays to 167 mandays. The extent of additional employment generated over the last year ranged from 0.7 per cent to 76.1 per cent. The overall percentage increase in employment for all the selected beneficiaries in the villages investigated was 10.9.

(ii) Additional income generated during 1978-79 over the previous year in the sample villages varied from Rs. 23 to Rs. 1569 per selected household. The extent of additional income generated over the last year ranged from 1.4 per cent to 97 per cent. The overall percentage increase for all the selected households in the villages was 17.7.

(iii) Various types of community assets were created under the programme some of which were, however, not durable, for example, construction of link roads and embankment work. In regard to creation of individual assets, the Ministry of Rural Reconstruction may examine such cases in the light of the policy of the Planning Commission.

(iv) 3.7 lakh mandays employment was created in the selected villages. In individual district this ranged from 535 mandays in Raisen (Madhya Pradesh) to 46879 mandays in Bhojpur (Bihar).

(v) Community assets worth Rs. 24 lakhs were created during 1978-79 in the selected villages.

(vi) Both Plan and non-Plan Works were taken up under the programme.

(vii) In Bihar, Haryana and Uttar Pradesh there was no agency for maintenance of link roads.

4. Difficulties and Malpractices:

(i) Delays in supply and lack of storage facilities were reported in 5 States.

(ii) Payment of wages fully in cash was reported in some States leading to selling of the foodgrains in the open market by contractors.

(iii) Muster rolls were reported to have been inflated in some selected villages by entering fictitious names, both by contractors and the panchayats.

(iv) Ex-gratia payment was demanded by supervisory staff in two States at the time of distribution of foodgrains to the beneficiaries. Government agencies and panchayats in two States converted foodgrains into cash for meeting the cost of construction works such as, huts, school buildings, dispensaries panchayat ghar, etc.

(v) The contractors indulged in selling part of foodgrains in open market.

(vi) Less payment of wages was reported from two districts.

(vii) Beneficiaries had to sell out coupons due to delay in supply of foodgrains.

(viii) Foodgrains were utilised for purchase of crockery and furniture and upkeep of Government buildings in one State.

5. Impact of the Programme:

(i) In 13 districts out 20, there was no significant impact on wages. However, in 7 districts there was a positive impact.

(ii) This programme stabilised foodgrain prices (wheat and rice) in 8 districts out of 20 selected. In 6 districts, local wheat prices fell marginally.

(iii) There was favourable impact on life and living, conditions of the village community in terms of employment and income. Majority of beneficiaries, however, reported that these benefits were only short-term and seasonal.

6. Suggestions for future:

(i) Empty gunny bags at present being retained by the distributing agencies such as contractors, fair price shops, etc., should be handed over to the village panchayat for augmenting their resources.

(ii) Efforts should be made to provide foodgrains preferred by the beneficiaries.

(iii) Looking to the preference of the beneficiaries, the wages should be paid partly in cash and partly in kind.

(iv) Majority of the beneficiaries preferred weekly payments. As such, efforts should be made to make weekly and timely payments in all the areas.

(v) It appears that the inspecting and monitoring arrangements at the Centre for effectively supervising the Food for Work Programme and its implementation are rather weak. Supervision, therefore, needs to be strengthened to avoid creation of non-durable assets.

(vi) There is a need for further research and evaluation on its short and long-term benefits to various sections of rural population.

Release of Salt Land for construction of Road in Bhandup Village of Bombay

220. SHRI SUBRAMANIAM SWAMY: Will the Minister of INDUSTRY be pleased to state:

(a) whether Government have now finalized their stand on the release of Salt Commissioner's lands for the purpose of building an approach road to Bhandup Village in Bombay; and

(b) if so, the exact details and if not, the reasons for the delay?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY (SHRI CHARANJIT CHANANA): (a) Yes, Sir.

(b) The Government have agreed in principle to transfer the salt lands at Bhandup Village in Bombay to the Bombay Municipal Corporation subject to the condition that the market value of the land determined on the date of transfer will be paid by the Corpora-

tion and such compensation as is due to the licencees of the Salt Works will also be paid by the Bombay Municipal Corporation.

Utilisation of Heavy Water imported from U.S.S.R.

221. SHRI SUBRAMANIAM SWAMY: Will the PRIME MINISTER be pleased to state:

(a) whether the heavy water imported from the USSR has been utilized in any of the Indian reactors recently; and

(b) if so, the exact dates from which this utilization commenced?

THE PRIME MINISTER (SHRI-MATI INDIRA GANDHI): (a) No, Sir.

(b) Does not arise.

Discontentment in C.B.I. Officers

222. SHRI JHAR KHANDE RAI: SHRI K. M. MADHUKAR:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether his attention has been drawn to a newspaper report about the discontent in the CBI and protest by a large number of officers in respect of some of their grievances; and

(b) if so, what exactly are the grievances and what steps Government have taken in the matter?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI P. VENKATASUBBAIAH): (a) and (b). A few reports published in the newspapers relating to the CBI staff have come to the notice of the Government. The earlier reports in June 1979 related to the desire and expectation of the CBI staff in regard to improvement in their service conditions. The later reports related to an apprehension among the investigating officers in the CBI following the incident of 29-1-80 involving Shri N. K. Singh, former DIG, CBI.

2. In regard to service conditions of the CBI staff, the Government have already taken steps, such as provision of more Government accommodation, sanction of special pay to some categories of officers, increase in the clothing allowance etc. Promotional avenues for clerical staff and constables have been recently increased by creation of more posts. Certain other measures to improve the service conditions of the staff are under consideration.

3. As regards the reported apprehension among the investigation officers in the C.B.I. in connection with incident of 29-1-80, they have been assured by the Director and other senior officers of the Bureau that none will come to any harm for having performed his duties in a bona fide manner.

आंदोलिक विकास की दृश्य

223. श्री एन. के. शेखरसिंहराव: क्या उड़ानों मंत्री यह बताने की कृपा करेंगे कि सरकारी क्षेत्र तथा गैर सरकारी क्षेत्र के संबंध में अलग-अलग, गत 6 महीनों के हाँरान् आंदोलिक विकास की दृश्य में हुई वृद्धि अथवा ह्रास का तुलनात्मक विवरण क्या है?

उड़ानों मंत्रालय में राज्य मंत्री (श्री चरनचीत चावला) : केन्द्रीय संस्थिकी संगठन (सी. एस. आ०) जो आंदोलिक उत्पादन संबंधी सूचकांक एकत्रित करता है, केवल समन्वित सूचकांक ही तैयार करता है। सरकारी तथा गैर-सरकारी क्षेत्रों के आंदोलिक उत्पादन का सूचकांक अलग से उपलब्ध नहीं है।

चालू वित्त वर्ष में अप्रैल से अक्टूबर, 1979 तक हुए आंदोलिक उत्पादन तथा प्राप्त विकास के सूचकांक नीचे दिए गए हैं:—

आंदोलिक उत्पादन का सूचकांक

(1970-100)

माह	1978-79		1979-80		विकास दर
	1	2	3	4	
अप्रैल	.	143.0	146.0	+ 2.1	
मई	.	149.0	146.4	- 1.7	
जून	.	141.7	141.3	- 0.3	
जुलाई	.	146.5	144.4	- 1.4	
अगस्त	.	145.2	147.4	+ 1.5	
सितम्बर	.	145.7	146.3	+ 0.4	
अक्टूबर	.	142.1	144.9	+ 2.0	

स्रोत :— केन्द्रीय सांचिकी संगठन।

परमाणु विजलीधरों को इंधन सप्लाई की व्यवस्था

224. श्री एन. के. शेजवलकर: क्या प्रधान मंत्री यह बताने की कृपा करेंगे कि देश में चल रहे विभिन्न परमाणु विजलीधरों को इंधन सप्लाई करने के लिए क्या व्यवस्था की गई है और कितनी अवधि के लिए व्यवस्था की गई है?

प्रधान मंत्री (भीमती इंदिरा गांधी): इस समय देश में दो परमाणु विजलीधर काम कर रहे हैं—तारापुर परमाणु विजलीधर और राजस्थान परमाणु विजलीधर (मूनिट 1)। राजस्थान परमाणु विजलीधर में इंधन के रूप में प्राकृतिक यूरोनियम काम में आता है। हमारे देश में उपलब्ध प्राकृतिक यूरोनियम इस विजलीधर के सम्पूर्ण कार्य-काल के लिए पर्याप्त है। तारापुर परमाणु विजलीधर ही एकमात्र ऐसा विजलीधर है जिसमें समृद्ध यूरोनियम को इंधन के रूप में काम में लाया जाता है। 1963 के सहकार-करार के अनुसार, अमरीकी सरकार तारापुर परमाणु विजलीधर के वास्ते सन् 1993 तक आवश्यक सारा समृद्ध यूरोनियम देने के लिए बाध्य है।

Progress in Space Research

225. SHRI N. K. SHEJWALKAR: Will the PRIME MINISTER be pleased to state the progress made in the sphere of Space research during the last year as also the research schemes for the future?

THE PRIME MINISTER (SHRIMATI IINDIRA GANDHI): Space research continued to progress towards the three main programme goals, namely, remote sensing, space-based communications and developing indigenously satellite launch vehicles. Two important milestones reached during the last year were:

(i) the launching of the experimental earth observations satellite—'Bhaskara'

(ii) the first experimental flight of the satellite launch vehicle (SLV-3).

2. The future research schemes are geared towards the programme goals mentioned above. The details will be available in the Annual Report of the Department of Space.

अफगानिस्तान में सोवियत रूस के हस्तक्षेप को देखते हुए भारतीय सीमाओं की रक्षा के लिए को गई कार्यवाही

226. श्री एन. के. शेजवलकर: क्या रक्षा मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या अफगानिस्तान में हाल के सोवियत रूस के हस्तक्षेप को ध्यान में रखते हुए भारतीय सीमाओं की रक्षा करने हेतु कोई विशेष कदम उठाए गए हैं; और

(ल) यदि हां, तो उसका व्यौरा क्या है?

रक्षा मंत्रालय में राज्य मंत्री (श्री सी. पी. एन. सिंह): (क) आं और (ल). हमारे विचार से अफगानिस्तान में रूस की उपस्थिति से भारतीय सीमाओं को कोई खतरा नहीं है। फिर भी हम इन घटनाओं के प्रति पूरी निगरानी रखे हुए हैं और भारत की सुरक्षा और अखण्डता बनाए रखने के लिए सभी आवश्यक उपाय कर रहे हैं।

Dacoities in Ashok Vihar (Delhi)

227. SHRI K. P. SINGH DEO: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether it is a fact that the residents of Ashok Vihar, Delhi have been subjected to repeated dacoities during day time;

(b) whether it is also a fact that one of them was committed even during day time; and

(c) whether such incidents have also been reported from other localities of Delhi during the last three months, if so, their number and the steps being taken to bring about a drastic change in the situation?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI YOGENDRA MAKWANA): (a) and (b). During the period 1st De-

ember, 1979 to the 29th February, 1980, there were two cases of dacoity and three cases of robbery, reported at the Police Station, Ashok Vihar. Out of them, one case of robbery occurred during day time.

(c) Fifteen cases of dacoity were reported in the whole Union Territory of Delhi during the last three months i.e., from 1st December, 1979 to 29th Feb., 1980.

Following steps have been taken to prevent such crimes:—

(i) Intensive foot and mobile patrolling including armed, with walkie-talkie sets and wireless fitted motorcycle patrols, has been introduced. 10 companies of additional force from DAP/CRPF have been provided to the District for night patrolling and an additional CRPF Bn. has also been provided for the purpose. The patrolling is being personally supervised by senior police officers.

(ii) About 2000 Home Guards have been inducted with the Police for night and early morning hours patrolling. Special attention is being paid to parks and vulnerable residential localities.

(iii) Surprise checking of vehicles to detect those involved in commission of crime.

(iv) Organisation of Thekri Pehra and patrolling by local residents and private chowkidars in coordination with police patrols and pickets.

(v) Setting up of temporary Police Posts pending regular sanction in some vulnerable localities.

(vi) Stepping up of exterrnent proceedings; more than 450 criminals and bad characters have been exterrned out of Delhi from 1st July 1978 to 3rd March 1980.

(vii) Continuous drives by the special squads of the districts to detect the dacoits auto-lifters, robbers/snatchers, pick-pockets, eve-teasers and other bad characters by developing intelligence.

(viii) Meeting with residents of the localities by the Deputy Commissioners/Assistant Commissioners of Police to explain the measures taken and obtain their suggestions.

(ix) Meetings with the representatives of women's colleges to curb the crime of eve-teasing.

(x) Sanctioning more staff in police stations created in 1978 is under active consideration of the Government.

(xi) Recently, to improve the mobility of police on duty, 57 new vehicles have been sanctioned to replace old ones. 8 new jeeps have also been sanctioned.

(xii) It has been decided that the Crime Record Office will operate round the clock instead of one shift as in the past.

Report of Commission for Scheduled Castes and Scheduled Tribes for 1978-79 and atrocities on Harijans

228. SHRI K. P. SINGH DEO: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether it is a fact that the Scheduled Castes and Scheduled Tribes Commission in its report for 1978-79 has stated that atrocities on Scheduled Castes and Scheduled Tribes are continuing and have increased during this period as compared to the earlier years;

(b) whether the Commission has also suggested some positive measures to end this social stigma; and

(c) if so, Government's reaction to the above and what measures are being contemplated by Central Government under Article 46 to ensure safeguards to these communities in each State and Union Territories?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI YOGENDRA MAKWANA): (a) to (c). The Report of the Commission

for Scheduled Castes and Scheduled Tribes for 1978-79 was submitted last month only. As per terms of the Resolution setting up the Commission, the Report has to be placed on the Table of each House of Parliament and action is being taken to comply with the requirement.

Attacks on Harijans in Bihar

229. SHRI VIJAY KUMAR YADAV: Will the Minister of HOME AFFAIRS be pleased to state:

(a) the number of incidents of attacks on Harijan reported during the current year in Bihar and the reasons therefor;

(b) the number of persons killed, loss of property etc. in each of these incidents;

(c) whether Government have given any compensation to the victims;

(d) the number of houses damaged and the assistance provided by the Government for their repairs; and

(e) the measures taken to bring the culprits to book to check recurrence of such incidents in future?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI YOGENDRA MAKWANA): (a) According to information received from the Government of Bihar, the following crimes were perpetrated by members of non-Scheduled Castes against members of Scheduled Castes in the State during the months of January and February, 1980:

Month	Murder	Violence resulting in previous hurt	Rape	Arson or serious mischief in respect of property	Other I.P.C. offences
Jan. 80	5	13	5	19	72
Feb. 80	2	5	1	4	25

The State Government has further reported that the above information is incomplete as reports from some of the districts have not yet been received by them. They have stated that these incidents took place as a result of various causes such as land disputes, disputes regarding minimum wages group rivalry etc.

(b) 21 persons were killed in these incidents. 45 houses were destroyed. Domestic articles such as cloth and wooden furniture were burnt down and some domestic animals were also killed in arson cases.

(c) and (d). The State Government has reported that immediate relief in kind and cash were provided. Clothes and ration were given together with

financial assistance for construction of new houses.

(e) The State Government has reported that all police and civil officials have been directed to give utmost attention to the problems of members of Scheduled Castes. Measures have been taken to apprehend guilty persons and complete investigation of cases quickly.

Foreign Conspiracy behind agitation and violent incidents in Assam

230. SHRI K. C. PANDEY: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether conspiracy by the foreign countries is behind the agitation and violent incidents in Assam;

(b) whether it is also a fact that the conspiracy aimed at destroying the national unity was encouraged by the Janata and Lok Dal Governments;

(c) whether Government are taking necessary steps to contain this; and

(d) if so, the progress made so far in this direction?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI YOGENDRA MAKWANA):
(a) to (d). Allegations in this regard have been made. However, it is not easy to get conclusive proof in such matters. Government are keeping a careful watch over the situation.

पूर्वी उत्तर प्रदेश तथा बस्ती जिला में उद्योगों की स्थापना

231. श्री के. सी. पाण्डेय : क्या उद्योग मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार पिछड़े क्षेत्रों में उद्योगों की स्थापना के प्रश्न पर विचार कर रही है;

(ख) यदि हाँ, तो पूर्वी उत्तर प्रदेश में कौन-कौन से उद्योग लगाने का विचार है;

(ग) क्या बस्ती पिछड़ा जिला है और यदि हाँ, तो वहाँ कौन-कौन से उद्योग लगाने का विचार है; और

(घ) पिछड़े क्षेत्रों में उद्योग लगाने के लिए क्या-क्या सुविधाएं देने का विचार है?

उद्योग मंत्रालय में राज्य मंत्री (श्री चरन-बीत चानना): (कछ से (घ)). पूर्वी उत्तर प्रदेश में आजमगढ़, बहराइच, बलिया, बस्ती, देवरिया, फैजबाद, गाजीपुर, गौड़ा और जनपुर को उद्योग स्थापित करने के लिए विधायिती दित तथा अन्य सुविधाएं पाने की पात्रता हेतु आईयोगिक रूप से पिछड़ा हुआ क्षेत्र समझा गया है। इन जिलों में से, बलिया, बस्ती तथा फैजबाद को केन्द्रीय निवेश राजसहायता योजना के अन्तर्गत लाभ पाने के लिए चुना गया है। केन्द्र सरकार तिछड़े क्षेत्रों में उद्योग स्थापित करने के लिए निम्नलिखित प्रदान करती है:—

(1) निवेश राज सहायता की केन्द्रीय योजना।

(2) अखिल भारतीय सावधिक न्यूज़ देने वाले वित्तीय संस्थाओं से निर्धारित किये गये हैं।

(3) कर संबंधी विधायते।

(4) लघु उद्योगों द्वारा राष्ट्रीय लघु उद्योग निगम से भवीनरी की किरणा खरीद।

(5) तकनीकी सेवाओं के लिए परामर्श।

(6) व्याज राज सहायता।

(7) कच्चे माल के आयात के लिए विशेष सुविधायें।

(8) ग्रामीण उद्योग परियोजना कार्यक्रम।

(9) ग्रामीण कारोगर कार्यक्रम।

(10) जिला उद्योग केन्द्र।

पूर्वी उत्तर प्रदेश में उद्योग स्थापित करने के लिए वर्ष 1978 में 1 आशय पत्र और 6 आईयोगिक लाइसेंस तथा 1979 में 3 आशय पत्र और 2 आईयोगिक लाइसेंस जारी किए गए हैं। किन्तु, बस्ती में उद्योगों की स्थापना के लिए वर्ष 1978-79 में कोई आशयपत्र/आईयोगिक लाइसेंस जारी नहीं किया गया था। किसी क्षेत्र का विकास करना राज्य सरकार का विष्य है तथा यह बात जनता पर निर्भर करती है कि वह केन्द्र सरकार द्वारा प्रदान की जाने वाली विभिन्न सुविधाओं तथा प्रोत्साहनों का लाभ उठाने के लिए आगे आये।

पाटी का नाम, बनाई जाने वाली बस्तु, क्षमता, एकक के स्थान आदि सहित उन आशयपत्रों तथा आईयोगिक लाइसेंसों का व्यारा वीकली बूलेटिन आफ इम्पोर्ट लाइसेंसेज, एक्सपोर्ट लाइसेंसेज एण्ड इन्डियन इन्वेस्टमेंट सेन्टर द्वारा प्रकाशित 'मन्थली न्यूज लेटर' के परिचय में प्रकाशित किया जाता है। इन प्रकाशनों की प्रतियां संसद् पुस्तकालय में उपलब्ध हैं।

धारे के मूल्यों में बढ़िय

232. श्री के. सी. पाण्डेय : क्या उद्योग मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि जनता पार्टी तथा लोकदल के शासन के दौरान धारे के मूल्यों में बढ़िय हुई थी जिसके फलस्वरूप हथकरधा तथा विद्युत-करधा बुनकरों को भारी हानि हुई थी;

(ख) क्या सरकार का विचार धारे के मूल्यों में कमी कराने का है, यदि हां, तो कब तक;

(ग) वर्ष 1965 में धारे का मूल्य प्रति बंडल कितना था और अब कितना है; और

(घ) इस समय सरकार बुनकरों से किस दर पर खरीद कर रही है?

उद्योग मंत्रालय में राज्य मंत्री (श्री चरनजीत चानना) : (क) जी हां। धारे के मूल्य अक्तूबर, 1978 से बढ़ने शुरू हो गए थे और 1979 की गर्मियों में कराई मिलों में व्यापक वस्त्र उद्योग हड्डताल तथा बिजली की कटौती और डीजल की कमी के कारण स्थिति और अधिक बिगड़ गई है।

(ख) सितम्बर, 1979 में चल रहे मूल्यों को ध्यान में रखकर सितम्बर, 1979 में स्वीच्छिक मूल्य नियंत्रण योजना शुरू की गई है। जो जनवरी, 1980 तक चलती

रही। इस योजना को 1980 में समाप्त कर दिया गया था क्योंकि इस समय बाजार मूल्य स्वीच्छिक योजना के संगत मूल्यों से भी नीचे स्तर तक पहुंच गये थे। इसके अलावा निर्दिष्ट मिलों से उनके मिल से निकलते समय के मूल्य पर हथकरधा सहकारी समितियों/संघों द्वारा सीधे माल खरीदने की एक योजना भी चलाई गई थी। यह योजना अभी भी चल रही है। यह एक विचारणीय बात है कि सूती धारे का सूचकांक जो सितम्बर, 1979 में 235.9 था उससे घटकर अब (2.2. 1980 को समाप्त सप्ताह में) 220.5 हो गया है। यह स्थिति सभी वस्तुओं के थोक बिक्री मूल्यों की स्थिति से जो मितम्बर, 1979 के 220.7 थे और 2.2.1980 को समाप्त सप्ताह में बढ़कर 225.2 तक पहुंच गए, एकदम विपरीत है।

(ग) प्रति बंडल धारे के वर्ष 1965-66 के अधिकतम/न्यूनतम मूल्यों की जानकारी सलग्न विवरण में दी गई है।

(घ) सरकार बुनकरों से कोई सीधी खरीद नहीं कर रही है। किन्तु, सरकार एक ऐसी योजना के लिए राजसहायता देती है जिसके अधीन हथकरधा क्षेत्र में कम कीमत वाली साड़ियां और धांतियों का उत्पादन किया जाता है और जो सार्वजनिक वितरण प्रणाली के माध्यम से उपलब्ध कराई जाती है। अनुमान है कि इस योजना के अधीन वर्ष के दौरान लगभग 1750 लाख मीटर कपड़े का उत्पादन किया गया।

विवरण

जनवरी, 1966

1-3-1980

(प्रति 5 किलो का मूल्य रूपयों में)

(प्रति 4.54 किलो का मूल्य रूपयों में)

10.6 एस	न्यूनतम	21.08	10 एस	न्यूनतम	64.00
(एन एफ)	अधिकतम	23.54		अधिकतम	70.00
20./1 एस	न्यूनतम	25.28	20 एस	न्यूनतम	76.00
(एन एफ/7)	अधिकतम	26.21		अधिकतम	82.00
40.2 एस	न्यूनतम	36.71	40 एम	न्यूनतम	120.00

जनवरी 1966

1 3-1980

(उन एक 34)	अधिकतम	37.99	अधिकतम	128.00
61.4 एस	न्यूनतम	48.29	60 एस	न्यूनतम
(धुनी हुई)	अधिकतम	31.23	अधिकतम	167.00
(एन एक 52)	..			
80.3 एस	न्यूनतम	76.79	80 एस	न्यूनतम
(धुनी हुई) (उन एक 68)	अधिकतम	78.46	(धुनी हुई)	अधिकतम
				210.00

जनता/लोकदल की सरकारों द्वारा वरिष्ठ अधिकारियों को निलम्बित किया जाना

233. श्री के. सी. पाण्डेय : क्या गृह मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या जनता और लोक दल की सरकारों के शासन के दौरान कुछ वरिष्ठ अधिकारियों को निलम्बित कर दिया गया था क्योंकि वे गलत काम करने को तैयार नहीं थे ;

(ख) यदि हां, तो ऐसे भारतीय प्रशासनिक सेवा, भारतीय पुलिस सेवा और और अन्य वरिष्ठ अधिकारियों की संख्या, नाम और और पदनाम क्या हैं ; और

(ग) क्या सरकार का विचार ऐसे अधिकारियों के साथ न्याय करने का है और यदि हां, तो कब तक ?

गृह मंत्रालय में राज्य मंत्री (श्री पी. बैंकटसुब्बय्या) : (क) से (ग). सूचना एकत्रित की जा रही है और इस सदन के पटल पर रख दिया जाएगा ।

Estimates of Uranium Resources

234. DR. VASANT KUMAR PANDIT: Will the PRIME MINISTER be pleased to state:

(a) whether Government have estimated Uranium resources in the country;

(b) if so, the current estimated resources of U_3O_8 and how much of it is available for exploitation;

(c) whether new target areas have been identified in Crystalline fields of Madhya Pradesh; and

(d) if so, the estimated Uranium found in Madhya Pradesh and the programme of its exploitation?

THE PRIME MINISTER (SHRI-MATI INDIRA GANDHI): (a) and (b). Yes, Sir. Uranium reserves now stand at 63,876 tonnes U_3O_8 under indicated and inferred categories. These reserves, though comparatively of lower grade, can be exploited and uranium produced at a cost comparable to present upward trend in international market. One mine at Jadaguda in Singhbhum District, Bihar is already under exploitation.

(c) and (d). Significant uranium occurrences have been located at Dumhath-Jajawal-Dauki-Dubagaria etc., along shear zones in Sarguja District, Bodal-Bhandari tola in Rajnandgon District and very recently along Kurri-Keonti-Chihra tract in Bastar District, Madhya Pradesh.

Bodal area is estimated to contain over 1,800 tonnes of U_3O_8 and production plans are under technical scrutiny. Exploratory underground

development and drilling for evaluation of the deposits in Sarguja District are in progress. Preliminary work has also been taken up in Bastar.

Retirement of N.C.C. Officers at 45 years of age

235. DR. VASANT KUMAR PANDIT: Will the Minister of DEFENCE be pleased to state:

(a) whether the N.C.C. Organisation has decided to compulsorily retire all the NCC officers (part-time) completing 45 years of age as on 26th August, 1979;

(b) what are the projects of the N.C.C. Organisation regarding the need of part-time officers, for the coming five years;

(c) what is the current numerical strength of the part-time NCC Officers, the number of people who retired by 27th August, 1979; the expansion of new units of NCC in the country and the closure of several units at present for want of NCC Officers; and

(d) the overall policy of Government on the issue of NCC Organisation, its standing and future programme?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI C. P. N. SINGH): (a) The rule of retirement at 45 years of age applies to men officers holding part-time N.C.C. Commission. Extension of service, upto 50 years of age, is admissible to them provided they are physically fit and it is necessary or expedient to grant such extensions in the public interest. The age of retirement in case of part-time lady officers is 52 years extendable to 55 years.

(b) and (c). The existing authorised strength of part-time N.C.C.

officers is 11,513, including 10,146 Male Officers and 1,367 Lady Officers.

During the period from 27th August, 1977 to 27th August, 1979, 928 officers were discharged, including those who retired on completion of 15 years of service as per the rules then in force.

24 Units have been raised during 1978-79 and 1979-80. It is proposed to raise 26 new units during 1980-81. The required vacancies will be filled by fresh recruitment and by grant of extension of service. No N.C.C. Unit was disbanded during 1979 merely for want of N.C.C. part-time officers.

(d) The N.C.C. is one of the premier youth organisations of the country and it is our endeavour to promote it within existing financial constraints.

Separate Ministry to look after welfare of Scheduled Castes and Scheduled Tribes

236 SHRI LAKSHMAN MALLICK:

SHRI MADHAVRAO SCINDIA:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether there is any proposal under Government's consideration to set up a separate Ministry to look after the welfare of Scheduled Castes and Scheduled Tribes; and

(b) if so, by when it is likely to be set up?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI YOGENDRA MAKWANA):

(a) There is no such proposal under consideration.

(b) Does not arise.

Setting up of big Industries in Orissa

237. SHRI LAKSHMAN MALLICK: Will the Minister of INDUSTRY be pleased to state:

(a) whether there is any proposal under Government's consideration to set up big industries in the State of Orissa; and

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

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY (SHRI CHARANJIT CHANANA):

(a) and (b). The Honourable Member may kindly refer to Annexure II of Chapter 23 of the Draft Sixth Five Year Plan (1978—83) Revised, published in December 1979, which contains details regarding large and medium industries and mineral projects proposed to be set up in the Central Sector during 1978—83; this document is however yet to be submitted to the National Development Council for consideration.

Law and Order Situation

238. SHRI LAKSHMAN MALLICK:

SHRI SHIV KUMAR SINGH:

SHRI K. LAKKAPPA:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether it is a fact that the law and order situation in the country in general and in Delhi in particular is not satisfactory; and

(b) if so, the details thereof and the action taken or proposed to be taken by Government to improve the law and order situation?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI YOGENDRA MAKWANA):

(a) The general law and order situation in the country was unsatisfactory. After the coming into power

of the new Government at the Centre and after the imposition of the President's rule in 9 States, there has been, improvement in law and order situation, including Delhi.

(b) A sense of fear and concern was created in the public mind on account of the increase in heinous sensational offences like murders, dacoities, robberies, chain snatching, etc. After the recent serious incidents in Narainpur, Parasbigha and Pipra the concerned States have been told to gear up their administrative machinery and to deal with all law and order situations in a firm and effective manner and to promptly book the culprits.

Steps have been taken to, re-organise and strengthen the Delhi Police set-up by providing additional man-power, equipment and vehicles. The Delhi Police has intensified patrolling, has strengthened surveillance of known criminals and has steeped up the extirpation of bad characters.

It is also proposed to discuss all aspects of law and order in a conference of Chief Ministers and Governors.

Cheap Cloth Scheme

239. SHRI RAMAVATAR SHASTRI:

SHRI K. M. MADHUKAR:

Will the Minister of INDUSTRY be pleased to state:

(a) whether Government propose to continue the cheap cloth scheme;

(b) if so, what is the present rate of production of cheap cloth by both private and public sector;

(c) what is the maximum retail price per metre for different varieties of cloth; and

(d) what measures are proposed to be taken for its effective supply?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY (SHRI CHARANJIT CHANANA):
 (a) to (d). Under the cheap cloth scheme introduced in September 1979, a total quantity of 1000 million metres is expected to be produced annually. The maximum ex-mill price of cloth covered by the scheme is Rs. 4.75 per metre, maximum consumer price of which will be Rs. 6.33 per metre (which is inclusive of 25 per cent trade margin, excise, octroi, etc.). The mills have been directed to stamp the maximum consumer price on the cloth. The production of cheap cloth during September 1979 to December 1979 was of the order of 99 million metres by NTC mills and 148 million metres by the private sector mills. The supply of cheaper cloth is being done through normal trade channels of distribution with larger induction of cooperative sector. As the scheme has been introduced in September 1979 onwards, review for continuation will be done after judging the performance of the scheme in its first year.

Persons arrested for various Crimes in Delhi

240. SHRI KRISHNA PRATAP SINGH:

SHRI NIREN GHOSE:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) the number of persons arrested in Delhi on charges of various crimes during 1979-80 month-wise and how many of them have since been released on bail and how many are still in judicial custody; and

(b) whether it is also a fact that among the arrested persons there were certain police men also and if so, their particulars and the action taken against them?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI YOGENDRA MAKWANA):

(a) and (b). The number of persons arrested, those released on bail and those still in judicial custody is as follows:—

Name of Month	Persons arrested	On bail	Judicial custody
April, 79	2785	2733	52
May, 79	2980	2889	91
June, 79	2824	2759	65
July, 79	5262	5188	74
August, 79	3612	3533	79
September, 79	3061	2988	73
October, 79	3406	3323	80
November, 79	2838	2717	121
December, 79	3118	3025	93
January, 80	2442	2221	221
February, 80	2223	1880	343

Among the arrested were 7 Sub-Inspectors, three Assistant Sub-Inspectors, 8 Head Constables and 18 Constables. All the Police Personnel arrested in criminal cases are placed under suspension. Cases against 18 are under investigation, cases against 14 are under trial of court, two have been acquitted by the court and two have been convicted.

Setting up of Industries in Rajasthan

241. SHRI JAI NARAIN:

SHRI CHITTA MAHATA:

Will the Minister of INDUSTRY be pleased to state:

(a) whether Government propose to provide industries in the backward areas and hill areas in Rajasthan State; and

(b) if so, the details in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY (SHRI CHARANJIT CHANANA):
(a) and (b). The following 16 districts of Rajasthan have been identified as industrially backward eligible for concessional finance and other facilities:

Alwar, Banswara, Barmer, Bhilwara, Churu, Dungarpur, Jaisalmer, Jalore, Jhunjhunu, Jhalawar, Jodhpur, Nagaur, Sikar, Sirohi, Tonk and Udaipur.

Out of these 16 districts, the following 6 districts have been further identified for benefit under the Central Investment Subsidy Scheme:

Alwar, Jodhpur, Bhilwara, Churu, Nagaur and Udaipur.

Apart from the above two concessions the following incentives are also available:-

(i) Seed/Margin Money Assistance.

(ii) Income Tax Relief.

(iii) Supply of machinery on concessional terms by the National Small Industries Corporation.

(iv) Consultancy for Technical Services.

(v) Interest Subsidy.

(vi) Special facilities for importing raw materials.

(vii) Rural Industries Projects Programmes.

(viii) Rural Artisans Programme.

(ix) District Industries Centre.

19 Letters of Intent and 5 Industrial Licences were issued during 1978 while 20 Letters of Intent and 5 Industrial Licences were issued during 1979 under the I (D&R) Act, 1951 for setting up of units in backward areas of Rajasthan. Detail of all these Letters of Intent and Industrial Licences including name of the party, item of manufacture, capacity, location of the unit etc. are published in the "Weekly Bulletin of Import Licences, Export Licences and Industrial Licences" and in the supplement to the "Monthly News Letter" published by the Indian Investment Centre. Copies of these publications are available in the Parliament Library.

Production of Industries in Rajasthan

242. SHRI JAI NARAIN: Will the Minister of INDUSTRY be pleased to state:

(a) whether there is a low production in the industries/factories in Rajasthan State due to power crisis in that State; and

(b) if so, the remedial measures taken by Government in the matter?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY (SHRI CHARANJIT CHANANA):

(a) and (b). The level of production in the industries/factories of a State is dependent on many factors including power. It is, therefore, very

difficult to assess precisely the loss in industrial production due to power-crisis alone. However since there is at present an acute shortage of power in Rajasthan due to lower hydel generation as a result of the drought situation and outage of two generating units at Pong and the RAPP Unit at Kota, an off peak power relief (between 11 PM and 6 AM of the next day) to the extent of about 4 lakh units per day has been arranged from the neighbouring State of M.P. w.e.f. 2nd/3rd March, 1980. Besides this about 5 to 6 lakh units are being made available per day to Rajasthan from the Central Sector Badarpur Thermal Power Station.

Licences issued to Monopoly Houses

243. SHRI BALASAHEB VIKHE PATIL: Will the Minister of INDUSTRY be pleased to state:

(a) the number and details of industrial licences issued separately to the monopoly houses and other big industrial houses each year during 1972 to 1979; and

(b) what were the considerations on which these licences were issued and how many of them were for the industries in the backward areas indicating details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY (SHRI CHARANJIT CHANANA):
(a) and (b): The Secretariat for Industrial Approvals came into existence in the Department of Industrial Development in November, 1973 and as such centralised statistics in respect of industrial licensing are maintained since then. Industrial licensing data prior to 1st November, 1973 is not maintained.

In the Industrial Policy Statement of 2nd February, 1973, Government modified the definition of large industrial houses and brought it into conformity with that adopted in the

MRTP Act of 1969. According to the Department of Company Affairs, a decision was taken that in future any statistical data on assistance to large industrial houses or grant of licences etc., should be regulated in accordance with the definition of large industrial houses as adopted in the MRTP Act of 1969. Accordingly, data regarding industrial licences separately for monopoly houses and other big houses is not maintained. However, 496 industrial licences were issued under the Industries (Development and Regulation) Act, 1951 to the undertakings registered under the MRTP Act during the period 1st November, 1973 to 31st December, 1979. Out of these, 90 industrial licences were issued to MRTP undertakings for location of units in backward areas.

As regards the considerations on which these 496 industrial licences were issued, it would be difficult to look into all the papers relating to each individual case, and determining the consideration for the issue of specific industrial licence. Generally, industrial licences are issued to MRTP applicants within the framework of Government's policies as announced from time to time, particularly Industrial Licensing Policy governing large industrial houses. As is known, they are expected to confine themselves to Appendix I industries (enclosed for ready reference) though where production is predominantly for exports or where sophisticated technology is involved, or development of backward areas is mooted, some licences for industries outside this list may also have been given, on a consideration of the merits of each case.

Details of all industrial licences issued under the Industries (Development and Regulation) Act are published in the "Weekly Bulletin of Import Licences, Export Licences and Industrial Licences" and in the Supplement to the "Monthly News Let-

ster" published by the Indian Investment Centre. Copies of these publications are available in Parliament Library.

APPENDIX—I

1. Metallurgical Industries

- (1) Ferro alloys
- (2) Steel castings and forgings
- (3) Special steels
- (4) Non-ferrous metals and their alloys

2. Boilers and Steam Generating Plants

3. Prime Movers (other than Electrical Generators)

- (1) Industrial turbines
- (2) Internal combustion engines

4. Electrical Equipment

- (1) Equipment for transmission and distribution of electricity.
- (2) Electrical motors
- (3) Electrical furnaces
- (4) X-ray equipment
- (5) Electronic components and equipment

5. Transportation

- (1) Mechanised sailing vessels up to 1000 DWT
- (2) Ship ancillaries
- (3) Commercial vehicles

6. Industrial Machinery

7. Machine Tools

7A. Jigs, Fixtures, Tools and Dies of Specialised types

8. Agricultural Machinery, Tractors and Power Tillers

9. Earthmoving Machinery

10. Industrial Instruments: indicating, recording and regulating devices for pressure, temperature, rate of flow, weights, levels and the like.

11. Scientific Instruments.

12. Nitrogenous and Phosphatic Fertilisers falling under (1) Inorganic fertilisers under '18. Fertilisers' in the First Schedule to the ID&R Act, 151.

13. Chemicals (other than Fertilisers)

- (1) Inorganic heavy chemicals
- (2) Organic heavy chemicals
- (3) Fine chemicals, including photographic chemicals
- (4) Synthetic resins and plastics
- (5) Synthetic rubbers
- (6) Man-made fibres
- (7) Industrial explosives
- (8) Insecticides, fungicides, weedicides and the like
- (9) Synthetic detergents
- (10) Miscellaneous chemicals (for industrial use only)

14. Drugs and Pharmaceuticals

- (a) Drug intermediates from the basic stage for production of high technology bulk drugs; and
- (b) High technology bulk drugs from basic stage and formulation based thereon with an overall ratio of bulk drug consumption (from own manufacture) to formulation from all sources of 1:5

15. Paper and Pulp Including Paper Products

16. Automobile Tyres and Tubes

17. Plate Glass

18. Ceramics

(1) Refractories

(2) Furnace lining bricks-acidic, basic and neutral

19. Cement Products

(1) Portland Cement

(2) Asbestors Cement.

बेरोजगार व्यक्तियों की संख्या में वृद्धि

244. श्री रामावतार शास्त्री : क्या प्रधान मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या यह सच है कि देश में बेरोजगार व्यक्तियों की संख्या में तेजी से वृद्धि हो रही है;

(ख) यदि हाँ, बेरोजगार व्यक्तियों की राज्य-वार संख्या क्या है;

(ग) क्या सरकार ने बेरोजगार व्यक्तियों की संख्या में कमी करने के लिए कोई योजना तैयार की है; और

राज्यों में बेरोजगारी की दैनिक स्थिति 1977-78

क्रम संख्या	राज्य / संघ राज्य क्षेत्र	प्रथम वर्ग—15 से 59 वर्ष	
		बेरोजगारों	श्रम-वर्षों में
1	2	3	(दस लाख)
1. तमिल नाडु	.	.	2 80
2. भार्या प्रदेश	.	.	2 00
3. केरल	.	.	1.96
4. महाराष्ट्र	.	.	1.72
5. पश्चिम बंगाल	.	.	1.58
6. बिहार	.	.	1.48
7. उत्तर प्रदेश	.	.	1.18
8. कर्नाटक	.	.	1.09
9. गुजरात	.	.	0.66
10. उडीसा	.	.	0.62
11. मध्य प्रदेश	.	.	0.53
12. राजस्थान	.	.	0.32

(घ) यदि हाँ, तो उसका व्यारा क्या है?

प्रधान मंत्री (श्रीमती इन्दिरा गांधी) :

(क) राष्ट्रीय प्रतिदर्श सर्वेक्षण संगठन द्वारा बेरोजगारी के संबंध में किए गए विस्तृत सर्वेक्षण के आधार पर, वर्ष 1972-73 से 1977-78 की अवधि में आसत दैनिक बेरोजगारी की व्यापकता 15-59 वर्ष के आयु-वर्ग के लिए लगभग वही बनी है।

(ख) परिशिष्ट में वर्ष 1977-78 में, जो राष्ट्रीय प्रतिदर्श सर्वेक्षण संगठन से उपलब्ध सूचना का अद्यतन वर्ष है, दैनिक स्थिति के आधार पर बेरोजगार व्यक्तियों की राज्यवार संख्या के अनुमान के संबंध में सूचना दी गई है।

(ग) और (घ) . बेरोजगारी की समस्या को अर्थिक वृद्धि के प्रभावी कार्यक्रम द्वारा हल किया जाएगा जिसके समर्थक कार्यक्रमों के रूप में 20-सूत्री कार्यक्रम, काम के बदले अनाज कार्यक्रम और लघु कृषक विकास अभियान कार्यक्रम जैसे विशेष लाभप्राप्ति-प्रधान कार्यक्रम होंगे।

1	2	3
13. पञ्जाब	.	0.22
14. हरियाणा	.	0.21
15. दिल्ली	.	0.20
16. जम्मू और कश्मीर	.	0.09
17. असम	.	0.08
18. योग्या	.	0.05
19. पांडीचेरी	.	0.04
20. हिमाचल प्रदेश	.	0.03
21. चण्डोगढ़	.	*
22. मेघालय	.	*
23. नागालैण्ड	.	*
अंदिल भारत	.	16 85

(1)* 5 हजार से कम (2) मणिपुर और त्रिपुरा राज्यों को छोड़ कर ।

आतः राष्ट्रीय प्रतिवर्षीय सर्वेक्षण, बत्तीसवा दौर ।

रक्षा कर्मचारियों को बोनस देने के लिए फार्मूला

245. श्री रामावतार शास्त्री: क्या रक्षा मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार ने रक्षा विभाग में कार्य कर रहे कर्मचारियों को बोनस देने के लिये एक फार्मूला तैयार किया है ;

(ख) यदि हाँ, तो तत्संबंधी व्यौरा क्या है ; और

(ग) सरकार का विचार इसे कब तक लागू करने का है ?

रक्षा मंत्रालय में राज्य मंत्री (श्री सी. पी. एन. रिहं) : (क) से (ग). सरकार इस मामले पर विचार कर रही है ।

बिहार में आईयोर्गिक विकास

246. श्री रामावतार शास्त्री : क्या उद्योग मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार ने बिहार के आईयोर्गिक विकास के लिये कोई योजना तैयार की है ; और

(ख) यदि हाँ, तो तत्संबंधी व्यौरा क्या है ?

उद्योग मंत्रालय में राज्य मंत्री (श्री चरनजीत चानना) : (क) और (ख). माननीय सदस्य कृपया दिसम्बर, 1979 में प्रकाशित छठी पंचवर्षीय योजना (1978-83) के संशोधित मसादे को देखें, जिसमें 1978-83 के दौरान बिहार में केन्द्रीय क्षेत्र के अन्तर्गत स्थापित किये जाने वाले प्रस्तावित उद्योगों का व्यौरा दिया गया है । किन्तु दस्तावेज अभी राष्ट्रीय विकास परिषद को विचार करने के लिए प्रस्तुत किया जाना है ।

बिहार सरकार ने भी बिहार राज्य आईयोर्गिक विकास निगम, बिहार राज्य चीनी निगम, बिहार राज्य वित्तीय निगम, बिहार राज्य छहण तथा विनियोजना निगम, बिहार राज्य वस्त्र निगम, बिहार राज्य भेषज एवं रसायन विकास निगम को सम्मिलित कर बिभिन्न अभिकरणों के कार्यकलापों और योजनाओं के माध्यम से बिहार में उद्योग स्थापित करने व उनका संबद्धन करने तथा आईयोर्गिक क्षेत्रों के विकास और

राज्य एवं बन्द एककों को पुनः चलाने, तकनीकी प्रशिक्षण संबंधी सूचिधाएं बढ़ाने एवं अनुसंधान तथा विकास आदि के लिए एक पचवर्षीय योजना 1978-83 तयार की है।

Import of Cement

247. SHRI G. S. REDDI: Will the Minister of INDUSTRY be pleased to state:

(a) whether it is a fact that the cement production during the past six months has been considerably reduced mainly due to power shortage and non-availability of coal;

(b) whether Government have imported huge quantities of cement from July, 1979 to January, 1980 atleast twice the cost of production of indigenous cement; if so, the quantity thereof and the countries from which imported;

(c) what is the price per tonne of indigenous cement vis-a-vis the landed cost of the imported one; and

(d) the amount of foreign exchange spent on such imports?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY (SHRI CHARANJIT CHANANA): (a) Yes, Sir.

(b) During the period from July, 1979 to January, 1980 about 4.72 lakh metric tonnes of cement has arrived at Indian Ports from North and South Korea, Japan and Indonesia. This includes vessels under discharge and waiting for berth.

(c) The landed cost of imported cement which includes handling charges and other incidental expenses comes to about Rs. 820/- per tonne as against the current f.o.r. destination price of Rs. 454.13 per tonne of indigenous cement.

(d) Approximately US \$34.6 million.

Sondhi Committee Recommendation to abolish Electronics Commission

248. SHRI K. A. RAJAN: Will the PRIME MINISTER be pleased to state:

(a) whether it is a fact that the Sondhi Committee has recommended the abolition of Electronics Commission;

(b) whether Government are aware that the members of the Scientific and Technical Officers Association of the Department of Electronics have expressed their grave concern thereon; and

(c) if so, the details thereof and Government's reaction thereto?

THE PRIME MINISTER (SHRI-MATI IINDIRA GANDHI): (a) The Review Committee on Electronics headed by Shri Mantosh Sondhi have recommended replacement of the Electronics Commission, which is a policy making body, by an Electronics Development Commission which is to be a purely advisory body.

(b) Yes, Sir.

(c) Government have no intention of altering the basic structure or responsibilities of the Electronics Commission as at present.

Proposal to manufacture advanced Airborne Systems Equipment by HAL

249. SHRI K. A. RAJAN: Will the Minister of DEFENCE be pleased to state:

(a) whether it is a fact that the Hindustan Aeronautics Ltd., Bangalore has a proposal to set up a factory for manufacture of advanced airborne systems equipments;

(b) whether the Kerala Government has suggested some place in the State for locating the new factory; and

(c) if so, the details thereof and Government's decision thereon?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI C. P. N. SINGH): (a) Yes, Sir.

(b) Yes, Sir.

(c) The State Government have offered sites at Angamali, Edayar & Pudusseri. The proposal to set up the new factory including its location is under consideration of the Government.

Setting up of District Industries Centres

250. SHRIMATI PRAMILA DANDAVATE: Will the Minister of INDUSTRY be pleased to state:

(a) whether the present district Industries centres are likely to be increased in the near future; and

(b) if so, what are the details of the proposals?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY (SHRI CHARANJIT CHANANA): (a) and (b). The working of the District Industries Centres introduced by the Janata Party Government will be reviewed on the basis of their performance ever since the scheme was introduced. In view of this, the question of increasing the District Industries Centres is premature.

News item captioned 'A death a month in M.P. Lock-ups'

251. SHRIMATI PRAMILA DANDAVATE: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether Government have taken note of the news item in the 'Indian Express' (New Delhi) dated the 22nd February, 1980 captioned 'A death a month in M.P. lock-ups';

(b) whether Government have made any investigations; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI YOGENDRA MAKWANA): (a) Yes, Sir.

(b) and (c). Facts are being ascertained from the Government of Madhya Pradesh and will be laid on the Table of the House on receipt.

Talks on insurgency in Mizoram

252. SHRI SHIV KUMAR SINGH: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether he had a series of talks with the Governor of Nizoram and the Mizo leaders on insurgency in the State; and

(b) if so, the decisions arrived at?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI YOGENDRA MAKWANA): (a) and (b). Lt. Governor, Chief Minister, Member, Lok Sabha and leaders of other Political Parties in Mizoram have met the Home Minister. They apprised him of the situation prevailing in Mizoram and gave their suggestions for restoration of normalcy.

Compensation to persons detained under MISA

253. SHRI VIJAY N. PATIL: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether Government have decided to reconsider the pension and other kinds of compensation paid to persons detained under MISA during the Emergency; and

(b) if so, whether Government propose to take steps to stop further payments in order to save the money of the tax payers?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI YOGENDRA MAKWANA): (a) and (b). The matter is being considered.

Distribution of Cement in Maharashtra

254. SHRI VIJAY N. PATIL: Will the Minister of INDUSTRY be pleased to state:

(a) whether the committees entrusted with distribution of cement in Maharashtra did not function properly and no periodical meetings were held for distribution of cement in several Tehsils and districts of Maharashtra;

(b) whether it is also a fact that cement bags remained unsold with traders for months together for want of permits which were to be issued by such committees; and

(c) if so, whether in the absence of M.L.As, Government propose to direct Tehsildars to dispose of the cement to the needy in consultation with Members of Parliament in the respective constituencies?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY (SHRI CHARANJIT CHANANA): (a) to (c). The information is being collected and will be laid on the Table of the House.

Proposal to reconstitute Minorities Commission

255. SHRI JANARDHANA POOJARY: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether Government propose to reconstitute the Minorities Commission; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI YOGENDRA MAKWANA): (a) and (b). The Government have yet to take a view in the matter.

Call girl racket in Neeti Bagh, New Delhi

256. SHRI JANARDHANA POOJARY: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether a call girl racket was busted in Neeti Bagh, New Delhi during February, 1980; and

(b) if so, the number of persons involved and arrested and their *modus operandi*?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI YOGENDRA MAKWANA): (a) and (b). The investigation of a murder case in Neeti Bagh brought to light that the deceased along with another accomplice had been running a call girl racket from the premises recently taken on rent. Inquiry further revealed that the deceased along with three girls had been arrested earlier in July, 1979, under the Suppression of Immoral Traffic Act, in Police Station Ashok Vihar Area. Further, two girls arrested on 24th February, 1980, under the Suppression of Immoral Traffic Act in Police Station, Hazarat Nizamuddin area were also found having links with the above racket.

Two persons have been arrested in connection with the murder case. The *modus operandi* of the above said racketeers was that they used to take a flat fitted with telephone on rent and deal with their customers on telephone, and supply the girls as asked for at various places, including Hotels and Restaurants etc.

Cases of atrocities on Harijans

257. SHRI CHANDRABHAN ATHARE PATIL: Will the Minister of HOME AFFAIRS be pleased to state:

(a) the number of cases of arson, looting and killing of Harijans and persons of weaker sections of the society as reported to the police in each State during each of the last

three years up to the 29th February, 1980;

(b) in how many of the above cases inquiries have been instituted and guilty persons brought to book indicating types of punishments awarded and the position of those cases where inquiries have not been completed; and

(c) whether Government are also aware that the reports of atrocities on the harijans, tribal people and persons of weaker section are not registered by the police stations and that the persons reporting such atrocities are threatened with dire consequences; if so, the action proposed to be taken in the matter?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI YOGENDRA MAKWANA): (a) to (c). Information is being collected from the States/UTs and will be laid on the Table of the House.

Private Industry's participation in Defence production

258. SHRIMATI GEETA MUKHERJEE: Will the Minister of DEFENCE be pleased to state:

(a) whether Government are aware that the Scientific Adviser to the Defence Ministry, Shri Rajaramanna has made a public statement recommending private industry's wider participation in Defence production;

(b) if so, whether the Government are considering revision of the fundamental policy frame-work of the Nehru era?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI C. P. N. SINGH): (a) Yes, Sir.

(b) There is no change in Government policy in the matter.

Scheme to train Service Officers and Personnel for Civilian Jobs

259. SHRIMATI MOHSINA KIDWAI: Will the Minister of DEFENCE be pleased to state:

(a) whether it is a fact that Government have formulated certain schemes to train defence service officers and personnel for civilian jobs after their retirement; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI C. P. N. SINGH): (a) and (b). A statement giving an outline of various schemes sanctioned by the Government or under its consideration is attached.

Statement

Resettlement Training Schemes for Defence Services Personnel

The training imparted for the resettlement of the Defence Services personnel after their retirement can be broadly grouped as under:—

1. Pre-release Training Scheme
2. Pre-cum-post Release Training Scheme
3. On the job Training Scheme.

1. Pre-release Training Scheme

Under this scheme personnel undergo training during the last year of their service at Government expense while they are still on duty. Training is organised with various institutions, universities and other organisations all over the country. Maximum period of training is 12 months. Training in the following fields is being imparted under this scheme:

- (a) Technical Training
- (b) Agriculture and farm-based training
- (c) Training for self-employment
- (d) Training for employment

2. Pre-cum-post release training

Under this scheme, the training period is divided into two parts, namely, pre-release and post-release training. The maximum period of training is upto two years. The training starts while the defence personnel is still in service, but is completed after his retirement. The fields covered under this training are the following—

- (a) Training in the technical trades and non-technical trades in the ITIs;
- (b) Junior and Senior Basic Teachers Training Course;
- (c) Courses in B.Ed.

3. On the Job Training Scheme.

This is a new scheme which is being evolved in consultation with the Director General Employment and Training Ministry of Labour to provide training to defence personnel for a maximum period of 9 months during the last year of their service. It is proposed to send defence personnel to various Public Sector Undertakings for getting on the job training. Special syllabi designed to give practical training in handling machinery is propose to be given under this scheme. It is hoped that this will help the retiring service personnel in making them fully eligible to fill up the jobs reserved for them in the Public Sector Undertakings. This scheme is under active consideration of the Government and a decision is likely to be taken very shortly.

Certain courses are also being organised for training of ex-servicemen in technical trades like TV technology etc. In case sufficient number of ex-servicemen opt for training in a particular field, financial assistance is given to them from the Welfare Funds of the Kendriya Sainik Board and the Rajya Sainik Boards.

Warning by UNIDO study regarding Import of Technology from Transnationals

260. SHRI JYOTIRMOY BOSU: Will the Minister of INDUSTRY be pleased to state:

- (a) whether Government's attention has been drawn to a recent UNIDO study warning developing countries against the adverse effects of improving technology from Transnationals;
- (b) if so, what are the details of the said study; and
- (c) the reaction of Government to the same?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY (SHRI CHARANJIT CHANANA):

- (a) Government's attention has been drawn to recent newspaper reports in this connection.
- (b) No such UNIDO document has been received officially by Government.
- (c) Government's view is that transnational corporations must be subject to the laws and jurisdiction of the host country and should abstain from any kind of interference in the internal and external affairs of the host country.

Withholding of raw materials due to Assam problem

261. SHRI JYOTIRMOY BOSU:
SHRI NIREN GHOSH:

Will the Minister of HOME AFFAIRS be pleased to state:

- (a) whether, as reported in "The Hindustan Times" New Delhi edition in its issue dated February 15, 1980, a delegation on behalf of Assam entrepreneurs has warned the Centre that no raw materials would be allowed to be taken out of the State unless the current problems were solved;

(b) if so, the facts thereof; and
 (c) Government's reaction thereto?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI YOGENDRA MAKWANA): (a) to (c). Information is being collected and will be laid on the Table of the House.

Wagon Building Plants and their capacity

262. SHRI JOTIRMOY BOSU: Will the Minister of INDUSTRY be pleased to state:

(a) a list of wagon-building plants in the country State-wise;
 (b) total installed capacity of these plants, year-wise, from 1967 to 1979;
 (c) share of public and private sectors in the total installed capacity year-wise from 1967 to 1979;
 (d) actual production and actual off take of wagons year-wise from 1967 to 1979; and
 (e) factors responsible for low capacity utilisation?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY (SHRI CHARANJIT CHANANA): (a) The list of wagon building plants in the country, (excluding the

capacity available with the Railways) state-wise; is as follows:

Bihar

M/s. Bharat Wagon & Engineering Co., Ltd. Muzaffarpur, with units at Mokameh & Muzaffarpur.

Delhi

M/s. Hindustan General Industries Ltd., Nangloi, Delhi.

Rajasthan

M/s. Central India Machinery Manufacturing Co. Ltd. (CIMMCO LIMITED) Bharatpur.

U.P.

M/s. Modern Industries, Sahibabad, Ghaziabad.

West Bengal

M/s. Braithwaite & Co. Ltd., Calcutta

M/s. Burn Standard Co. Ltd., Calcutta.

M/s. Texmaco Limited, Calcutta.

(b) and (c). Total licensed capacity of the above units is 22,761 wagons (in terms of four-wheelers). The share of public and private sectors is as follows:

Public Sector Units

Bharat Wagon & Engineering Col Ltd., Muzaffarpur	.	.	.	.	.	1,000	wagons
Bharat Wagon & Engineering Co. Ltd., Mokameh	.	.	.	.	.	1,500	"
Braithwaite & Co., Ltd., Calcutta	.	.	.	.	.	3,000	"
Burn Standard Co. Ltd., Howrah Unit	.	.	.	.	.	4,750	"
Burn Standard Co. Ltd., Burnpur Unit	.	.	.	.	.	3,911	"
						<hr/>	
						14,161	"

Private Sector Units

Cimmco Limited, Bharatpur	.	.	.	.	.	2,000	wagons
Hindustan General Industries Ltd. Nagloi	.	.	.	.	.	1,000	"
Modern Industries, Sahibabad, Ghaziabad	.	.	.	.	.	2,000	"
Texmaco Limited, Calcutta	.	.	.	.	.	3,600	"

The installed capacity and the licensed capacity are not revised on a year to year basis.

(d) The actual production of wagons for the Indian Railways in these plants, year-wise, from 1967-68 to 1978-79 is given below:

Year	Actual Production (In terms of 4-wheelers)
1967-68	13,956
1968-69	13,998
1969-70	12,001.5
1970-71	8,964.5
1971-72	6,543.5
1972-73	8,987
1973-74	10,279
1974-75	9,286.5
1975-76	10,976.5
1976-77	10,676
1977-78	10,842.5
1978-79	10,470

For the period 1967-68 to 1977-78, the figures of actual production and actual off-take are the same.

(c) The production of wagons by the Industry is regulated in relation to the budget allocation for this pro-

curement by the Railways. The utilisation of the Wagon capacity therefore has a direct relation to the orders placed by the Railways with the industry.

Licences issued for setting up Industries in West Bengal

263. SHRI JYOTIRMOY BOSU: Will the Minister of INDUSTRY be pleased to state:

- (a) how many industrial licences and letters of intent were issued to establish industries in West Bengal year-wise from 1976 to 1979;
- (b) respective shares of public and private sectors in this total;
- (c) total capital involved and respective shares of public and private sectors in the total;
- (d) whether there were any cases of capital flight from West Bengal during this period; and
- (e) if so, what are the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY (SHRI CHARANJIT CHANANA):

(a) & (b). The following numbers of Industrial Licences and Letters of Intent were issued under the Industries (Development & Regulation) Act, 1951 for setting up of Industries in West Bengal in the public sector and the private sector during the years 1976 to 1979:—

Year	Industrial Licences			Letters of Intent		
	Public Sector	Private Sector	Total	Public Sector	Private Sector	Total
1976	5	51	56	5	33	38
1977	6	34	40	6	35	41
1978	2	21	23	2	29	31
1979	2	27	29	7	21	28

(c) The information regarding total capital involved and the respective shares of public and private sectors in the total is not maintained in the Secretariat for Industrial Approvals of the Department of Industrial Development.

(d) & (e). It is difficult to define "capital flight" in precise terms. So far as it may mean industrial undertakings shifting their fixed assets, or location, from that sanctioned originally under their licences granted under the ID&R Act 1951 any such

transfer of fixed assets or location has to be with the concurrence of the State Governments involved. Obviously, therefore, no transfer of fixed capital assets can occur, or is permitted, without the approval of the State Governments.

During the period 1976-1979, the Department of Industrial Development permitted only two changes of locations, under the above-mentioned guidelines, from West Bengal to other States particulars of which are as follows:—

Sl. No.	Name of the Party	Item of manufacture	Present location	Proposed location	Date of approval
1	M/s. Usha Telehoist Ltd., 14, Princep Street, Calcutta-700024	Truck-mounted load luggers	Chanda-nagar, Dist. Budge Budge (West Bengal)	Tehsil Sahibabad Dist. Ghaziabad (U.P.)	6-9-1978
2	M/s. Garden Reach Shipbuilders & Engineers Ltd., 43/46, Garden Reach, Calcutta.	Road Rollers (Shifting of part capacity)	Calcutta (W.B.)	Nagpur (Maharashtra)	17-12-1979

Review of Jaguar deal

264. SHRI P. K. KODIYAN: Will the Minister of DEFENCE be pleased to state:

(a) whether there is any proposal to review the Jaguar deal with Britain;

(b) if so, the reasons for such a review;

(c) what is the up to date progress in implementing the Jaguar deal; and

(d) how much money has been so far spent in this connection?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI C. P. N. SINGH): (a) and (b). The Government have not yet ordered a review of the Jaguar Programme.

(c) The progress in the implementation of the programme so far is in accordance with the agreed schedule.

(d) It will not be in the public interest to disclose these details.

Settlement between Management and Employees Union of Bharat Heavy Plate & Vessels Ltd.

265. SHRI NIREN GHOSH: Will the Minister of INDUSTRY be pleased to state:

(a) whether any Memorandum of Settlement had been reached between the management and the Employees Union of Bharat Heavy Plate & Vessels Ltd., Vishakhapatnam, in the year 1978;

(b) if so, what are the terms of such a settlement;

(c) whether Government have approved it; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY (SHRI CHARANJIT CHANANA):

(a) Yes, Sir. The settlement was reached on 24-8-1978.

(b) The terms of settlement correspond to Government guidelines in this respect, the benefit accorded is approximately 10 to 11 per cent over the present pay and includes other benefits such as Leave Travel concession, encashment of leave, festival advance and advance towards bonus.

(c) Yes, Sir. It was approved on 3-9-1979.

(d) Does not arise.

All India Symposium of Young Scientists held in New Delhi

266. SHRI NIREN GHOSH: Will the PRIME MINISTER be pleased to state:

(a) what were the decisions and recommendations of the four day All India Symposium of Young Scientists held in New Delhi in the first week of February; 1980; and

(b) the reaction of Government towards these suggestions?

THE PRIME MINISTER (SHRI-MATI INDIRA GANDHI): (a) Conclusions and future action suggested at the four-day All-India symposium on Management of Indian Science for Development and Self-reliance organised by the Society of Young Scientists as received by the Government is given in the enclosed Statement.

(b) The suggestions are largely of a general nature which have been noted. Based on the objectives of the Symposium, several further studies are to be carried out by Groups of young scientists for formulating concrete proposals; these proposals

have not yet been received by the Government.

Statement

ALL-INDIA SYMPOSIUM ON MANAGEMENT OF INDIAN SCIENCE FOR DEVELOPMENT & SELF-RELIANCE FEBRUARY 6-9, 1980 NEW DELHI

CONCLUSIONS & FUTURE ACTION

Organised By: SOCIETY OF YOUNG SCIENTISTS AT—ALL INDIA INSTITUTE OF MEDICAL SCIENCES

AT—ALL INDIA INSTITUTE OF MEDICAL SCIENCES

The four day symposium on 'Management of Indian Science for Development & Self-Reliance' organised by the Society of Young Scientists concluded on Saturday, 9th February, 1980. More than 200 Scientists, planners, administrators, social workers and other actively discussed the state of affairs of our S & T and its contribution to development. Though the scientists expressed great satisfaction and pride on the growth of S & T in several areas it was realised that this growth has not been able to deliver goods to the people because of several reasons. More than 90 papers were read in the areas ranging from Science Policy, Planning for Development, Rational utilization of Natural Resources, Health care system, to management of Research in R & D Institutions and the democratization of decision making process at all levels. The scientists positively discussed these issues in their effort to scientifically analyze the problems and seek solutions to these.

The young scientists questioned the existing model of development in the post-independence era. It was generally agreed that the present model of development is essentially a legacy of the colonial model of the pre-independence era where the interest of colonial masters was primary. It was felt that we have to recreate alternate models of development, in all the fields of Health, Agriculture, Education, Judiciary & Industry etc.

In this context grave distortions in our S & T policy & planning have to be studied in depth. This is only popular through democratization of the science policy planning process whereby organization of young working scientists should be given access to information concerning various areas so that an in-depth analysis of those areas would help develop the alternative science policy plans and proposals. In this exercise, young scientists from various institutions & Universities will undertake specific studies on some of these areas.

These different organizations can play an effective role by involving their respective young scientists in this detailed exercise. The group in its follow-up will come out with concrete proposals & find out ways to implement the alternate sectoral allocations.

The country's development has not been planned by identifying our basic needs & the resources available to fulfil these needs. The indiscriminate use of non-renewable indigenous resources is deplorable and efforts should be made to switch to the use of renewable indigenous resources. These should be developed & technology developed for its optimal utilizations keeping in mind the ecological balances. Particular references were made to the pressing problems of energy & agricultural by-products. It is also necessary to bring about awakening of masses on these issues which will also help identify areas where renewable resources available may be effectively utilized. It may be necessary to develop alternate technologies needed for this purpose. Detailed studies should also be made on the export of raw-materials, to immediately undertake measures to stop their indiscriminate exports.

Deep concern was expressed at the fact that whereas on one hand the industry does not pose its problems to the research institutions & universities, on the other hand it also does not utilise the available technology

from our research laboratories and goes in for indiscriminate import of technology. This not only defeats the nationally accepted goal of self-reliance & enables vested interests to make deep inroads in our economy but also stifles the growth of our scientific & technological (S&T) endeavour. The mechanisms should be evolved to develop effective involvement of scientific community in that area of research where import of a particular technology has been suggested. It should be incumbent upon the part of importing agency to prove that the technology for the same purpose does not exist in the country or cannot be created in the stipulated period.

Permium should be given to industry to build closer links with our research institutions & universities to update design & introduce new products rather than seek recourse to import of technology. It should be obligatory on the part of both the public & private sector industry to provide adequate financial resources to R & D effort.

The general consensus was that the introduction of Community Health Worker (CHW) Scheme was a welcome step. But the various aspects of selection, training and continuous supervision must be planned and executed with utmost care. In the absence of this, the scheme is bound to be a disastrous failure. However, CHW should not be seen as an alternative in itself but become a part of larger mobilization and reorientation of doctors, paramedical personnel, medicines & other inputs into the rural areas. Also, medical problems cannot be isolated from aspects like providing safe drinking water, enough food etc. to the rural poor.

It is necessary, therefore, for doctors as well as planners to critically analyse various aspects of medical system in depth and formulate an alternative policy.

Most of the participants knew very little of the principles and practice of

indigenous systems of medicine and even less about the research work that has been done in this field after independence. It is therefore, felt that critical, young scientists should systematically document all the information available on this subject. It is only then that a meaningful discussion can take place on this topic.

It was felt that problems of medical research were similar to that in other areas where priorities, have not been defined & wrongly followed. The medical research involves a team approach where the role of clinicians, non-medical scientists & para-medical & field workers has to be viewed in its perspective.

It was recognised that the structure of our universities & R&D institutions is still the same as that of the legacy of colonial model & does not cater to our needs. The centralization of decision making power in the hands of a few develops a hierarchy where even the scientific enquiry is suppressed and as a result the atmosphere often does not encourage creativity. Concern was expressed about the affair of the R&D institutions regarding curtailment of democratic freedom & vindictive attitude of authorities against democratic movements, whereby people have been arbitrarily victimized. The group expressed the opinion that such victimisations should be vacated & freedom of expression and democratic rights be guaranteed to these scientists. The group felt that there should be democratization of decision making process where freedom should be available to acquire information related to science policy & development of the institution.

The group strongly felt that the system of Secret Reports (SR) & Confidential Reports (CR) should be scraped forthwith. The progress reports of all persons should be made public at the end of each year. At present several autonomous research institutions do not have any mechanism whereby their scientific workers can get legal redressal of

their grievances. This anomaly should be immediately looked into so that these scientific workers also get their due natural justice.

It was also expressed that mass primary education be provided to people without which the centres of excellence will not have their impact realised.

The science & more so technology is not neutral & it has not been able to constructively influence our cultural and social values. Scientists should involve other people in the society by popularizing scientific knowledge in their own language. Projects relevant to social problems introduced at various P. G. levels would help develop early consciousness in the student/researcher and the vocational experience on day to day problems would help them for future job opportunities.

It was also expressed that efforts have to be made in the form of a movement to change the socio-cultural & political values that oppress women within the scientific community.

Keeping the view the central objective of the symposium few concrete projects have been proposed by some groups. These are:

1. Rational utilization of equipments in universities & R & D institutions— Dr. S. K. Dubey & D. P. Shukla.

2. Purpose & frequency of foreign travels by scientists of different hierarchy and from different institutions, e.g. the national, metropolitan and peripheral institution.

3. Popularization of Science to people—

(a) Rita Mukherjee, K. Ghosh & others. .

(b) Centre of Science for villages, Wardha M. Manivel Tamil Nadu Science Forum.

4. Appropriate Tech. Y.P. Satya Dr. B. Prakash, VSK, etc.

5. Health care alternatives-R. Phadke, Luis Baretq & R. Narayan.

6. Identification & collection of detailed information about groups working in different parts of the Country which utilise the S&T inputs for development & Self-reliance through alternate approaches. R. Ramezai.

7. Integration of medical systems of India-N. N. Mehrotra (Adaptation of Ayurvedic Pharma copea to modern medicine).

8. Against Import of solar energy Technology—Arun Deshpande.

9. Against export of edibles-use in construction—V. Kale.

10. Pozzolanic materials & their

11. Philosophy of Science-A. Aleem

12. Utilization of results of research in plant breeding and seed technology—Ajay Kumar.

13. Democratization & Scientific Methodology in Institutions.

14. Excessive advertisement through mass media on use of drugs & allied materials resulting in its misuse—S. K. Sharma.

15. Mobilisation of public opinion against import of more than 200 mw transformers.—Ram.

This is only an illustrative list of projects which have been proposed. It is suggested that other groups should also take up concrete projects with the young scientists in their institutions. It should be possible to co-ordinate and review the progress of all these projects undertaken by different groups by a communication of young scientists (COYS) which should be formed as an outcome of symposium. It should be clear that the present symposium, has not concluded, it has actually begun. It should be possible to conduct regional and institutional meetings in different parts of the country through these concrete projects as a rolling plan of the symposium.

Trawler Development Support Fund

267. SHRI M. RAM GOPAL REDDY:

SHRI JANARDHANA POOJARY:

Will the Minister of INDUSTRY be pleased to state:

(a) whether Government propose to set up a trawler development support fund to encourage building trawlers in the Country; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY (SHRI CHARANJIT CHANANA): (a) Yes, Sir.

(b) In order to exploit the additional potential for fishing with the declaration of the Exclusive Economic Zone to a distance of 200 miles, the Government have decided on measures for promoting indigenous manufacture of fishing trawlers required for the development of deep sea fishing industry. These measures for achieving the desired objectives through an operational framework are as under:—

(1) In the absence of any customs tariff protection to the indigenous trawler building industry, with a view to removing the inherent cost disadvantage vis-a-vis imported trawlers, a subsidy at a flat rate of 33 per cent of the price of trawler will be provided to the indigenous trawler manufacture. The indigenous industry can, therefore, quote a firm price on this basis. As a measure of price discipline, it is contemplated to permit a price differential limited to 10 per cent for indigenous trawlers.

(2) A Trawler Development Support Fund (TDSF) would be operated for these purpose by an Empowered Committee in the Department of Heavy Industry.

(3) In the interests of monitoring the development of the industry, the trawler builders would be specially registered certified for which applications should be made to the Sectt.

of the Empowered Committee for Trawlers in the Department of Heavy Industry. Such yards which have generated the requisite levels of skills and facilities would be certified under the scheme and would be eligible for the trawler development support.

(4) The trawler building industry would be organised on the basis of a 'consortium' approach for maximising the complementaries of small and large yards. The consortium on the West Coast would be led by the Mazagon Docks Ltd., and in the East Coast by the Garden Reach Shipbuilders and Engineers Ltd. To further the development, of design competence, selective imports of drawings and designs for required fishing technologies would be allowed.

(5) The trawler builders would undertake an effective marketing programme to make the prospective trawler buyers fully aware of the capabilities of the indigenous industry in terms of design, quality, delivery schedules, workmanship and performance.

(6) With a view to giving the Customers the flexibility to have imported equipment of their choice imports of components and equipment would be permitted to the trawler builders without indigenous angle scrutiny upto a value of 20 per cent of the cost of the trawler from a specified list. These components and equipments would be permitted duty free import by such yards also who do not have bonded warehousing arrangements.

(7) The import of trawlers would be permitted on a selective basis on considerations of cost, delivery and special needs so as to ensure rapid development of the marine fishing industry consistent with the utilisation of facilities available in the indigenous trawler building industry. The import requirements would be determined by a Committee of

Secretaries while the individual cases of import would be considered by the Fishing Vessels Acquisition Committee (FVAC) in the Department of Agriculture.

The Empowered Committee will review from time to time, the progress of the trawler building industry and the development of ancillaries. It will periodically modify the list of equipments and components to be imported for fitment of trawlers.

A Notification to this effect was issued on 25th February, 1980.

Repeal of Police Commissioner Act, Delhi

268. KUMARI KAMLA KUMARI: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether Government are considering to repeal the Police Commissioner Act of Delhi taking note of the fact that the present set up of Delhi police is not effective and the old set up was better; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI YOGENDRA MAKWANA): (a) There is no such proposal under Government's consideration.

(b) Does not arise.

Qualifications for translators for posts in Grade IV and V of Kendriya Sachivalaya Rajbhasha Sewa

269. SHRI T. S. NEGI: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether it is a fact that the minimum educational qualification for posts in Grade IV and V of the Kendriya Sachivalaya Rajbhasha Sewa (Group 'C' Posts) Draft Rules is M.A. in Hindi or English;

(b) whether it is also a fact that the Hindi Translators working in the Ministries and their attached offices were mostly recruited on the basis of Degree in Hindi and English as minimum educational qualification;

(c) whether it is also a fact that because of prescribing Master's Degree as the minimum qualification, many Translators will not be able to complete after the two competitive Examinations and will be adversely affected by the proposed minimum qualification; and

(d) what arrangements Government propose to make to safeguard the interests of these translators?

THE MINISTER OF HOME AFFAIRS (SHRI ZAIL SINGH): (a) to (d). In the draft rules it has generally been suggested that the minimum educational qualifications for direct recruitment to grades IV and V will be M.A. However, taking note of the fact that some of the officials now working as Hindi Translators in the Central Government may be having only a B.A. degree, it has been proposed that for officials working in the Central/State Government offices including Central Government Undertakings a Bachelor's degree would suffice. It has further been proposed that such officials can avail themselves of two competitive examinations to be held after the commencement of these rules. It is felt that these provisions will adequately take care of the interest of such officials.

Revision of educational qualification for Recruitment of Hindi Officers

270. **SHRI T. S. NEGI:** Will the Minister of HOME AFFAIRS be pleased to refer to the reply given to Unstarred Question No. 4263 on 20th December, 1978 regarding recruitment of Hindi Officers and state:

(a) whether educational qualifications being prescribed in the Kendriya Sachivalaya Rajbhasha Sewa (Group 'C' Posts) Rules, 1979 are Higher than those prescribed in 1969 for the Hindi Officers; and

(b) whether in view of the fact that most of the Hindi translators at present working in Central Secretariat are Graduates in Hindi or English, the higher qualifications prescribed in the Draft Rules are proposed to be revised

in conformity with the decision of the U.P.S.C. with regard to Hindi Officer's Examination held in July, 1969?

THE MINISTER OF HOME AFFAIRS (SHRI ZAIL SINGH): (a) and (b). The educational qualifications proposed for the 1969 recruitment for the posts of Hindi Supervisors and Hindi Officers were M.A. with three years experience or BA. with five years experience. In the draft Rules now prepared for recruitment to Group 'C' posts under the Kendriya Sachivalaya Rajbhasha Sewa, it has been suggested that for the departmental candidates working in the Central/State Governments or the Central Government Undertakings, a Bachelor's degree would suffice provided that such officials have at least two years experience of translation work. The draft Rules will be examined further in the light of the comments received from the Ministries/Departments of the Government.

Amendment of Rules relating to Kendriya Sachivalaya Rajbhasha Sewa

271. **SHRI T. S. NEGI:** Will the Minister of HOME AFFAIRS be pleased to refer to the reply given to Starred Question No. 445 on 16th August, 1978 regarding Cadre of Central Hindi Secretariat Service and state whether in view of Rule 1(2) and 2(c) (1), the date mentioned in Rule 6(b)(ii) viz. 7th February 1977 is proposed to be deleted in the final rules relating to Kendriya Sachivalaya Rajbhasha Sewa (Group 'C' posts) so that all the Departmental candidates as defined in Rule 2(c)(i) are encadred in the initial constitution of Kendriya Sachivalaya Rajbhasha Sewa?

THE MINISTER OF HOME AFFAIRS (SHRI ZAIL SINGH): Draft Rules for the Kendriya Sachivalaya Rajbhasha Sewa (Group 'C' posts) have been circulated to the various Ministries/Departments for their comments. They will be examined further in the light of the comments received. The point raised by the Hon'ble Member will also be considered at that time.

Regularisation of Employees

272. SHRI T. S. NEGI: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether Joint Consultative Machinery had given recommendations for the regularisation of employees working in the Ministries/Subordinate offices/attached offices; and

(b) if so, what progress has been made to regularise the employees who have already been appointed?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI P. VENKATASUBBAIAH): (a) The problem of persons appointed on *ad-hoc* basis was considered in the meeting of the National Council of J.C.M. in August 1978 and also in the meeting of the Standing Committee of the National Council in April, 1979.

(b) (1) Government have issued instructions on 17th September 1979 that those employees who were recruited prior to 1st July 1976 i.e., the date on which Staff Selection Commission was established, strictly in accordance with the Recruitment Rules and established procedure may be treated as regular in the posts to which they were appointed without the necessity to go through the recruitment procedures of the Staff Selection Commission. This however, did not apply to posts filled through the Staff Selection Commission (S.S.C.) in the Central Secretariat Clerical Services, Armed Force Hqrs. Clerical Service and allied offices which have been recruiting Lower Division Clerks through UPSC/Institute of Secretariat Training and Management|Staff Selection Commission from the very beginning.

(2) Instructions have also been issued by the Government in December 1978 that such *ad-hoc* employees to Group 'C' non-technical posts coming within the purview of Staff Selection Commission and recruited upto 31st December 1977 would be allowed age relaxation to avail authorised chances

for appearing in the examination/interviews conducted by the S.S.C. upto 31st December 1979. The age relaxation granted under this order, in effect, allowed all persons appointed on *ad-hoc* basis whether retrenched or still in service to take the said examination of the S.S.C. provided they were within the age limit at the time of their initial *ad-hoc* appointment.

Appointing authorities would be competent to take appropriate action in the matter.

Dissolution of State Assemblies

273. SHRIMATI PRAMILA DANDAVATE:

SHRI R. K. MHALGI:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether it is a fact that the President had issued a Proclamation under Article 356 of the Constitution dissolving nine assemblies;

(b) whether the President had received a detailed report from the Governors of the dissolved States;

(c) whether the President had released these reports alongwith the proclamation; and

(d) if so, the details of these reports?

THE MINISTER OF HOME AFFAIRS (SHRI ZAIL SINGH): (a) The President issued nine Proclamations, one each, in relation to the States of Bihar, Gujarat, Madhya Pradesh, Maharashtra, Orissa, Punjab, Rajasthan, Tamil Nadu and Uttar Pradesh bringing them under President's Rule and dissolving their Legislative Assemblies on 17th February 1980, under Article 356(1) of the Constitution

(b) No, Sir.

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

Report of Vaidyalingam Commission

274. SHRI K. P. SINGH DEO:
SHRI FAROOQ ABDULLAH:
SHRI CHITTA MAHATA:

Will the Minister HOME AFFAIRS be pleased to state:

(a) whether it is a fact that the Vaidyalingam Commission have found the near relatives of two former Prime Ministers of having misused their positions being close to the seats of power to promote personal ends and interfere with administrative matters;

(b) if so, the details of the findings of the Commission in regard to each of the relative of the former Prime Ministers; and

(c) what follow up action has been initiated in this matter?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI P. VENKATASUBBAIAH).

(a) and (b). The Report of Shri Justice C. A. V. Vaidyalingam, Special Judge, dated 25-1-80 of his inquiry into the charges against the family members of the former Prime Minister, Shri Morarji Desai, and the family members of the former Home Minister, Shri Charan Singh, was laid on the Table of the Lok Sabha on 11th March, 1980.

(c) The matter regarding follow-up action to be taken by the Government on this report is under consideration.

Resignation by the Members of Planning Commission

275. SHRI FAROOQ ABDULLAH:
SHRI N. E. HORO:
SHRI CHANDRA PAL SHAILANI:
SHRI SUBRAMANIAM SWAMY:
SHRI LAKSHMAN MALLICK:
SHRI NARAYAN CHOUBEY:
SHRI T. R. SHAMANNA:

Will the PRIME MINISTER be pleased to state:

(a) whether all the Planning Commission Members have resigned from the membership;

(b) if so, whether the Union Government have appointed new members in its place;

(c) whether Union Government have decided to review and redraft the Sixth Plan which had been the work of the outgoing Commission;

(d) if so, when the plan is likely to be reviewed;

(e) whether the reconstitution of the Planning Commission will delay the Sixth Five Year Plan; and

(f) by what time the new plan is likely to be ready?

THE PRIME MINISTER (SHRI MATI INDIRA GANDHI): (a) Yes, Sir.

(b) No, so far.

(c) to (f). The new Government proposes to consider the Plan afresh.

Allegation by the Prime Minister against Opposition Parties for sending a team to Narainpur

276. PROF. MADHU DANDAVATE: Will the PRIME MINISTER be pleased to state:

(a) whether it is a fact that the Prime Minister had publicly made an allegation that the opposition parties did not cooperate in sending a team of the Parliament Members to Narainpur in U.P. to have an on the spot study of alleged police atrocities on the villagers;

(b) whether it is also a fact that the Janata Party and Communist Party (Marxists) have publicly denied this charge of non-cooperation levelled by the Prime Minister; and

(c) whether there are any other parties to whom an appeal for cooperation was made by the Prime Minister and they refused cooperation?

THE PRIME MINISTER (SHRI MATI INDIRA GANDHI): (a) and (c). The Prime Minister had stated that when Members of some parties were approached they expressed their inability to go to Narainpur.

(b) There were some newspaper reports of spokesmen of the CPM and Janata Parties denying that they refused to cooperate. These two were not among the Opposition Parties whose members were contacted.

Utilisation of Solar Energy

277. SHRI MADHU DANDAVATE:
SHRI RAM LAL RAHI:

Will the PRIME MINISTER be pleased to state:

(a) whether in view of the energy crisis arising out of the non-availability of adequate fuel, Government propose to explore the possibility of wider utilisation of solar energy; and

(b) if so, what concrete steps are proposed to be taken in this connection?

THE PRIME MINISTER (SHRI MATI INDIRA GANDHI): (a) and (b). Yes, Sir. A Cabinet Committee on Energy has been constituted which will, *inter alia*, monitor the progress achieved in fuller utilisation of renewable energy sources like solar energy.

A statement is attached giving details of other steps taken in this connection.

Statement

Utilisation of Solar Energy

The most important renewable source of energy for mankind is the Sun—especially for India where there is an abundant supply of sunshine. Government of India therefore propose to accord high priority to the development of the technology for utilisation of Solar Energy for a wide range of application with special emphasis on its use in rural areas. The Depart-

ment of Sciences and Technology has already taken up a coordinated programme with systematic R & D in solar technology, by availing of the infrastructure facilities and expertise existing at the various institutions in the country such as the Institutes of Technology, National Laboratories of the CSIR, R & D Division of the BHEL, Central Electronics Ltd., and others.

The current activities of the Department seek to expand the programme with special emphasis on the following three main areas of solar technology.

(a) Development of Solar Thermal devices and systems using solar radiation as input energy;

(b) Development of Photovoltaic devices and systems for direct conversion of solar energy into electricity.

(c) Bio-mass and bio-conversion technology.

Solar Thermal Devices:

In the area of solar thermal devices, development of solar collector technology is being actively pursued. Basic technology for flat plate collectors has been developed with a view to commercialisation.

Prototype grain dryers of different capacities have already been developed and these are at present undergoing field trials. A 10-tonne per day capacity solar grain dryer has been installed under the auspices of the DST at the Central State Farm near Ludhiana by the NIDC. A small capacity solar dryer of 500 kgs. per day capacity for cash crops such as ginger, arecanut, turmeric etc. has been installed at Gauhati. A project for tobacco drying using solar energy has also been initiated in Andhra Pradesh. Further development of solar dryers for agricultural and food products is envisaged, alongwith their widespread utilisation.

Several types of solar water heating systems are being developed. Per-

formance evaluation of the experimental solar water heating systems put up the BHEL at Qutab Hotal in Delhi and a Guesh House at Hardwar is underway. Meanwhile, with the experience already gained, a solar water heating plant is being put up at the Leprosy Hospital, Poona and one more Unit is being planned for the Andhra Pradesh Dairy Development Corporation at Warangal. It is now proposed to promote solar water heating systems for wider application in the domestic, commercial and industrial establishment.

A solar powered Cold storage Plant with absorption refrigeration system has been completed at the Indian Institute of Technology, Bombay and the plant is under performance evaluation. Design, development and fabrication of a few more solar powered refrigeration wants are planned under the DST programme for optimising the engineering parameters.

A short term and long term test programme of the 10 KW Solar Thermal Power Plant already installed at the IIT, Madras jointly with BHEL is being undertaken. Solar Thermal power plants based on different system configurations and collectors are also planned. Demonstration power plants for decentralized application are proposed to be installed in the next three years.

Development of solar collector technology both in terms of efficiency and cost-effectiveness for specific applications in power plants, dryers, water and air heating system, refrigeration units etc. has been accorded top priority under the programme. This would cover development of corrosion resistant materials for absorber plates, use of selective coatings and paints to improve efficiency of collectors, fabrication of parabolic surface and paraboloid dishes and tracking systems.

In order to give a dynamic thrust towards large-scale and commercial application of solar thermal techno-

logy, the Department has since formulated a major and comprehensive project for setting up a Centre for Prototype and product Development including field trial and demonstration in rural areas of solar thermal devices|systems. The Project is estimated to cost around Rs. 6 crores over 5 years.

Photovoltaic Devices and Systems:

The basic technology for direct conversions of solar energy into electricity by photovoltaic cells has already been developed. The main problem now is to bring down the cost per peak watt of electricity by this method to a reasonable level; and this is the primary objective of the current DST Programme in this area. This could be achieved: (a) by developing low cost solar grade silicon material and low-cost techniques of fabrication and (b) by improving the efficiency of solar cells and panels. The programme in this area has so far successfully resulted in the fabrication of single crystal silicon cells at the laboratory scale by the Central Electronics Limited—a Public Sector Undertaking under DST with participation of research groups in IITs, National Laboratories, Universities etc., Solar Photovoltaic modules developed at CEL are currently being used in the Lighthouse Beacon at Dwaraka Port for ship navigation, for pumping water in the solar distillation plant at Awania village in Gujarat and in a few demonstration pumping systems. Future programme envisages scaling up the fabrication techniques for silicon solar cells and panels, developing modules for applications such as pumping of drinking water, minor irrigation, community lighting, for educational radio and TV sets, cathodic protection of oil pipelines and for use in communication equipment in remote areas. A major project costing about Rs. 9.5 crores over 5 years including large-scale application of photovoltaic systems in rural areas for a variety of purposes (with em-

phais on water pumping for drinking and minor irrigation) has been drawn up. Simultaneously R & D work has been taken up for developing different types of solar cells such as, polycrystalline silicon cells, MOS cells, cadmium Sulphide cells, etc. as also concentrator system for solar panels with a view to improving cost-effectiveness and efficiency. It is proposed to expand the application of photovoltaic systems for drinking water, irrigation etc. starting this year.

Conversion of Bio-Mass into Energy:

In recognition of the importance of R & D in the area of bio-gas systems, a time-bound All India Coordinated Programme involving several interdisciplinary research centres such as Planning Research and Action Division (PRAD) of the U.P. Government of Lucknow, KVIC, Structural Engineering Research Centre at Roorkee and the Central Building Research Institute and other organisations was initiated by the Department of Science and Technology a few years ago. In phase-I of the programme considerable success has been achieved in the utilisation of organic waste, primarily animal dung, and a few designs of viable family size bio-gas plants have been evolved. "Janata" drumless plants and ferro-cement gas holders have been developed and research work in the micro-biological aspects has been shown promising results.

A major and dynamic thrust is now being given by the DST to develop family and community-size biogas plants as an important element in the rural energy matrix. In the future phase of programme, which has commenced this year more emphasis is being placed on expanding the installation of community size bio-gas plants, as well as family types plants and the utilisation of other types of solid wastes/materials, like vegetable wastes and agricultural residues. Initially 6 community size bio-gas plants would be developed in selected villages by PRAD, Lucknow and KVIC. In support of the coordinat-

ed project, work is underway in resolving other technical problems concerning microbiological aspects, fermentation technology, low cost construction techniques and materials, and low cost devices and engines for bio-gas utilisation.

Various programmes are under way to explore the utilisation of agricultural residues on biomass to provide renewable energy sources for the future, here solar energy is made use of through photosynthesis and the biological chains. The DST has constituted a National Steering Committee to examine, identify and formulate R & D Programmes related to production of Biomass and conversion of Biomass to fuels/feedstock specially keeping in view the abundant supply of solar energy. Two projects—project on bioconversion of methane to methanol and another project for studying conversion of Cellulosic material to ethanol have been taken up at the IIT, Delhi. Also a project for introduction, screening, cultivation of potential petrocrops and their conversion into Petroleum hydrocarbons has been initiated by DST at the National Botanical Research Institute, Lucknow jointly with the Institute of Petroleum, Dehra Dun. Although the entire R & D in this area will have a long term effect, yet efforts are to be started now to have the technology readily available. The use of biological systems by harnessing solar energy would be a very effective mechanism specially to check environmental pollution, resource depletion and promote decentralized energy supply.

In general it is proposed now to give a fresh impetus and priority to the programmes for development and harnessing of renewable energies and their widespread utilisation.

Industrial Growth Rate

278. SHRI VIJAY N. PATIL: Will the Minister of INDUSTRY be please to state:

(a) what was the rate of industrial growth during the years 1977-78 and 1978-79;

(b) how does it compare with the growth rate of the years 1975-76 and 1976-77;

(c) the reasons for the shortfalls, if any; and

(d) the steps proposed to increase the industrial growth rate?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY (SHRI CHARANJIT CHANANA): (a) The rates of industrial growth during the years 1977-78 and 1978-79 were 3.9 per cent and 7.6 per cent respectively.

(b) The rates of industrial growth achieved during the years 1975-76 and 1976-77 were 6.0 per cent and 9.5 per cent respectively.

(c) The reasons for the shortfall in industrial growth during 1977-78 as compared to the other years were shortages in power supply, industrial unrest and demand constraints affecting certain industries.

(d) Some of the steps proposed to increase the industrial growth rate are better utilisation of existing capacity, improved labour-management relations and increase infrastructural facilities

Supply of Siren-fitted Pilot Jeeps to Central Ministers in States

279. SHRI K. A. RAJAN: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether State Governments are required to provide siren-fitted pilot jeeps to Central Ministers when they go to various States;

(b) if so, the details thereof;

(c) the names of the States where siren-fitted pilot jeeps are provided by the State Governments as a policy; and

(d) whether such practice has been stopped in the State where President's rule prevails?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI YOGENDRA MAKWANA): (a) and (b). No instructions have been issued for provision of siren-fitted pilot jeeps to Central Ministers during their visits to States:

(c) No siren-fitted jeeps are provided by the States of Punjab, U.P., Jammu and Kashmir and Karnataka. In Haryana a pilot is some times provided in crowded area for traffic duties to Central Ministers during their visits. In Haryana all jeeps are fitted with sirens. The information in respect of the remaining States is being collected and will be laid on the Table of the House when collected.

(d) The practice of providing pilot jeeps does not exist in the States of U.P. and Punjab. The information in the remaining States where President's rule prevails is being collected and will be laid on the Table of House when collected.

Launching of Rolling Plan during the period 1977-79

280. PROF. NARAIN CHAND PARASHAR: Will the PRIME MINISTER be pleased to state:

(a) whether the Government had launched upon Rolling Plan for the country in the period 1977-79;

(b) if so, the exact definition of the concept and the distinction from the regular plan for five years alongwith the name of the author of this Plan; and

(c) the effect of this planning on the country?

THE PRIME MINISTER (SHRIMATI INDIRA GANDHI): (a) and (b). The system of Rolling Plan was referred to in the Draft Five Year Plan (1978-83). It envisages that year to year targets would be set out for sectoral outlays and outputs for major sectors within the Five Year Plan and the horizon of the Five Year Plan will be extended by working out these sectoral targets for

additional year at the end of each year. This system was incorporated into the Plan at the instance of the Janata Government.

(c) Since the Draft Plan has not been finalised, there has been no occasion for implementation of this Rolling Plan system.

Plan outlay approved for Karnataka State for 1980-81

281. SHRI JANADHANA POOJARY: Will the PRIME MINISTER be pleased to state the total plan outlay approved for Karnataka State during 1980-81 is Rs. 352 crores against the by State Government?

THE PRIME MINISTER (SHRIMATI INDIRA GANDHI): The total Plan outlay approved for Karnataka during 1980-81 is Rs. 352 crores against the State's proposal of Rs. 385 crores

Names of Foreign Trade Marks

282. SHRI DAYA RAM SHAKYA:
SHRI CHANDRA BHAL MANI TEWARI:

Will the Minister of INDUSTRY be pleased to state:

(a) the names of Foreign Trade Marks for which Registered Users Agreement were permitted for Trade within India, after the introduction of Foreign Exchange Regulations Act, 1973;

(b) the list of applications for renewal of Registered Users Agreement (for foreign trade mark) received and action taken; and

(c) criteria adopted to accept or reject the same?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY (SHRI CHARANJIT CHANANA): (a) to (c). The information is being collected and will be laid on the Table of the House.

Uneasiness among Employees of Non-Kanndigas of Karnataka State

283. SHRI R. K. MHALGI:
SHRI K. A. RAJAN:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether Government of India's attention has been drawn to the reported recent announcement by Chief Minister of Karnataka that the State Government would think of bringing forward a legislation to ensure that employees of new private and public sector projects should be Kanndigas;

(b) whether Government are aware that there is a considerable uneasiness among lakhs of non-kanndigas of the Karnataka State, many of whom have settled in the State for long; and

(c) what is the reaction of the Government of India in view of the disturbing situation and the provisions of the Indian Constitution?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI YOGENDRA MAKWANA): (a) to (c). The Government have seen a news item regarding certain things relating to the question of employment of Kanndigas reported to have been said by the Chief Minister of Karnataka while inaugurating the All-India Kannada Sahitya Sammelan at Belgaum on 8-2-1980. The facts are being ascertained through the Government of Karnataka.

Consumption of Energy by Road Transport

284. SHRI CHINTAMANI PANIGRAHI: Will the PRIME MINISTER be pleased to state:

(a) whether Government are aware that the consumption of energy by road transport is about 6 times higher than that of Railways;

(b) whether Government have taken any immediate measures for improving the transportation system of Railways and waterways so as to reduce consumption of petroleum products in the Transport sector; and

(c) if so, the details of such measures adopted?

THE PRIME MINISTER (SHRIMATI INDIRA GANDHI): (a) Government is aware that the consumption of energy by road transport is significantly higher than that of Railways. However, the precise ratio of energy consumption per unit of goods transported as between the different modes of transport varies according to the type of the vehicle used, distance involved, etc.

(b) Yes, Sir.

(c) (1) The Railways have been asked to load as much freight traffic as possible particularly for the long distance movement of bulk commodities for which rail transport is more suitable.

(2) Efforts are being made to maximise the pace of electrification on the railway system.

(3) Efforts are being made to strengthen the inland water transport system in different parts of the country.

Percentage of People, State-wise living below poverty line

285. SHRI BABU LAL SOLANKI: Will the PRIME MINISTER be pleased to state:

(a) the percentage of the people, State-wise, living below poverty line;

(b) the per capita income, State-wise; and

(c) the steps taken or proposed to be taken to provide protection to them from inflation, scarcity of consumer goods and rising prices?

THE PRIME MINISTER (SHRIMATI INDIRA GANDHI): (a) Information is given in Statement I.

(b) Information is given in Statement II.

(c) The Government intends to take the following measures:

- (1) To promote higher production in agricultural and industrial fields;
- (2) To build a streamlined and adequate supply line through increased production, dehoarding and import of essential items to tide over the current shortages;
- (3) To cure the economy from hyper inflation and to hold the price line;
- (4) To ensure equitable supply of essential commodities to the ultimate consumer through an effective system of public distribution;
- (5) To provide gainful employment to a larger number of the working population to initiate a movement to take more people above the poverty line;
- (6) To promote infrastructural projects ensuring optimum utilisation of manpower; and
- (7) To put into operation a minimum needs programme to help raise the living standards of the weaker of the Society particularly Scheduled Castes and Scheduled Tribes.

Statement I

Percentage of population below the poverty line by States separately for rural and urban areas in 1972-73

Sl. No.	State	Rural	Urban
1	Andhra Pradesh	57.67	43.75
2	Assam	48.24	33.78
3	Bihar	55.82	43.45
4	Gujarat	43.88	34.03
5	Haryana	21.52	29.94
6	Himachal Pradesh	*	
7	Jammu & Kashmir	36.07	51.02
8	Karnataka	52.33	45.79
9	Kerala	57.76	52.69
10	Madhya Pradesh	61.35	44.83
11	Maharashtra	53.94	34.32
12	Manipur	24.73	24.25
13	Meghalaya	20.64	10.75
14	Nagaland	N.A.	3.33
15	Orissa	71.01	43.38
16	Punjab	21.47	21.84
17	Rajasthan	47.47	39.26
18	Tamil Nadu	62.98	52.22
19	Tripura	42.62	18.70
20	Uttar Pradesh	52.96	51.59
21	West Bengal	64.00	35.86
22	All Union Territories	37.55	26.73
	All India (weighted)	54.09	41.22

*Under scrutiny

Note:—The above estimates are derived on the following basis:

- (i) A daily minimum per capita calorie intake of 2400 in rural areas and 2100 in urban areas assumed for 1978-83 draft plan period has been considered for estimating the All-India poverty line. In 1977-78 prices, this works out to Rs. 65 per capita per month in rural areas and Rs. 75 in urban areas. The corresponding per capita monthly expenditure in 1972-73 prices is Rs. 41 in rural areas and Rs. 47 in urban areas. For estimating the percentage of people below poverty line in each State, these cut-off points in the National Sample Survey data on household consumer expenditure of 27th round (October, 1972 to September, 1973) have been used.
- (ii) The difference between the aggregate All-India private consumption expenditure estimated by Central Statistical Organisation in their National Accounts Statistics and that derived from the NSSO data has been pro-rata adjusted among the different States and Union Territories in the absence of any information about allocation of this difference among the States and Union Territories.

Statement II*Per Capita income 1975-76*

(In Rupees at current prices)

State						
1. Andhra Pradesh	.	.	.	897		
2. Assam	.	.	.	848		
3. Bihar	.	.	.	669		
4. Gujarat	.	.	.	1,236		
5. Haryana	.	.	.	1,514		
6. Himachal Pradesh	.	.	.	1,165		
7. Jammu & Kashmir	.	.	.	825		
8. Karnataka	.	.	.	1,038		
9. Kerala	.	.	.	1,000		
10. Madhya Pradesh	.	.	.	790		
11. Maharashtra	.	.	.	1,455		
12. Manipur	.	.	.	904		
13. Meghalaya	.	.	.	899		
14. Nagaland	.	.	.	949		
15. Orissa	.	.	.	834		
16. Punjab	.	.	.	1,688		
17. Rajasthan	.	.	.	873		
18. Tamil Nadu	.	.	.	997		
19. Tripura	.	.	.	872		
20. Uttar Pradesh	.	.	.	727		
21. West Bengal	.	.	.	1,100		

Re-starting of Maruti Limited

286. DR. VASANT KUMAR PANDIT: Will the Minister of INDUSTRY be pleased to state:

(a) whether the licence to manufacture 'small car' given to Maruti Ltd. has been cancelled;

(b) if not, will this project be re-started by the same party, its capacity and manufacturing schedule; and

(c) how many other parties have been granted licence to manufacture small cars in India?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY (SHRI CHARANJIT CHANANA): (a) No, Sir.

(b) Government have no information.

(c) The parties licensed to manufacture passenger cars in India are:—

(i) M/s. Hindustan Motors Limited, Calcutta.

(ii) M/s. Premier Automobiles Ltd., Bombay.

(iii) M/s. Standard Motors Products of India Limited, Madras.

(iv) M/s. Maruti Limited, Haryana.

(v) Shri Manubhai H. Thakkar, Baroda.

In addition, M/s. Sunrise Auto Industries, Bangalore is registered with the DGTD for manufacture of 3-wheeler passenger cars.

International arrangements to restrict nuclear technology distribution

287. SHRI EDUARDO FALEIRO: Will the PRIME MINISTER be pleased to state:

(a) whether Government are aware that international arrangements to restrict nuclear technology distribution discriminate against India and other countries of the developing world;

(b) whether the present arrangements not only legitimize the possession of nuclear weapons by certain countries but also give them a permanent technological and economic advantage over the rest of the countries; and

(c) if so, reaction of Government to this state of affairs and steps contemplated in this regard?

THE PRIME MINISTER (SHIRIMATI INDIRA GANDHI): (a) In the name of non-proliferation of nuclear weapons, there have been progressive and discriminatory restrictions, both unilaterally

and collectively by some supplier States, on the transfer of nuclear material, equipment and technology for the peaceful utilisation of atomic energy.

(b) Yes, Sir.

(c) The Government of India have consistently opposed any measures aimed at placing obstacles in the way of developing countries exercising their inalienable rights to develop their programmes for the peaceful utilisation of atomic energy for economic and social development in conformity with their priorities, interests and needs.

Pak. Purchases Submarines

288. SHRI MAGAN BHAI BAROT: Will the Minister of DEFENCE be pleased to state:

(a) whether Government of India are aware that Pakistan has recently purchased submarines;

(b) whether this poses any problem to India; and

(c) whether Government propose to buy submarines from the defence view point?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI C. P. N. SINGH): (a) Yes, Sir.

(b) and (c). India's defence capabilities with reference to its security needs are under continuous review and such measures as are appropriate are taken from time to time. It is not in the public interest to disclose the details of these measures.

U.S. Bomber Flies Over Indian Ocean

289. SHRI FAROOQ ABDULLAH: Will the Minister of DEFENCE be pleased to state:

(a) whether it is a fact that on the 21st February U.S. B-52 bombers flew over the Indian Ocean for the second time in another demonstration of U.S. ability to project power into the turbulent Persian Gulf region;

(b) if so, is it also a fact that Soviet Union has now record 31 war ships in the Indian Ocean, 11 more than the United States;

(c) if so, whether heavy concentration of big powers in the Indian Ocean after the Afghanistan conflict has been reported;

(d) if so, whether this concentration in the Indian Ocean has posed a great threat to the Indian security;

(e) if so, what immediate steps have been taken to improve our naval force; and

(f) steps being taken to meet this threat?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI C. P. N. SINGH): (a) Government have taken note of the reported flights of US B-52s over the Indian Ocean area during January-February this year.

(b) and (c). Government are aware that there has been an increase in the U.S. and Soviet Naval strength in the Indian Ocean.

(d) The Naval build-up by the super powers in the Indian Ocean does cause us concern with regard to the security of India.

(e) and (f). Keeping in view the developments in the region that have a bearing on the security of our maritime boundaries, the Indian Navy is being progressively modernised.

Government have also emphasised the need for the implementation of the U.N. Declaration on the Indian Ocean as a Zone of Peace and have called for necessary follow-up action in this regard.

Closure of Kamani Group of Industries, Bombay

290. SHRI K. LAKKAPPA: Will the Minister of INDUSTRY be pleased to state:

(a) whether it is a fact that due to infighting in the proprietors, the

Kamani Group of Industries, Bombay is facing closure;

(b) whether it is also a fact that the workers are not being paid their wages and are facing retrenchment;

(c) if so, whether Government propose to take over the Kamani Group of Industries in order to overcome the situation; and

(d) if not, what other steps Government propose to take to remedy the situation?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY (SHRI CHARANJIT CHANANA):

(a) Yes, according to report reaching Government

(b) The Maharashtra State has informed Government that Kamani Metallic Oxides Limited has closed down its operations since 20-4-1979 due to financial difficulties arising out of internal disputes in the Kamani family. Workers had not been paid wages since September, 1978. Another unit, Kamani Tubes Limited, is also in serious financial difficulties.

(c) and (d). Government of India have no proposal at present to take over the management of any of the industrial undertakings of the Kamani Group of Bombay.

12.00 hrs.

(Interruptions)

बध्यक भाषण : आप सारे बोल रहे हैं, कुछ समझ में नहीं आ रहा है। आप सब लोगों को बोलने का समय मिलेगा।

SHRI JYOTIRMOY BOSU (Diamond Harbour): What about the adjournment motion?

(Interruptions)*

MR. SPEAKER: Please take your seats. You will have time for a dis-

cussion. You give me a notice for discussions.

(Interruptions)*

बध्यक भाषण: अभी बजट सेशन में आप बजट पर बातचीत करिए, उस के बाद में कुछ रहेगा तो आप मुझे नाटिस दीजिएगा मैं कंसिडर करूँगा।

(Interruptions)*

SHRI INDRAJIT GUPTA (Basirhat): Will you allow a discussion on atrocities on Harijans?

MR. SPEAKER: That will be discussed in the Business Advisory Committee's meeting tomorrow.

(Interruptions)*

SHRI INDRAJIT GUPTA: Every day incidents are taking place.

(Interruptions)*

श्री राम बिलास पासवान (हांजीपुर): क्या हरिजन इस देश के नागरिक नहीं हैं? (व्यवधान) आपने हरिजन का नारा दिया है फिर हरिजनों की हत्या क्यों हो रही है?... (व्यवधान)

MR. SPEAKER: Nothing will go on record without my permission.

(Interruptions)*

MR. SPEAKER: I have heard enough of you. Now, hon. Members will kindly take their seats. This is not the proper way of conducting the business of the House.

(Interruptions)*

MR. SPEAKER: I am not going to listen to you. You are not allowing this House to do its business. If hon. Members are behaving like this, I am not going to allow them.

(Interruptions)*

श्री चन्द्रशील थाइव (आजमगढ़): श्रीमन, मैं एक बात आपसे कहना चाहता हूँ। आज दो सवाल पारस्परीय और पिपरा के सम्बन्ध

में थे। आप जानते हैं इनमें 14 आदमियों को जिन्हा जला दिया गया-6 और तीन हाई-जनों की और 4 बच्चे दो-दो साल के। (व्यवधान) इसमें किसी पर दोष देने की बात नहीं है लेकिन इस तरह की घटनायें सारे देश में हो रही हैं। अभी आंध्र प्रदेश में एक कमेटी ने जाकर एक हफ्ते का दौरा किया और उसने कहा कि इस तरह के सैकड़ों घटनायें हो रही हैं। (व्यवधान) हमने एक कामरोंको प्रस्ताव दिया है। (व्यवधान)

MR. SPEAKER: Now, you have to listen to me. Please take your seats.

(Interruptions)*

MR. SPEAKER: I know the feelings of the House. There was a Starred Question on this.

SHRI INDRAJIT GUPTA: Two questions, not one. But can we have a discussion on that?

एक घंटे तक जवाब दिए मंत्री ने।
(व्यवधान)

MR. SPEAKER: We can take it as another Motion. We can have a discussion on that. I will consider it in the Business Advisory Committee. I will hear the Government side as well as your side. You can bring forward another motion.

(Interruptions)

SHRI JYOTIRMOY BOSU: Sir, I have a point to make. There is a specific procedure. Is it not a specific urgent matter? Under Rule 358, it is mentioned..... (Interruptions)

MR. SPEAKER: Please sit down. We will discuss it. You will have ample time during the Budget discussion and if it is necessary we will include it in the agenda of the Business Advisory Committee.

(Interruptions)

MR. SPEAKER: We have a number of call attention motions on this subject.

SHRI JYOTIRMOY BOSU: Do not trample over the rules.

MR. SPEAKER: We will not.

SHRI JYOTIRMOY BOSU: The rules are clear on the subject.

MR. SPEAKER: I know that... (Interruptions). They are also agitated and you are also agitated.

SHRI JYOTIRMOY BOSU: You disallowed the price rise question yesterday; you are disallowing the question of Harijans today.

MR. SPEAKER: The budget is there; you can discuss it.

(Interruptions)

MR. SPEAKER: I have heard you. I will discuss it in the Business Advisory Committee. What more can I do?

(Interruptions)*

MR. SPEAKER: Nothing to be recorded without my permission. Papers to be laid.

(Interruptions)*

MR. SPEAKER: If there are interruptions, it will be expunged.

12.12 hrs.

PAPERS LAID ON THE TABLE

NOTIFICATION UNDER SEAWARD ARTILLERY ACT

THE PRIME MINISTER (SHRI-MATI INDIRA GANDHI): I beg to lay on the Table a copy of Notification No. SRO 1 (Hindi and English versions) published in Gazette of India dated the 9th January, 1980 regarding delegation of powers to Coastal State Governments and Union Territories under section 3 of the Seaward Artillery Act, 1949 for carry-

ing out Seaward Artillery Practice, under section 9 of the said Act. [Placed in Library. See No. LT-370/80.]

AUDITED ACCOUNTS OF CENTRAL SILK BOARD FOR 1977-78, ANNUAL REPORTS OF NATIONAL INSTITUTE OF DESIGN, AHMEDABAD, AND NATIONAL PRODUCTIVITY COUNCIL, NOTIFICATIONS UNDER CENTRAL SILK BOARD ACT, INDUSTRIES (DEVELOPMENT AND REGULATION) ACT, ANNUAL REPORTS ETC. OF BHARAT HEAVY ELECTRICALS LTD., AND INSTRUMENTATION LTD., KOTA, FOR 1978-79 AND ANNUAL REPORT OF SMALL INDUSTRY EXTENSION TRAINING INSTITUTE, HYDERABAD FOR 1978-79.

THE MINISTER OF FINANCE AND INDUSTRY (SHRI R. VENKATARAMAN): I beg to lay on the Table:—

(1) A copy of the Audited Accounts (Hindi and English versions) of the Central Silk Board for the year 1977-78, under sub-section (4) of Section 12 of the Central Silk Board Act, 1948. [Placed in Library. See No. LT-371/80.]

(2) A copy of the Annual Report (Hindi and English versions) of the National Institute of Design, Ahmedabad, for the year 1978-79. [Placed in Library. See No. LT-372/80.]

(3) A copy of the Annual Report (Hindi and English versions) of the National Productivity Council, New Delhi, for the year 1978-79. [Placed in Library. See No. LT-373/80.]

(4) A copy of the Central Silk Board (Research and Service Stations) Consolidated Recruitment (Amendment) Rules, 1979 (Hindi and English versions) published in Notification No. GSR 479 in Gazette of India dated the 31st March, 1979,

under sub-section (3) of Section 13 of the Central Silk Board Act, 1948. [Placed in Library. See No. LT-374/80.]

(5) A copy of the Scheduled Industries (Submission of Production Returns) Rules, 1979 (Hindi and English versions) published in Notification No. S.O. 328 (E) in Gazette of India dated the 31st May, 1979, under sub-section (4) of Section 30 of the Industries Development and Regulation) Act, 1951. [Placed in Library. See No. LT-375/80.]

(6) A copy each of the following papers (Hindi and English versions) under sub-section (1) of Section 619 A of the Companies Act, 1956:—

(a) (i) Annual Report of the Bharat Heavy Electricals Limited for the year 1978-79 along with the Audited Accounts and the comments of the Comptroller and Auditor General thereon.

(ii) A statement regarding Review on the working of the Bharat Heavy Electricals Limited for the year 1978-79. [Placed in Library. See No. LT-376/80.]

(b) (i) Review by the Government on the working of the Instrumentation Limited Kota, for the year 1978-79.

(ii) Annual Report of the Instrumentation Limited, Kota, for the year 1978-79 along with the Audited Accounts and the comments of the Comptroller and Auditor General thereon. [Placed in Library. See No. LT-377/80]

(7) A copy of the Annual Report (Hindi* version) of the Small Industry Extension Training Institute, Hyderabad, for the year 1978-79. [Placed in Library. See No. LT-378/80.]

*English version of the Report was laid on the Table on the 30th January, 1980.

ANNUAL REPORT ON INDUSTRIAL AND COMMERCIAL UNDERTAKINGS OF CENTRAL GOVERNMENT (PUBLIC ENTERPRISES SURVEY) FOR 1978-79, VOLS. I TO III.

SHRI R. VENKATARAMAN: On behalf of Shri Jagannath Pahadia, I beg to lay on the Table a copy of the Annual Report (Hindi and English versions) on the working of Industrial and Commercial Undertakings of the Central Government (Public Enterprises Survey) for the year 1978-79. (Volume, I to III). [Placed in Library. See No. LT-379/80.]

NOTIFICATIONS UNDER ALL INDIA SERVICES ACT AND UNION PUBLIC SERVICE COMMISSION (EXEMPTION FROM CONSULTATION) AMENDMENT REGULATIONS, 1979.

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI P. VENKATASUBBAIAH): I beg to lay on the Table:—

(1) A copy each of the following Notifications (Hindi and English versions) under sub-section (2) of section 3 of the All India Services Act, 1951:—

(i) The Indian Police Service (Pay) First Amendment Rules, 1980, published in Notification No GSR 45 in Gazette of India dated the 19th January, 1980. [Placed in Library. See No. LT-380/80.]

(ii) The I.A.S. (Fixation of Cadre Strength) First Amendment Regulations, 1980, published in Notification No. GSR 76 in Gazette of India dated the 26th January, 1980. [Placed in Library. See No. LT-381/80.]

(iii) The IAS (Pay) First Amendment Rules, 1980, published in Notification No. GSR 77 in Gazette of India dated the 26th January, 1980. [Placed in Library. See No. LT-382/80.]

(iv) The Indian Administrative Service (Fixation of Cadre Strength) Second Amendment

Regulations 1980, published in Notification No. GSR 23(E) in Gazette of India dated the 30th January, 1980. [Placed in Library. See No. LT-383/80.]

(v) The Indian Administrative Service (Pay) Second Amendment Rules, 1980, published in Notification No. GSR 24(E) in Gazette of India dated the 30th January, 1980. [Placed in Library. See No. LT-384/80.]

(vi) The Indian Administrative Service (Fixation of Cadre Strength) Third Amendment Regulations, 1980, published in Notification No. GSR 158 in Gazette of India dated the 9th February, 1980. [Placed in Library. See No. LT-385/80.]

(vii) The Indian Administrative Service (Pay) Third Amendment Rules, 1980, published in Notification No. GSR 159 in Gazette of India dated the 9th February, 1980. [Placed in Library. See No. LT-386/80.]

(viii) The Indian Administrative Service (Fixation of Cadre Strength) Fourth Amendment Regulations, 1980, published in Notification No. GSR 176 in Gazette of India dated the 16th February, 1980. [Placed in Library. See No. LT-387/80.]

(ix) The I.A.S. (Fixation of Cadre Strength, Fifth Amendment Regulations, 1980, published in Notification No. GSR 202 in Gazette of India dated the 23rd February, 1980. [Placed in Library. See No. LT-388/80.]

(2) A copy of the Union Public Service Commission (Exemption from Consultation) Amendment Regulations, 1979 (Hindi and English versions) published in Notification No. G.S.R. 740 in Gazette of India dated the 2nd June, 1979 together with corrigendum thereto published in Notification No. GSR 441(E) in Gazette of India

dated the 14th July, 1979, under clause (5) of article 320 of the Constitution together with an explanatory memorandum. [Placed in Library. See No. LT-390/80.]

12.15 hrs.

ASSENT TO BILLS

SECRETARY: Sir, I lay on the Table the following five Bills passed by the Houses of Parliament during the last session and assented to:

1. The Appropriation Bill, 1980.
2. The Appropriation (Railways) Bill, 1980.
3. The Contingency Fund of India (Amendment) Bill, 1980.
4. The Payment of Bonus (Amendment) Bill, 1980.
5. The Central Excises and Salt and Additional Duties of Excise (Amendment) Bill, 1980.

Sir, I also lay on the Table copies, duly authenticated by the Secretary-General of Rajya Sabha, of the following three Bills passed by the Houses of Parliament during the last session and assented to:

1. The Government of Union Territories (Amendment) Bill, 1980.
2. The Prevention of Blackmarketing and Maintenance of Supplies of Essential Commodities Bill, 1980.
3. The Representation of the People (Amendment) Bill, 1980.

12.17 hrs.

ELECTION TO COMMITTEE
COMMITTEE ON OFFICIAL LANGUAGE

गृह मंत्री (ज्ञानी जेल सिंह): स्पीकर सर, मैं यह प्रस्ताव करता हूँ:—

“कि राजभाषा अधिनियम, 1963 की धारा 4 की अपराध (2) के अनुसरण

में, लोक सभा के सदस्य एकल संकरणीय मत द्वारा अनुपातिक प्रतिनिधित्व की पद्धति से संघ के शासकीय प्रयोजनों के लिए हिन्दी के प्रयोग में ही प्रगति की समीक्षा संबंधी समिति में सदस्यों के रूप में कार्य करने के लिए अपने में से 20 सदस्य निर्वाचित करें तथा उक्त अधिनियम की धारा 4 की उपधारा (3) के अनुसार राष्ट्रपति को एक प्रतिवेदन दें जिसमें उसके संबंध में स्फारिशें की गई हों।”

MR. SPEAKER: The question is:

“That in pursuance of sub-section (2) of Section 4 of the Official Languages Act, 1963, the members of Lok Sabha do proceed to elect, in accordance with the system of proportional representation by means of the single transferable vote, twenty members from among themselves to be members of the Committee to review the progress made in the use of Hindi for the official purposes of the Union and submit a report to the President making recommendations thereon in accordance with sub-section (3) of Section 4 of the said Act.”

The motion was adopted.

12.19 hrs.

UNION DUTIES OF EXCISE
(ELECTRICITY) DISTRIBUTION
BILL*

THE MINISTER OF FINANCE AND INDUSTRY (SHRI R. VENKATA-RAMAN): I beg to move for leave to introduce a Bill to provide for the payment out of the Consolidated Fund of India of sums equivalent to the net proceeds of Union duties of excise on electricity to the States to which the law imposing the duty extends and for the distribution of those sums among those States in accordance with the recommendations of the Finance Commission, in its report dated the 28th day of October, 1978.

MR. SPEAKER: I have given you to understand that this will be discussed and I will discuss it with you. You do no believe it. What can I do? (Interruptions).

The question is:

"That leave be granted to introduce a Bill to provide for the payment out of the Consolidated Fund of India of sums equivalent to the net proceeds of Union duties of excise on electricity to the States to which the law imposing the duty extends and for the distribution of those sums among those States in accordance with the recommendations of the Finance Commission, in its report dated the 28th day of October, 1978."

The motion was adopted.

SHRI R. VENKATARAMAN: I introduce[†] the Bill.

(Interruptions)

अध्यक्ष महोदय : आप सूनते नहीं हैं। मैंने आप से अर्ज किया है कि काल-एटेक्सन आशन भी मेरे पास है :

....I have a calling attention motion. When the Speaker stands, you have to sit down. Why are you standing? The question is whether we are to run this House in a very orderly manner to discuss certain things. I know the gravity of the situation and the minds of the people around here also. I know the people and hon. members are all seized of this serious situation in the country about atrocities everywhere. I think every member belonging to each party is concerned about it. (Interruptions). There are certain things to be done in a particular order. I had admitted starred questions regarding this. But they did not come up. Now we shall admit calling attention motion. Also, I will have it discussed in the meeting of the Business Advisory Committee. That is what I will do.

It will be tomorrow. We will do it. There is nothing to debar it. Neither the Government side is happy to curb anything or suppress anything; they also want to discuss it and you also want to discuss it. I will do it.

SHRI JYOTIRMOY BOSU: When is it? (Interruptions).

MR. SPEAKER: Tomorrow. (Interruptions).

SHRI INDRAJIT GUPTA (Basirhat): May I seek a clarification about the order of business? Yesterday a discussion was going on on the report of the UPSC. This discussion was not completed. You may decide that that unfinished part of the discussion will be taken up at a later stage. But the members have not been informed through the Bulletin or in any other manner. What has happened to it? It cannot just disappear into thin air.

MR. SPEAKER: That has already been published.

SHRI INDRAJIT GUPTA: I am referring to the unfinished part of the discussion in relation to the UPSC report, which was being discussed yesterday. What happened to the rest of it?

MR. SPEAKER: We will discuss it.

SHRI INDRAJIT GUPTA: I know we will discuss it; it cannot be left hanging in the air. But the members should be informed. The bulletin should say something about it.

The bulletin should say something about it.

श्री मनीराम बागड़ी (हिसार) : अध्यक्ष जी मेरा प्लाएंट आफ आडर है। पर मंत्री ने स्टेटमेंट दिया है जिससे हमें सिविल-वार और अराजकता को बढ़ावा मिलेगा.. . (अवधारणा)

[†]Introduced with the recommendation of the President.

MR. SPEAKER: I have received your calling attention notice. I will consider it later on. I will get the facts and then I will decide.

12.20 hrs.

MATTERS UNDER RULE 377

(i) REPORTED LOSS TO CROP DUE TO HAILSTORM IN CERTAIN DISTRICTS OF UP AND NEED FOR IMMEDIATE HELP TO THE FARMERS.

श्री चन्द्रपाल शैलानी (हाथरस): माननीय अध्यक्ष जी, 5 मार्च की रात को पश्चिमी उत्तर प्रदेश के कुछ जिलों में भयंकर ओलावृष्टि हुई जिसके कारण रबी की फसल चौपट हो गई और करोड़ों रुपये का नुकसान हुआ है। खरोफ की फसल को सूखे ने खा लिया और इस फसल को ओलों ने मार दिया। किसान के उपर यह दोहरी मार पड़ी है जिसे दर्दाशत करना उस के बस की बात नहीं। गोहू, जौ और मटर के अलावा बेर और आम के बागों को भी काफी नुकसान पहुंचा है। किसान की जब एक फसल मारी जाती है तो वर्षे-तक होश में नहीं आता। इस वर्ष तो उसकी दांनों फसले स्वाह हो गई, उस पर क्या बीतंगी भविष्य ही बतायेगा।

मेरे क्षेत्र के करीब 150 गांव ओलावृष्टि की चपेट में आये हैं। मैंने स्वयं गांव में जाकर उजड़े हुए खेतों को देखा। कई जगह पर तो किसानों की बीवी, बच्चे बिलख-बिलख कर रो रहे थे और एक किसान तो इस गम को सह नहीं सका और खेत की मढ़ पर ही मर गया। बड़ी भयानक स्थिति है। सरकार को त्रन्त पीड़ित किसानों की मदद करनी चाहिए। बीज और खाद जो किसान ने कर्ज ले कर लगाया है पूरा माफ किया जाना चाहिए और उस की अनुमानित पैदावार का कुछ भाग नकद अथवा अनाज के साथ में उसको दिया जाना चाहिए तथा आगे की फसल के लिए बीज और खाद की व्यवस्था भी सरकार को करनी चाहिए। इसके बाबाबा लगान और आबपाशी तो माफ होनी ही चाहिये।

(ii) REPORTED ACUTE SHORTAGE OF POWER IN RAJASTHAN RESULTING IN HEAVY LOSSES TO INDUSTRY AND AGRICULTURE.

श्री मूसचन्द डागा (पाली) : माननीय अध्यक्ष जी, राजस्थान में उर्जा की भारी कमी ने तबाही बचा दी है। 26 जनवरी, 1980 से 330 उद्योग ठप्प हो गये हैं, दो लाख से तीन लाख मजदूर बेकार हो गये हैं, करोड़ों का उत्पादन ठप्प हो गया है, बिजली के अभाव में किसान बर्बाद हो रहा है। कोटा अण्डे बिजली घर (एटोमिक पावर स्टेशन) जिसकी विद्युत उत्पन्न करने की क्षमता 220 एम डबल्यू है, ठप्प पड़ा है, 20 प्रतिशत भी उत्पादन नहीं हुआ। राज्यपाल ने प्रधान मंत्री को लिखा है। बिजली मध्यप्रदेश, पंजाब आदि से शीघ्र दिलाने की व्यवस्था की जावे।

(iii) NEED FOR ADEQUATE MEASURES TO STOP INCIDENTS OF ATTACKS ON CHRISTIAN INSTITUTIONS AND PRIESTS IN BIHAR.

SHRI P. A. SANGMA (Tura): Father Mathew Mannaparambil, S. J. forty two years old priest of Sasaram, District Rohtas, Bihar was dragged into his house, shot at and killed around 10.00 p.m. on Friday, 7th March, 1980. Such instances of attack on churches and killing of church personnel have become frequent these days. The case of Father Francis Martinseck S. J. of Mokama Church, Distt. Purnia, Bihar, is just a year old. Till today one full year after the incident, nobody has been arrested and it is doubtful whether any case has been instituted at all.

Sasaram Church where Father Mathew Mannaparambil was killed has been attacked many times in the last decade. There was a reported attack on the said church property there less than two months ago. On 29th March, 1979 one Sister Mukti and others were severely beaten up at the Convent at Sasaram. Within last six months, Father Aeoyins Sequira of Warahman Nagar, Distt. Gaya, Bihar, was hand-cuffed and paraded through the town in utter disgrace and humiliation.

The Kharagpur incident of 16th April, 1979 in Monghyr Distt. is still fresh in our minds where Father Francis Mattathilary and his companions were badly beaten up, church property looted and house set on fire. Has any action been taken?

I urge upon the Home Minister to take adequate measures to stop the rising incidents of attacks on Christian institutions, church personnel and other minority communities in Bihar in particular and other parts of the country in general.

(iv) SCARCITY OF RAW CASHEW NUTS

SHRI B. K. NAIR (Quilon): Sir, about one hundred and fifty thousand workers employed in the cashew processing industry in Kerala are in acute distress. They have remained largely unemployed during the past several months now owing to lack of the essential raw material, raw cashew nuts. Over the years, the industry has been depending, to a large extent, on imports of this commodity, our normal requirement being over a lakh of tonnes to make up the short fall in indigenous production. The Cashew Corporation of India has been functioning as the authorised agency for importing cashew as well as to ensure its equitable distribution to qualified units. But during the recent past, imports have been falling steadily and this year, for reasons unknown, the Cashew Corporation of India has not so far entered the market although the season is well advanced. This has caused grave misgivings amongst all concerned, especially the workers about the bleak prospects ahead since the factories are likely to remain closed for a long time to come.

I have, therefore, to appeal to the Government to issue necessary directions to the Cashew Corporation of India to get on to the job of arranging for the import of cashew nuts to the maximum extent possible in an expeditious manner.

**(v) SHIFTING OF ORDNANCE DEPOT
FROM CALCUTTA**

SHRI KRISHNA CHANDRA HALDER (Durgapur): Sir, nearly 600 employees of Ordnance Depot, Calcutta, a defence installation (Registered under the Factories Act) under the Command of Director of Ordnance Services, have been shocked to learn that the oldest organisation of Army Ordnance Corps established in Calcutta in 1765 has been ordered for disbandment by 30.6.1980. The disbandment of this depot and shifting it outside Calcutta would invite a lot of hardship and misery to 600 employees and their families, besides monetary loss to them in the shape of HRA and CCA and also in maintaining double establishments. The Chief Minister and the Labour Minister of West Bengal have already taken up the matter with the Defence Ministry. The employees are on peaceful agitation by DHARNA in batches and mass hunger strike on duty, from time to time, to save themselves as well as the depot from ruination. This depot is in pivotal position, having the advantage of railways, ships, aerodromes and highways available at a stone throw. A considerable bulk of troops is deployed at and around Calcutta and their requirement of stores is only possible from Calcutta. It would be uneconomical to shift this depot outside Calcutta. In the past also this depot has effectively met the challenge of logistic supplies to the troops.

12.29 hrs.

RAILWAY BUDGET, 1980-81—GENERAL DISCUSSION, DEMANDS* FOR GRANTS ON ACCOUNT (RAILWAYS), 1980-81 AND SUPPLEMENTARY DEMANDS FOR GRANTS (RAILWAYS), 1979-80.

MR. SPEAKER: The House will now take up item Nos. 10, 11 and 12 relating to the Railway Budget and the Supplementary Demands for Grants (Railways). Hon. Members whose cut

*Moved with the recommendation of the President.

[Mr. SPEAKER]

motions to the Demands for Grants have been circulated may, if they desire to move cut motions, send slips to the Table within fifteen minutes, indicating the serial number of the cut motions they would like to move.

Motions noticed:

"That the respective sums not exceeding the amounts shown in the third column of the Order Paper be granted to the President out of the Consolidated Fund of India on account, for or towards defraying the charges during the year ending on the 31st day of March, 1981, in respect of the heads of demands entered in the second column thereof.

pect of the heads of demands entered in the second column thereof against Demands Nos. 1 to 16."

"That the respective Supplementary sums not exceeding the amounts shown in the third column of the Order Paper be granted to the President out of the Consolidated Fund of India, to defray the charges that will come in course of payment during the year ending the 31st day of March, 1980 in respect of the following demands entered in the second column thereof:

Demand Nos. 1 to 4, 7, 9, 11 to 13 and 16."

Demands for Grants on Account (Railways) for 1980-81 submitted to the Vote of Lok Sabha.

No. of Demand	Name of Demand	Amount of Demand for Grant on Account submitted to the vote of the House	
		1	2
		3	Rs.
1	Railway Board	96,22,000	
2	Miscellaneous Expenditure (General)	5,61,27,000	
3	General Superintendence and Services	43,82,97,000	
4	Repairs and Maintenance of Permanent Way and Works	74,54,96,000	
5	Repairs and Maintenance of Motive Power	66,41,74,000	
6	Repairs and Maintenance of Carriages and Wagons	82,88,39,000	
7	Repairs and Maintenance of Plant and Equipment	39,57,68,000	
8	Operating Expenses—Rolling Stock and Equipment	82,68,24,000	
9	Operating Expenses—Traffic	88,02,46,000	
10	Operating Expenses—Fuel	140,11,15,000	
11	Staff Welfare and Amenities	29,07,30,000	
12	Miscellaneous Working Expenses	40,79,76,000	
13	Provident Fund, Pension and other Retirement Benefits	35,06,92,000	
14	Appropriation to Funds	105,18,15,000	
15	Dividend to General Revenues, Repayment of loan taken from General Revenues and Amortization of Overcapitalization	5,89,45,000	
16	Assets—Acquisition, Construction and Replacement	Revenue 3,99,90,000 Other expenditure 568,78,85,000	

Supplementary Demands for Grants (Railways) 1979-80 submitted to the Vote of Lok Sabha.

No. of Demand	Name of Demand	Amount of Demand for Grant to be submitted to the vote of the House
1	2	3
1	Railway Board	Rs. 5,00,000
2	Miscellaneous Expenditure (General)	9,14,000
3	General Superintendence and Services	3,24,33,000
4	Repairs and Maintenance of Permanent Way and Works	9,28,24,000
7	Repairs and Maintenance of Plant and Equipment	4,04,93,000
9	Operating Expenses—Traffic	6,26,87,000
11	Staff Welfare and Amenities	2,02,96,000
12	Miscellaneous Working Expenses	3,15,90,000
13	Provident Fund, Pension and other Retirement Benefits	16,79,70,000
16	Assets—Acquisition, Construction and Replacement	66,35,62,000

SHRI G. M. BANATWALLA (Ponanji): Sir, on a point of order. I have also written to you that I wish to raise a point of order.

You have just announced that Items 10, 11 and 12 are to be taken up together for the purpose of discussion. I wish to submit three points, which relate to the violation of rules 207, 208(1) and (2) and 212, as also to the suffocation and strangulation of the voice of this august House, as a result of improper and harsh curtailment of the rights of the Members to discuss, for a proper length of time, and also the improper hustling of this House in the matter of discussion of Financial Business.

Sir, take Rule 207(1), which says:

"On a day to be appointed by the Speaker subsequent to the day on which the Budget is presented and for such time as the Speaker may allot for this purpose, the House shall be at liberty to discuss the Budget as a whole or any question of principle involved therein."

But no motion shall be moved in order to say that the Budget be submitted to the vote of the House and therefore, I make my first submission. I will be making three submissions. My first submission is that the general discussion on this Budget of Railways and also the discussion and voting on Demands for Grants on Account cannot be taken up together. This is very clear because the rule I have just quoted says that at the stage of discussion of the Budget, the present Budget of Railways, no motion shall be moved and you have also called upon us to move our cut motions. This, therefore, is not the stage where any motion whatsoever can be moved. Let us first have the general discussion. Let the general discussion conclude. We shall then go over to the stage of moving the motions, viz, our cut motions according to Rule 208(1). I, therefore, submit that the general discussion on the Budget and the discussion and voting on the Demands for Grants which includes At motions, are two separate processes. At present according to Rule 207 there can be only a general discussion and this discussion cannot be obsessed by any motion including cut motions according

[Shri G. M. Banatwala]

to the wording given in Rule 207 which clearly says that no motion shall be moved when the general discussion is going on. That is one point I have to submit for your consideration.

MR. SPEAKER: You have taken too much time now.

SHRI G. M. BANATWALLA: You may rule that you are not prepared to listen to my second and third points. Why do you want to hustle me? As it is we are being hustled.

MR. SPEAKER: No.

SHRI G. M. BANATWALLA: The second point that I wish to submit is with respect to Rule 208(1) and Rule 208(2). Sub-rule (1) of Rule 208 says:

"The Speaker shall, in consultation with the Leader of the House, allot so many days"—

not a day or a few hours, but so many days—

"as may be compatible with the public interest for the discussion and voting of demands for grants."

Therefore, Sir, you are required and called upon to allot separately more than one day for the discussion and voting of demands for grants. Not only you have merged the discussion and voting of demands with the general Budget, but you also required every process, general discussion, voting of demands for grants and then Supplementary Budgets, everything to be passed in a matter of just a few hours. I therefore say that the voice of this House is being strangled and there is an improper curtailment of the rights of Members to discuss the opinion of the people.

Then, more serious is the situation with respect to Rule 208(2).

(Interruptions).

MR. SPEAKER: No discussions, no meetings.

(Interruptions)

SHRI G. M. BANATWALLA: Rule 208(2) says:

"On the last day of the allotted days at 17.00 hours or at such other hour as the Speaker may fix in advance, the Speaker shall forthwith put every question necessary to dispose of all the outstanding matters in connection with the demands for grants."

This also applies for demands for grants and Vote on Account. Therefore, you will have to fix separate days for the discussion and voting on the Demands for Grants and Vote on Account. On the last day at 17.00 hours and at 17.00 hours alone, all other Demands for Grants have to be submitted to the vote of the House. Therefore, this rule is also violated.

The third and the last point that I submit for your calm, cool and sympathetic consideration refers to Rule 212, which says:

"If notice of a motion to reduce any demand for grant has not given one day previous to the day on which the demand is under consideration, any member may object to the moving of the motion, and such objection shall prevail, unless the Speaker allows the motion to be made."

The purport of this rule is that all the cut motions are to be given to you a day before the discussion is taken up in the House. The Railway Budget was presented yesterday and we have not been given sufficient time. This means that the Railway Budget cannot be discussed on the very next day. Where is the time for us to give the cut motions so that they reach you a day before the discussion is taken up in the House? This rule clearly contemplates that the Railway Budget cannot be discussed on the very next day, after its presentation. I, therefore

submit that there is an unjust, harsh hurrying with all these financial business. I do not know, perhaps, for certain reasons, best known to the Government...

MR. SPEAKER: You know the reasons.

SHRI G. M. BANATWALLA: But then, this is not the way. Till 2 A.M. today, we were reading the papers. Where is the time to draft cut motions? There was not time for giving notice.

MR. SPEAKER: I have received a number of cut motions.

SHRI G. M. BANATWALLA: A still large number of cut motions would have come, but you are strangulating the voice of the House. Therefore, I plead with you that the letter and spirit of all these rules, which I have read, are seriously violated. We cannot have this phenomenon of a budget being presented one day and the very next day everything connected with regard to the Budget is contemplated to be finished.

MR. SPEAKER: When the full Budget comes, you will have enough time.

SHRI G. M. BANATWALLA: We may have enough time then, but that does not mean that our rights should be curtailed now.

You consider this very calmly. Reserve your ruling. Let us rise for the day. Here is a question of the rights of the House. In one day, general discussion, discussion on grants and voting, discussion on supplementary demands for grants—it looks as if, I should say, an Emergency has been imposed. I submit with great respect that it is not the way in which this House should be treated. We, the humble hon. members of this House should be given enough time to study. (Interruption) I am not trying to attach the Government or any party whatsoever. I am only pleading with you for the rights of this august House in order to ventilate the views, the

opinions and the public reflection and the thinking on all these items adequately, sufficiently, compatible with public interest. I hope you will uphold my point of order.

MR. SPEAKER: Shri G. M. Banatwalla raised a point of order relating to items 10, 11 and 12 regarding the Railway Budget. I have gone through them.

In regard to the point that these three items should not be taken up together, I have to inform him that I have already looked into the matter. There have been several occasions in the past when connected items relating to the same subject have been discussed together. In 1971, items relating to Railway Budget were discussed in the same way. In subsequent years also connected items relating to Budget have been discussed together.

As regards the point regarding time for discussion these items, I would like to inform him that at the meeting I had with the Leaders on March 10, 1980, it was agreed that 3 hours might be devoted to these items.

Now, let us proceed with the discussion.

SHRI G. M. BANATWALLA: Which leaders? As far as I understand, the leader of the Muslim League was not invited to the discussion. We are not a party to it. Why should these leaders curtail our rights?

MR. SPEAKER: The parties which have got more than 5 members in the House were called.

SHRI G. M. BANATWALLA: How can these leaders curtail members' rights? Are the leaders to take decisions involving the rights of members?

MR. SPEAKER: I would call you also. I have called the leaders according to the rules and regulations laid down. There was a full and frank discussion and with complete unanimity we decided this thing. The House will now proceed with the discussion.

श्री अग्रवाल शिंह (हाइक्वार) : अध्यक्ष महोदय, रेल मंत्री ने जिस तरीके से रेलवे बजट को रखा है, उससे पता लगता है कि उन्होंने कछु राजनीतिक कारणों से प्रेरित हो कर ऐसा किया है। अब तक हाउस में जितने भी रेलवे या जनरल बजट रखे गये हैं, उन्हीं नियमित रूप से रखा गया है। लोकिन मंत्री महोदय ने हाउस की पिछली ट्रैडीशन्ज को उलट कर इस बजट को जिस तरीके से रखा है, उससे साफ जाहिर होता है कि उन्होंने नी प्रदेशों में होने वाले चुनावों को प्रभावित करने के लिए नियमित रूप से यह बजट नहीं रखा है। मैं इसकी ओर निन्दा करता हूँ।

इस बजट में रेल मंत्री ने किराये और भाड़े में कोई वृद्धि नहीं की है। अगर वह इस बात की गारंटी दे कि इन प्रदेशों में चुनावों के बाद वह यात्रियों पर नये टैक्सों का भार नहीं थोड़े-गे, तो हम उसका स्वागत करते हैं। लोकिन अगर इन चुनावों के बाद उन्होंने यात्री-करों को बढ़ा दिया, तो हम उसका विरोध करेंगे।

यह बजट बहुत निराशाजनक है। आज हमारे मूल्क में यात्री-गाड़ियों की जो दुर्दशा है, उसके सम्बन्ध में कदम उठाना बहुत आवश्यक है। मंत्री महोदय ने इस बजट को रखते हुए जनता की आवश्यकताओं की अवहेलना की है और गाड़ियों के डिब्बे बढ़ाने की कोई बात नहीं कही है और न ही कोई सालिड प्रोग्राम रखा है कि डिब्बों के निर्माण के लिए कोई नया कारखाना लगाया जायेगा। आज स्थिति यह है कि फस्ट क्लास के डिब्बे तो खाली होते हैं और सैकंड क्लास के डिब्बों में सांस लेना भी भूमिकल होता है। इस लिए सैकंड क्लास के यात्रियों को सुविधा देने के लिए डिब्बों की संख्या ज्यादा से ज्यादा बढ़ानी चाहिए।

जब तक माल ढोने के लिए वैगन्ज की संख्या नहीं बढ़ाई जायेगी, तब तक सरकार पूरे मूल्क में क्रेयला, अनाज या चीनी की सप्लाई नहीं कर पायेगी। मूल्क की हालत में सुधार करने के लिए डिब्बों को बढ़ाना बहुत जरूरी है।

जहां तक रेल कर्मचारियों के रहने के लिए मकान बनाने का सम्बन्ध है, मैं क्लास बनाएं और क्लास टू को छोड़ देता हूँ, लोकिन

क्लास थीं और क्लास फोर के कर्मचारियों के मकान बनाने के लिए जो पैसा बढ़ाया गया है, वह बहुत कम है। थर्ड क्लास और फोर्थ क्लास के कर्मचारियों के लिए फलटेस के निर्माण के लिए ज्यादा पैसे की व्यवस्था होनी चाहिए।

दूसरी बात जो उन्होंने उत्पादकता से सम्बन्धित बोनस की नीति रखी है। रेलवे कर्मचारियों के लिए उसमें 50 करोड़ 30 लाख रुपये का जो प्राविजन है उसके सम्बन्ध में मेरा यह कहना है कि जब तक आप नियमित बजट नहीं रखे पा रहे हैं तब तक यह आप ने कैसे एस्टीमेट बना लिया कि 50 करोड़ 30 लाख रुपया बोनस के तौर पर देंगे? मेरा यह कहना है कि जब आप अपना बिल रखें तो उसमें कम से कम 100 करोड़ रुपये कर्मचारियों के बोनस के लिए रखें। 100 करोड़ रुपये के बगेर आप उन को यह बोनस नहीं दे पाएंगे। यह रकम उसके लिए बहुत ही कम है।

क्राइम्स के सम्बन्ध में मैं कहना चाहता हूँ रेलों में जो क्राइम्स होते हैं उनकी स्थिति पहले यह होती थी कि आरतों को लटने की बात होती थी, आज तो पूरी की पूरी गाड़ी लूटी जाती है। अभी गोमती एक्सप्रेस के अंदर जो कछु हुआ है वह आप के सामने है। इन चीजों को देखते हुए, आज चाहे आदमी हों, बच्चे हों या आरतों हों जब तक उनकी सुरक्षा की व्यवस्था रेल मंत्री जी नहीं बढ़ायेंगे तब तक उनकी सुरक्षा की कोई गारन्टी नहीं है। इस बजट के बनुसार हमारे रेल मंत्री जी देनों के अंदर सुरक्षा की कोई व्यवस्था कर पायेंगे, इसमें सन्देह है।

दूसरी बात मैं यह कहना चाहता हूँ कि चाहे राष्ट्रीय व्यापार हो या अन्तरराष्ट्रीय व्यापार हो जब तक कंटेनर व्यवस्था नहीं करेंगे व्यापारी वर्ग के लिए तब तक व्यापार नहीं बढ़ पाएगा। इसलिए आप इस तरह के कंटेनर डिब्बों की व्यवस्था करें, तभी आप का राष्ट्रीय और अन्तर्राष्ट्रीय व्यापार बढ़ सकेगा।

यह बजट जिस तरह से रखा गया है उसमें हमारे जो बैकवर्ड इलाके हैं जिन में आज तक सड़के भी नहीं पहुँच पाई है उनमें नई

लाइन बिछाने की व्यवस्था नहीं है । मैं प्राथमिकता करूँगा रेल मंत्री जी से कि वह उन पिछड़े इलाकों में नई लाइन बिछाने की प्राथमिकता दे, ऐसे इलाकों को बिलकुल न दे जहां पर आलरड़ी लाइन बिछी हुई है और उनको डबल करने की योजना है । मैं उसका विरोध करता हूँ । जहां सिंगल लाइन है वहां डबल लाइन तब तक नहीं करना चाहिए जब तक हमारे बैकवर्ड इलाकों के अंदर नई लाइनें न बिछ जाएं । सड़कें भी जिन इलाकों के अन्दर हैं उनको भी प्राथमिकता नहीं देनी चाहिए । जो बैकवर्ड इलाके हैं चाहे वह तराई के इलाके हों या साउथ इंडिया के द्राइबल इलाके ही उनको प्राथमिकता देनी चाहिए उन लाइनों के बिछाने के लिए । इन सुभावों के साथ मैं अपनी बात खत्म करता हूँ ।

अन्त में फिर एक बात कहता हूँ कि जिन करों को हमारे मूल्क के उत्तर नहीं थोपा गया है मैं यह नहीं चाहूँगा कि हमारे रेल मंत्री जी विधान सभाओं के चुनावों के बाद उन करों को फिर से बढ़ाएं । हाउस को यह गारंटी मिलनी चाहिए कि विधान सभाओं के चुनावों के बाद हमारे मूल्क वालों पर यात्री कर या दूसरे कर को रेल मंत्री जी नहीं थोपेंगे ।

SHRI G. M. BANATWALLA: Sir, several of my Cut Motions have not been circulated. How am I to move them.

MR. SPEAKER: As a special case, because you pleaded so well, you can move them up to 1.00 p.m.

SHRI G. M. BANATWALLA: They may be considered as moved because I do not know what numbers have been given to them.

MR. SPEAKER: All right, you can do so up to 2.00 p.m.

SHRI KRISHNA CHANDRA HALDER (Durgapur): I beg to move:

"That the demand for grant on account under the head Railway Board be reduced to Re. 1"

[Failure to declare Burdwan-Asansol as suburban section of

Eastern Railway and to introduce E.M.U. services in Burdwan-Asansol section. (1)]

"That the demand for grant on account under the head Railway Board be reduced to Re. 1"

[Failure to construct new Rail line from Raniganj via Mejia Coal-field to Bankura and a Railway-cum-road bridge over the river Damodar. (2)]

"That the demand for grant on account under the head Railway Board be reduced to Re. 1"

Failure to convert narrow gauge Burdwan-Katwa and Ahamdpur-Katwa Railway to broad gauge line and to order equality of passenger fare in B. K. and A. K. Railway like other Railways. (3)]

"That the demand for grant on account under the head Railway Board be reduced to Re. 1"

[Failure to convert narrow gauge Bankura-Damodar (from Raina to Bankura) Railway into broad gauge line. (4)]

"That the demand for grant on account under the head Railway Board be reduced to Re. 1."

[Failure to introduce a pair of Howrah-Asansol Express trains with limited stoppages leaving Howrah in the morning and reaching Asansol well before office hours and on the reverse direction leaving Asansol well after office hours. (5)]

"That the demand for grant on account under the head Railway Board be reduced to Re. 1."

[Failure to construct double line Railway tracks of Khana-Sainthia and Bandel-Katwa Sections and to declare Bandel-Katwa section of Eastern Railway as suburban section. (6)]

SHRI G. M. BANATWALLA: I beg to move:

"That the demand for grant on account under the head Railway Board be reduced to Re. 1."

[Failure to treat minimum bonus as deferred wage. (7)].

"That the demand for grant on account under the head Miscellaneous Expenditure (General) be reduced to Re. 1."

[Failure to treat minimum bonus as deferred wage. (14)].

"That the demand for grant on account under the head General Superintendence and Services be reduced to Re. 1".

[Failure to treat minimum bonus as deferred wage. (15)].

"That the demand for grant on account under the head Repairs and Maintenance of permanent way and works be reduced to Re. 1."

[Failure to treat minimum bonus as deferred wage. (16)].

"That the demand for grant on account under the head Railway Board be reduced to Re. 1".

[Sudden and unfortunate recent upward revision of suburban fares in Bombay by the Central Railway. (137)].

"That the demand for grant on account under the head Railway Board be reduced by Rs. 100".

[Failure to reintroduce train Nos. 65 and 66 between Shoranur and Calicut (Southern Railway) despite popular demand. (138)].

"That the demand for grant on account under the head Railway Board be reduced by Rs. 100".

[Continuous neglect to provide adequate passenger amenities at stations in the Olavakkot Division

of Southern Railway especially between Shoranur and Mangalore. (139)].

"That the demand for grant on account under the head Railway Board be reduced by Rs. 100".

[Need for a rail link connecting Kuttipuram, Ponnani, Guruvayoor, Kunnamkulam and Trichur. (140)].

"That the demand for grant on account under the head Repairs and Maintenance of permanent way and works be reduced by Rs. 100".

[Immediate and pressing need for a second platform at the important tirur Railway station (in Olavakkot Division, Southern Railway. (141)].

"That the demand for grant on account under the head Repairs and Maintenance of permanent way and works be reduced by Rs. 100".

[Failure to provide adequate cover to railway platforms in Kerala, where there is heavy monsoon. (142)].

"That the demand for grant on account under the head Operating Expenses—Traffic be reduced by Rs. 100".

[Need for more express trains between Shoranur and Mangalore (Southern Railway. (143)].

"That the demand for grant on account under the head Operating Expenses—Traffic be reduced by Rs. 100".

[Persistent unpunctuality of Madras-Mangalore Mail (Southern Railway. (144)].

"That the demand for grant on account under the head Operating Expenses—Traffic be reduced by Rs. 100".

[Persistent unpunctuality of trains between Shoranur and Mangalore (Southern Railway). (145)].

"That the demand for grant on account under the head operating Expenses—Traffic be reduced by Rs. 100".

[Large number of defective and condemned bogies in trains in Kerala. (146)].

"That the demand for grant on account under the head Operating Expenses—Traffic be reduced by Rs. 100".

[Pressing need to increase the number of general coaches in Madras—Mangalore Mail. (147)].

SHRI MUKUNDA MANDAL (Mathurapur): I beg to move:

"That the demand for grant on account under the head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100".

[Need to convert Barnipur—Lakshmikantapur single line section into double one. (17)].

"That the demand for grant on account under the head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100".

[Need to convert the single line section of Barnipur—Diamond Harbour into double line. (18)].

"That the demand for grant on account under the head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100".

[Need to extend Sealdah Lakshmikantapur section up to Kulpi. (19)].

"That the demand for grant on account under the head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100".

[Need to convert Sonarpur—Canning single line section into double line section. (20)].

"That the demand for grant on account under the head Assets—

Acquisition, Construction and Replacement be reduced by Rs. 100".

[Need to construct a new railway line from Mathurapur to Raidighi in the Sealdah Division. (21)].

"That the demand for grant on account under the head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100".

[Need for construction of a new railway line from Mathurapur to Pathar Pratima in the Sealdah Division. (22)].

"That the demand for grant on account under the head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100".

[Need to electrify Mathurapur and Dhap Dhapi stations in the Sealdah Lakshmikantapur section. (23)].

"That the demand for grant on account under the head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100".

[Need to reconstruct/repair the bridges near Suryapur and Mathurapur stations in the Sealdah South section. (24)].

"That the demand for grant on account under the head Repairs and Maintenance of permanent way and works be reduced by Rs. 100".

[Need to repair the bridges near Suryapur and Mathurapur stations. (45)].

"That the demand for grant on account under the head Operating Expenses—Traffic be reduced by Rs. 100".

[Failure to construct a shade at the Down Platform of the Dakshin Barasat station in the Sealdah Lakshmikantapur station. (46)].

"That the demand for grant on account under the head Operating

Expenses—Traffic be reduced by Rs. 100".

[Failure to supply drinking water to the commuters in most of the stations in the Sealdah South section. (47)].

"That the demand for grant on account under the head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100".

[Failure to construct a new railway line from Budge Budge to Namkhana. (49)].

SHRI RAMAVATAR SHASTRI (Patna): I beg to move:

"That the demand for grant on account under the head Railway Board be reduced to Re. 1".

[Failure to extend Railway lines in proportion to the needs. (50)].

"That the demand for grant on account under the head Railway Board be reduced to Re. 1".

[Unsatisfactory extension of Railways. (51)].

"That the demand for grant on account under the head Railway Board be reduced to Re. 1".

[Failure to pay special attention towards extension of Railways in backward States. (52)].

"That the demand for grant on account under the head Railway Board be reduced to Re. 1".

[Need to convert Ara—Sasaram and Phatuha—Islampur Light Railway into main lines. (53)].

"That the demand for grant on account under the head Railway Board be reduced to Re. 1".

[Need to bring about a change in the policy of officials opposed to extension of Railways. (54)].

"That the demand for grant on account under the head Railway Board be reduced to Re. 1".

[Failure to put an end to bureaucracy controlling the Railway Board. (55)].

"That the demand for grant on account under the head Railway Board be reduced to Re. 1".

[Failure to make Railway Board a instrument of public service. (56)].

"That the demand for grant on account under the head Railway Board be reduced to Re. 1".

[Failure to put an end to anti-railway worker policy of Government. (57)].

"That the demand for grant on account under the head Railway Board be reduced to Re. 1".

[Need to grant bonus as deferred wage to Railway workers. (58)].

"That the demand for grant on account under the head Railway Board be reduced to Re. 1".

[Need to grant 8.33 per cent minimum bonus to Railway workers without imposing any condition. (59)].

"That the demand for grant on account under the head Railway Board be reduced to Re. 1".

[Need to abolish the condition of productivity linked with bonus to Railway workers. (60)].

"That the demand for grant on account under the head Railway Board be reduced to Re. 1".

[Failure to accept 8 point demands put forward by Indian Railways Workers Federation. (61)].

"That the demand for grant on account under the head Railway Board be reduced to Re. 1".

[Failure to form one union by merging all Railway Labour Unions. (62)].

"That the demand for grant on account under the head Railway Board be reduced to Re. 1".

[Failure to accept 6 point demands put up during the 1974 strike. (63)].

"That the demand for grant on account under the head Railway Board be reduced to Re. 1".

[Need to find solution of labour problems by holding consultations with all Railway Labour Unions from time to time. (64)].

"That the demand for grant on account under the head Railway Board be reduced to Re. 1".

[Need to recognise Indian Railways Workers Federation. (65)].

"That the demand for grant on account under the head Railway Board be reduced to Re. 1".

[Failure in declaring the substitute employees permanent after ending the substitute system. (66)].

"That the demand for grant on account under the head Railway Board be reduced to Re. 1".

[Need to give the remaining two dearness allowance instalments at an early date to the railway workers. (67)].

"That the demand for grant on account under the head Railway Board be reduced to Re. 1".

[Arbitrary attitude and irregularities in the allotment of Railway wagons. (68)].

"That the demand for grant on account under the head Railway Board be reduced to Re. 1".

[Failure in providing accommodation facilities to all the railway workers. (69)].

"That the demand for grant on account under the head Railway Board be reduced to Re. 1".

[Collusion of Railway Administration with capitalists in the allotment of railway wagons. (70)].

"That the demand for grant on account under the head Railway Board be reduced to Re. 1".

[Failure to stop the big industrialists from detaining the railway wagons for a long time and using them as godowns. (71)].

"That the demand for grant on account under the head Railway Board be reduced to Re. 1".

[Failure in giving recognition to the All India Loco Running Staff Association. (72)].

"That the demand for grant on account under the head Railway Board be reduced to Re. 1".

[Failure in eradicating the irregularities in the allotment of railway wagons. (73)].

"That the demand for grant on account under the head Railway Board be reduced to Re. 1".

[Need to re-instate all those railway employees who were victimised during 1974 Railway strike or later on by withdrawing the action taken against them. (74)].

"That the demand for grant on account under the head Railway Board be reduced to Re. 1".

[Failure in regularising the services of casual labourers by abolishing the system of casual labour. (75)].

"That the demand for grant on account under the head Railway Board be reduced to Re. 1".

[Failure to provide need based wages to Railways employees. (76)].

"That the demand for grant on account under the head Railway Board be reduced to Re. 1".

[Need to prescribe pay scale to Railway Employees equivalent to the pay scale given to the labourers in the Government owned factories. (77)].

"That the demand for grant on account under the head Railway Board be reduced by Rs. 100".

[Need to exclude Gaya Jn. of Eastern Railway from Mugalsarai Division and include it in Danapur Division. (78)].

"That the demand for grant on account under the head Railway Board be reduced by Rs. 100".

[Failure in establishing head-quarter of Zonal Railways in Bihar. (79)].

"That the demand for grant on account under the head Railway Board be reduced by Rs. 100"

[Need to increase the numbers of Zonal Railways by re-organising them. (80)].

"That the demand for grant on account under the head Railway Board be reduced by Rs. 100".

[Need to expand Jamalpur Railway Workshop. (81)].

"That the demand for grant on account under the head Railway Board be reduced by Rs. 100".

[Failure in checking irregularities in the workshop of Jamalpur Railway Factory. (82)].

"That the demand for grant on account under the head Railway Board be reduced by Rs. 100".

[Need to establish a Railway factory in Patna. (83)].

"That the demand for grant on account under the head Railway Board be reduced by Rs. 100".

[Failure in improving the poor catering arrangement in the Railway (86)].

"That the demand for grant on account under the head Railway Board be reduced by Rs. 100".

[Failure in making permanent the waiters working under Railway catering. (87)].

"That the demand for grant on account under the head Railway Board be reduced by Rs. 100".

[Need to lay down a policy to provide employment to at least one son/daughter of a railway employee (88)].

"That the demand for grant on account under the head Railway Board be reduced by Rs. 100".

[Failure to abolish contract system in Railways for good. (89)].

"That the demand for grant on account under the head Railway Board be reduced by Rs. 100".

[Need to give bonus to the personnel of Railways Security Force (RPF) like other employees of the Railways. (90)].

"That the demand for grant on account under the head Railway Board be reduced by Rs. 100".

[Unnecessary delay and practising deception in construction of railway bridge on the river Ganges at Dighaghat in Patna (Near Sada-kat Ashram). (91)].

"That the demand for grant on account under the head Railway Board be reduced by Rs. 100".

[Failure to declare ticket checking staff as running staff. (92)].

"That the demand for grant on account under the head Railway Board be reduced by Rs. 100".

[Failure to introduce totally departmental catering in Railways. (93)].

"That the demand for grant on account under the head Railway Board be reduced by Rs. 100".

[Failure to keep clean the inner and outer premises of Patna Junction of Eastern Railway. (98)].

"That the demand for grant on account under the head Railway Board be reduced by Rs. 100".

[Need to expand Patna Railway Junction Station. (99)].

"That the demand for grant on account under the head Railway Board be reduced by Rs. 100".

[Need to introduce a fast train from Patna to Delhi. (100)].

"That the demand for grant on account under the head Railway Board be reduced by Rs. 100".

[Need to introduce a fast train from Patna to Calcutta. (101)].

"That the demand for grant on account under the head Railway Board be reduced by Rs. 100".

[Need to introduce another fast train from Patna to Ranchi. (102)].

"That the demand for grant on account under the head Railway Board be reduced by Rs. 100".

[Need for reservation of sleeping berths in Tinsukia for the passengers of Patna. (103)].

"That the demand for grant on account under the head Railway Board be reduced by Rs. 100".

[Need to run Deluxe train via Patna more than twice a week. (104)].

"That the demand for grant on account under the head Railway Board be reduced by Rs. 100".

[Need to run Jayanti Janata Express between Muzzaffarpur and Delhi more than twice a week. (105)].

"That the demand for grant on account under the head Railway Board be reduced by Rs. 100".

[Need to run Jayanti Janata Express via New Delhi. (106)].

"That the demand for grant on account under the head Railway Board be reduced by Rs. 100".

[Failure to double Patna Gaya line, Eastern Railway. (107)].

"That the demand for grant on account under the head Railway Board be reduced by Rs. 100".

[Failure to construct a new railway line from Rajgir to Gaya, Eastern Railway. (108)].

"That the demand for grant on account under the head Railway Board be reduced by Rs. 100".

[Need to construct a new railway line from Bihta to Anugarh Narain Road via Vikram Paliganj Arwal, on Eastern Railway. (109)].

"That the demand for grant on account under the head Repairs and Maintenance of permanent way and works be reduced by Rs. 100".

[Failure to make the services of gangmen permanent. (122)].

"That the demand for grant on account under the head Repairs and Maintenance of permanent way and works be reduced by Rs. 100".

[Failure to accept the 21 point demands of Eastern Railway Engineering Kamgar union. (123)].

"That the demand for grant on account under the head Repairs and Maintenance of permanent way and works be reduced by Rs. 100".

[Need to grant CPC scales to all gangmen. (124)].

"That the demand for grant on account under the head Repairs and Maintenance of permanent way and works be reduced by Rs. 100".

[Failure to provide uniform to gangmen. (125)].

"That the demand for grant on account under the head Repairs and Maintenance of permanent way and works be reduced by Rs. 100".

[Need to improve the pitable lot of gangmen. (126)].

"That the demand for grant on account under the head Repairs and Maintenance of permanent way and works be reduced by Rs. 100".

[Need to take action against officials who suppress and harass the gangmen. (127)].

"That the demand for grant on account under the head Repairs and Maintenance of Motive Power be reduced by Rs. 100".

[Failure to replace old steam engines with new ones. (128)].

"That the demand for grant on account under the head Repairs and Maintenance of Motive Power be reduced by Rs. 100".

[Failure to provide necessary equipment for repairing locomotives. (129)].

"That the demand for grant on account under the head Repairs and Maintenance of Motive Power be reduced by Rs. 100".

[Need to make officials responsible for deterioration in running of trains. (130)].

"That the demand for grant on account under the head Operating Expenses—Traffic be reduced by Rs. 100".

[Supply of inferior coal to Railways. (131)].

"That the demand for grant on account under the head Staff Welfare and Amenities be reduced by Rs. 100".

[Inadequacy of male and female doctors in Danapur Railway Hospital, Eastern Railway. (133)].

"That the demand for grant on account under the head Staff Welfare and Amenities be reduced by Rs. 100".

[Paucity of vital medicines in Danapur Railway Hospital. (134)].

SHRI K. T. KOSALRAM (Tiruchendur): I beg to move:

"That the demand for grant on account under the head Railway Board be reduced to Re. 1".

[Failure to implement the assurance that Nagercoil-Tirunelveli-Tuticorin broad gauge railway line will be completed along with Trivandrum-Nagercoil-Kanyakumari broad gauge railway line (148)].

"That the demand for grant on account under the head Railway Board be reduced to Re. 1".

[Failure to construct broad gauge railway line between Tuticorin and Tiruchirapalli. (149)].

"That the demand for grant on account under the head Railway Board be reduced to Re. 1".

[Failure to convert metre gauge track in Southern Railway. (150)].

"That the demand for grant on account under the head Railway Board be reduced to Re. 1".

[Failure to implement the assurance of Rapid Transport system in the metropolitan city of Madras. (151)].

"That the demand for grant on account under the head Railway Board be reduced to Re. 1".

[Failure to run more trains between Madras and Tirunelveli. (152)].

"That the demand for grant on account under the head Railway Board be reduced to Re. 1".

[Failure to have gates in unmanned railway crossings in Southern Railway where frequent fatal accidents take place, for example the much needed gate at Nalumavadi in Tirunelveli District. (153)].

"That the demand for grant on account under the head Railway Board be reduced to Re. 1".

[Failure to provide passenger amenities like covered sheds and drinking later in the stations of Southern Railway. (154)].

"That the demand for grant on account under the head Railway Board be reduced to Re. 1".

[Failure to provide covered shed, weighing machines in Arumuganeri Station of Southern Railway, which is a prominent salt loading station. (155)].

"That the demand for grant on account under the head Railway Board be reduced to Re. 1".

[Failure to complete the expansion scheme of Madras Central Station. (156)].

"That the demand for grant on account under the head Railway Board be reduced by Rs. 100".

[Continuing thefts in goods under transhipment. (157)].

"That the demand for grant on account under the head Railway Board be reduced by Rs. 100".

[Inordinate delay in the transhipment goods from Metre gauge to Broad gauge in Southern Railway (158)].

"That the demand for grant on account under the head Railway Board be reduced by Rs. 100."

[Need to construct under-bridges and over-bridges and also rail gates at unmanned railway crossings. (159)].

"That the demand for grant on account under the head Railway Board be reduced by Rs. 100."

[Unsatisfactory service and poor quality of food in many stations of Southern Railway. (160)].

"That the demand for grant on account under the head Railway Board be reduced by Rs. 100".

[Need to provide more wagons for transporting salt from Tuticorin to eastern regions. (161)].

"That the demand for grant on account under the head Railway Board be reduced by Rs. 100".

[Failure to declare ticket-examiners as running staff. (162)].

"That the demand for grant on account under the head Railway Board be reduced by Rs. 100".

[Failure to replace old steam engines with new ones on the Southern Railway. (163)].

"That the demand for grant on account under the head Railway Board be reduced by Rs. 100".

[Need to provide uniform to Gangmen. (164)].

"That the demand for grant on account under the head Railway Board be reduced by Rs. 100".

[Need to form one union by merging all Railway Labour Unions. (165)].

"That the demand for grant on account under the head Railway Board be reduced by Rs. 100".

[Need to grant 8.33 per cent minimum bonus to Railway workers. (166)].

"That the demand for grant on account under the head Railway Board be reduced by Rs. 100".

[Failure to provide necessary equipment for repairing metre gauge locomotives of Southern Railway. (167)]

"That the demand for grant on account under the head Railway Board be reduced by Rs. 100".

[Failure to abolish contract system on the Railways. (168)]

"That the demand for grant on account under the head Railway Board be reduced by Rs. 100".

[Failure to absorb casual labour in their own zonal railways. (169)]

"That the demand for grant on account under the head Railway Board be reduced by Rs. 100".

[Failure to streamline the reservations for long-distance trains, particularly from Delhi to Madras, Delhi to Trivandrum, Delhi to Bangalore. (170)]

"That the demand for grant on account under the head Railway Board be reduced by Rs. 100".

[Failure to check robberies on long distance trains. (171)]

"That the demand for grant on account under the head Railway Board be reduced by Rs. 100".

[Failure to provide medical attention in the long distance trains. (172)]

"That the demand for grant on account under the head Railway Board be reduced by Rs. 100".

[Failure to provide emergency medical kits in AC and I class compartments of long distance trains. (173)]

"That the demand for grant on account under the head Railway Board be reduced by Rs. 100".

[Failure to stop the practice of using wagons as godowns by industrialists. (174)]

"That the demand for grant on account under the head Railway Board be reduced by Rs. 100".

[Failure to keep the long distance carriages in good sanitary conditions. (175)]

SHRI MOOL CHAND DAGA (Pali) I beg to move:

"That the demand for grant on account under the head Railway Board be reduced by Rs. 100"

[Failure of Railway Board to achieve its object because of the old Railway Act in force. (192)]

"That the demand for grant on account under the head Railway Board be reduced by Rs. 100"

[Large scope for reduction in infructuous expenditure being incurred by the Railway Board. (193)]

"That the demand for grant on account under the head Miscellaneous Expenditure (General) be reduced by Rs. 100".

[Need to enquire into the problem of over staffing and reduction in the infructuous expenditure. (194)]

SHRI VIRDHU CHANDER JAIN (Barmer): I beg to move:

"That the demand for grant on account under the head Repairs and Maintenance of Carriages and wagons be reduced to Re. 1".

[Need to supply more wagons to small entrepreneurs manufacturing salt at Bokaran in district Jaisalmer of Rajasthan as salt industry there is facing closure and labourers are being rendered jobless. (195)]

"That the demand for grant on account under the head Operating Expenses-Traffic be reduced to Re. 1".

[Need to introduce a new train proposed by Northern Railway Jodhpur to Jaipur between 6 AM to 1 PM and from Jaipur to Jodhpur between 2.30 PM to 9.30 PM. (196)]

"That the demand for grant on account under the head Assets-Acquisition, Construction and Replacement be reduced to Re. 1"

[Need to convert Delhi-Ahmedabad line into a broad gauge line. (197)]

SHRI N. E. HORO (Khunti): I beg to move:

"That the demand for grant on account under the head Railway Board be reduced by Rs. 100"

[Failure to convert narrow gauge line from Ranchi to Lohardaga and Muri to Purulia into broad gauge. (198)]

"That the demand for grant on account under the head Railway Board be reduced by Rs. 100"

[Failure to connect Lohardaga station with Tori station in order to minimise the distance between Ranchi and New Delhi. (199)]

"That the demand for grant on account under the head Railway Board be reduced by Rs. 100"

[Need of a first class waiting room at Bano station in South Eastern Railway. (200)]

"That the demand for grant on account under the head Railway Board be reduced by Rs. 100"

[Question of filling up all seats reserved for Scheduled Tribes in Railway Service. (201)]

"That the demand for grant on account under the head Railway Board be reduced by Rs. 100"

[Setting up of a Railway Service Commission at Ranchi to serve the Tribal population of mid-Eastern India. (202)]

"That the demand for grant on account under the head Railway Board be reduced by Rs. 100"

[Constituting a Zonal Railway to be called "Mid-Eastern Railway" with headquarters at Ranchi comprising Chakradharpur and Asansol Divisions of South-Eastern Railway and Dhanbad Division of Eastern Railway. (203)]

"That the demand for grant on account under the head Repairs and Maintenance of motive power be reduced by Rs. 100"

[Failure to replace old steam engines with new ones in South-Eastern Railway. (204)]

"That the demand for grant on account under the head Operating Expenses-Traffic be reduced by Rs. 100"

[Failure to construct a Passenger Shed at Govindpur Road station in the South-Eastern Railway on Hatia-Rourkela section. (205)]

"That the demand for grant on account under the head operating Expenses Traffic be reduced by Rs. 100".

[Failure to provide a passenger shed at Pokia, Kurkura, Karra, Lodehama and Bano stations on Hatia-Rourkela section on South Eastern Railway. (206)]

"That the demand for grant on account under the head staff Welfare and Amenities be reduced by Rs. 100".

[Need of a full-fledged Railway Hospital at Ranchi in S. E. Railway. (207)]

"That the demand for grant on account under the head Miscellaneous working expenses be reduced by Rs. 100".

[Allotment of work to Cooperative Societies of Scheduled Tribes. (208)]

"That the demand for grant on account under the head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100"

[Failure to construct a new Railway line between Ranchi and Gaya via Hazaribagh. (209)]

SHRI G. M. BANATWALLA: I beg to move:

"That the demand for a Supplementary Grant of a sum not exceeding Rs. 3,24,33,000 in respect of General Superintendence and Services be reduced to Re. 1"

[Failure to treat minimum bonus as deferred wages. (1)]

"That the demand for a Supplementary Grant of a sum not exceeding Rs. 9,28,24,000 in respect of Repairs and Maintenance of permanent way and works be reduced to Re. 1"

[Failure to treat minimum bonus as deferred wages. (2)]

"That the demand for a Supplementary Grant of a sum not exceeding Rs. 4,04,93,000 in respect of Repairs and Maintenance of Plant and Equipment be reduced to Re. 1"

[Failure to treat minimum bonus as deferred wages. (3)]

"That the demand for Supplementary Grant of a sum not exceeding Rs. 6,26,87,000 in respect of Operating Expenses—Traffic be reduced to Re. 1"

[Failure to treat minimum bonus as deferred wages. (4)]

"That the demand for a Supplementary Grant of a sum not exceeding Rs. 2,02,96,000 in respect of Staff Welfare and Amenities be reduced to Re. 1"

[Failure to treat minimum bonus as deferred wages. (5)]

"That the demand for a Supplementary Grant of a sum not exceeding Rs. 3,15,90,000 in respect of Miscellaneous Working Expenses be reduced to Re. 1"

[Failure to treat minimum bonus as deferred wages. (6)]

श्री एस. श्री. चक्रवाण (नादेड़) : अध्यक्ष महोदय, रेल मंत्री ने कल जो रेलवे का बजट इस सदन के अंदर पेश किया है उसका समर्थन करने के लिए मैं यहां पर खड़ा हूँ। जो फिरास रेलवे मंत्री के भाषण के अन्दर दी गई है उन को देखा जाए तो पेज नं. 6 पर ग्रास ट्रैफिक रिसीट्स 2545.35 करोड़ और एक्सप्रेडीचर 3583.47 करोड़ दिया गया है। यानी नेट डॉफिसिट 38 करोड़ 12 लाख रुपये का 1980-81 साल जब खत्म होगा उस के लिए उन्होंने बताया है। मुझे इस बात का पूरा एहसास है कि यह वोट आने एकांउट का डिस्केशन होने के कारण इसकी बहुत ज्यादा तफसील में जाने का मौका नहीं है। लोकिन फिर भी तीन चार चीजों की तरफ मैं खास तौर पर मंत्री महोदय का ध्यान खीचना चाहूँगा। उन्होंने यह सारा कारोबार संभालने के बाद जिस ढंग से इसके अंदर बहुत तेजी के साथ सुधार करना शुरू किया है उसके लिए मैं उन्हें बधाई देना चाहूँगा। एक तो थर्मल पावर स्टेशंस के पास कोयले की बहुत जबरदस्त कमी है

जिसका बसर पूरी इण्डस्ट्री पर होना लाजमी बात है। मुझे खुशी है कि रेल मंत्री ने अपनी स्पीच में कोयले के ट्रांसपोर्ट को बहुत बड़ी प्रायटरी देकर बहुत बड़ी संख्या में वैगन्स की उपलब्धि इस काम के लिए कर दी है जिससे थर्मल पावर स्टेशंस के लिए जो कोयला चाहिए वह वहां पर पहुँच सकेगा। इसका बसर होगा कि इण्डस्ट्री और एश्रीकल्चर दोनों के काम को लिए बिजली की जो ज़रूरत है उसको पूरा करने में बड़ी आसानी होगी।

पेट्रोलियम प्रोडक्ट्स के लिए भी जो उन्होंने प्रबन्ध किया है उसका भी हम स्वागत करते हैं। रेलों में पंक्वालिटी के सम्बन्ध में जो उन्होंने कहा है कि यह 84 प्रतिशत तक पहुंच गई थी लैंकिन वे इसके 95 प्रतिशत तक लाना चाहते हैं—यह प्रोजेक्शन जो उन्होंने किया है इसके लिए भी हम उनको बधाई देते हैं। जो ट्रेनेस कंसिल की गई थी उनको रेस्टार करने की बात भी उन्होंने कही है लैंकिन 65 पेयर ट्रेनेस के ही उन्होंने रेस्टार करने की बात की है जबकि कछ और ट्रेनेस भी हैं। मंत्री जी ने इस महीने के आखिर तक सारी ट्रेनेस को फिर से शुरू करने का वायदा किया है जो स्वागत-योग्य है। लांग डिस्ट्रेस ट्रेस के लिए भी मैं उनको बधाई देता हूँ। लैंकिन इससे ज्यादा बधाई उनको इस बात के लिए देनी चाहिए कि नाइर्जी-रिया, बंगलादेश और ईराक में रेलवे की तरफ से जो काम किया गया है वह बहुत अच्छा है जिसकी दूसरे देशों ने भी सराहना की है। इसके लिए जितनी भी बधाई दी जाये वह कम है।

मैं मंत्री जी का ध्यान खास तौर पर इस बात की ओर खीचना चाहूँगा कि रेल बजट में रेवेन्यू अर्निंज की जो प्रोजेक्शन्स दी गई है वह बहुत ही डिसब्यूट है, जिनको हम अच्छा नहीं समझते हैं। 1976-77 के बाद बजट में जो प्रोजेक्शन्स दिए गए उसमें अगर 222 मिलियन टन की जगह पर रिवाइज्ड एस्टीमेट 194 मिलियन टन का रहता है तो फिर रेलवे मिनिस्टर चाहे दण्डवते साहब हों या त्रिपाठी जी हों, यह फार्म्स तो रेलवे बोर्ड को तरफ से आती है और अगर इसमें इस तरह से कमी होती है तो उसका मतलब है कि इसमें कहीं कोई गडबड है और उनकी तरफ से ठीक ढंग से एस्टीमेट नहीं किया जाता है। मैं समझता हूँ यह बहुत सीरियस किस्म की बात है। रेलवे बोर्ड को प्राप्त असेसमेंट करना चाहिए। अगर दो-चार मिलियन टन की भी कमी हो तो भी उनके कैलकलेशन्स ठीक नहीं हैं लैंकिन यहां पर तो भारी फर्क नजर आता है जो बहुत सीरियस बात है। इस सम्बन्ध में मैं यह जानना चाहूँगा कि रेवेन्यू अर्निंज ट्रैफिक ले जाने की कैपेसिटी कितनी है, उसके मुकाबले में बजट में क्या प्रोजेक्शन था और उसका कितना रियलाईज-शन हुआ—अगर यह तीनों कीमतें हमारे

सामने हों तभी हम ठीक ढंग से अंदाज लगा सकते हैं। आज रेलवे का इतना बड़ा इस्टैच-लिशमेन्ट होते हुए भी 1980-81 के बजट में 38 करोड़ का डॉफिसिट दिखाया गया है जोकि एक सीरियस किस्म की बात है जिस पर विचार करना बहुत जरूरी है।

एक चीज की ओर मैं मंत्री जी का ध्यान और आकर्षित करना चाहता हूँ। रेल मंत्री ने कहा है कि नेशनल ट्रांसपोर्ट पालिसी कमेटी की रेकमेंडेशन्स आने के बाद रेल लाइनों और कन्वर्जन के बारे में अगले बजट में तफसील के साथ हाउस को बता सकेंगे। मेरे कहने का मतलब सिर्फ इतना ही है कि इस सदन में रेयूलर बजट पेश करने से पहले उनको इस बात की जानकारी होनी चाहिए कि कौन कौन सी चीजें हैं जिनके लिए काफी दिनों से लोगों में मांग है और उसके लिए जितना होना चाहिए था उसको वे नहीं कर पाये हैं।

अध्यक्ष महोदय, मैं खास तौर पर उनका ध्यान रेलवे बजट के भाषण के 11 पेज के उपर “न्यू लाइन्स, गेज कन्वर्शन्स एंड सर्वेज” की ओर खीचना चाहता हूँ। इसके अन्दर उन्होंने यह कहा कि जिन लाइन्स का काम शुरू हुआ है, उनको जल्दी-से-जल्दी पूरा करने की ओर वह ध्यान देने वाले हैं। मेरी उनसे यह प्रार्थना है कि इसको प्रायोरिटी देकर जो काम 1971-72 में शुरू हुआ है उसको पहले से पहले पूरा किया जाय। यह एक अच्छी पालिसी है, जिसके बारे में दो रायें नहीं हो सकती हैं। लैंकिन उस स्पीच के अन्दर यह कहा गया कि:

“The Manmad-Parbhani and Purli-Vaijnath conversion is also being progressed.”

उनसे मैं यह बात कहना चाहूँगा कि यह काम जब शुरू हुआ था, उस वक्त गवर्नमेंट की तरफ से और रेलवे बोर्ड की तरफ से यह कहा गया था कि हम दो साल के अन्दर इस काम को पूरा कर रहे हैं। वह कोई मंत्री की धोषणा थी, लेकिन मैं नहीं मानता हूँ। उन्होंने सारी जानकारी लेकर ही यह धोषणा बहां पर की होगी कि दो या तीन साल के अन्दर इस काम को, जो मनमाड से लेकर औरंगाबाद तक का हिस्सा है, हम पूरा कर रहे और आज हम देखते हैं कि पहले तो बसबारों में खबर आई कि 87 लाख रु. का रिजसका प्रोविजन किया

[श्री शंकरराव भाऊ राव चोहान]

गया था, बहुत जबरदस्त करटेलमेंट हुआ और वहां का काम बन्द होने जा रहा है और यह बात कही गई कि वहां का पूरा स्टाफ ट्रांस-फर किया गया है और 87 लाख रुपये करन्ट इयर का प्रो०विजन है और नैक्सट इयर का प्रो०विजन सिर्फ 47 लाख का है और उसका एस्टीमेंटेड एक्सपैंडीचर 10 करोड़ का है। दस करोड़ के मुकाबले में 87 लाख उसके बाद 47 लाख, इसके मायने यह है कि यह काम 10-20 साल तक पूरा होने वाला नहीं है। अगर सरकार की तरफ से यह कमिटमेंट किया जाता है तो मैं समझता हूँ कि सारी जिम्मेदारी के साथ, सारी चीजों की जानकारी लेने के बाद, इसके बारे में कमिटमेंट किया जाता होगा। जिस बात का वायदा दो साल पहले किया गया था, अगर इस तरह से उनको 10-20 साल लगेंगे तो मैं समझता हूँ कि यह बहुत ही गम्भीर किस्म की बात है, जिसके उपर रेल मंत्री साहब को खास तौर पर ध्यान देना होगा।

एक बात जिसके बारे में मैं उन्हें धन्य-बाद देना चाहूँगा—वह है बोनस के सिलसिले में जो मांग रेलवे के मजदूरों की तरफ से चल रही थी, उसको सरकार ने फैरन मन्त्री किया और उस के लिए प्रो०विजन किया ताकि रेलवे मजदूर एक अच्छी हालत में काम कर सकें। इस प्रकार का माहौल पैदा करने के लिए मैं उन्हें बधाई देता हूँ। मुझे आप से यह जरूर कहना है कि यह काम हाते हुए भी रेलवे मजदूर की तरफ से और रेलवे आफिसर्स की तरफ से, जिस काम की उम्मीद रेलवे मंत्री साहब ने अपने भाषण के आखिरी फैराश्वाफ़ में की है; अगर वह पूरी नहीं होगी तो बहुत ही सीरियस बात होगी।

हम उनसे यह इल्लजा और प्रार्थना जरूर करेंगे कि उन की जो जायज मांगे हैं, उनको पूरा करना हम लोगों का काम है। और साथ-ही-साथ जो सारे देश की जिम्मेदारी है, उस बात को निभाने की जिम्मेदारी भी वह उठायेंगे, बगर मैं उनसे ऐसी उम्मीद करूँगा यह नजायज बात नहीं होगी, ऐसा मैं भानता हूँ।

अध्यक्ष महोदय, मैं दो-तीन चीजें और यहां कह कर अपना भाषण समाप्त करूँगा।

एक तो यह कि रेलवे मंत्री साहब को एक और चीज के लिये मुझे बधाई देनी है। उन्होंने कल्याण पावर हाउस स्टेशन के लिए 100 मेगावाट का प्रो०विजन रखा है, जिसकी मांग बहुत दिनों से वहां पर चल रही थी, उसके लिए हम उनको बधाई देते हैं। लेकिन बजट के अन्दर प्रो०विजन इतना कम है कि 110 मेगावाट का पावर स्टेशन बनाने में मुझे लगता है कि 10 या 20 साल लग जायेंगे। इस किस्म के प्रो०विजन को जो आपने इनशेइट किया है, उसको फैरन पूरा करना चाहिए। मेरा कहना है कि काम तो अच्छा है, उसको किया जाए, लेकिन प्रो०विजन इतना कम रखा है कि जिसकी वजह से उस काम के होने में बहुत देरी होने वाली है। यह काम बहुत अहम है और उस अहम काम को करने के लिए मैं आपसे प्रार्थना करूँगा कि इस के अन्दर क्छु और बढ़ावेतरी करके जल्दी से जल्दी पावर स्टेशन लगाया जाए ताकि पूरी रेलवे लोडों के लिए जितनी इलैक्ट्रिसिटी की जरूरत है, उसको पूरा करने में आपको मदद मिल सके।

13 hrs.

मैं एक-दो बातें और रखना चाहता हूँ। मनमाड-परमनी-परली लाइन के बारे में, प्र०. दण्डवते रेल मंत्री थे, हम एक डेपैटेशन लेकर उन के पास गये थे और उन से अनुरोध किया था कि यदि इस लाइन को मनमाड-परमनी-घुग्स वाया आदिलाबाद ज्वाइन नहीं करते हैं, तो वहां पर वर्धा-बैली का जो कोल सक्यूट्स रूट से यानी परली-बैजनाथ हो कर आता है और उस के कारण मेन-लाइन पर जो प्रेशर रहता है, उस को कम नहीं कर सकेंगे। इस लाइन के बना देने से यह कोयला शार्ट-रूट से आ सकेगा और परली, बैजनाथ, नासिक और उम्मीदी के पावर-स्टेशन के लिये, जिन का प्रपोजल प्लानिंग कमीशन के पास है, उपलब्ध हो सकेगा। इस के साथ ही कोयले के ट्रांस्पोर्टेशन का सर्व भी कम हो सकेगा। इस लिये जरूरी है कि जब आप रेगुलर बजट पेश करें तो इस के बारे में भी उस में प्रो०विजन होना चाहिए। इस लाइन का

सबै हो चुका है और उस सबै में लाइन को काफी अच्छी और प्रभावितिंग कहा गया है, इस किस्म का कान्क्लजन उस में निकाला गया है। मेरी प्रार्थना है कि आप इस की व्यवस्था अवश्य करें, क्योंकि ऐसा करने से कायला तथा सीमेन्ट, जो चन्द्रपुर से मिल सकता है, उस को लाने में कायाबी होगी।

कर्णडवाडी-रामगुण्डम व्हाया डेगलूर लाइन भी बहुत महत्वपूर्ण है—इस की तरफ हमें विशेष ध्यान देना चाहिये। इस के अतिरिक्त आन्ध्र-महाराष्ट्र की तरफ से बम्बई के लिये एक दूसरी लाइन नान्दें-कल्याण व्हाया भीर और दरराधाट बना दी जाय तो इस से घाट सैक्षान पर जो प्रेशर पड़ता है, वह कम हो जायेगा।

अब मैं साउथ-सैन्ट्रल और सैन्ट्रल के वकिग के बारे में कुछ कहना चाहता हूँ। खास तौर पर इनमाड स्टेशन पर बहुत जबरदस्त गडबड नहीं आती है। ये दोनों डिवीजन इस स्टेशन पर मिलते हैं। मोटर गेज वहां हांने वाली है कि जिसकी वजह से उस के खत्म होती है लेकिन वहां पर कोई कोआ-डिवेशन नहीं है। मैं यह कहना चाहूँगा कि आप मनमाड स्टेशन पर खुद जा कर देखें कि वहां क्या हालत है। वहां पर जरा भी सफाई नहीं, जिस दूर से वहां पर यात्री उतरते हैं, उन के ठहरने के लिये वहां कोई इतजाम नहीं है और न कोई जोड़ है। हम ने प्रो. दण्डवते साहब से कहा था कि आप वहां पर दारिश और धूप से ध्वने के लिये शेड की व्यवस्था अवश्य कीजिये लेकिन अभी तक कोई शेड नहीं बना है। वहां से जो पचवटी एक्सप्रेस चलती है उस में जानवरों की तरह से लोग मर कर जाते हैं, बैठने का तो कोई स्थान मिलता ही नहीं। मैं चाहता हूँ कि आप मेहरबानी कर के इस को खुद देखें उस लाइन पर सफर कर के वहां के लोगों की दिक्कतों को समझ कर उस में सुधार लायें।

13.03 hrs

ANNOUNCEMENT RE SITTING OF THE HOUSE

MR. SPEAKER: I have to make one announcement.

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(Genl. Dis.), D.G. 1980-81
and D.S.G. for 1979-80

As agreed at the meeting, the House will sit to-day till 7 P. M. in the evening to have more time.

We now adjourn for lunch to meet again at 2 P. M.
1304 hrs.

The Lok Sabha adjourned for Lunch till Fourteen of the Clock.

The Lok Sabha reassmbled after Lunch at three minutes past Fourteen of the clock. ..

[Mr DEPUTY-SPEAKER in the Chair]

RAILWAY BUDGET, 1980-81
GENERAL DISCUSSION, DEMANDS
FOR GRANTS ON ACCOUNT
(RAILWAYS), 1980-81 AND SUP-
PLEMENTARY DEMANDS FOR
GRANTS (RAILWAYS), 1978-80
Contd.

SHRI BHAGWAT JHA AZAD (Bhagalpur): Mr. Deputy Speaker, Sir, I wish our revered and respected Panditji had been here to hear us, but we are told that from his temporary illness he has recovered and we pray that he should as early as possible come to the House after having fully recovered from his illness. Sir, as short as this Budget is, so short is my comment. As limited as the objective is, so limited are my remarks too. I would not like to open my speech with the narration of the dismal failure of the Janata Party Government on the front of railways. But I would prefer to open my speech with my congratulations to the Railway Minister for his paying attention to the backward areas, left-over schemes neglected projects and also his paying attention to the so far unseen and unsung areas, to attend to the prime needs of the areas which have so far not been seen. We know that he has in this Budget given special attention to the conversion of lines, for new lines, and also to

[Shri Bhagwat Jha Azad]

the prime need for doubling line between Kiul and Bhagalpur. We congratulate him. I am surprised that a friend who opened this debate on behalf of the opposition said that there should be no more new lines, no doubling of lines, till we get our lines.

He forgets that unless commercially viable lines are there to earn more profits for the railways or doubling of railway tracks so that there could be more traffic, they would not have any revenue left for there new lines which they have included in the Plan. I am sure the hon. Member who opened the debate on behalf of the Opposition side, spoke more of ignorance and was pleading for more for his area. We have, as I said, in this debate only limited comments. It is unfortunate that in a few years we had the failure on all fronts so far as railway was concerned. Being a participant in the Railway Budget since 1952, in this House on all occasions, I was surprised to find the turn over of railway wagons. How dismal it was! It was brought by the previous Government, that is, the Congress Government to such a feet. But it was brought down in 30 months by the succeeding Government to such a dismal failure. One fine morning I read a newspaper item that a hundred odd trains had been increased. I was a little surprised. How could Mr. Madhu Dandavate play this wonder to produce railway coaches and wagons for carrying the passengers, and goods in so short a time? Then I thought that it was the fertility of his brain and being professor that he wanted to give lollipops and he did give us by curtailing the longer trains with 20, 25 or 35 bogies to 10, 8 and 5 and said 10 and behold. Now, the trains are running with 5 or 8 bogies and they are over crowded passengers sitting on the top, on the foot-board and everywhere all round. Please be frank, honest and true to the

people. Tell us how could you increase the number of trains? You cannot increase the number of wagons and coaches overnight. We can understand that. But don't say that you have introduced 200 new trains. What is the result? You have cut the number of bogies from 20 or 10 to 5 or 8 and made them as new trains. You have played this trick. Don't play jugglery? We also understand these things. So, Sir, I wish that such a kind of thing will not be done again.

I come from Bhagalpur and this city is not on the Grand Trunk route nor it is on the Northern line. But it is just a line. Only one train, that is, Upper India Express goes there from Delhi. It leaves here at about 9 O'clock in the evening and reaches Bhagalpur second day night at about 2 A.M. We can say that it reaches Bhagalpur at about 6 A.M. on the third day because the trains are running late. We thought that by the time we have taken over, the trains would run in time. But Prof. Madhu had put so much 'madhu' in those trains that they have not been running in time even now. I do not know why it has happened. The same trains, the same engines, same bogies, the same drivers, the same coaches, everything is the same. They used to run in time during Emergency. We got brilliant friends then. But after the Emergency, they could not run the trains in time. They put them much more behind the clock. We wish that our friends who are there will be able to do it. Let us wait for another 3 months, I suppose. How many months should we wait to get the trains run in time, Mr. Madhu?

SHRI K. MAYATHEVAR (Dindigul): 3 years.

SHRI BHAGWAT JHA AZAD: Then there is no hope again. After a long long cry of ours when we told them that *train ka chakka jam rahega*—I had made all preparations for it to put the trains out of gear and out of

line in this part of the country—they gave us the Tinsukhia train. I must also congratulate Mr. Kaul who is not in the Railway Board now and one Mr. Sachdev who is still in the Railway Board, who went to Bhagalpur and saw the position themselves. Then they put Bhagalpur on the railway map. Now, Vikramshila is starting from Bhagalpur and Bombay-Bhagalpur Janata trains are also running from this point. But so far they just gave us these trains but no facilities have been given. We have to wait hours and hours. Imagine how much loss the railways would have to put up with and how much man-hour is lost by the people due to late running of these trains. Now, they have included Kiul-Bhagalpur section. Now, Mr. Dandavate, when he has the Railway Minister, had promised that he would fulfil the wishes of the people of this region. Now, I hope before the next budget is out, it will be completed and the remaining schemes will be included in the next budget. I can tell you that if you cannot accommodate this line in the next budget, I would give you a very good welcome in that part of the country, which you will remember all your life. I know how to do it. No more tricking with us, no more saying that this is still under survey. Please complete the survey and give us the double line or stop your Vikramshila and Tinsukhia trains and let us go into the old dark days in this country and we do not need your trains. Do not give us lollipops, biscuits and chocklates. I hope, this will be done.

The Vikramshila train which runs twice a week in that part of the country has been very useful and profitable. I would request you to make it run daily and immediately at least four days a week. You have given us Tinsukhia, but have put certain restrictions on it. Patna is the capital of Bihar State and Bhagalpur, my constituency, is the divisional town. But we cannot entrain the train at these stations. We cannot get tickets and there is a limitation. I would make

a suggestion. For 11 Up and 12 Down Kalka mail, you have made an exception between Mughal Sarai and Patna. Please extend such a rule here also and make an exception between Patna and Bhagalpur so that we can entrain in Patna and get down at Bhagalpur and vice-versa. I have written you letters. Please remember this and get it done.

Unfortunately, I do not know whether it is the Railway Minister or the Finance Minister, who deals with the general budget, who does not see to it. I have seen this time that there is a large cut of the railway budget affecting new lines and viable and commercially profitable lines. I would request the Finance Minister to allocate more funds not for every line, but for profitable and commercially viable lines which can give more revenue so that you pay back your lines and also put new lines. In this respect, the Government have been very conservative. Let them be wise in one point; loan should be given to the railways to put new commercially viable projects.

Then, my second advice to the railways is to have their own power plants. My brilliant friend, the Energy Minister, is toying with an idea that since we have not been able to produce the required energy, and we have failed, let it go over to the private sector. A wonderful idea, a new idea. I do not want to say anything. One of my friends from the organization, one General Secretary, has also told him that as there is the law and order problem also, that should also be handed over to the private sector. Railways are the biggest undertaking and it should be run profitably. Please examine the idea of having your own power projects. You in the railways have vast requirements of electricity. Why not have your own power plants? Even otherwise the Government will have to put up large power projects in the country. I invite you to Colganj near Bhagalpur or Saharaganj, where we have got huge Lalmatia coal mines. Millions and millions of tonnes

[Shri Bhagwat Jha Azad]

of coal is there. You have the Ganga water at Kahalganj. You can have there your own power plants to run your railways. I would suggest that the Railways may examine this idea.

Lastly, you have to prove now that you can give good administration in railways. At least on one front, I am happy at their performance during the last three years. Whenever there was some agitation, he said: "Give them some increase." You gave them. That increase now is leading to hundred crores of rupees. You have to pay them some additional amount also. All right, pay them. Bonus is also right. Productivity bonus is the only answer in this country. You have given them bonus. As one of my friend, Shri Chavan, said; having given all these facilities, you must see that the efficiency in the railways improves. If you give them bonus, so much so good. Give them other facilities also, but let the people who pay the taxes, mostly those who pay the indirect taxes, have proper benefit of the railways.

MR. DEPUTY-SPEAKER: Prof. Dandavate did not give us bonus.

SHRI BHAGWAT JHA AZAD: I am not complimenting him; he only gave lectures; it is we who gave it. That always happens. There are some who make noise and others who do. He is a professor; we compliment him for the theory but so far as implementation is concerned, it is our lot to implement it; we have done it. Railways should consider this aspect. It is now not possible in this country to go on increasing facilities like bonus and other things and not improve things. There is a lot of corruption in the railways. There is one Jamalpur factory near Bhagalpur. They advertised for class III and class IV posts in 1978 and asked for applications in May; they held an interview in December 1979 and gave appointments in January 1980, before we took over. There was corruption galore. I want to know from the hon. Minister who is deputis-

ing for Kamalpathiji: is it not the rule or convention in the Railways that the wards of employees who are working or who have retired would be given preference, if they are found suitable? Nothing like that was done. There was corruption galore. Bring 5,000 or 6000; you get the job. The Government, after this massive mandate should have the courage to clean this administration and give us efficient management in railways; the trains should be made to run on time; if not people know how to resort to direct action.

SHRI M. M. LAWRENCE (Idukki): The Minister of Railways had sought the goodwill of this House and there a question arises. The goodwill of this House means the goodwill of the people. But without proposing the construction of a single km of railway track in states like Kerala and Tripura, can he earn the goodwill of people of Kerala and Tripura? The Minister has also not mentioned as to what has been done about the grants to the states in lieu of railway passenger tax. From memorandum submitted by the Government of West Bengal to the 7th Finance Commission, it is seen that only about Rs. 16 crores have been granted although it should be of the order of at least Rs. 60 crores at the 10.7 per cent level which was recommended by the sixth Finance commission. This applies to all the states and as such can the railway Minister without fulfilling those responsibilities to the people of various states earn goodwill?

I should say that as a new member I do not know what is the corporate plan that the railway authorities have finalised upto the year 1989? I am also informed that there are similar plans formulated by the committee on motive power plant, the committee on augmentation of coaches and the recently formed committee on energy consumption in the railways to be headed by Shri H. K. Bhalla. No mention of these com-

mittees has been made either in the speech or in the budget papers supplied to us. I do not know if the railway minister thinks that Members of Parliament should have information from outside sources or only give a seal of approval to the reports placed by the Railway Board which functions as the railway ministry also! Can any goodwill be generated on that basis?

Let us take for example the position of the travelling public. In 1950-51 when there were 1284 million passengers originating, the number of coaches were 13022. In 1977-78 the passenger originating went up to 3504 millions, registering a 172.9 per cent increase while the number of coaches only increased to 26,572 i.e. 102 per cent while during this period the lead kilometers in the suburban sections were 29 per cent and nonsuburban 24 per cent. This means that the overcrowding which was complained of even as far back as in 1950-51 has now increased to more than double and the passengers are suffering this this overcrowding for longer duration. Can a Railway Minister expect goodwill from the passengers in such circumstances?

For the past 32 years the plans formulated in the railways had not taken into account the needs of the people. New railway lines were not built as it should have been, adding only about a thousand track kilometres during the past 10 years. The backward areas are very much suffering due to want of proper railway lines. For example, Tripura cannot undertake any industrial expansion unless rail link is established. The whole proposal on new lines in the Railway Minister's speech does not touch the Tripura and Kerala. For example, in Kerala, the Idukki Constituency I represent in this House—not an inch of railway is there. This is the same constituency which was represented by Mr.

Stephen in the 6th Lok Sabha. This is the foremost place which produces valuable cash crops and serving the nation by earning hundred crores of foreign exchange. So also the Alleppey Cochin line which was included in the last budget is not there. It has been given a good burial. This is a step-motherly attitude towards Kerala. So, in such circumstances can he expect the good will of the people?

The Railway Minister has not mentioned a single word about the accidents that have been caused during the past years. Hundreds of people have died and the figure of injured, must have touched a thousand. He has not stated the reasons for these accidents. According to the Committee on Coach Augmentation 3400 coaches, about 13 per cent though over-aged are still being put to use. The Minister himself admits that in Bombay area 108 EMU coaches have become over-aged. According to the Railway Mechanical Code published on 12th March, 1940, para 15.25 all the steam engines now in use and the first 2 batches of electric and diesel locomotives are over-aged and due to be replaced. The Menezes Panel had expressed concern that the electrification is causing some disturbance in the points and signals. But no enquiry has been made in this respect. Does the Railway Minister expect goodwill from the dead or injured passengers who suffer because of the defects in railway planning and lack of safety consciousness while introducing higher technology?

The Railway Minister takes the claim of having recorded an increase in wagon loading. But what is the position of coal? He himself admits that for want of coal several passenger trains remained suspended and while the railway authorities blamed the Coal India Limited authorities for not supplying the coal, the Coal India Ltd., complaints about lack of wagons. What is the cause of this muddle?

[**Shri M. M. Lawrence]**

During the last session, my hon. colleague, Shri Jyotirmoy Bosu had raised a question that there is a powerful transport lobby which is working in the Railway Board for transfer of freight to road transport whose share during the past 30 years has risen astronomically in the total transport while the railways' share has gone down. But the Railway Minister has not indicated as to what steps he has taken about this allegation. If after all he expects the goodwill of the House, it would mean that the M.Ps are reduced to the position of lackies of Railway Board who are expected to applaud any time any document is placed by the Minister of Railways.

The Railway Minister has mentioned about some stoppages of work, go slows etc., by unrecognised associations. But I see from the Report of Inland Transport Committee (I.L.O.) of its 10th session—Geneva 1979, that the Government of India has reported that workers employed by the Indian Railways are covered by the Industrial Disputes Act, 1947 which provides for the settlement of unresolved disputes through conciliation when this is not possible through arbitration and adjudication. If this statement is true, then the Railway Minister must have the figures as to how many cases or disputes raised by the so-called unrecognised associations have been referred to for arbitration or adjudication. I have at least one case of South Central Railways Employees' Union in which the authorities have refused to refer a case for adjudication for which a Failure Report No. L. 41011(7)/79-D.II(B) of 6th February, 1979 was submitted. The position is that the authorities refuse even to accept joint appeals or memorandum from those associations on the ground that they are unrecognised, as a result of which grievances of the railway workers are not finding any settlement and struggles are bursting out. Take for example the grievances of over three lakhs of casual workers. I am informed that

they are still casual because the railway authorities have not changed the gang strength inspite of their changing the 55 km railway track iron sleepers and sometime concrete sleepers which require more ballast cushion than before. Thus there is a terrible increase of work load on the existing gangmen while the workers are forced to work as casual labour on a mere pittance.

Similar is the case of volunteer booking clerks. This is worse than bonded labour. They are asked to work for three hours like any other commercial clerks but paid wages even less than a casual worker with no prospect of being absorbed or given permanent service. Can anyone deny the right of the workers to resort to agitation if the authorities do not settle their genuine grievances? Take for example the question of wages of railway workers. They are the worst among the entire public sector undertakings and the difference is about Rs. 200 per month at the lowest scale of pay. The wage trend of railway workers throughout the world as seen from report No. 3 of inland transport committee (ILO) for its tenth session, that the railway workers receive more pay than the manufacturing workers. But in our country a manufacturing engineering unit in West Bengal employing more than 1000 workers pays Rs. 200 more than what a railway employee gets. The technology adopted in Kancharapara workshop or the CLW is perhaps better than any other engineering industry. But they continue to get a lower wage. The colonial wage system is still prevalent in the Indian Railways. Can the Railway Minister blame the workers if they agitate against this? Or does he expect goodwill from these railwaymen simply because productivity-linked bonus has been granted. In steel industry this productivity linked bonus is called performance bonus and the workers get statutory minimum bonus over and above the performance bonus. So, why this dis-

discrimination? With this discrimination, does he expect the goodwill of the railwaymen who are also the people who have voting rights?

In the end, I should request the hon. railway minister to think over these problems so that while presenting the regular budget he can take the Members of Parliament into confidence, rather the people into confidence, in order to earn their goodwill without which such a big industry as the railways—which is perhaps the second largest in the world, next only to the USA—cannot be run smoothly and efficiently.

डॉ. राजेन्द्र कुमारी बाणपेयी (सीतापुर): उपाध्यक्ष महोदय, मैं रेल मंत्री जी को इस बात के लिए धन्यवाद देती हूँ कि उन्होंने कुछ नये सुधार की बात अपने इस बजट भाषण में रखी है। लेकिन साथ ही साथ उन के भाषण से ही यह साफ है कि पिछले तीन वर्षों को अन्दर जनता सरकार में रेलवे के अन्दर भी काफी इनएफशेंसी आई है। उस के कारण बहुत सा घाटा और रेवेन्यू का लास हुआ और लोगों को उस से बहुत तकलीफ उठानी पड़ी है। स्वयं रेलवे मंत्री ने अपने बजट में इस बात को कहा है कि पंक्त्युअलिटि का लास बहुत ज्यादा हुआ। इस में उन्होंने कहा है—

"After achieving over 93 per cent punctuality of performance during 1976-77, the percentage slumped to about 84 per cent by the end of 1979."

यह बात हम सब लोग जानते हैं कि पिछले दो ढाई वर्षों में रेलवे की पंक्त्युअलिटी बहुत ही कम हो गई थी और 8-8, 10-10 और 12-12 घंटे तक दौनों का लेट आना जारी हो गया था। लोग यह कहने लगे कि एमजैसी के बक्त तो रेल के आने से, जब रेलगाड़ी प्लैटफार्म पर आती थी उस से हम घड़ी मिला लिया करते थे, इतनी पंक्त्युअलिटी थी, आज क्या हो गया है? तो उस समय जो बीमारी लगी रेलवे विभाग और रेल के चलाने वालों को और जो पंक्त्युअलिटी में कमी आई, समय पर गाड़ी चलती नहीं थी, अभी तक वह बीमारी

दूर नहीं हो पा रही है। मुझे बहुत है कि यह हालत इस सरकार के समय में नहीं होनी चाहिए। सारे विभाग को बता देना चाहिए कि एफीसिएन्सी और पंक्त्युअलिटी जो खत्म हो गई थी, तीन साल तक हमने जिसको देखा कि लोगों को एक लाइसेंस सा दे दिया गया था उसको अब नहीं चलने दिया जायेगा। अब रेलवे समय पर चलेगी क्योंकि इसका असर सभी के उपर व्यापक रूप से पड़ता है—इण्डस्ट्री पर भी पड़ता है और जनजीवन पर भी पड़ता है तथा ट्रेंड और कार्मस पर भी पड़ता है। इसलिए इस पर विशेष ध्यान देने की जरूरत है।

दूसरी चौज यह है कि बजट में मार्डनाइंज-जेशन और एक्सपैशन के लिए कुछ प्रोग्राम्स रखे गए हैं। हमारा देश बहुत बड़ा है और हमारे पास फँड़स की कमी भी हो सकती है। साथ ही मंत्री जी ने अपनी स्पीच में स्वयं कहा है जिसकी तार्फ़ करते हुए मैं कहना चाहती हूँ कि सरकार इस पर विशेष गौर करे। ऐसा कहा गया है :

"As a major transport system, the Railways have not been receiving need-based resources with the result that there has been a progressive deterioration in operations and performance in all spheres."

यह बहुत ही विचार करने वाली बात है कि अगर नीड-वेस्ड एलोकेशन नहीं होता है, और जैसा कि हमने देखा कि जो प्लान आउट-ले इस बजट के लिए रखा गया है वह दही है जोकि 1979-80 के लिए था और अगले साल 1981-82 के लिए भी वही रखा जायेगा जो फिर हम कैसे आशा करें कि नये काम आगे बढ़ेंगे और वह पूरे हो सकेंगे। कुछ छोटी लाइनों को ब्रॉडगेज में बदलने का प्रावधान किया गया है। 1978 में प्लानिंग कमीशन ने एक कमेटी भी बनाई थी—नेशनल ट्रांसपोर्ट पालिसी कमेटी—जिसके द्विकारार्थ कौन-कौन सी नयी रेल लाइनें निकलें, यह सारी बीजें थीं लेकिन अभी-तक उसकी रिपोर्ट नहीं आई है। बजट में नये प्लान्स के लिए ज्यादा रूपया नहीं रखा जा रहा है ऐसी स्थिति भी अगर वह कमेटी अपनी रिपोर्ट देती है तो क्या सरकार उसके

[डा. राजेन्द्र कुमारी वाजपेयी]

उपर अमल नहीं करेगी ? आज इस बात की बड़ी जरूरत है कि बैंकबर्ड एरियाज में नयी रेल लाइनें निकाल कर हिन्दस्तान के मैप में उनको जोड़ा जाए ।

मैं सीतापुर कंस्टीटुएन्सी को रिप्रेजेन्ट करती हूँ । वह एसा बिन्दु है जहां पर डेढ़ सौ कारखाने मूँगफली का तेल निकालने के हैं । वहां पर प्लाईवुड का बहुत बड़ा कारखाना है, वहां पर लकड़ी का बहुत बड़ा काम होता है । वहां पर सैकड़ों राइस मिलें हैं । सीतापुर और लखनऊ के बीच में इतनी कम दूरी होते हुए भी डेढ़ घंटे में आप कार से तो जा सकते हैं लेकिन रेलगाड़ी का कोई इन्तजाम नहीं है । सीतापुर के औद्योगिक रण के लिए बहुत जरूरी है कि सीतापुर को लखनऊ के साथ बड़ी लाइन से जोड़ा जाए । अगर सीतापुर को लखनऊ के साथ, जाँकि प्रदेश की राजधानी है, बड़ी लाइन से जोड़ दिया जाता है तो फिर सभी जगह के लिए रेल बैगन चल सकते हैं और आगे चलकर वहां पर इण्डस्ट्री का बहुत विकास हो सकता है । हमारी पालिसी यह होनी चाहिए कि बड़े-बड़े नगरों में इण्डस्ट्री को केन्द्रित न किया जाए बल्कि ऐसे स्थानों पर उनको प्रोत्साहित किया जाए जहां पर इण्डस्ट्रियल ग्रोथ के लिए जगह है और जहां पर उसके लिए रा-मैटीरियल है । उन स्थानों पर ही औद्योगिक रण की सुविधाएँ प्रदान की जायें ।

अभी लखनऊ मेल में सीतापुर के लिए दिल्ली से एक कोच लगती है जाँकि प्रातः चार बजे शाहजहांपुर में काट दी जाती है । चार पाँच घंटे के बाद वह सीतापुर जाती है । इस बीच यात्रियों की दुर्दशा हो जाती है । इसलिए यात्री सीधे लखनऊ आते हैं और वहां से सीतापुर जाते हैं । अगर सीतापुर को लखनऊ से बड़ी लाइन के द्वारा जड़ दिया जाए, जिसके लिए लोगों की बहुत मांग है तो उससे बड़ी सुविधा होगी । जैसा कि इस बजट में भी मन्त्री महोदय ने कहा है कि ऐसी लाइनें जो कार्मिशियल इन्डस्ट्री की इष्ट से हो सकती हैं और जो रुपयों की इष्ट से हम समझते हैं कि और रिवेन्यू भी ला सकती है, ऐसी लाइनों का

हमें बढ़ाना चाहिए, यह कोई बहुत खर्चों की चीज़ नहीं हो सकती है, जितना उस पर खर्च लगेगा, उससे ज्यादा गवर्नरमेंट को कायदा होने वाला है, बैनिफिट होने वाला है । इसलिए मैं चाहती हूँ कि इस पर विशेष खर्च किया जाए और नए कार्यक्रम में इसको जरूर लिया जाए ।

एक बात मैं इस अवसर पर और कहना चाहती हूँ । आज कल रेलों में सफर बहुत ही खतरनाक सा हो गया है । इतनी चोरियां, इतनी डर्कीतियां और आए दिन रेलवे कम्पार्ट-मेंट के अन्दर मर्डर भी होते हैं और ये खबरें हम अखबारों में देखते भी रहते हैं । मैं मंत्री महोदय से पूछना चाहती हूँ कि रेलों में प्राटेक्शन का क्या इन्तजाम होता है ? बहुत सी जगहों पर यह होता है कि फर्स्ट-क्लास कोच में जो अटेंडेंट या कन्डक्टर रहता है, कहीं-कहीं पर वो स्टेशनों के बीच में उनकी ड्यूटी होती है । मान लीजिए—दिल्ली से चले और कानपुर तक उनकी ड्यूटी है, उसके बाद वहां से इलाहाबाद और आगे के लिए उनकी कोई ड्यूटी है, यह पता नहीं चलता है । बहुत बार ऐसा होता है कि लोगों को अनवधाराइज्ड तरीके से भी ढैठा दिया जाता है और उससे हमारी कोई सेफ्टी नहीं रहती है, तो इस संबंध में विशेष प्रबन्ध करने की आवश्यकता है कि कैसे हम रेल के अन्दर सुरक्षित चल सकते हैं और हमारी जिन्दगी सुरक्षित रह सकती है । जिस प्रकार से राह चलते क्राइम बढ़ गया है, उसी प्रकार से रेलों में क्राइम बढ़ गया है । इसलिए मैं यह जरूर चाहती हूँ कि सरकार इस पर विशेष गोर करके ध्यान दें ।

अन्त में सरकार ने बोनस के लिए जो रुपया रखा है, इसके लिए मैं मंत्री महोदय और सरकार को विशेष रूप से बधाई देती हूँ, क्योंकि रेलवे मजदूरों की यह बहुत बड़ी मांग थी । दूसरे लोग वायदा करते रहे, लेकिन हमारी सरकार ने उसको देने का इरादा किया और इसका प्रावधान बजट में किया है । मुझे आशा है कि और ज्यादा रुपया हमारे नए प्लान में रेलवे के विस्तार के लिए और सुविधाओं के लिए दिया जाएगा, जिससे कि जनजीवन को सुविधा प्राप्त हो सके । धन्यवाद

SHRI Y. S. MAHAJAN (Jalgaon):

Mr. Deputy-Speaker, Sir, I rise to support the budget presented by the hon. Railway Minister. Obviously, he had no time to consider problems of policy. Therefore, this budget is based on existing rates of freights and fares and results in a deficit of Rs. 38 crores. He has taken steps to improve the movement of essential commodities like coal, sugar, and kerosene and has estimated that during the year 1980-81 the originating freight earning traffic will be about 212 million tonnes. I am afraid, this is an over-estimate in spite of the improvements in the working of the railways, during the last two months. We must admit that in the last three years the tonnage carried by the railways has been going down. It came down from 212 million tonnes in 1976-77 to 199 million tonnes 1978-79 and it is estimated to come down to 194 million tonnes in 1979-80. I think this is due to the serious competition from road transport, about which there is no mention in the budget speech of the hon. Minister. We have to take steps to secure co-ordination between road and rail transport; otherwise, if this competition from the road transport is not taken into account, the railways might continue to suffer and become more and more antiquated. The advantages of road transport, the elasticity of the road transporters and the convenience and reduced risk associated with it are so great that people prefer to pay more for road transport than they are prepared to pay for railway transport. Therefore, there has to be serious consideration of co-ordination between rail and road transport. Otherwise, our railways might suffer the same fate as they have done in the United States of America.

Sir, not sufficient attention is being paid to the convenience of bulk users like collieries or producers of banana as in my district. In my district of Jalgaon in Maharashtra, we cultivate banana over 25,000 hectares of land and we provide the railways with a revenue of Rs. 6 crores. Even then

we find that the cultivators are always complaining about the insufficiency of the number of wagons provided. The poor quality of the wagons and inadequacy of the number provided—they are promised, say, a hundred wagons but at the last moment are given only 50 or 60 with the result that the banana producers suffer very heavy losses. They cut the bananas, bring them to the stations for loading and they find that instead of hundred wagons promised, they get only 50 wagons with the result that the produce of lakhs of rupees is wasted or losses are suffered. This is a very cruel way of treating your customers. After all the railways are the biggest commercial enterprise of the Government of India and if this is the way we run that enterprise, then we are bound to lose not only the income, but also our capital resources.

We require about 2,700 wagons every year whereas the number of wagons provided is often less than 2000. I hope the hon. Minister will take this into account while framing the Budget next time and see that the economy which is built up by enterprising farmers in our district is not ruined.

There is another point. The freight charge per wagon is very heavy. If you compare the charges levied for carrying bananas from Gujarat to Delhi or for carrying oranges from Nagpur to Delhi, you will find that the charges for banana transportation are comparatively heavy. Prof. Dandavate once came to Jalgaon district and he was good enough to reduce the freight charge, but afterwards in the regime of Mr. Charan Singh who professes to care for the interest of the farmers, the freight was again raised by Rs. 450/- and now the charges are about Rs. 2,400 per wagon which comes to nearly Rs. 13/- per quintal. This is very heavy. After all, banana is a poor man's fruit, it is a highly perishable commodity and the quicker the means of transportation, the better will be

[Shri Y. S. Mahajan]

for the farmers and for the community as a whole.

There is another point I would like to make. Dhulia which is my neighbouring district is a very economically backward district. There is only one railway line which goes from Jalgaon to Surat which crosses that district. If a line could be constructed from Dhulia to Amalner, then it will help not only the development of Jalgaon, but also the Dhulia district. There is a great demand for this line and I request the hon. Minister at least to investigate, to find out the feasibility of constructing a line in this interior area.

The operation of the railways leaves a good deal to be desired in respect of efficiency. When I travelled from Jalgaon to Delhi on the 7th of this month, I found the door of my First Class compartment had come off. I also found that at the back of my seat there was a big hole which somebody had bored. I do not know what for. I had to take the special help of the railway authorities. Of course the hole could not be plugged, but the door could be put in proper order so that it could slide.

Then, from Delhi to Jalgaon there is only one good train, the Punjab Mail. They have removed the restaurant car of that train—I do not know why—with the result that the usual facilities which we enjoyed previously have been removed. I hope that the restaurant car would be put back and the reputation of the Punjab Mail as one of the best trains in India will be restored.

With these remarks, I again support the Budget presented by the hon. Minister of Railways.

PROF. MADHU DANDAVATE (Rajapur): Mr. Deputy Speaker, Sir, in the normal course we would have expected that when we are having the second session of the Seventh Lok Sabha, we would get a full fledged Railway Budget and also a full

fledged General Budget. But as every one is conscious of the fact that while elections to nine State Assemblies are pending, the political expediency demands that full fledged budgets, in which some heavy burdens may have to be imposed, should not come before the elections but they should follow the poll. Obviously for that reason, it is very clear that instead of a full fledged budget, they are only seeking a vote on account.

We had three consecutive surplus Railway Budgets and now we have again reverted back to the chronic....

MR. DEPUTY-SPEAKER: You are not happy that the people have not been taxed!

PROF. MADHU DANDAVATE: They will be taxed. This is a clear warning. The very fact that a deficit has been shown is an indication that heavy burdens would be coming.

After three consecutive surplus budgets, we are again reverting back to the chronic deficit in Railway's finances. But I would like to urge the Government that when they come forward with the full fledged budget, in the meantime, they should undertake one more exercise which is already pending. Already, the capital structure of the Railways, which remained completely outmoded right from 1924, was revised last year and whatever advantages were accrued as a result of the restructuring the capital structure will be available to all Governments to come no matter whether it is Janata Government or Congress Government. I think that is an advantage to all the administrations that will run the Railways. Henceforward, all the dividend liabilities will be treated as deferred liabilities. There will be no loans drawn from the General Revenue for payment of dividend liabilities and whatever we paid for the past interest on the dividend liabilities, that interest has already been abolished. I think that is

a great advantage that the present Government inherited while framing its budget for the coming year.

There are certain constraints. I would very much like the House to remember two committees that were appointed to go in depth into two problems—one was the problem of the restructuring of the capital structure of the Railways and the second was the problem of social burdens of the Railways. Ours was the only Railways in the whole world, which is bearing social burdens. Formerly these burdens were of the order of 170 crores and today they are of the order of 189 crores—Rs. 69 crores because we are carrying some commodities below the operating cost, Rs. 100 crores we are losing on certain movements, passenger coaching and other services, sub-urban movements and Rs. 21 crores are lost on uneconomic lines. They are also borne by the Railways because these are the Railways in economically backward areas. I fully agree with my friend, Shri Azad that we should try to make certain viable propositions so that additional lines may be available, and therefore, doubling may be available, conversion of certain gauges may be essential. We cannot take a dogmatic attitude at all. Railways bear the social burden to the tune of Rs. 189 crores, which are not being borne by any Railways in any part of the world.

I think some way will have to be found out to see that at least a substantial portion of the burden is completely eliminated from the shoulders of the Railways. Already a Committee has been appointed and I hope and trust that before the formulation of the next Budget is undertaken this Social Burden Committee will be able to go into this problem in depth.

There is one more constraint on the Railways, to which no reference has been made in this Budget speech and that is the problem of primary renewals of tracks. It has been found

that five thousand kms. of Indian Railways tracks need immediate primary renewals and if five thousand kms. of railway tracks are not renewed, in that case, it is likely that there will be multiple fracture and there will be a number of accidents. If these five thousand kms. are to undergo primary renewal, we will need Rs. 560 crores. On the whole every year, we will require 100 crores of rupees and I am sure, all sections of the House will join in exerting pressure on the Planning Commission to see that additional amounts are made available for the primary renewal of the track because that will mean more safety, that will mean speeding up of the trains and to that extent, we will be able to improve the traffic.

Whatever estimates have been made, they are no doubt made on the basis of the total tonnage that is likely to be moved. But here I would like to introduce one more element. It is not merely the tonnage that is moved which is of relevance and, no doubt, the tonnage is important but, very often, the entire traffic pattern in our country is undergoing a change. The lead of the improvement of commodities is increasing. Apparently, it appears, in a certain year, the tonnage is less but if the distance that is moved is more, in that case, the tonne-kilometrage is more and, therefore, you cannot explain away the deficits that are projected merely on the assumption that the tonnage will be less. The tonne-kilometre and the passenger-kilometre both are to be taken into account because the entire complexity of the traffic both of passenger and of the freight is of great importance. I hope, that will be taken note of and that a merely mechanical approach will not be adopted by quoting certain tonnage moved and, therefore, saying it qualifies for a big deficit and, as a result of that there will have to be a heavy burden on the rail users. I hope and trust that this attitude will not be taken.

[Prof. Madhu Dandavate]

I would like to touch another point to which a reference has been made by my hon. friend, Shri Bhagwat Jha Azar, that unless the Railways make a drastic change from the past and decide to have captive power plants, it will not be possible for us to see that this issue is properly sorted out. Of course, for that, there will have to be a coordinated effort by various Ministries. The Planning Commission will have to be approached; more allocations will have to be there and, on the basis of that, if more captive power plants are introduced in West Bengal, Bihar, U.P. and also in certain regions whatever power plants are there, if they are upgraded, in that case, it will be possible to see that the entire movement is improved to a great extent.

I am happy that there has been a reference to bonus. Look at the agreement arrived at before, of course, the formation of this Government. It was a productivity-linked bonus. All sections of the House had welcomed that idea. If you try to go through the agreement that is arrived at, in the agreement it is stated that the basis for the payment of bonus will be the performance of the Railways in 1977-78. Why is it that 1977-78 has been taken as a base year? That is because it is conceded by both the sides, and even when the new Government accepted the agreement, that the Railways performance in 1977-78 was the best performance and, as a result of that, this particular year has been treated as a base. I do not want you to give bouquets for what we have done in the past. Of course, when we are participating in the debate, even from the Opposition side, we have given bouquets. But you like to withdraw them with retrospective effect. You are free to do that. But it is a fact that even the Minister of Communications who is today deputising for the Railway Minister himself has

praised certain aspects of the performance of the Railways. Certain aspects have been criticised and with that I have no quarrel at all. So, this aspect also has to be taken into account.

Then, there was a reference to certain conversion projects. I am very happy that as far as the Railway Minister is concerned, he has taken one welcome decision that whatever were the commitments of the past Government about on-going projects have been respected. I am happy that the new Minister has respected all the commitments of the past. I hope and trust that adequate allocations will be available. For instance, for Aurangabad-Manmad conversion, more allocations were to be given. I am happy that the assurance that was given about the rest of the projects has also been respected.

There is one point regarding the increase in the rates of the suburban railway passes. On the insistence of the members of the House on both the sides, there was certain reduction. But at the same time, one concrete proposal was also made. That has not been implemented. The proposal was that even when the rates of suburban passes are increased, some device should be found out by which, through legislation, the burden of the additional rates of suburban passes would be transferred to the employers. I would request the Minister of Railways, through the Minister of Communications who is deputising for him, to go into this problem and try to find out whether some sort of a legislation could be brought about for that purpose so that the added burden that is put on the suburban travellers is transferred to the employers. I am sorry to find that just when this particular Vote-on-Account was coming up, on the eve of the interim budget, certain changes in the rates of passes in Bombay suburban areas have been made.

I hope and trust that you will apply your mind and that this problem will also be taken note of.

I must make a reference to the problem of the officers and the members of staff who have been deputed to Nigeria. Our staff has been able to offer massive managerial assistance to the railways in Nigeria and they have been able to do a wonderful job. If you just look at the various Press Reports, it becomes extremely clear that our officers working in Nigeria and elsewhere were able to give an extremely fine performance and, as a result, the managerial cadre has been able to do a worthwhile job. In appreciation of the work done by the workers, no doubt bonus has been given and, at the same time, cadre review has been undertaken. But in this cadre review I find that 25 per cent of the Railway Officers who come from the Medical staff are not at all taken into account. I hope and trust that some sort of an *ad hoc* review will be made and even those who are serving as Medical Officers in the Railways will also get adequate facilities of upgradation.

Lastly, I would like to make a reference to one important aspect, and that is the aspect of electrification. As far as electrification is concerned, in view of the present constraints on diesel and on coal, we have been going in for more and more electrification. But the real constraint is, though in the long run electrification is cheaper, we find that we all required to spend Rs. 13 lakhs per kilometre of electrification. I hope and trust that some research will be taken up by which the total cost of electrification per kilometre will be reduced and these constraints will be removed.

I hope all these constructive suggestions which I have made to the Railway Ministry will be taken note of and I hope that on the basis of

these, the new Railway Budget will be more radical, more rational and will completely get rid of some of the prospective burdens likely to be put on the Railway users.

श्री जग्नीलूर्हसाहन (किशनगंज): माहेतरम रूडिप्टी स्पीकर साहब, मैं माहेतरम त्रिपाठी जी को जो कि इस बक्त बीमारी की बजह से यहां मौजूद नहीं हैं उनको और दोगर बजीरों को बधाई देता हूँ कि उन्होंने इस छोटे से समय में एक ऐसा माडरेट बजट पेश किया है जिसकी कि तारीफ किये गए रह रह सकता। और साथ साथ अपनी कुछ बात आपके जरिये रेल मंत्री को कहना चाहता हूँ। और मामला इतना नाज़ुक हो गया है कि अगर ध्यान नहीं जाय तो फिर मामला निपटने के लायक नहीं रह सकता है।

पहली बात तो यह है कि इस भूल्क में एक जान है जिसे एने. एफ. रेलवे कहते हैं। वह चूँ चूँ का मोरब्बा हो कर रह गया है। एक ही स्टेशन है जहां पर ब्रोड गेज और मीटर गेज दोनों लाइनें हैं, कुछ मील तक ब्रोड गेज है और कुछ मील तक मीटर गेज है। नतीजा यह है कि पैसेंजर्स को इतनी तकलीफ होती है कि जिनका जिक्र नहीं किया जा सकता। और इतना ही नहीं ब्रोड गेज तो नई जलपायगरी तक बना दी गई, आगे भी बढ़ रही है वह बढ़ कर बोनगाई-गांव के आगे तक होने वाली है। लेकिन स्टेशनों की जो सुभीता लोगों को है वह दैसी ही है, उसमें कोई तबदीली नहीं है।

14.59 hrs.

[SHRI SHIVRAJ V. PATIL in the Chair]

मैं यह कहना चाहूँगा कि जहां आप ब्रोड-गेज करते हैं, वहां पर स्टेशनों के बढ़ाने, वहां का अच्छा इंतजाम करने, पीने के पानी, मुसाफिरों के रहने, बैठने और ठहरने वगैरह का अच्छा इंतजाम होना चाहिये। मिसाल के तार पर हमारे पार्लियामेंट के हूँके किशनगंज में आप देखें कि ब्राउयर और मीटर गेज दोनों ही हैं, लेकिन में अपने बचपन से दोखता बा रहा हूँ कि वहां का स्टेशन दैसी ही है, उसमें कोई लास तबदीली नहीं है। तबदीलियां सिफ़र इतनी ही हैं कि वह स्टेशन एक ब्राउयर बनकर रह गया है।

[श्री जमीलुर्रहमान]

मर्जे की बात यह है कि हमारे सब-डिविजनल हैडक्वार्टर किशनगंज में अवधि-तिरहूत मेल जो मीटरगेज से पास करती है, गोहाटी-लखनऊ एक्सप्रेस और तिनसुखिया मेल जो पास करती है, उनका वक्त वहां का इतना बच्चा रखा गया है कि वहां से पेसेन्जर चढ़े नहीं, टिकट बिके नहीं, नतीजा यह कि रिजर्वेशन वहां रहे नहीं।

मैं यह कहना चाहता हूँ कि हमारे किशनगंज सब-डिविजनल टाउन से आगे बंगाल में एक स्टेशन है अलवावाड़ी, वहां बहुत-सारे रिजर्वेशन्स हैं। लेकिन बद-किस्मती की बात यह है कि यह रेलवे बोर्ड का सौतेली-मां-पन है कि उन्होंने किशनगंज से रिजर्वेशन उठा दिया है। जैसे पटना में तिनसुखिया में रिजर्वेशन नहीं है जो कि कैपिटल है हमारी ब्रांच का, जो हमारे सूबे की हूँकूमत का कैपिटल है, यह एक बहुत ही आश्चर्यजनक बात है। किशनगंज में रिजर्वेशन न हो, तिनसुखिया में वहां के लोग न चढ़ें, वहां के लोग फायदा न उठायें, यह बात ठीक नहीं है। आप इसे पास जरूर करा दीजिये। मैं एक बात जरूर कहना चाहता हूँ कि अगर ऐसा नहीं होता है तो इसके अंजाम खतरनाक होंगे क्योंकि सिर्फ वही एक लाइन है जो पूर्वी हल्के में जाती है। लोग उकता जायेंगे, गाड़ियां रुक जायेंगी और चक्का जाम हो जायेगा।

आर. पी. एफ. की वहाली का जो सवाल है, यह क्लास-4 के एप्लाइन्टमैट की बात है। यह रेलवे प्रोटैक्शन फॉर्स, जिसका मैंने पिछली बार दूसरा नाम लिया था, इसमें क्लास-4 के एप्लाइन्टमैट की बात आती है। लेकिन वह चीफ सिक्योरिटी आफिसर, जिसका साजबाज आसाम गवर्नर्मैट से है, और उस साजिश में वह भी शामिल है, यह काम उसके हाथ में है। हर डिविजन में क्लास-4 का एप्लाइन्टमैट होता है, कौन नहीं जानता है इस बात को? हमारे सीनियर मेम्बर जानते हैं कि वह चीफ सिक्योरिटी आफिसर इनके एप्लाइन्टमैट को अपने हाथ में रखे हुए हैं, क्यों रखे हैं? है, यह आप भी जानते हैं और मैं भी समझता हूँ। मेरा कहना यह

है कि क्लास-4 का एप्लाइन्टमैट डिविजन-वाइज होना चाहिये।

मैं आपका ध्यान उस बात की तरफ लींचना चाहता हूँ जब ललित बाबू मरहूम जिन्दा थे, उस समय सतपाल कपूर, नवल बाबू के सदाल पर मैंने भी सन् 74 में उस डिब्बेट में हिस्सा लिया था, यह बात आई थी की क्लास-4 का एप्लाइन्टमैट डिविजनवाइल होना चाहिये और एक कमेटी बननी चाहिए जिसमें हम लोगों का भी कमेटी में इन्वाल्मैट हो ताकि हम लोग भी जान सकें कि क्लास-4 का जो एप्लाइन्टमैट होता है वह जायज होता है या नाजायज होता है। उस वक्त के रिकार्ड को उठाकर देखने से यह पता लगेगा कि यह आश्वासन हाउस में दिया गया था कि ऐसी बात होगी और पारिलियामैट में हर 6महीने में इसकी रिपोर्ट दी जायेगी कि क्लास-4 में कितनी वहालियां हुई हैं। यह भी एक मिसाल है जिस पर मैं आपका ध्यान लींचना चाहता हूँ।

आर. पी. एफ. की बहाली का जहां तक सवाल है, यह सिक्योरिटी आफिसर ने बिल्कुल गलत समझा है कि एप्लाइन्टमैट एक पटिक्कलर सूबे के लोगों का होगा। उस ब्रांच पर दूसरे सूबे के लोगों का भी उतना ही हक है जितना कि उस सूबे के लोगों का है। इसमें किसी पटिक्कलर आदमी की बहाली का सवाल पूछा नहीं होता। लेकिन वह एन. एफ. रेलवे का चीफ सिक्योरिटी अफसर एक ही जगह के लोगों को वहाल करता है और दूसरे प्रान्तों के, उत्तरप्रदेश, बिहार के जो लड़के जाते हैं, उनको धक्के मारकर बाहर निकाल दिया जाता है। यह तो चीफ सिक्योरिटी अफसर के द्वारे में बात है अब रेलवे सर्विस कमीशन की बात सुनें।

भाई दंडवते जी के दिनों में उन्होंने एक भगड़ा पूछा कर दिया है। एक कमीशन उन्होंने रखा है गोहाटी में, दूसरा आदमी प्रायर्टी एरिया का हो गया है। क्या मतलब है इसका। मैं अर्ज कर रहा था कि उन्होंने एक कमेटी बनाई जिसमें दूसरा आदमी एलाउड नहीं है। ऐसा मालूम होता है कि प्राहिविटेड जोन बना हुआ है।

हमारे बच्चे चाहे बिहार के हों, यू. पी. के हों, जो कोई भी कमीट कर के जाते हैं।

उनके कागजात, स्टिर्फिकेट वर्गी फाड़ दिये जाते हैं और उनको धक्के मारकर निकाल दिया जाता है।

चाहे कटिहार में हो, बरौनी में हो या किशनगंज में हो, एक एप्वाइंटमेन्ट कमटी वहां जावे और वहां पर लोकल इंटरव्यू लेकर वहां पर एप्वाइंटमेन्ट करें ताकि उनको सूरक्षा मिले और जो उन्होंने कंपीट किया है, उसका जायज मुकाम नौकरी में उनको मिले।

जोनल एपायंटमेन्ट कमटी और डिविजनल एपायंटमेन्ट कमटी में पार्लियामेंट के मेम्बरों की इन्वाल्वमेंट करने के बाद ही सही तौर पर यह पता चल पायेगा कि कितने मुसलमान, हीरजन और पढ़े-लिखे लोग बहाल हए हैं। अभी तो यह स्दून, जो कि पूरे मूल्क का मालिक है, बिल्कुल अंधरे में है कि बहालियां कैसे होती हैं। 1975, 1976, 1977 और 1978 में पचासों लड़के मेरे पास आये थे। उन का कहना था कि मैं इमत्हान में बैठा हूँ, इन्टरव्यू दे कर आया हूँ, लेकिन मेरे रिजल्ट का कोई पता नहीं है। अगर गलती से उसको एपायंटमेन्ट लेटर मिल भी गया और वह गोहाटी जाता है, तो उस का स्टिर्फिकेट और मार्क्स-शीट को फाड़कर फैक दिया जाता है।

रेलवे मंत्री की स्पीच में रेलवे कनवेन्शन कमटी का तज़किरा है। जो भी इसके मेम्बर्ज है, वे ठीक है, लेकिन ऐसे लोगों से सचेत और हांशियार रहने की ज़रूरत है, जिन्होंने फर्लीरिया अखदारों को स्टेटमेंट दिया है कि मैंने अपनी जिन्दगी में 53 रेले उलटी है, मैं पीस में चिलीव नहीं करता हूँ मैं वायलेंस में दिलीव करता हूँ।

जोगवनी स्टेशन नंपाल बार्डर को टच करता है। कटिहार-जोगवनी मीटरगेज लाइन सिर्फ 69 मील है। अगर उसको ब्रॉडगेज में तबदील कर के कटिहार-बी से मिला दिया जाये, तो सारे भारत के लोगों को नैशनल बार्डर तक आने जाने का मौका मिलेगा। इससे नैशनल इनट्रेशन बढ़ेगा और सामान के लाने ले जाने में भी सहूलियत होगी। आज बड़ी लाइन से छोटी लाइन और छोटी लाइन से उससे छोटी लाइन पर सामान ले जाने में जो पिलकेज होती है, वह मामला भी हल हो जाएगा।

श्री आजाद ने लोग डिस्ट्रैस ट्रेन्यू के बारे में कहा है। विक्रमिशला सिर्फ भागलपुर तक ही क्यों जायें? उसको न्यू जलपाइ-गड़ी तक ले जाना चाहिए, ताकि हम लोग भी उससे फायदा उठा सकें।

जहां तक कैज़ुअल लेबर का सवाल है, लोग सात सात, आठ आठ साल तक काम करते हैं, भगर उन्हें रेगुलराइज नहीं किया जाता है। रेलवे मंत्रालय पर यह एक स्लर है कि इतने बरस काम करते रहने पर भी उन लोगों को कनफर्म नहीं किया गया है।

रेलवे हास्पिटल्ज के बारे में यह कहना चाहता हूँ कि किशनगंज में अब दो लाइने हो गई हैं और स्टाफ भी बहुत बढ़ गया है, लेकिन हास्पिटल के मकान, स्टाफ और दवाओं में कोई इजाफा नहीं किया गया है। इसलिए हास्पिटल के स्टाफ और दवाओं को बढ़ाना चाहिए।

कटिहार में कबरिस्तान का मामला बहुत संगीन है। पिछली लोक सभा में मैंने यह सवाल उठाया था। अगर रेलवे मंत्रालय रेलवे एम्प्लाईज के क्वाटरों और कबरिस्तान के बीच में एक दीवार बना दे, तो कोई एनक्रोचमेंट या हंगामा होने का इम-कान नहीं रहेगा और यह मसला हल हो जायेगा, वर्ना आज जमाना बहुत नाज़ूक है, कई लोग बात-बात पर दंगा-फसाद कराना फख्रेशान समझते हैं—मेरा इशारा सामने बैठे हुए लोगों की तरफ है—और फिरकावाराना फसाद करा दते हैं।

मैं इस बजट का पूरा समर्थन करता हूँ और चाहता हूँ कि रेलवे तरक्की करे, लेकिन साथ साथ उन गरीब लोगों को भी सहूलियत पहुँचाइ जाये, जो इस मूल्क के सही मालिक हैं।

श्रो. नारायण चन्द्र पाराशार (हसीरपुर): सभापति महोदय, मैं रेल बजट के लिए श्री कमलापति त्रिपाठी जी को बधाई देता हूँ और भगवान से प्रार्थना करता हूँ कि वह जल्दी से सहेत्याब हों और पूरा बजट पेश करें। नये बजट का एक महत्वपूर्ण पहल यह है कि नई रेलवे लाइन्स के बारे में सिर्फ यही कहा गया है कि अभी प्लान प्रायरि-

[प्रो. नारायण चन्द्र पाराशार]

टीज फिक्स नहीं हुई है। वह फिक्स होने के बाद उस पर विचार किया जाएगा। बहुत लम्बे अवसरे से हमारी एक डिमांड हिमाचल प्रदेश की रही है नंगल-तलवाड़ा रेलवे लाइन की जिसके कांसट्रक्शन वर्क को स्वर्गीय श्री एल. एन. मिश्र ने 22 दिसम्बर, 1974 को आम् के स्थान पर इनागरटे किया था। साथ में उस वक्त के मरुष मंत्री श्री बाइ. एम. परमार से कमिट्टेट ली थी कि आप इस जमीन की सारी कास्ट देंगे। वहां कैबिनेट ने इस को पास किया, यहां पर भेजा, उस के बाद जाकर बात हुई। मैं यह कहना चाहता हूँ कि रेलवे की नई लाइन्स के बारे में पांचवीं लोक सभा की पब्लिक एकाउन्ट्स कमेटी ने 171 रिपोर्ट बनाई थी और उस में यह साफ जाहिर था कि देश के कुछ भागों के साथ न्याय नहीं हुआ, हिमाचल प्रदेश और दूसरे एहाड़ी प्रान्तों के साथ धोर अन्याय हुआ। आज तक आजादी के बाद एक मीटर भी रेलवे लाइन हिमाचल प्रदेश में नहीं बनी। मैं यह कहूँगा कि वह प्रदेश जहां से सेना का पहला परमवीर चक्र विनार आया, जिस ने जम्मू कश्मीर को बचाने के लिए और भारत की आजादी को बचाने के लिए अपनी शहादत दी, 1051 आदमी वहां से शहीद हए, वहां जब फैज के उनके दूसरे साथी धर जाते हैं तो उन को बड़ी दिक्कत होती है क्यों कि कोई ब्राउंगे लाइन वहां है नहीं। मारे प्रदेश की एकोनामी इस से सफर कर रही है और यही एक एसो प्रदेश है जिस में कि आज तक एक भी रेलवे लाइन मंजूर नहीं हुई और न उस का निर्माण हुआ। मैं आप के माध्यम से भारत सरकार से वह बाजेह कर देना चाहता हूँ कि जब उत्तर पूर्वी पर्वतीय प्रान्त के लिए 6 रेलवे लाइन सप्लीमेंट्री बजट में एकदम से पास की जा सकती है तो हिमाचल प्रदेश ने कौन सा गुनाह किया है जहां से कि सेना के जवान आते हैं, जहां से लोग सेना में अधिक संख्या में भर्ती होते हैं। उस की धरती जज्ब होती है पानी में, राजस्थान को, हरियाणा को और पंजाब को पानी और बिजली देने के लिए, तो वहां के इलाके में जहां के लोग बाहर निकाले जायें और जहां की जमीन पानी में गक्क हो जाये, जहां के लोग फौज में शारीक हैं, एक भी रेलवे लाइन वहां

के लिए न दी जाय यह उन के साथ कितना बड़ा अन्याय है? मैं यह गुजारिश करूँगा कि इस लाइन को टाप प्रायरिटी बैसिस पर जैसा कि पी.ए.सी. की रिपोर्ट में रेक्मेंड किया गया है, लिया जाय और इस का काम जल्दी से शुरू कर के इस को कम्पलीट किया जाय। रेलवे कंसल्टेटिव कमेटी में भी यही पास हुआ था कि आम् का पहला फेज जल्दी से जल्दी बना दिया जायेताकि वहां की एकानामी ठोक हो और वहां की तकदीर बदले। अभी हमारी प्रधान मंत्री जी वहां गई थीं तो लोगों ने यह डिमांड रखी थी और उन्होंने यह कहा था कि इस रेलवे लाइन के बनने से ही इस इलाके की ओर हिमाचल प्रदेश की तकदीर खुलेगी। तो मैं रेल मंत्रालय पर और प्लानिंग कमीशन पर यह बाजेह करना चाहता हूँ कि वे इन्दिरा जी के ये शब्द याद रखें कि हिमाचल प्रदेश की तकदीर अगर खोलनी है और उस इलाके की तकदीर खोलनी है तो यह रेलवे लाइन जल्दी से बनानी होगी।

एक मैं यह निवेदन करना चाहता हूँ कि इस वक्त दो प्रोजेक्ट्स रेलवे के छोटे-छोटे वहां पर हैं, अगर आप उन को टके ओवर कर लें तो बहुत काम हो सकता है। वहां पर लाइन बनी हुई है, आप को सिर्फ प्रोजेक्ट एथरिटी से उन्हें टके ओवर करना है। उम में एक है मुकेरियां से मंसारपुर टोरिस तक और दूसरी है नंगल डैम से भाखड़ा तक। वहां पर गाड़ियां भी चलती हैं, लाइन भी बनी हुई है, उस को आप टके ओवर कर लें और ट्रैफिक के लिए खोल दें तो हिमाचल प्रदेश को दो ब्राउंगे रेलवे स्टेशन मिल सकते हैं। इस के साथ ही हिमाचल प्रदेश की दो और महत्वपूर्ण लाइनें हैं जगाधरी से पोटा और कालका से परमाणु, उन को भी लिया जाना चाहिए।

एक बहुत महत्वपूर्ण बात यह है कि जम्मू कश्मीर तक रेलवे लाइन चली गई। दण्डवत् साहब ने और बहुत से दूसरे रेल मंत्रियों ने भी बहुत कोर्शिश की कि कश्मीर का ट्रॉरिजम ढढ गया तो किन हिमाचल प्रदेश का ट्रॉरिजम खत्म हो गया और यह सब रेल मंत्रालय की मेहरबानी से हुआ क्योंकि जो गाड़ी पठानकोट से चलती है वह सीधे जम्मू जाती है। आज हिमाचल प्रदेश के एक

आदमी को पठानकाटे में एक भी जगह लेना मुश्किल है। वहां के लोग परेशान हैं। तो मैं यह कहूँगा कि रेलवे मंत्रालय का यह उत्तरदायित्व है कि हिमाचल प्रदेश के लिए एक गाड़ी जो सिर्फ़ पठानकाटे से ही चले और मेल टैने हो, वह चलायी जानी चाहिए। इस बत्ते जो भेलम एक्सप्रेस चलती है वह अम्बाला पहुँचने के बाद बिल्कुल पैसेंजर हो जाती है और वहां के लोग उस में घुस जाते हैं जो न किसी को सोने देते हैं न ठीक तरह बैठने देते हैं। तीन-तीन, चार-चार घंटे वह गाड़ी लेट होती है।

रेल मंत्रालय ने कछु अच्छे सुझाव भी दिए हैं। मेरी सूचना के अनुसार इस तरह इनके अधीन एक प्रस्ताव है कि गंची में लेकर चंडीगढ़ तक एक फास्ट ट्रेन चलायी जाय। इस का मैं स्वागत करता हूँ। याकर मैं यह कहना चाहता हूँ कि चंडीगढ़ तक आप उस को ब्यो गैटे हैं, उन दो कालका तक ब्यो नहीं ले जाते हैं ताकि उस से हिमाचल प्रदेश को भी फायदा हो जाय। अगर गंची नई दिल्ली चंडीगढ़ के साथ में कालका लगा दिया जाय तो अच्छा होगा। वहां पर आप के पास फैसिलिटीज भी हैं, वालिंग फैसिलिटीज, रिपेयरिंग फैसिलिटीज सारी कालका में मार्जूद हैं और डिस्ट्रेस है सिर्फ़ 20 किलोमीटर। तो 20 किलोमीटर आगे ले जाकर उस गाड़ी को आप एक स्टेट को कवर कर सकते हैं—हिमाचल प्रदेश को। वेस्टर्न कमांड का हेड-क्वार्टर भी शिमला में है। उस को भी उससे फायदा होगा।

इस के अलावा कांगड़ा वाली रेलवे लाइन पानी में डूब गई थी, वह दोबारा बनी, हमारी जो पिछली कांग्रेस सरकार थी उस की कृपा में 28 दिसम्बर 1976 को ही वह दोबारा चालू हो गई थी लेकिन गाड़ियों का टाइम एसो रखा गया है जिस से कछु पता नहीं चलता क्यों कि 8 बजे के बाद 3 बजे गाड़ी मिलती है। इसलिए मैं यह चाहता हूँ कि इन का टाइम री-एडेजस्ट किया जाय और री-एडेजस्ट करके इन को चलाया जाय स्पेसिंग के हिसाब से तीन चार

घंटे के बाद गाड़ी चले तभी आने जाने की सहूलियत हो सकेगी।

यू. पी. की खलीलाबाद टू बलरामपुर बहुत इम्पार्टेन्ट लाइन है जिसका निर्माण होना चाहिए। एक और भी बहुत इम्पार्टेन्ट लाइन है जिसका इन्टरनेशनल महत्व है, वह है राजगीर का गया से लिंक। इसी सदन में मिश्रजी ने आश्वासन दिया था लेकिन जितनी भी प्लेसेज है पिलग्रिमेज को जैसे बिहार-शरीफ, उसके बाद बावापुरी और उसके बाद राजगीर, जो बुधिस्ट इम्पार्टेन्स की है, वहां पर पटना को गया राजगीर से न जोड़ने के कारण लोगों को बड़ी परेशानी होती है। इसलिए आप इसको भी टेक-ओवर करें। मैं किसी एक प्रदेश के लिए नहीं बोल रहा हूँ बल्कि सारे प्रदेशों को जो प्रायटर्निंग है उनके लिए कह रहा हूँ। साथ ही हिमाचल प्रदेश के साथ जो अन्याय हुआ है उसको भी दूर करना चाहिए।

एक महत्वपूर्ण बात और है कि मिश्रजी की कृपा से होशियारपुर के लिए एक कोच चालू की गई थी लेकिन वह आधी कोच फस्ट बलास होती है और आधी सेकेंड बलास होती है और उसमें भी दिस की जगह सो आदमी चढ़ जाने हैं। आप कृपा करके पूरी कोच फस्ट बलास कर दीजिए और अटेन्डेन्ट भी प्रोवेंड कीजिए ताकि लोगों की जिन्दगी खतरे में न पड़े और जिस मक्सद के लिए इसको शुरू किया गया था वह पूरा हो सके।

इन सुझावों के साथ मैं मंत्री जी के रेल बजट का समर्थन करता हूँ और आशा करता हूँ कि जून में जब नया बजट आयेगा तो हिमाचल प्रदेश, जिसकी कुर्बानी सिविल और डिफेंस में सबसे ज्यादा है उसके साथ न्याय किया जायेगा।

*SHRI D. S. A. SIVAPRAKASAM (Tirunelveli): Hon. Mr. Chairman, I rise to express my views on the Railway Budget that has been presented by our hon. Railway Minister. I take this opportunity to express my gratitude to the voters

[Shri D. S. A. Sivaprakasam]

of my constituency of Tirunelveli and also to my leader and the leader of Dravida Munnetra Kazhagam, Dr. Kalaignar Karunanidhi, whose encouragement has brought me to this House.

It was announced that along with the completion of Trivandrum-Nagercoil-Kanyakumari Broadgauge line, the Nagercoil-Tirunelveli BG line would also be completed. I wonder whether due to absence of any provision in the Railway Budget or due to the lack of interest on the part of Railway Administration the completion of this Nagercoil-Tirunelveli BG line is getting delayed. The work is going at a snail's pace. I request the hon. Minister of Railways to expedite the completion of this line without any further delay.

Similarly, Tuticorin-Karur Broadgauge line is the long-standing demand of the people of Tamil Nadu. Tuticorin is a prominent salt producing centre besides being a major port. We have the large SPIC Fertiliser project here. The salt and the fertiliser have to move out of Tuticorin. Raw materials required for many industries located here must come in from different places. A major port would serve its purpose only when the hinterland is served by Broadgauge line. I demand that Tuticorin-Karur BG line should be completed forthwith.

There is only one Express train between Tirunelveli and Madras and during the past thirty years the people have been demanding another Express Train between these two places. During the past thirty years this demand has been persisting. One more Express train should be run between Tirunelveli and Madras and vice-versa. Kanyakumari and Rameshwaram are prominent pilgrim and tourist centres and thousands of pilgrims and tourists come from Northern States. They have to halt at Tirunelveli and at present there is no accommodation for them to stay. Inside the junction

area, a big shed should be constructed so that tourists can halt overnight. The first platform of Madurai junction is so narrow as to cause great inconvenience to the passengers when the trains arrive and depart. It should be widened immediately. The age-limit for recruitment of clerks in the Railways is at present 25 years. In view of growing unemployment, the age-limit should be increased for recruitment clerks in the Railways. Rameshwaram-Dhanushkodi line was washed away some years ago in a cyclone. This line should be reconstructed as early as possible. In many important junctions of Tamil Nadu catering is hopelessly bad. Special meals and snacks should be arranged in important junctions. The quality of food served should also be improved. In each junction there should be a mini-medical shop.

It is apprehended that Nagercoil-Tirunelveli line and Kanyakumari-Nagercoil line and Tirunelveli Junction, at present in the jurisdiction, of Madurai Division, may be transferred to the newly created Trivandrum Division. If it is done, the seniority of several staff will be affected. Many representations from employees have come to the authorities urging the retention of this portion in Madurai Division. In Tirunelveli there is an over-bridge and because of its height, the handcarts move goods from the bazaar through a level crossing. It is said that the Railway Administration is going to close this gate. If this is done, the handcarts will face a serious problem of giving over the road-bridge. The importance of the bazaar will also be in jeopardy. It should be ordered that this gate should be kept open permanently for the movement of handicrafts and such other traffic. In Maniachi-Tuticorin track, in Kailasapuram station the platform is so low that there is a difference of about 3.5 feet from the footsteps of the train to the platform. Old men and women, pregnant women and young children find it a problem to entrain. This platform should be raised immediately. Nellai district is dotted with beedi industry. Beedi

leaves come from North India. There is delay of two to three months in getting railway wagons. It should be ensured in the interest of beedi industry that within one week of placing the indent, wagons should be supplied

When III class was done with, it was expected that more amenities would be given to II Class passengers. But this has not been done yet. As is available in Pandyan Express more amenities should be given for II class passengers in long distance trains. Some sixty years, south of Madras, a train was started from Madras to Tuticorin. Some four, five years ago, it was stopped. This train should be revived forthwith. A new train should be run between Tuticorin and Rameshwaram via Sayalkudi, Kadaladi, Vilathikulam and Kulathur. Similarly, another train should be run between Rameshwaram and Karalkudi via Devipatnam. In Maniachi station there is no shed. The workers do not have residential accommodation. Both these needs must be met immediately in Maniachi.

With these words, I conclude my speech expressing my grateful thanks to you for giving me this opportunity.

श्री विरधी चन्द्र जैन (बाड़मेर): सभापति महोदय, सन् 1980-81 का जो रेलवे बजट प्रस्तुत हआ है, उसका मैं समर्थन करते हए अपने काले विचार सदन के समक्ष रखना चाहता हूँ।

सबसे पहले मैं माननीय रेल मंत्री, श्री कमलापति त्रिपाठी, द्वारा दी गई स्पीच के पृष्ठ 12 की ओर आपका ध्यान आकर्षित करना चाहता हूँ।

"I would plead with the hon. Members to bear with me for the present and I assure them that when we get the report of the National Transport Policy Committee regarding priorities to be given for new constructions, the development of backward and hilly areas will be given due priority within the constraint of resources."

इस सम्बन्ध में मैं यह कहना चाहता हूँ कि जिस क्षेत्र से मैं चुन कर आया हूँ, वह हिन्दुस्तान का सब से पिछड़ा क्षेत्र है, जिस को बाड़मेर और जैसलमेर कहते हैं। यह रोनिस्तानी क्षेत्र है, लेकिन वहां पर विकास की बहुत गुंजाइश है। वहां पर बहुत से माइनिंग-रिसोर्सेज निकले हैं और आगे भी निकालने के प्राप्तिकर्त्ता हैं। डिफेंस की दृष्टि से भी यह क्षेत्र बहुत ज्यादा महत्वपूर्ण है और अब राजस्थान के नेतृत्व भी उस क्षेत्र की ओर आ रही है। इन सभी दृष्टियों से उस क्षेत्र का महत्व बहुत ज्यादा बढ़ जाता है।

मैं मंत्री महोदय से निवेदन करना चाहूँगा—मैंने पहले भी इस सुभाव को रखा था और आज फिर रखने जा रहा हूँ—इस क्षेत्र में रेलवे लाइन का होना बहुत जरूरी है। बीकानेर से जैसलमेर, जैसलमेर से बाड़मेर, बाड़मेर से धूरीमना होते हुए कांधला तक यानी गंधीधाम तक रेलवे लाइन डाली जाय। बीकानेर से जैसलमेर लाइन के लिये आप को सिर्फ कोलायत से फलाई दी जाएगा। इस से जैसलमेर जुड़ जायेगा और उस के बाद बाड़मेर होते हुए कांधला तक उस लाइन को ले जाना होगा। मैं नेशनल ट्रांस्पोर्ट पालिसी कमेटी के सदस्यों से भी निवेदन करूँगा कि वे इस क्षेत्र का सर्वेक्षण करें। उत्तरी-पूर्वी क्षेत्र के लिये आप की रेलवे मिनिस्ट्री ने बहुत मान्यता दी है और इस दृष्टि से 6 अन्य महत्वपूर्ण लाइनों की स्वीकृति दी है। ये पहाड़ी क्षेत्र हैं और स्ट्रोटेजिक प्लाइंट आफ व्यू से बहुत महत्वपूर्ण हैं लेकिन जैसलमेर और बाड़मेर क्षेत्र भी उस दृष्टि से कम महत्वपूर्ण नहीं हैं। यह बिलकुल बैकवर्ड प्लायर्स है, इस लिये प्राथमिकता के आधार पर मेरे सुभाव पर विचार किया जाय।

दूसरी बात—पाकिस्तान की सीमा हमारे राजस्थान प्रान्त से या यूँ कहिये बाड़मेर जिले से लगी हुई है। 1971 से पहले मनावा उस क्षेत्र में रेलवे का आखरी स्टेशन था, वह लाइन मनावा से पाकिस्तान में खोखरोपार होते हुए हैदाबाद और करांची तक जाती थी। 1971 के बाद उसे बन्द कर दिया गया, जिस के कारण राजस्थान, मध्य प्रदेश, गुजरात, महाराष्ट्र को जाने वाले तथा पाकिस्तान से आने वाले यात्रियों के लिये बहुत कठिनाई पैदा हो गई है। अब उन यात्रियों को पंजाब से हो कर

[श्री विरधी चन्द्र जैन]

जाना पड़ता है जो कि एक बहुत ही कास्टली-अफेलर है, बहुत ज्यादा मंहगा पड़ता है। इस लिये मैं यह सुझाव प्रस्तुत कर रहा हूँ कि इस लाइन को फिर से चालू किया जाय और यह फिर से पाकिस्तान में खोखरों-पार होते हुए करांची तक जाय। इस के लिये आप को पाकिस्तान सरकार से बात-चीत करनी चाहिये और बातचीत कर के इस को फिर से चालू किया जाय। इस लाइन के फिर से चालू करने से हमारे राजस्थान, मध्य प्रदेश, गुजरात और महाराष्ट्र के लोगों को बहुत लाभ हो सकेगा।

मैं अब दो-तीन सुझाव दे कर अपना भाषण समाप्त करूँगा। जोधपुर से जयपुर के लिये जो ट्रेन जाती है, उस में इस समय साढ़े-दस घण्टे लगते हैं। मुझे मालूम हूँ आ है कि नार्दर्न रेलवे ने यह सुझाव प्रस्तुत किया है कि जोधपुर से सुबह 6 बजे एक ट्रेन रवाना हो, जो दोपहर 1 बजे तक जयपुर पहुँच जाय और जयपुर से वह ट्रेन ढाई बजे रवाना हो और साढ़े नौ बजे जोधपुर पर पहुँच जाय। नार्दर्न रेलवे का यह सुझाव बहुत अच्छा है और मेरा अनुरोध है कि इसे अवश्य स्वीकार किया जाना चाहिये।

दूसरा सुझाव भी इसी प्रकार है। जोधपुर से एक ट्रेन रात को 10 बजकर 15 मिनट पर रवाना होती है। वह मध्ये 6 बजे फुलेरा पहुँच जाती है। वहां से जयपुर तक पहुँचने में उसे ढाई घण्टे लग जाते हैं क्योंकि वह वेस्टर्न रेलवे की नान-कोआ-प्रेशन के कारण पेसेंजर ट्रेन हो जाती है। पेसेंजर ट्रेन हो जाने के कारण उसे फुलेरा से जयपुर तक पहुँचने में ढाई घण्टे लग जाते हैं। इस बात को देखा जाना चाहिए कि वेस्टर्न रेलवे नान-कोआप्रेशन क्यों कर रही है? जो गाड़ी जोधपुर में 10 बज कर 15 मिनट पर रवाना हो उसे सबह सात बजे तक किसी भी हालत में जयपुर पहुँचाने की कोशिश की जानी चाहिए जिस तरह से चेतक सुबह सात बजे जयपुर पहुँच जाती है। इस निए मेरा अनुरोध है कि इसे भी सुबह सात बजे तक जयपुर पहुँचाने की व्यवस्था की जानी चाहिए।

मैंने देखा है कि रेलवे में खाने-पीने की व्यवस्था बहुत खराब है। मैं उत्तर-पूर्वी

क्षेत्र और असम गया था। मैंने वहां गाड़ियों में खाना बहुत ही इन्फीरियर क्वालिटी का पाया। इतनी इन्फीरियर क्वालिटी का खाना मिलता है कि जो दाल वी जाती है उसमें दाल का नामोनिशान नहीं होता। इसलिए ऐसी कोशिश की जानी चाहिए कि रेलों में इंफीरियर क्वालिटी का खाना प्राप्त न हो, इम्प्रूव्ड क्वालिटी का खाना यात्रियों को मिले। बेशक आप दो राय से बढ़ा कर खाने के तीन रूपये कर दें लेकिन यात्रियों को रेलों में हर जगह खाना अच्छा मिलना चाहिए। यह व्यवस्था रेलवे अथरिटीज को करनी चाहिए, इसे काटेकर्ट्स के जिस्मे ही नहीं छोड़ देना चाहिए। हमारे देश में अपने देश के पेसेंजर्स तो नहीं में यात्रा करते हैं। इस खराब खाने का उन यात्रा करते हैं। इस खराब खाने का उन लोगों पर बहुत बँगा असर पड़ता है, इसलिए खाने की किसी को सधारने की व्यवस्था की जानी चाहिए।

श्री भूसचंद डागा (पाली) : ममापति महादेव, रेलवे हिन्दूस्तान का सब से बड़ा उद्योग है और इस में सब से ज्यादा रकम लगी हूँह है। इस में 15 लाख आदमी काम करते हैं। उस के बाद भी इस उद्योग में घाटा बताया जाता है। इस का क्या कारण है?

हमें एक नयी किताब मिली है--“रेलवे बोर्डः स्टडी इन एडमिनिस्ट्रेशन”।

मैं उसकी चार लाइने आप के सामने पढ़ना चाहता हूँ--

“One of the characteristics of a Board is that it becomes a house divided against itself. Hence the system provides for neither unified control nor departmental independence. A Board as an executive authority may be too cumbersome to be efficient. It is a five-headed executive, a pyramid without a peak. The Boards partake a part of the inconvenience of large assemblies. Their decisions are slower, their energy less and their responsibility more diffused. Generally speaking, then a pluralheaded organization is not designed to provide energy and leadership in the executive.”

मैं अगर इस का पूरा चेप्टर पढ़ूँ तो मालूम हो जाएगा कि इस में अरबों रुपया लगने के बाद भी घाटा क्यों होता है? मैं कहना चाहता हूँ कि मंहरबानी कर के रेलवे बोर्ड वाले इस को पढ़ लें। ऐसा लगता है कि इस के लिए न कोई कमेटी है, न इसकी कोई जांच करने वाला है।

एक बात मैं और कहना चाहता हूँ। आप हिन्दुस्तान के नक्शे से राजस्थान को हटा दीजिए, रेलवे के मामले में। हमारे यहाँ पर उट्टों की गाड़ियां चलनी चाहिए, केवल केमल्स की गाड़ियां। मैं पूछना चाहता हूँ कि अहमदाबाद से दिल्ली तक की रेलवे लाइन को ब्राड गेज बनाने के लिए अब तक क्या किया है? हम कहते कहते थक गये। कब तो यह स्कीम बनी, इस को कब आप इम्प्लीमेंट करेंगे? कितने सालों से इस के लिए हम कह रहे हैं। मेरे स्वाल में बीस सालों में इसके लिए हम कह रहे हैं। मंहरबानी करके अहमदाबाद से दिल्ली तक की लाइन को आप ब्राड गेज में कनवर्ट कर दें। गजरात में और राजस्थान में भी फैमिन है। फैमिन रिलीफ के काम में भी इससे बहुत मदद मिल सकती है। इस काम को कब तक शुरू कर दिया जाएगा यह हम को बताया जाना चाहिये।

चाहे जनता पार्टी की सरकार हो या यह सरकार हो, मालूम होता है कि राजस्थान के बास्ते कोई नई लाइन ही नहीं बनेगी और राजस्थान पर कोई पैमा ही खर्च नहीं किया जाएगा। मैं एक छोटी सी मांग ही आप के सामने रखना चाहता हूँ। राजस्थान सब से ज्यादा बैकवर्ड है। आप वहाँ पर बगड़ी से विलाड़ा तक जो बीस मील का एक टुकड़ा है लाइन बना दें और विलाड़ा से उससे सीधा जोधपुर जाया जा सकेगा और इससे लोगों को बहुत सहेलियत हो जाएगी। जयपुर तक पहुँचने में भी इससे आसानी हो जाएगी।

यह जो रेलवे है इसके लिए कोई कमेटी नहीं है। पब्लिक अन्डरटॉकिंग कमेटी भी इसको एग्रीमेंट नहीं करती है। मैं चाहता हूँ कि इसके लिए एक अलग से

कमेटी होनी चाहिये जो इस के कामकाज पर कंट्रोल रख सके, जो इसके कामों की जांच कर सके।

आपने घाटे का बजट पेश किया है। इसको भी आपको देखना चाहिये। मैं यह भी चाहता हूँ कि अहमदाबाद से ले कर दिल्ली तक ब्राडगेज बने और एक छोटी लाइन का बीस मील का जो टुकड़ा मैंने बताया है, उसको जोड़ा जाना चाहिये।

श्री रामावतार शास्त्री (पटना): मैं इस अधरे और राजनीति प्रेरित बजट के लिए मंत्री महांदेव को धन्यवाद तो नहीं दें सकूँगा लेकिन उनके स्वास्थ्य की कामना जरूर करूँगा और चाहूँगा कि वह जल्द से जल्द स्वस्थ हो कर हमारे बीच आ जाए।

हम इस बात को पसन्द करेंगे कि रेलों का विकास हर दृष्टिकोण से होना चाहिये ताकि हमारे देश की जनता का भला हो सके। लेकिन दूख है कि ऐसा हो नहीं रहा है। कांग्रेस की हक्मत हमारे देश में तीस साल तक रही। उसकी तस्वीर हमारे सामने है। अभी स्थिति यह है कि यात्रियों की ढुलाई तो हो रही है, उससे आपकी आय भी बढ़ रही है लेकिन माल की ढुलाई का क्या हाल है? आप जानते हैं कि माल की ढुलाई बहुत असन्तोषजनक है। अगर आप अपनी आय बढ़ाना चाहते हैं तो यह जरूरी है कि माल की ढुलाई में जो एनाकी है, जो अराजकता है, उसके दर किया जाए। यह कहा जाता है कि हमारे पास वैगंज बहुत है। लेकिन आप के ही डिपार्टमेंट के दूसरे लोग कहते हैं कि वैगंज और रेल डिब्बों की कमी की वजह से हम बहुत से आवश्यक सामान देश के विभिन्न भागों में या कारखानों में नहीं पहुँचा सकते हैं। मैं जानता हूँ, कि वैगंज बड़े बड़े पूँजीपति, टाटा, बिल्ला, डालिमया आदि हफ्तों अपने पास रखते हैं। आप जमशेदपर में जा कर देख लें, वहाँ पर वैगंज को इन लोगों ने गोदाम बना कर के रखा हुआ है। उद्योगपति अपने सामान को उसी में रखते हैं, गोदाम बना करके रखते हैं। अगर यह स्थिति कायम रहेगी तो वैगंज की कमी भी बनी रहेगी। वैगंज या इंजनों की मरम्मत के लिए जो आपके कारखाने हैं वे ठीक से कार्य नहीं

[श्री रामावतार शास्त्री]

कर रहे हैं। अफसरों की संख्या तो बढ़ती जाती है लेकिन जो मजदूर मैदान में काम करते हैं, कारखानों में काम करते हैं, स्टेशनों पर काम करते हैं, दफ्तरों में काम करते हैं, उनकी संख्या में कमी होती चली जा रही है। इसका नतीजा यह होता है कि जितनी वैगंज बननी चाहिये, कर्मचारियों की कमी की वजह से वे नहीं बनती है। सामानों की कमी है। आपके यहां स्पेयर पार्ट्स बहुत कम होते हैं, ठीक से सप्लाई नहीं करते हैं। फिर आप बतायें कि इंजन और वैगंजों की भरमत कैसे होगी। इस में भी आपके अफसरों निजी उद्योगपतियों से सांठगांठ रहती है और स्पेयर पार्ट्स या दूसरे कामों के लिये आपके अधिकारी निजी उद्योगपतियों की सेवा में जाते हैं जिस के कारण रेल के कारखानों को ज्यादा से ज्यादा नक्सान पहुंचता है इस का उदाहरण हमारे यहां जमालपुर की रेलवे वक्षेपण है। आप इस व्यवस्था को ठीक करें, और जो हमने कटौती के प्रस्ताव दिये हैं उनको पढ़ें और जो मनाने लायक बातें हैं उनको मानिये तो आय बढ़ायी जा सकती है, अराजकता रोकी जा सकती है और देश का भला हो सकता है।

मैंने टोप हैवी एडमिनिस्ट्रेशन का जिक्र किया। लेकिन आम कर्मचारियों की कमी है जिसकी वजह से समय पर मजदूरों को न आवरटाइम मिलता है, न और भल्ते मिलते हैं, तनखाह जरूर समय पर मिल जाती है। इसलिए मेरा निवेदन है कि मजदूरों की कटौती न करके उनको बढ़ाश्ये और अफसरों की कटौती कीजिये।

रुट माइलेज 32 साल की आजादी में कितना हुआ? अगले बजट सेशन में हम आपके सामने पूरे आंकड़ों के साथ आयेंगे और बतायेंगे कि आपने कितना रुट माइलेज बढ़ाया। ज्यादा से ज्यादा लाइनें बढ़ाने की चर्चा है। छोटी लाइन को बड़ी लाइन में बदलना चाहिये। हमारे यहां पटनागया लाइन को डबल कर दीजिये। किअल से जो भागलपुर होते हुए लाइन जाती है उसको डबल कर दीजिये। और नई लाइनों को बनायें। आरा-सहस्राम

लाइट रेलवे और फतुहा-इस्लामपुर लाइट रेलवे हैं इनको आप अपने कब्जे में लीजिये तब जा कर वहां उद्योग धंधे विकसित होंगे। अगर आप चाहते हैं कि देश सुश-हाल बने तो आपको ज्यादा से ज्यादा पिछ़ड़े हुए इलाकों में रेल लाइनों को बिछाना होगा। इसलिये रुट माइलेज को बढ़ाश्ये।

रेलवे में ठेकेदारी प्रथा अभी तक कायम है। कोल और एश हैन्डिलिंग में, लॉडिंग और अनलॉडिंग में यह प्रथा अभी भी चालू है। चलिये गरहां बरनी में वहां ट्रांसिप्शनमेंट में अभी तक ठेकेदारी प्रथा चलती है। यह ठेकेदार मजदूरों का खून चूसते हैं। इसलिये इस प्रथा को सत्त्व कीजिये।

इसी तरह से रेल मजदूरों के प्रोमोशन में धांधली है और अफसर शाही है। कोई ए. आई. आर. एफ. कोई एन. एफ. आई. आर. के नाम पर कोई किसी और के नाम पर कोटा लेता है, कोई अफसर के नाम पर, कहीं शेड्यूल कास्ट के नाम पर प्रोमोशन का कोटा है। इससे रेल मजदूरों में बहुत असंतोष है। इस पर ठीक से विचार होना चाहिये और एक प्रो-मोशन पौलिसी होनी चाहिये ताकि एक कर्मचारी के लाइफ टाइम में कम से कम तीन बार प्रोमोशन मिल सके। अभी तो 20, 25 साल तक कोई प्रोमोशन नहीं मिलता है। इस क्षेत्र में आपकी नीति भेदभाव की है, जो चापलूसी करता है, आपकी जी हुजूरी करता है, चुनाव में आपका काम करता है उसको तो प्रोमोशन मिल जाता है, अन्यथा नहीं। इससे रेल मजदूर संतुष्ट नहीं होंगे।

रेल मजदूरों के वेतनमान की बात ली-जिये। मिनिमम 196 रु. है, लेकिन और दूसरे सरकारी कारखानों में ज्यादा वेतन मिलता है। चाहे कोयला या स्टील का कारखाना हो उनमें मजदूरों को ज्यादा वेतन मिलता है। हमारा कहना है कि रेल मजदूरों के वेतन में और अन्य सरकारी कारखानों के वेतनमानों में पैरिटी होनी चाहिये। होना तो चाहिये नीड-वेस्ट मिनिमम वेज। 17वीं लेबर कान्करेस की सिफारिश को आपको मानना चाहिये,

अगर उसको मानने में आनाकानी करते हैं तो कम-से-कम कुछ तो सुधार लाइये। नहीं तो रेल मजदूरों में बहुत असंतोष है, उनकी दिक्कतें बढ़ती जाती हैं। मंहगाई का क्या आलम है आपके जमाने में? मंहगाई और ज्यादा बढ़ गई है। इसलिये यह सारे काम आपको करने होंगे।

आईयोगिक सम्बन्ध अच्छे नहीं हैं। दो मान्यता प्राप्त यूनियनों से आप बात करते हैं। इसमें मुझे कार्ड एतराज नहीं, लेकिन हम तो चाहेंगे कि सीक्रेट बेलट के आधार पर एक यूनियन होनी चाहिये रेलवे में और वही काम करें। जब तक ऐसा आप नहीं करते हैं, काम ठीक नहीं होगा। अन-रिकरेशनाइज़ यूनियनों को दंडवते जो ने मार्का दिया था, वह हमारा रिप्रेजेन्टेशन लेते थे, बात करते थे, लेकिन सुना है कि आपकी सरकार ने इसे खत्म कर दिया है। सब फैडरेशनों की, यूनियनों की एक ही यूनियन बनाइये और सब से बात कीजिये। आईयोगिक यूनियन हो, कैटेगरी की यूनियन हो, सब से आप बात कीजिये और उनका रिप्रेजेन्टेशन लीजिये तभी उनका असंतोष दूर हो सकेगा, नहीं तो काम नहीं चलेगा।

मैं यह कहना चाहता हूं कि बोनस आपने उत्पादकता की शर्त के साथ दिया है। कुछ फैडरेशनों ने, खासतौर से मान्यता-प्राप्त फैडरेशनों ने इसे स्वीकार किया है। मैं इन्डियन रेलवे वर्कर फैडरेशन से संबंधित हूं, कैटेगरी की यूनियन से संबंधित हूं, इन योगों ने इस फार्मूले को स्वीकार नहीं किया है। यह गलतफहमी नहीं होनी चाहिये कि सभी रेलवे मजदूरों ने इस फार्मूले को मान लिया है। हम विनम्रता के साथ कहते हैं कि डैफर्ड वेज के सिद्धान्त को मानिये, जैसे तमाम हिन्दुस्तान में बोनस का सिद्धान्त है, वही सिद्धान्त आप भी स्वीकार कीजिये। 12 महीने रेलवे मजदूर से काम लीजिये और 13 महीने की तनखाह दीजिये। यह सब शर्त हटाइये, रेल मजदूर इससे संतुष्ट नहीं है। आज या कल विस्फोट होने वाला है जिसको मरे स्थाल से हमारी मान्यताप्राप्त फैडरेशन भी उके नहीं सकेंगी।

एक मानवीय समस्या: इसके लिये तो जार्ज साहब है।

श्री रामावतार शास्त्री : इसमें मैं भी हूं, खाली जार्ज साहब ही नहीं है। मैं उनका सहयोगी हूं। अगर वह सहमोग न लें तो दूसरी बात है।

एक बात मैं और कह दूं कि आर.पी. एफ. तो रेलवे का पार्ट एण्ड पार्सल है। उनके यहां गलतियां हो सकती हैं। हमें उनकी गलतियों को दुरुस्त करना चाहिये। हम भी उनसे कहते हैं कि आपके यहां गड़बड़ी है, थोड़ा ठीक तो करो, सम्पत्ति की रक्षा तो करो, लेकिन इसका मतलब यह नहीं है कि उनको बोनस न दिया जाये। बोनस उनको भी जरूर दीजिये। उनमें भी बहुत असंतोष है, नहीं तो आपको और ज्यादा नुकसान होगा, इतना ही मैं कह सकता हूं।

इसके अलावा रेलवे अस्पतालों में दवाएं नहीं हैं। रेल मजदूरों को दवाएं नहीं मिलती हैं। मैं दानापर की बात जानता हूं, वहां न दवा है, न लेडी डाक्टर है और न पर्याप्त लेडा डाक्टर है। दोनों ही नहीं हैं।

प्रो. मधु बण्डवते : यह लेडा कहां से लाये भार्द?

श्री रामावतार शास्त्री : लेडा यानी मर्द डाक्टर। आज आवश्यकता के मुताबिक डाक्टर वहां नहीं है। इसकी कोशिश की जानी चाहिये।

मैं अपने हलाके की एक बात और कहना चाहता हूं। हमारे यहां जनन्ती जनता जो चलती है, उसकी दौड़ और बढ़ाई जाये, उसे दो दिन के बदले और ज्यादा किया जाये। उसे आप यहां नई दिल्ली तक लाइये, अभी पुरानी दिल्ली तक ही लाते हैं। हम लोगों की भी थोड़ी गदद कीजिये। जो डी-लक्स पटना होकर चलती है, वह वहां पर दो दिन ही जाती है, उसको भी बढ़ाइये ताकि यात्रियों को सुविधा हो। पटना से दिल्ली तक एक स्पेशल एक्सप्रेस द्वाने चलाइये, ठीक उसी तरह से पटना से कलकता तक एक स्पेशल द्वाने चलाइये, तब काम चलेगा।

[श्री रामावतार शास्त्री]

मैं यह भी कहना चाहता हूँ कि पटना में गंगा पर जो रेल पुल बनने की बात है, उसको भी बनाइये। 5 साल से पूना में विशेषज्ञ उसकी जांच कर रहे हैं। यही जवाब दंडवते जी ने भी मूर्ख दिया था, जब मैं पारियामेंट का मंत्री नहीं था। यही बात अब त्रिपाठी जी ने भी लिखकर दी है। मैंने पिछले बजट में भी यही सवाल उठाया था कि बिहार की और देश की तरकी के लिये पटना में सदाकत आश्रम के पास गंगा नदी पर रेल पुल बनना बहुत ही जरूरी है।

यह भी कहना चाहता हूँ कि तमाम गैंग-मैंनों को सी. पी. एस. स्कैल दीजिये। केंजुअल, सबस्टीट्यूट मजदूरों को नियमित बनाइये, जो कि ट्रैकों की देखभाल करते हैं, जिसकी चर्चा दंडवते जी ने भी की है, वह बहुत खराब स्थिति में है, उनकी स्थिति को जल्द से जल्द बदलिये। पटरियों की देखभाल गैंगमैन ही करते हैं, उनको सी. पी. सी. का स्कैल भी नहीं देंते हैं। उनको दिक्कतें बहुत हैं, उन को वर्दियां भी नहीं देते हैं।

रेलवे मजदूरों में सब से शोषित तबका गैंगमैनों का है, जो इंजीनियरिंग विभाग में है। सरकार को उनकी तरफ ध्यान देना चाहिए।

मंत्री महोदय इन बातों पर विचार कर कटौती प्रस्तावों को देखें। अगर उनकी बुद्धि में आये कि अमुक बात ठीक है, तो वह उसको मान लें और देश की सेवा में हमारी मदद लें।

श्री तपेश्वर सिंह (विक्रमगंज) : सभापति महोदय, मैं 1980-81 के बाट आन एकाउंट बजट का समर्थन करने के लिए सङ्ग आया हूँ। रेल मंत्री के भाषण से स्पष्ट पता लगता है कि हमारी सरकार का ध्यान सारी समस्याओं की तरफ है। सारे देश में डीजल और कोयले की कमी को देखते हुए वह उसके ट्रांसपोर्टेशन की तरफ भी ध्यान दे रहे हैं। इसके लिए मैं उन को धन्यवाद देना चाहता हूँ।

नेशनल ट्रांसपोर्ट पालिसी कमेटी का प्रतिवेदन अभी तक नहीं आया है। उम्मीद है कि अगले सत्र में जो बजट रखा जायेगा, उसमें उसकी चर्चा होगी। मैं रेल मंत्री को उनके इस आश्वासन के लिए भी धन्यवाद देना चाहता हूँ कि रेलवे की सब सैकर्नल स्कोर्स को तीव्र गति से पूरा किया जायेगा।

लेकिन मैं रेल मंत्री का ध्यान इस और आकृष्ट करना चाहता हूँ कि आज-कल सैकर्नल ब्लास के डिब्बे इतने कम हैं कि यात्रियों को बहुत कठिनाई पड़ती है, यहां तक कि जो लोग पहले से टिकट खरीद लेते हैं, उन्हें भी जगह नहीं मिल पाती है। मेरा सुझाव है कि सैकर्नल ब्लास के डिब्बों में वृद्धि की जाये, ताकि यात्रियों को कुछ सुविधा मिल सके।

मैं एक महत्वपूर्ण घटना की ओर रेल मंत्री का ध्यान आकृष्ट करना चाहता हूँ। बिटिश साम्राज्य के जमाने में 1910-11 में बिहार में आरा से सहस्राम तक रेलवे लाइन बनाई गई थी। सौ किलोमीटर लम्बी उस लाइन की काफी उपयोगिता थी। आंकड़ों से पता चलता है कि लगभग तीस हजार पैसेंजर प्रति-दिन उस लाइन का इस्तेमाल करते थे और अप तथा डाउन मिला कर रात-दिन में 17 गाड़ियां उस लाइन पर दौड़ती थीं। बीच में मार्टिन लाइट रेलवे नाम की कंपनी उस लाइन को चलाती रही। वह कंपनी उस रेलवे को बन्द करना चाहती थी, लेकिन भारत सरकार और बिहार राज्य सरकार उस जिले की जनता की सुविधाओं को दृष्टि में रख कर कंपनी को अनुदान देती रहीं, ताकि वह रेलवे लाइन चालू रहे। लेकिन पिछले साल जब जनता पाटों की सरकार थी, तो उसने जनता की सुविधाओं का कोई स्थाल नहीं किया और मार्टिन लाइट रेलवे के मैनेज-मेंट के आग्रह पर सबसिडी देना बन्द कर दिया और उसे बाइंड अप करने की परिमिति भी दे दी। 1978 साल में आरा सासाराम के बीच में जो 100 किलोमीटर के रेल थीं, उस को एकाएक बन्द कर दिया गया। इतना ही नहीं उन्हें इस बात की भी इजाजत दे दी गई कि रेल के डिब्बे या रेल की पटरियां, रेल

की लाइनें और रेलवे स्टेशन भी वह बेच सकते हैं। घड़ले से रेल के डिब्बे बेच दिये गए, रेल की लाइन भी बेची जा रही है, रेल की पटरियां बेची जा रही हैं। हमारे जिले में और हमारे निवाचिन क्षेत्र में, जहां से मैं निर्वाचित हो कर आया हूँ, इस से काफी असंतोष है। आज के वैज्ञानिक युग में जहां भारत सरकार हिन्दू-स्तान की जनता को और नयी नयी सुविधाएं प्रोवाइड कर रही है, वहां हिन्दू-स्तान की जनता को एक सुविधा जो आजादी से लगभग 70 वर्ष पहले से प्राप्त थी वह भी उन से छीन ली गई। एक तरफ हम चर्चा करते हैं कि जहां कोई रेल लाइन नहीं है वहां, रेल लाइन प्रोवाइड करें, दूसरी तरफ जो एक सुविधा ब्रिटिश एम्पायर के टाइम में थी वह भी छीन ली गई, 1978 में उस रेलगाड़ी को बन्द कर दिया गया। उस की जमीन अभी पड़ी है। उसे भी बेचने की दात चल रही है। राज्य सरकार ने भी भारत सरकार से अनुरोध किया था लेकिन उस पर कोई फैसला जनता पार्टी की सरकार के ममता में नहीं हो सका। मार्टिन लाइट रेलवे कम्पनी चार पांच रेलवे लाइनों चला रही थी। उस में से तीन रेलवे लाइनें थी—हाबड़ा से अमेठी, हाबड़ा से शिखेला और शाहदारा से सहारनपुर। इन को भारत सरकार ने ले लिया और इन स्थानों पर बड़ी लाइन बनवाई जा रही है। लेकिन इस लाइन का कोई स्थाल नहीं किया गया। इसलिए जनता में काफी असंतोष है। मैं आप के माध्यम से रेल मंत्री जी से और सरकार से यह मांग करना चाहूँगा, पहले अब स्वर्गीय ललित बाबू थे तो इस मार्टिन लाइट रेलवे को बड़ी लाइन में बदलने की चर्चा है थी, लेकिन बड़ी लाइन बनाना तो दूर रहा, जो एक छोटी लाइन चलती थी वह भी खत्म कर दी गई। इसलिए मैं आग्रह करना चाहता हूँ कि सरकार इस पर सहानुभूतिपूर्वक विचार करें और आरा-सासाराम रेलवे लाइन को बड़ी लाइन में परिवर्तित करने की कृपा करें।

SHRI G. M. BANATWALLA (Ponnani): Mr. Chairman, Sir, let me at the outset wish speedy recovery and best of health to our Railway Minister, Shri Kamlapati Tripathinji. We hope

he will soon regain full health and vigour.

I stand to offer a few remarks now on the interim Railway Budget that we have. I must express my sense of gratitude for the awareness that the Government has shown to some of the challenging problems that the Indian Railways today face. It is a well-known fact that the Indian Railways are Asia's largest railway system and in spite of a lot of problems, our railways are still a better organised Government undertaking. For that, due credit should be given to the Government.

16 hrs.

SHRI JYOTIRMOY BOSU (Diamond Harbour): 'Credit' means in terms of money?

SHRI G. M. BANATWALLA: Moreover, there are several questions, questions with respect to punctuality, questions of such nature that are faced by the Railways. They require better management. But then there are certain very challenging questions which Indian Railways face. For example, the question of modernisation of equipment. It must be said that during the last two years especially, this question of modernisation of equipment did not receive, at the hands of the Government, the treatment that it deserved. I must, at the very outset, congratulate the Railway Minister for this great thrust that is now today found, as far as the modernisation of equipment is concerned.

16.01 hrs.

[MR. DEPUTY SPEAKER in the Chair]

Modernisation of equipment, as I said, is a great challenge; upto now, not enough was being spent on the replacing of rolling stock, track and other equipment. Then it appeared as if the electrification and dieselisation would lag behind for long and that the old steam engines would linger on for years. At last, we have some consolation today because in the Budget, we have been told that the modernisa-

[Shri G. M. Banatwalla]

tion and maintenance project of the Railways is being progressd under the World Bank Credit of 190 million dollars. I, therefore, must express, if not full satisfaction, at least some partial satisfaction for government having come to grips with this challenge of modernisation of equipment. We therefore, wish all success in this particular matter.

Mr. Deputy-Speaker, Sir, there are several questions that must be raised. But in view of the paucity of time at our disposal, I will have to just run over them making a few remarks. The question of bonus has been agitating for long. It has been conceded, but I must say, in poor grace. I must urge upon the Government that the minimum bonus is to be treated as deferred wage. That is the point to which the Government must apply itself with proper and clear vision and imagination. There has been an era of very poor industrial relations. The last Government inspite of all its pronouncements could not overcome this problem of industrial relations. We had several problems coming up. They had made a promise, but then they tried to wriggle out of that promise through this concept of productivity-linked bonus. But the main question is one of accepting the minimum bonus under Indian conditions as deferred wages.

I will not try to elucidate more on this point because only in the last session I had moved a cut motion and spoken at length on this particular subject. Now also there is my cut motion in order to shake up the Government to see the realities of the situation and I intend pressing that particular cut motion. We are told that several unions and federations have accepted the concept of productivity-linked bonus. But you know very well that that is not the whole story. There are serious reservations and it is better that the matter is taken up in right earnest. Let there be no self-deception whatever.

There are a few problems with respect to the State of Kerala. Our energetic Minister, Shri C. M. Stephen, has taken up the work of deputing for the Minister of Railways and, therefore, I need not dilate much upon that point. He knows better than perhaps myself the poor condition of railways in our State of Kerala. It is unforfunate that condemned bogies, condemned wagons, are allotted to our State of Kerala. We seem to have a special consideration in the matter of allotment of condemned bogies and wagons. Then, I must thank the Government for updating the old surveys specially with respect to the railway line from Kuttipuram to Gruvayoor and Trichur. Let us not shelve it on financial grounds. It is an important demand which should be conceded in good grace. Gruvayoor is a very well-known centre of pilgrimage. Then, there is the backward area, the backward district of Mallapuram which needs proper treatment. Mere financial considerations should not be there in such matters. I must also say that there is a need for more trains in Kerala. Just to give only one example; there is no train whatsoever during the day time from Ernaculam to Calicut. Shri C. M. Stephen has roots in Kerala. I hope, he will not be partial to Kara a. I am sure, the justified needs of Kerala will receive proper attention at the hands of the Government.

Several other needs of the State of Kerala are mentioned in my cut motions. I will not dilate upon them. Those cut motions are there. I am sure, all the points mentioned in the cut motions will receive the attention of the Government.

There is one very urgent thing to which I would like to draw the attention of the Government. As I stand here today, the booking of *paan* baskets from Tirur railway station to Delhi has been totally stopped resulting in a great waste of the perishable article *paan* and the betel leaves, resulting in daily losses of thousands and thousands of rupees to petty betel leaves traders over there. This requires serious attention. For days and days together,

for nearly one year no wagons have been allotted for the carriage of the betel leaves from Tirur to New Delhi. This is a serious situation leading to the starvation of these very petty betel leaves traders in Tirur. I am sure this question will receive immediate attention at the hands of the Government and it will be seen that necessary wagons are allotted so that they don't suffer.

In the end, before I conclude, I may speak about the extreme unpunctuality of the trains there in Kerala, as also the sudden and unfortunate recent upward revision of the suburban fares in Bombay by the Central Railways. That requires a little elaboration: I plead that some more time should be given.

MR. DEPUTY SPEAKER: How much time do you require?

SHRI G. M. BANATWALLA: Fifteen minutes

MR DEPUTY SPEAKER: No; I will give you one minute.

SHRI G. M. BANATYALLA: I am sure the various points that have been raised will get the proper attention of the Government.

I must congratulate the Government for having imparted a thrust to the Management for the efficient working of the Railways. However, complete satisfaction cannot be expressed. There are areas of dissatisfaction. There are serious challenges and they should be properly met.

With these words I thank you.

SHRI C. CHINNASWAMY (Gobichettipalayam): Mr. Speaker Sir, I rise to speak a few words on the Railway Budget on behalf of the All India Anna D.M.K. Party.

Before I comment on the Railway Budget, let me wish the speedy recovery of the Hon'ble Minister for Railways so that my demands can be earnestly heard and effectively implemented.

Even though, in our country, democracy is derailed by the sabotage of some Political Parties like the Congress (I) and DMK in the form of dissolution of the State Governments, rails have not gone that way, thanks to the able administration of the Indian Railways.

I appreciate and welcome your policy of providing more facilities for rail passengers and extending the existing train services to meet the outstanding demands, and providing need-based additional train etc.

I propose that the Railways should be modernised and new techniques should be adopted to provide more facilities in big cities like Madras. It is advisable to introduce a Rapid Transit System or the Tube Railway System in the Madras City. I think this proposal was considered some time back.

Sir, the long-term demand of the new line of Chamrajnagar-Sathiamangalam - Gobichettipalayam-Tiruppur-Palladam-Dharapuram-Palani should be taken up at least now so that it will establish communication with the southern Karnataka and fulfil the aspirations of the people. One more Express train should be provided from Trinelveli to Madras.

I want the metre-gauge lines in the South to be converted into broad-gauge lines, in-between Tuticorin and Trichy and in-between Karur and Trichy and in-between Madras-Trichy and Dindigul. Survey work has been completed for some of these lines already.

In our country goods train services should be improved so that essential commodities can be transferred early and effectively.

Industrial and commercial centres like Sivakasi, Erode and Coimbatore should be provided with more wagons. Alternative arrangements and wagons should be provided, so that goods like dal, wheat and rice can be transported and price-rise can be checked effectively. Transport for moving petrol, diesel, kerosene, coal and fertilisers

[Shri C. Chinnaswamy]

should be given priority so that the poor people will not be affected.

The present freight rate should be reduced.

As it has been commented that the Perambur Coach Factory has achieved the target, one more coach factory should be started in the south, particularly in Tamil Nadu.

The Railway Protection Force should be strengthened, and special allowance should be given to them to encourage them.

Low grade servants like gangmen should be given more emoluments. Many of them are kept in temporary service; they should be made permanent.

With these words, I conclude my speech. I thank the Chair for giving me this opportunity to speak.

श्री स्वामी इन्द्रवेश (राहेतक) : उण्ठक्ष महोदय, रेलवे बजट को दब्ब कर लोगों को बड़ी निराशा है। खाम करके ऐसे धेने के लोगों को जहां पर पहले से रेल लाइन नहीं है। उदाहरण के रूप में मैं कहना चाहता हूँ कि मैं जिप धेने में गद्दन में चून कर आया हूँ, वह राहेतक धोने हैं और उस क्षेत्र में, राहेतक और रिवाड़ी के बीच में पिछले तीस साल से रेल लाइन के लिए ज्ञावाज उठायी जानी रही है कि हमें रिवाड़ी से भज्जर होते हाँ राहेतक के लिए रेल लाइन मिलनी चाहिए। लेकिन उस लाइन की इस बजट में कोई बात नहीं है और न कोई यहां पर चर्चा है। यह लाइन इस बात के लिए भी जरूरी है कि इस लाइन से गजस्थान, उधर पानीपत से हो कर उत्तरप्रदेश और फिर पंजाब का सारा इलाका जड़ जाता है। मैं समझता हूँ कि यह रिवाड़ी-भज्जर-राहेतक रेल लाइन बनायी जानी चाहिए।

उपाध्यक्ष जी, यह जो रेलवे का सारा तंत्र है, मैंने ऐसा लगता है कि यह गांव के लोगों की बिल्कुल परवाह नहीं करता

है। उसका प्रमाण यह है कि एक स्टेशन से दूसरे स्टेशन के बीच जो रेल लाइन है उन में बहुत जगहों पर फाटक नहीं होते। रेल लाइनों के साथ साथ जो सड़कें होती हैं उन पर बसें, ट्रेक्टर और ट्रेम्पो चलते हैं जिनके कारण उस लाइन पर आने वाली रेल गाड़ियों की ज्ञावाज नहीं सुनायी पड़ती जिसका कि परिणाम बड़ा भयंकर होता है। बड़ी बड़ी दुर्घटनाएँ होती जाती हैं। ट्रेम्पो और बैल-गाड़ियां रेल-गाड़ियों के नीचे आ जाती हैं। मैं समझता हूँ कि सारे देश में ऐसी अवस्था है। हारियाणा की सैकड़ों जगह तो मैं जानता हूँ जहां पर ऐसे स्थान हैं जिन पर रेलों से ट्रेक्टर और ट्रेम्पो की दुर्घटनाएँ होती रहती हैं। इसलिए सरकार को इस पर विशेष ध्यान देना चाहिए।

राहेतक के अन्दर मैं दब्बता हूँ कि भज्जर रोड के ऊपर जो रेलवे लाइन है, उस पर कोई प्लन नहीं है। मेरा खुद का तज्ज्बा है कि राहेतक से 50-60 मील दिल्ली आना तो आसान है लेकिन भज्जर लाइन को पार करना बड़ा मुश्किल है। मैं समझता हूँ कि इस तरह की अव्यवस्था वहां रहती है कि सबेरे से ले कर शाम तक हजारों लोग सरकार की और रेलवे तत्र को निपटियता की निन्दा करते रहते हैं और सरकार के इस तत्र की लापरवाही के कारण, कड़वे जहर का घूट पीकर रह जाते हैं। सरकार और रेल प्रशासन इसको देखता ही नहीं कि सालों सालों से लोग परेशान चले आ रहे हैं। सरकार को इस पर भी ध्यान देना चाहिए।

कई स्थानों पर देखता हूँ कि रेल लाइनों पर फाटक तो हैं लेकिन फाटक दो-दो घंटे तक बंद रहते हैं। दोनों तरफ फाटक के गाड़ियां खड़ी रहती हैं, किसान अपनी-अपनी बैलगाड़ियां लिये खड़े रहते हैं लेकिन फाटक बंद रहते हैं। यह जो लापरवाहीपूर्ण व्यवस्था है इस से लोगों को बड़ी निराशा होती है। इस और विशेष ध्यान दिया जाना चाहिए।

वैसे तो सभी सार्वजनिक स्थानों पर लेकिन रेलवे स्टेशनों पर विशेषकर बूक स्टाल बने

हुए हैं जिन के उपर अश्लील साहित्य की भरभार रहती है। एक आदमी जो लम्बी यात्रा करता है उसे पढ़ने के लिए यदि कोई पुस्तक लेने की बात सूझती है, नाटक या उपन्यास लेने की बात सूझती है तो अधिकतर उसको यही साहित्य खरीदने के लिए मिलता है। आपको देखना चाहिए कि इस प्रकार का अश्लील साहित्य वहां न बेचा जा सके और इसके लिए आपको कोई विशेष व्यवस्था करनी चाहिए।

रेलों में अरबों रुपये के पूँजी लगा हुआ है और लाखों लोग इस में काम करते हैं। यह जो इतना बड़ा तंत्र है यह कराड़ों कराड़े रुपये घाटे में जाए, इसको देख कर दख होता है। इस में लाखों लाख और कराड़ों कराड़े रुपये की चारियां हो जाती हैं। मैं समझता हूँ कि इसका मुख्य कारण है सरकार की अयोग्यता और सरकार पूरी जिम्मेदारी से काम नहीं करती है और न ले पाती है। मैं समझता हूँ कि इन चीजों की तरफ ध्यान दिया जाना चाहिए।

SHRI RAM PYARE PANIKA
(Robertsganj): Sir, I belong to UP. Kindly allow me two minutes.

MR. DEPUTY SPEAKER: But your Party must have given your name.

SHRI RAM PYARE PANIKA: Of course, some names were there. Now, because all of them have spoken, I may be given some time.

MR. DEPUTY SPEAKER: The Minister has got to reply and we have to complete it by 5 O'clock. Kindly co-operate.

SHRI RAM PYARE PANIKA: Just give me two minutes please.

श्री शिव कंभार सिंह ठाकुर (खंडवा): मेरा नाम है। मेरी कंस्टिट्युएंसी का बहुत ही महत्वपूर्ण प्रश्न है। मुझे एक दो मिनट दिए जाने चाहिए।

SHRI RAM PYARE PANIKA: If all the names have been finished, then we should be allowed because there

are so many members who want to speak from our side.

MR. DEPUTY SPEAKER: For your information, the names are given by the Whips or the Parliamentary Affairs Minister. Now, all names given have been exhausted. These are the names which have come afterwards. The Minister has to reply and all this we must complete by 5 O'clock. We cannot extend the time.

श्री रामावतार शास्त्री: हमारी प्रार्थना है कि कुछ समय बढ़ा दिया जाना चाहिए।

MR. DEPUTY SPEAKER: I am not permitting anybody to speak. I would ask the Minister to reply.

SHRI K. T. KOSALRAM (Tiruchendur): I have given 19 cut motions and yet you are not allowing me to speak. What is this?

MR. DEPUTY SPEAKER: Cut motions come later on.

SHRI K. T. KOSALRAM: This is not fair.

MR. DEPUTY SPEAKER: After the Minister has replied, the cut motions will come.

SHRI K. T. KOSALRAM: After his speech, are you prepared to allow me?

MR. DEPUTY SPEAKER: In that case, I will have to allow so many members.

SHRI K. P. UNNIKRISHNAN (Badagara): Ruling party members are giving cut motions!

SHRI K. T. KOSALRAM: As a member I have got every right.

MR. DEPUTY SPEAKER: Mr. Stephen.

THE MINISTER OF COMMUNICATIONS (SHRI C. M. STEPHEN): Mr. Deputy-Speaker, Sir, I must certainly thank all the hon. Members. . . (Interruptions)

एक भावनीय सदस्य : उपाध्यक्ष जी, कि सारों को दैग्नस नहीं मिल रहे हैं जिसके कारण उनको बहुत तकलीफ हो रही है...

(अवधान)

MR. DEPUTY SPEAKER: You will please take your seat. I have asked the Minister to reply. I am not allowing anybody to speak. I have called the Minister to reply. Please take your seat. The Minister may now reply.

SHRI C. M. STEPHEN: Mr. Deputy-Speaker, Sir, I must thank the hon. Members for the speeches that were made. The speeches by and large, are very very balanced in nature, constructive in approach—not at all acidic—containing certain constructive suggestions. I have been listening to the debate on railway budget for quite a number of years. Generally, the speeches can be analysed into two or three types—First is the local problem—demand for more lines—there has been a plethora of demands. Then comes the grievances of the passengers and constructive suggestions for the improvement in the working of the railways. Third comes the inevitable attack on the Railway Board as an anachronism that has been going on from year to year and lastly it is an analysis for the economy of the railway either to compliment or to criticise and point out the finger for the improvement.

All these aspects are inevitable in any debate on railway budget. The debate to-day also has partaken of those characteristics. Overwhelmingly, there have been expressions of anger, discontentment, frustration and demands that more railway lines are not given and that the construction of certain lines is being delayed. With respect to that, the speech of the Railway Minister has spelt out the policy. I have nothing more to say. This is what he has stated:—

"The total availability of funds being limited, the result has been

that some of the projects sanctioned as early as 1971-72 are still to be completed. It is imperative that ongoing works should be completed expeditiously so that benefits of investment start flowing to the public.

* * * * *

"I would plead with the Honourable Members to bear with me for the present and I assure them that when we get the report of the National Transport Policy Committee regarding priorities to be given for new constructions, the development of backward and hilly areas will be given due priority within the constraint of resources."

Now the course the Railway has been taking from year to year is a very inspiring sight. Governments come and governments go and the Railway Ministers come and go but the railways continue as a life-wire and a life-line of the nation.

There is an awareness that the railways are a lifeline of the nation and, if you see, you will find that there is no year when additional money is not invested into the railways for additional constructions. Take a few years only.

Year	New lines		Gauge Conversion
	Rs. Crores	Rs. Crores	
1974-75	18	14	
1975-76	19	17	
1976-77	19	18	
1977-78	22	24	
1978-79	34	30	
1979-80	36	38	
Forthcoming year	40	44	

Every year, we are investing more and more money to improve and to go in for more and more construc-

tions. But, of course, demands are also increasing. There are constraints with respect to all the demands made. But, I can assure the House that everyone of the demands has been taken note of and that will be very sympathetically considered as the constraints of the finances warrant.

In the matter of consideration and sympathy, there will be no limit and within the acceptance and implementation, there is a time-schedule and constraint of finance. This is a matter which everybody will have to take note of even though it is pleaded that these cannot be accepted, you must accept the *bono-sides* and say 'All right we will have to wait for some more years'. That is all that I have got to say as far as this matter is concerned. Certain points were made by my friend Mr Madhu Dandavate. He has been in charge of this for about 2½ years and I have watched him developing a sort of a paternal affection for the railways. Whatever be the effect of that paternal affection, he had a sort of paternal affection and that developed into a sort of attachment. Therefore whenever he dealt with the Railways there is a softness about it and I could see that softness today also. He was very anxious that the Railway must not be burdened with the burden of social responsibilities. He was very anxious that the renewals must be hastened forward, all these things he has been saying. As far as the renewals are concerned he must know that facts about them. The backlog of the primary track renewal is around 6,000 k.m. Taking into account the backlog and fresh accruals, about 10,250 Kms. of renewals will have to be carried in the five years between '78 and '83. The estimated cost is 560 crores nett. That is, the annual requirement will be 112 crores and our present allotment is only around 75 crores (nett) per year. This is the position. These are in crores of rupees. This is obviously short of our requirements. We feel

strengthened by the strong plea from that side that more funds must be given. We will certainly press for more funds for track renewals with the Planning Commission and other authorities to the extent possible and this is absolutely necessary.

One of the defects in the railway finance is as far as the depreciation fund is concerned. The depreciation is not on the basis as it should be. Depreciation, as is usually computed, is on the basis of the original cost and revaluation cost. That should not be because funds have got to come in, more and more depreciation amount has got to be accumulated. That sort of finance is now being worked out.

As far as renewals are concerned, I wish to say that this is a matter which is under the consideration of the Board and of the Administration.

Regarding Bonus, many things were said. Bonus is a dynamic concept. It changes. It takes on newer and newer character. It has come out to a stage now. A question was asked as to how it would be calculated and so on. Productivity bonus is on this basis. A provision of Rs. 56 crores has been made in 1980-81. Bonus is to be based on the performance of the year 1978-79. Approximately the liability will be about 23 days payment. That is the basis on which the calculation has been made. This I am stating in answer to the point raised by Mr. Jaipal Singh.

As I said it is a sort of dynamic concept and things will have to go on. Linking bonus with productivity is a concept which has now been accepted by most of the organised trade unions. As far as the railways are concerned this is a break through. This has been accepted in the railways and this is being spread out to the other areas also. That linkage is there and the recognised federations have accepted it. All responsible trade unions have also

[Shri C. M. Stephen]

cepted this concept. Anyway, we have gone to a stage now from a stage of cipher. Now we are going ahead with that concept. My friend Mr. Madhu Dandavate when he spoke, spoke about the profits that were being earned and the loss that is now being projected. He also made a sort of asperiation as to whether something bad is going to happen. An institution was also made that we have brought forward this as a Vote-on-Account with an ulterior purpose or a that we had something up our sleeves. One thing must be understood that we are a type of people who believe in spelling out what we really want. We have absolutely no reservation in telling the people the hard facts. Prof Dandavate has alleged that we have decided something because of the price situation and all that but, we are keeping it back because of the Assembly elections and so on. We are political beings. So far as Assembly elections are concerned, we have made our own analysis. We know whom we are going to face and we know what type of force we are going to face and we know what is going to happen. We have absolutely no reservations about it. We have no apprehensions about it. This is not a factor at all. On the other hand, we have got to evolve the whole thing. We have inherited an economy which admittedly is certainly bad. We have got to restore the whole thing, railways, production areas and everywhere economy is so shattered that we have got to have a deep look into the whole thing. What steps have got to be taken? It is not a small matter to precipitate, to bring in a budget and tell the people that this is the position. A deeper analysis is necessary, stronger steps are necessary and plans have got to be evolved. That needs time and the analysis needs time. Therefore, it is necessary, as a responsible party, we do not bring in a full fledged budget but we have brought in a vote on account and started proceeding with our analysis, with our consideration so

that a responsible sort of budget could be brought forward. Somebody asked whether we can give an assurance that no levy will be imposed. There is no assurance either way. There is no declaration that the levy will be imposed. There is no assurance that the levy will not be imposed. That depends on the economy of the nation and the economy of the railway. What is necessary for the health of the railway for the health of the economy of the nation, we have got the moral courage to tell the people that this is necessary for the good of all of you, and therefore as a party which has got the command of the people, I must say that we are no moral cowards in this matter. Therefore, do not put the insinuation on us. We have chosen to bring forward a vote on account. Whether in the Railways or in the General Budget we have chosen to bring it because we have to look at the whole picture. The picture is baffling, the picture is terrific. A deeper analysis is necessary. The time at our disposal was not enough and therefore we want to take a little time to look at the whole picture to evolve a solution, to incorporate the solution into the budget. To put forward our proposal that time taken by us is in the national interest, not in the limited manner in which the budgets were presented by those sitting on the Opposite. It is not like some Finance Minister coming in and presenting the budgets. Political budgets were being brought in. That is not our method. That has never been our method and that is not our method this time also. Therefore, let us not have any such insinuation. That is what I have got to say. It was said that there had been successive profits. Well, we have got the figures with us. The malady with these railway budgets were that the projections were never kept up, projections with respect to freight hauling were never kept up, projections with respect to profit were never kept up. High projections were made and they fell through. This was what had been happening. What is the position now? In 1976-77, when we handed over to you,

the profit was Rs. 87 crores and at that time we had cleared all the arrears every type of conceivable arrears were cleared and profit of Rs. 87 crores were given to you. 1977-78, according to Mr. Madhu Dandavate, was the best year.

PROF. MADHU DANDAVATE: Dividend liability must be there.

SHRI C. M. STEPHEN: Dividend liability....to what extent? Most of the other arrears are cleared up. This is the Parliament, I cannot make a statement. This can be wrong and you will haul me up. I will have to be very careful about that. Therefore, more or less, according to my information, most of the accumulated arrears on the basis of a total of about Rs. 36 crores were cleared and if they were not cleared, then the profit would have been Rs. 17 crores. Next, if it would be Rs. 126 crores. 1977-78 credit has been taken by Mr. Madhu Dandavate. I will come to that later. But from there what happens? It falls down to Rs. 36 crores and now in 1978-79 he announced Rs. 79 crores of profit. But it is going to end up with the deficit of Rs. 42 crores. This is the picture. We started with Rs. 126 crores and that fell down to Rs. 36 crores. It has now come down to a deficit of Rs. 46 crores, that is, the year of under your administration. Why has it happened? When I participated in the Railway Budget debate. I pointed out the danger signal was on. Why? Because the freight haulage was coming down.

16.40 hrs.

[MR. SPEAKER in the Chair]

This was the picture. In 1976-77, the total originating traffic was 212 million tonnes. It fell down to 210 million tonnes in 1977-78, to 198 million tonnes in 1978-79 and to 194 million tonnes in 1979-80. There was a steady fall in the traffic haulage. I am not speaking about the earnings, but the originating traffic tonnage that was hauled up. It was falling down. We must understand that the fall in the originating traffic has got great significance. It has significance on the

revenue of the railways and it has significance on the economy of the nation. If the economy of the nation crashes, the haulage of the traffic also falls down. Coal is not available, other things are not available, and, therefore, there is no movement of them.

My friend, said that in my speech at that time on the railway budget, I had paid compliments and all that. In fact, I had warned the then Railway Minister that this is what is going to happen. He made an announcement that the year 1977-78 showed that emergency was no answer to take the country forward. About that I had said in my speech:

"...the question is whether the Emergency had its effect or not. The figure shows that it showed its effect. Nobody said that unless the Emergency continued things would be bad. The patient was brought to health. A healthy child was handed over to you. So, the explosion of the myth is not the question.

"...Here is a healthy child. Look at the different aspects of it. That is why I said that this was the normal year, began with a note of buoyancy, slipped through on a normal plain and now ending with a bend which is indicative of a trend which is not very much encouraging."

I was dealing with the freight trend and here I said that the bend was indicative of a trend which was absolutely discouraging and frightening. That is the position which I showed at that time, and that is what it has come to. The things in the railways in spite of the paternal affection that Shri Madhu Dandavate had for the railways were going beyond him because the whole economy had crashed in the country. Therefore, the haulage finished with the figure I have given and the things went from bad to worse. The revenues went down, the traffic went down and that is the picture.

Now, in 1979-80 what has happened? We are ending up with a deficit of

[Shri C. M. Stephen]

Rs. 42 crores. That was the year when the freights were increased, the season ticket rates were increased. By the increase in the freight rate and the season ticket rates in that single year, the total revenue earned by the railways additionally was Rs. 160 crores, that was not there in the previous years, and still there is a loss to the extent of Rs. 42 crores. What was the position when we handed over to you in 1976-77? There was no backlog with regard to dues to the workers, everything was cleared up and still a profit was given. And that was the year in the history of railways when we had reached the top as far as the lifting of the goods was concerned. This is the picture we have got to see. Now, we have got to lift it back from that position. Our projection for the next year is 214 million tonnes. How will it happen may be the question you are going to ask. You can rest assured that our approach will be absolutely realistic. We have not put it at 230 or 240 million tonnes, we have put it at 214 million tonnes only as a result of realistic analysis. We have taken the courage to put it at 214 as against the present figure of 194 million tonnes because we are sure, the economy of the country is going to improve. More and more coal is going to be hauled more cement and other things are going to be hauled and, therefore, we will be able to achieve the target. The projection for this year is 214 million tonnes. We will do our best to improve the situation. That is all I have got to say on this point.

AN. HON. MEMBER: But please do not bring emergency.

SHRI C. M. STEPHEN: Emergency was imposed on the nation by the opposition. Do not try to impose conditions of emergency in the country again. Even if you impose the conditions of emergency, it will be our endeavour to face it with the support

of the people. Therefore, the Opposition is trying to bring in the conditions of Emergency. Kindly avoid it. We have had, both of us, our innings here. We have seen what it is. Now allow us to mend what you have undone so far. We will do our best. For that, we seek your cooperation. It is a matter of gratification that the debate now shows that the attitude is not very antagonistic. Let this arrangement of cooperation continue, and let the wrong things be rectified.

I have got to say one more thing. The Railway Administration realizes that it has got a major responsibility in the matter of restoring the economic conditions of our country. It has got to give more and wagons. It has got to put the whole thing up. The Railway Administration is absolutely conscious of it. The other Ministers are aware of it. Discussions are going on. The Railways are giving their full cooperation, as far as we are concerned. They are aware of their national responsibility. All I am appealing to you is: let us join hands together and go ahead. Let us forget the past, for the time being and see that things are rectified. We shall do our best, as far as we are concerned. I hope that Mr. Dandavate will now agree that the insinuation he made that the Vote on Account was for a different purpose was wrong. That is what I have to say.

(Interruptions).**

AN HON. MEMBER: What about the casual labourers who are working for the last 7 to 8 years? Are they going to be regularized or not? It is a very important point.

SHRI C. M. STEPHEN: I can assure the hon. Members that there is no point which any Member of this House may put up, which will not be examined. Any point that any Member might bring in, will be duly examined.

(Interruptions).**

MR. SPEAKER: Does the hon. Member realize that I have not permitted him? Has he got my permission to speak? It shall not be recorded. You should observe the rules. This is not the way. You cannot take things for granted.

Now, I shall put all the Cut Motions moved on the Demands for Grants for Railways.....

(Interruptions).**

No questions now. I have asked the hon. Member to resume his seat.

(Interruptions).**

Please take your seat.

(Interruptions).**

Now I shall put all the Cut Motions moved, to the Demands for Grants on Account for 1980-81 together, unless any Member desires that any of his Cut Motions may be put separately.

SHRI KRISHNA CHANDRA HALDER: I want my Cut Motion to be put separately. For this purpose, I want to speak for a minute or two.

MR. SPEAKER: No. If hon. Members want it, it will be just to waste, because their time will be taken up.

SHRI K. P. UNNIKRISHNAN: There is a procedure here. We have to stick to the procedure.

MR. SPEAKER: That is not the stage now. We can put them separately, if you like. You can utilize the time in the General Budget.

(Interruptions).**

MR. SPEAKER: All right: I will put them separately. Now I am putting the cut motions of Shri Halder to the vote of the House. You want to read your cut motions?

SHRI G. M. BANATWALLA: I want that my Cut Motion No. 7 be put to the vote of the House separately.

SHRI KRISHNA CHANDRA HALDER (Durgapur): My cut motions are:

"That the demand for grant on account under the head Railway Board be reduced to Re. 1".

[Failure to declare Burdwan-Asansol as suburban section of Eastern Railway and to introduce E.M.U. services in Burdwan-Asansol section]. (1)

"That the demand for grant on account under the head Railway Board be reduced to Re. 1".

[Failure to construct new Rail line from Raniganj via Mejia Coal-field to Bankura and a Railway-cum-road bridge over the river Damodar]. (2)

"That the demand for grant on account under the head Railway Board be reduced to Re. 1".

[Failure to convert narrow gauge Burdwan-Katwa and Ahmadpur-Katwa Railway to broad gauge line and to order equality of passenger fare in B.K. and A.K. Railway like other Railways]. (3)

"That the demand for grant on account under the head Railway Board be reduced to Re. 1".

[Failure to convert narrow gauge Bankura-Damodar (from Raina to Bankura) Railway into broad gauge line]. (4)

"That the demand for grant on account under the head Railway Board be reduced to Re. 1".

[Failure to introduce a pair of Howrah-Asansol Express trains with limited stoppages leaving Howrah in the morning and reaching Asansol well before office hours and on the reverse direction leaving Asansol well after office hours]. (5)

[**Shri Krishna Chandra Halder**]

"That the demand for grant on account under the head Railway Board be reduced to Re. 1".

[Failure to construct double line Railway tracks of Khara-Sainthia and Bandel-Katwa sections and to declare Bandel-Katwa section of Eastern Railway as suburban section]. (6)

MR. SPEAKER: Now I shall put cut motions 1 to 6 moved by Shri K. C. Halder to the vote of the House.

Cut motions Nos. 1 to 6 were put and negatived.

MR. SPEAKER: Now there is a cut motion No. 7 by Shri Banatwalla

SHRI G. M. BANATWALLA (Ponnani): My cut motion is:

"That the demand for grant on account under the head 'Railway Board' be reduced to Re. 1".

[Failure to treat minimum bonus as deferred wage.] (7)

MR. SPEAKER: Now I shall put the cut motion No. 7 to the vote of the House. The question is:

"That the demand for grant on account under the head 'Railway Board' be reduced to Re. 1".

[Failure to treat minimum bonus as deferred wage.] (7)

Those in favour will please say 'Aye'.

SOME HON. MEMBERS: 'Ayes'.

MR. SPEAKER: Those against will please say 'No'.

SEVERAL HON. MEMBERS: No.

MR. SPEAKER: I think the 'Noes' have it, the 'Noes' have it, the 'Noes' have it.

SHRI G. M. BANATWALLA: 'Ayes' have it, 'Ayes' have it.

MR. SPEAKER: You want to have a division?

SHRI G. M. BANATWALLA: 'Ayes' have it. I want you to repeat it again.

MR. SPEAKER: Those in favour will please say 'Ayes' those against say 'No'.

SEVERAL HON. MEMBERS: 'No'.

SHRI G. M. BANATWALLA: This is not the way.

MR. SPEAKER: Then what is the way?

SHRI G. M. BANATWALLA: When I am demanding a division why should it be refused? I find that this is not a proper attitude.

MR. SPEAKER: I have got no objection to that, but do you realise....

SHRI G. M. BANATWALLA: I fully realise my responsibility. I never wasted the time of the House and do not like this remark also, Sir.

MR. SPEAKER: This is not a remark this is simply a statement of fact which I am putting before you for your consideration. I have got no objection; if you want to have it you can have it. Let the Lobbies be cleared. The lobbies have been cleared. I will put it again to the House.

SHRI DINEN BHATTACHARYA (Serampore): I will request you to tell me where my seat is and how I will vote.

MR. SPEAKER: You may record it by slip. Your party leader has to allot you a seat.

SHRI DINEN BHATTACHARYA: I have taken oath here and you could not decide where I will sit and how I will vote.

MR. SPEAKER: We have written to the party leader. It is the party leader who has to do it. We have left it to

17 hrs.

the party leaders to adjust it. I again put Cut Motion No. 7 for voice vote.

The question is:

"That the demand for grant on account under the head 'Railway Board' be reduced to Re. 1".

[Failure to treat minimum bonus as deferred wage]. (7)

Those in favour may say Aye.

SOME HON. MEMBERS: Aye.

MR. SPEAKER: Those against may say no.

SEVERAL HON. MEMBERS: No.

MR. SPEAKER: I think the Noes have it.

SOME HON. MEMBERS: Ayes have it.

MR SPEAKER: All right, we will have division. I would request each Member to make sure that he is sitting in his assigned seat. Each Member is requested to take special care to record his vote *ab initio* correctly as 'Aye' or 'No' or 'Abstention', as the case may be, so that there is no occasion for making corrections.

I may also mention that the machine has been tested and it has been certified that the equipment is functioning properly. There should, therefore, be hardly any occasion for any Member to ask for registration of his vote by correction slip on the ground that the equipment has not functioned properly. The procedure for recording of votes by operating the machine has been described in detail in Paragraph 30 of the Handbook for Members.

I may briefly recall that as soon as the automatic vote recording equipment is made active on announcement by the Chair "Now Division", a gong sounds which is the signal to the Members to cast their votes. Each Member has to press the push switch and then operate one of the three push buttons, that is, for 'Aye', 'No' or 'Abstention', according to his own choice. The push switch and the push button must be kept

pressed simultaneously until the gong sounds for the second time after 10 seconds.

Red will be for 'No' and green will be for 'Aye'.

The question is:

"That the Demand for Grant on Account under the head 'Railway Board' be reduced to Re. 1".

[Failure to treat minimum bonus as deferred wage." (7)].

The Lok Sabha divided:

Division No. 1]

[17.04 hrs.

AYES

Acharia, Shri Basudeb

Agarwal, Shri Satish

Banatwalla, Shri G. M.

Basu, Shri Chitta

Biswas, Shri Ajoy

Bosu, Shri Jyotirmoy

Chatterjee, Shri Somnath

Chaudhary, Shri Motibhai

Chinnaswamy, Shri C.

Choudhury, Shri Saifuddin

Dandavate, Prof. Madhu

Dandavate, Shrimati Pramila

Ghosh, Shri Niren

Gopalan, Shrimati Suseela

Goswami, Shrimati Bibha Ghosh

Goyal, Shri Krishna Kumar

Gupta, Shri Indrajit

Halder, Shri Krishna Chandra

Hannan Mollah, Shri

Hasda, Shri Matilal

Horo, Shri N. E.

Jethmalani, Shri Ram

Kodiyan, Shri P. K.

Maitra, Shri Sunil

Mandal, Shri Mukunda

Masudal Hossain, Shri Syed	Brijendra Pal Singh, Shri
Misra, Shri Satyagopal	Chandra Shekhar Singh, Shri
Modak, Shri Bijoy	Chandrakar, Shri Chandulal
Pandit, Dr. Vasant Kumar	Chandrashekharappa, Shri T. V.
Parulekar, Shri Bapusaheb	Chaturvedi, Shrimati Vidyavati
Pathak, Shri Ananda	Chavan, Shri S. B.
Rai, Shri M. Ramanna	Chavda, Shri Ishwarbhai Khodabhai
Rajda, Shri Ratansinh	Chennupati, Shrimati Vidya
Roy, Shri A. K.	Chouhan, Shri Fatehbhan Singh
Saha, Shri Gadadhar	Dabhi, Shri Ajitsinh
Sait, Shri Ebrahim Sulaiman	Daga, Shri Mool Chand
Sarangi, Shri R. P.	Dalbir Singh, Shri
Shakya, Shri Daya Ram	Dalbir Singh, Shri
Shastri, Shri Ramavtar	Das, Shri A. C.
Shejwalkar, Shri N. K.	Dennis, Shri N.
Unnikrishnan, Shri K. P.	Deo, Shri K. P. Singh
Zainal Abedin, Shri	Desai, Shri B. V.
NOES	Dev, Shri Sontosh Mohan
Abbasi, Shri Kazi Jalil	Devarajan, Shri B.
Alluri, Shri Subhash Chandra Bose	Dhandapani, Shri C. T.
Ankineedu, Shri M.	Dogra, Shri G. L.
Ankineedu Prasad Rao, Shri P.	Dubey, Shri Ramnath
Anuragi, Shri Gedil Prasad	Gadgil, Shri V. N.
Appalanaidu, Shri S. R. A. S.	Gadhavi, Shri Bheravadan K.
Arunchalam, Shri M.	Gaekwad, Shri R. P.
Azad, Shri Bhagwat Jha	Gandhi, Shrimati Indira
Azad, Shri Ghulam Nabi	*Gangwar, Shri Harish Kumar
Aziz Imam, Shri	Gehlot, Shri Ashok
Baitha, Shri D. L.	Ghufram Azam, Shri
Bajpai, Dr. Rajendra Kumari	Gireraj Singh, Shri
Baleshwar Ram, Shri	Gohil, Shri G. B.
Bansi Lal, Shri	Gomango, Shri Giridhar
Barway, Shri J. C.	Gounder, Shri A. Senapathi
Behera, Shri Rasa Behari	Gurbinder Kaur, Shrimati
Bhagat, Shri H. K. L.	Hakam Singh, Shri
Bhakta, Shri Manoranjan	Jain, Shri Bhiku Ram
Bhardwaj, Shri Parasram	Jamilur Rahman, Shri
Bhatia, Shri R. L.	Jena, Shri Chintamani
Bheekhabhai, Shri	Kalanidhi, Dr. A.
Bhoi, Dr. Krupasindhu	Kamakshaiah, Shri D.
Bhole, Shri R. R.	Kamal Nath, Shri
Bhuria, Shri Dileep Singh	Kamla Kumari, Kumari

*He voted by mistake from a wrong seat and later informed the Speaker accordingly.

Kaushal, Shri Jagan Nath
Keyur Bhushan, Shri
Khan, Shri Arif Mohammad
Khan, Shri Malik M. M. A.
Khan, Shri Zulfiqar Ali
Konyak, Shri Chingwang
Kosalram, Shri K. T.
Krishan Dutt, Shri
Krishan Pratap Singh, Shri
Krishnan, Shri G. Y.
Kshirsagar, Shrimati Kesharbai
Kuchan, Shri Gangadhar S.
Lakkappa, Shri K.
Mahajan, Shri Y. S.
Mahala, Shri R. P.
Mahendra Prasad, Shri
Makwana, Shri Narsink
Mallanna, Shri K.
Mallick, Shri Lakshman
Malikarjun, Shri
Mane, Shri R. S.
Mani, Shri K. B. S.
Mayathevar, Shri K.
Mishra, Shri Ram Nagina
Mohanty, Shri Brajamohan
Murthy, Shri Kusuma Krishna
Muttemwar, Shri Vilas
Nagaratnam, Shri T.
Naidu, Shri P. Rajagopal
Naik, Shri Sarup Singh Hirya
Nair, Shri B. K.
Narayana, Shri K. S.
Nayak, Shri Mrutyunjaya
Neelalohithadasan, Shri A.
Negi, Shri T. S.
Nehru, Shri Arun Kumar
Nihal Singh, Shri
Oraon, Shri Kartik
Pandey, Shri Kedar
Pandey, Shri Krishna Chandra
Panigrahi, Shri Chintamani
Panika, Shri Ram Pyare
Parashar, Prof. Narain Chand
Pardhi, Shri Keshavrao
Parmar, Shri Hiralal R.
Parthasarathy, Shri P.
Patel, Shri Ahmed Mohammed
Patel, Shri Amrit
Patel, Shri C. D.
Patel, Shri Mohanbhai
Patel, Shri Shantubhai
Patil, Shri Balasaheb Vikhe
Patil, Shri Chandrabhan Athare
Patil, Shri Shivraj V.
Patil, Shri Uttamrao
Patil, Shri Veerendra
Poojary, Shri Janardhana
Prabhu, Shri R.
Pradhani, Shri K.
Prasan Kumar, Shri S. N.
Pushpa Devi Singh, Kumari
Quadri, Shri S. T.
Rahi, Shri Ram Lal
Raju, Shri P. V. G.
Rao, Shri Ramswaroop
Ramamurthy, Shri K.
Ran Vir Singh, Shri
Ranga, Prof. N. G.
Ranjit Singh, Shri
Rao, Shrimati B. Radhabai Ananda
Rao, Shri Jalagam Kondala
Rao, Shri M. Nageswara
Rao, Shri M. Satyanarayan
Rao, Shri Pattabhi Rama
Rathawa, Shri Amarsinh
Raut, Shri Bhola
Ravani, Shri Navin
Rawat, Shri Harish
Reddi, Shri G. S.
Reddy, Shri K. Brahmananda
Reddy, Shri K. Vijya Bhaskara
Reddy, Shri M. Ram Gopal
Reddy, Shri P. Venkata
Reddy, Shri T. Damodar
Sahi, Shrimati Krishna
Sahu Shri, Narayan

Saminuddin, Shri
Sangma, Shri P. A.
Sathe, Shri Vasant
Sawant, Shri T. M.
Sethi, Shri Arjun
Sethi, Shri P. C.
Shaktawat, Prof. Nirmala Kumari
Shankaranand, Shri B.
Sharma, Shri Chiranjit Lal
Sharma, Shri Kali Charan
Sharma, Shri Munder
Sharma, Shri Nand Kishore
Sharma, Shri Nawal Kishore
Shastri, Shri Dharam Dass
Shastri, Shri Hari Krishna
Shiv Shankar, Shri P.
Shivendra Bahadur Singh, Shri
Shukla, Shri Vidya Charan
Sidnal, Shri S. B.
Singh, Shri C. P. N.
Singh, Shrimati Madhuri
Sinha, Shrimati Ramdulari
Sonkar, Shri Kalapnath
Sparrow, Shri R. S.
Stephen, Shri C. M.
Sukhbans Kaur, Shrimati
Sunder Singh, Shri
Tapeshwar Singh, Shri
Tariq Anwar, Shri
Tayyab Hussain, Shri
Tewari, Shri Chandra Bhal Mani
Tewary, Prof. K. K.
Thakur, Shri Shiv Kumar Singh
Thorat, Shri Bhausaheb

Tudu, Shri Manmohan
Tytler, Shri Jagdish
Uikey, Shri Chhote Lal
Vairale, Shri Madhusudan
Verma, Shri Jai Ram
Venkataraman, Shri R.
Venkatasubbaiah, Shri P.
Verma, Shrimati Usha
Vijayaraghavan, Shri V. S.
Vyas, Shri Girdhari Lal
Yadav, Shri R. N.
Yadav, Shri Ram Singh
Yellaiah, Shri Nandi
Zainul Basher, Shri

Mr. SPEAKER: Subject to correction, the result* is: Ayes—42; Noes—200.

The motion was negatived.

MR. SPEAKER: I will now put all the other cut motions together.

SHRI RAMAVATAR SHASTRI:
Sir, I want two of my cut motions to
be put separately.

MR. SPEAKER: Which are they?

श्री रामावतार शास्त्री : मेरे कटमोशन्स संस्था 59 और 60 हैं जिनको मैं पढ़े देता हूँ ।

(59) रेल कर्मचारियों को बिना
शर्त 8 33 प्रतिशत न्यूनतम
वोनस देने की आवश्यकता ।

(60) रेल कर्मचारियों को उत्पा-
दकता से सम्बद्ध बोनस दैनें
की शर्त समाप्त करने की
आवश्यकता ।

*The following Members also recorded their votes:

AYES: Sarvashri E. K. Imbichibave, M. M. Lawrence, Subodh Sen, Satyasadhan Chakraborty, Sudhir Giri, Sushil Bhattacharya, and Shri Dinen Bhattacharya

NOES: Sarvashri P. K. Thungon, Chitturi Subba Rao Chowdhary, Arvind Netam, Xavier Arkkal, I. ax man, Karma, Darur Pulliah, R. Y. Ghorpade, D. B. Shingda, Uttam Rathod, Jaideep Singh, Mohd. Asrar Ahmed, U. H. Patel, Penchalaiah, Kamaluddin Ahmed, Harihar Soren, Rameshwar Nikhra, S. A. Dorai Sebastian, Jai Narain, Virda Ram Phulwariya, Era Anbarasu, Birbal, S. Murugian, George Joseph, P. M. Subba, and Prof. Satya Deo Singh. P. M. Subba, and Prof. Satya Deo

MR. SPEAKER: I will now put cut motion Nos. 59 and 60, moved by Shri Ramavtar Shastri, to the vote of the House.

Cut motions Nos. 59 and 60 were put and negatived.

MR. SPEAKER: I will now put all the other cut motions together.

The cut motions member No. 14, to 24,45 to 47, 49 to 83, 86 to 93; 98 to 109; 122 to 131; 133, 134, 137 to 175 and 192 to 209; were put and negatived.

MR. SPEAKER: The question is:

"That the respective sums not exceeding the amounts shown in the third column of the order paper, be granted to the President out of the Consolidated Fund of India on account, for or towards defraying the charges during the year ending on the 31st day of March, 1981, in respect of the heads of demand entered in the second column thereof against Demands Nos. 1 to 16."

The motion was adopted.

MR. SPEAKER: I now come to Supplementary Demands for Grants (Railways). I shall put all the cut motions to the Supplementary Demands for Grants (Railways) 1979-80 together, unless any hon. Member desires any of his cut motions to be put separately. Since no hon. member wants any particular cut motion to be put separately. I will put them to the vote of the House together.

Cut motions Nos. 1 to 6 were put and negatived.

MR. SPEAKER: The question is:

"That the respective Supplementary sums not exceeding the

amounts shown in the third column of the Order Paper be granted to the President out of the Consolidated Fund of India, to defray the charges that will come in course of payment during the year ending the 31st day of March, 1980 in respect of the following demands entered in the second column thereof:

Demand Nos. 1 to 4, 7, 9, 11 to 13 and 16."

The motion was adopted.

17.10 hrs.

APPROPRIATION (RAILWAYS)
VOTE ON ACCOUNT BILL,* 1980.

THE MINISTER OF COMMUNICATIONS (SHRI C. M. STEPHEN): Sir, I beg to move for leave to introduce a Bill to provide for the withdrawal of certain sums from and out of the Consolidated Fund of India for the services of a part of the financial year 1980-81 for the purposes of Railways.

MR. SPEAKER: The question is:

"That leave be granted to introduce a Bill to provide for the withdrawal of certain sums from and out of the Consolidated Fund of India for the services of a part of the financial year 1980-81 for the purposes of Railways."

The motion was adopted.

SHRI C. M. STEPHEN: Sir, I introduce the Bill.

Sir, I beg to move†:

"That the Bill to provide for the withdrawal of certain sums from and out of the Consolidated Fund of India for the services of a part of the financial year 1980-81 for the purposes of Railways, be taken into consideration.

*Published in Gazette of India, Extraordinary, Part II, section 2, dated 12th March 1980.

†Introduced/moved with the recommendation of the President.

MR. SPEAKER: Motion moved:

"That the Bill to provide for the withdrawal of certain sums from and out of the Consolidated Fund of India for the services of a part of the financial year 1980-81 for the purposes of Railways, be taken into consideration."

SHRI JYOTIRMOY BOSU (Diamond Harbour): Sir, in this matter I am not guided by any political or party considerations....(laughter)

MR. SPEAKER: Why don't you take him on his word?

SHRI JYOTIRMOY BOSU: Sir, throughout the last 32 years, what we have seen of the Railway Ministry is nothing but conservative, bankruptcy in thoughts and imagination and total lack of effective planning and foresight and the growth of railways in this country for the last 32 years had been nowhere near the requirements of the country. Sir, they are playing with fire now and the problem of liquid fuel which I had opposed as early as in 1967 against dieselisation of Indian railways is going to cause a serious drain on the foreign exchange resources of the country and it may bring transportation to a near grinding halt in course of time.

Sir, the 126th Report of the Public Accounts Committee of 1974-75 has clearly indicated that dieselisation of the Indian railways which was done at an enormous cost had brought very little dividends to the people.

The prime moving energy requirement for the Indian railways is the second lowest and is only second to the inland water transport. China with a population of 900 million people even today is mainly depending on steam traction. This Government had been in power for 30 years. They have not been able to formulate a national transport policy and they do not even have a competent transport economist for the Railway Board.

There is no research on coal fired steam turbine and power is given for

electric traction depriving agriculture and industry of generating wealth. Instead, we could have resorted to water transportation which could have been greatly done through coal. I would like to ask the hon. Minister to tell us as to why they have been so foolish as not to have a thermal power station, captive thermal power plants at the pitheads of the coal mines. There is no explanation for the same. There is prevalent a widespread fraud on freight and the fraud is committed broadly on two counts; on wrong description of the cargo. A high freighted cargo is described as a low freighted cargo and when it is 50 tonne box wagon, they would show it as 35 tonne and the railways are deprived of the revenues.

Sir, there is a powerful road transport lobby and the road transport lobby has deep penetration in the Railway Board and the Planning Commission and everywhere. I charge the Railways with completely surrendering themselves to the road transport lobby. They have given away all the high freighted traffic to the road transport and they have taken on their shoulder the low freighted transport and have caused liability to the country. I have been saying from 1967 that unless you can bring improvement in the tare-payload ratio, your future is never going to be bright. This bankruptcy is due to lack of planning, lack of research, lack of foresight and total bankruptcy on the part of the Ministry of Railways. They have been carrying about 54 items of industrial raw material at a rate which is only a fraction of the true cost. The Public Accounts Committee, 1974-75 had told them clearly that they cannot do it, but they have formed a Committee with one object to kill time and allow the capitalists to carry the industrial raw materials at a fraction of the cost of carriage. Is it not a conspiracy against the people? They do not have a satisfied corps of employees and in an organisation

The Indian Railways, where 80 per cent of the work is to be done by outdoor employees, they have certain employees who are treated, who have been treated as serfs, charge-sheeted if they wanted a need-based wage charge-sheeted if they wanted parity of wages with other public sector undertakings. That is why the Indian Railways has gone down everyday. There is a dispute about the Terminal taxes, which was due to be given to the State Governments. They are now wanting to cut that and deprive the State Governments who have very little resources for running their affairs. I would request the hon. Minister to see that they do not unnecessarily create disaffection in the relations between the Centre and the States by taking recourse to unfair means. I would tell you about one of the busiest divisions in the country—Sealdah division. No analysis has been made. I have been able to collect facts which I will be able to narrate before the House in the coming budget session. That is the most crowded commuter centre—Sealdah division, there is provision for electric traction motors, two imported varieties and also locally made Indian variety, they have not kept enough reserves; as a result of which, when the pull push traction motor goes out of order, the train is stopped or cancelled and thousands and thousands of people are stranded overnight and what a misery they have to suffer, you cannot imagine sitting here. We have been talking about double decker trains because we wanted better utilisation of the track, which has taken sixty per cent of the investment of Indian Railways. Why are they so tardy in the matter of bringing in double decker trains? What is stopping them from having aluminium coaches? Are they anxious to oblige the aircraft sales lobby and the Road transport lobby? We have been clamouring for a sleeper coach in Rajdhani. I can very well understand the delay, the delay is there because if a 2-tier second class sleeper coach is attached to

Rajdhani Express, then the airbus will not get so many passengers and the airbus sales lobby operating in Delhi will be unhappy and their penetration is very deep. The slush money is too huge and therefore, it is being delayed. I would request the hon. Minister to organise seminars, to organise dialogues and have a scientific assessment of the performance of the Railways and detect and make a correct diagnosis of the shortcomings. Otherwise, the country's economic situation, in which the Railways have to play a very important part, would be very bleak. Thank you.

SHRI C. M. STEPHEN: We heard the observations of Mr. Jyotirmoy Bosu, which were characteristically Bosu-ing, loaded with insinuations and suggestions, some good, some bad and some indifferent.

MR. SPEAKER: You may reject insinuations but not suggestions.

SHRI C. M. STEPHEN: He finds always some conspiracy somewhere, he finds always some lobby somewhere and as usual he is a prophet of gloom for the future of the country and he finds darkness all round, but he finds some sun light only from some other country. He has stated that. But here the people are going ahead with a certain measure of confidence, confidence for the future, in their own capacity to pull us through and on most of his suggestions, we have already initiated....

SHRI JYOTIRMOY BOSU: Which one?

SHRI C. M. STEPHEN: The terminal taxes and double decker. You can also be in the double decker trains, that has already started; the State taxes—that is a matter which has been pending; when this terminal tax was abolished not unilaterally but by a recommendation, a formula was evolved and that formula was one per cent of the total capital as in 1964. A sum of Rs. 16 crores is now being allotted to the States. There is a recommendation that this is not enough. The matter is being

[Shri C. M. Stephen]

considered and some thinking is taking place in the Railway Convention Committee.

With respect to coal and other things, I do not want to go deeper into that. The coal-fuelled engine is being phased out. Because of the huge haulage that the trains have to undertake, we have to resort to diesel. The diesel phase is coming in. I do not think the energy policy of the Railways needs any revision at all. That is all I have to say.

I thank Mr. Jyotirmoy Bosu for I see, for a change, he has made some constructive suggestions and I plead with him to let the spirit go on, to give constructive suggestions in spite of being in the Opposition and let us come together and work together for the service of the country.

MR. SPEAKER: The question is:

"That the Bill to provide for the withdrawal of certain sums from and out of the Consolidated Fund of India for the services of a part of the financial year 1980-81 for the purposes of Railways, be taken into consideration."

The motion was adopted.

MR. SPEAKER: We shall now take up the clause-by-clause consideration of the Bill

The question is:

"That Clauses 2 and 3 and the Schedule stand part of the Bill."

The motion was adopted.

Clauses 2 and 3 and the Schedule were added to the Bill.

Clause 1, the Enacting Formula and the Title were added to the Bill.

Published in Gazette of India dated 12-3-1980.

†Introduced/Moved with the recommendation of the President.

SHRI C. M. STEPHEN: I move:

"That the Bill be passed".

MR. SPEAKER: The question is:

"That the Bill be passed."

The motion was adopted.

17.24 hrs.

APPROPRIATION (RAILWAYS)
No. 2 BILL*, 1980

THE MINISTER OF COMMUNICATIONS (SHRI C. M. STEPHEN): I beg to move for leave to introduce a Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 1979-80 for the purposes of Railways.

MR. SPEAKER: The question is:

"That leave be granted to introduce a Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Funds of India for the services of the financial year 1979-80 for the purposes of Railways."

The motion was adopted.

SHRI C. M. STEPHEN: I introduce the Bill.†

Sir, I beg to move†:

"That the Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 1979-80 for the purposes of Railways, be taken into consideration."

MR. SPEAKER: The question is...

SHRI NIREN GHOSH (Dum Dum): I have given notice.

Extraordinary, Part II, section 2

SHRI K. P. UNNIKRISHNAN
(Badagara): Has he given notice or not?

MR. SPEAKER: It was not in time.

SHRI K. P. UNNIKRISHNAN: Please say so.

MR. SPEAKER: And there are no points given here. I am not overlooking anything. I do not overlook.

SHRI JYOTIRMOY BOSU: My notice covers both.

MR. SPEAKER: I gave you time. If Mr. Ghosh had given me the points and if it had been given in time, I would have allowed him too. I do not want to overlook anyone.

SHRI NIREN GHOSH: I have given it in time. I assert.

SHRI JYOTIRMOY BOSU: My notice covers both. I wanted to put a question on the Appropriation (Railways) No. 2 Bill also.

MR. SPEAKER: If you want, please do it.

SHRI JYOTIRMOY BOSU: I heard the hon. Minister. For a change, you said something. Perhaps, you used the word "insinuation". That is ingrained in you; I do not blame you. It is with you. I made no insinuation at all. I made a very friendly helpful criticism on technical and economic grounds. I only wish you had not done it.

I am asking you a simple question and you please try to answer it. You know that the aircraft transport is almost wholly foreign exchange drainage-oriented. Why is it that wherever it is possible you are not allowing people to travel by surface, and thus compelling people to travel by air-craft? The cost of an air-bus today comes to Rs. 37 crores--and

the fuel, the spare-parts, the ground arrangement, etc., how much does it come to? Have you done an exercise? It is your competitor. We have been writing to this gentleman here and we have been writing to the Ministry for the last year and a half that the Rajdhani Express between Bombay and Delhi and between Calcutta and Delhi should have two-tier second class sleepers and the fare should be Rs. 250/- I was given an assurance by Mr. Madhu Dandavate that in October 1979 the sleeper will be started. I was told later on that it will be done in April 1980. Now I am told that it will be in September-October perhaps.

Now, you have a white elephant in the train which has a First-Class air-conditioned coach with 18 berths. Out of the 18 berths four are reserved for metal pass holders—the Railway Board officials. Sometimes it comes to six. For that coach alone there are six—two bearers, two coach attendants, sweeper and usherer. What is the balance-sheet? Per run you are earning at the most Rs. 5000/- net. If you introduce the two-tier Class II A.C. sleeper, I will show—you by accounting that your net earning will be Rs. 10000/-. You don't want to earn money because you are living in the Victorian era—the prestige and the grand Moghul idea of the Rail Bhavan. You should have a swimming pool in your room: it will be much better.

Mr. Stephen, try to understand the balance-sheet.

SHRI K. P. UNNIKRISHNAN: He is the Railway Minister now. (Interruptions.)

SHRI JYOTIRMOY BOSU: Mr. Minister, kindly see my correspondence. I have given an analysis. Why is it that the First-Class ACC Coach is a must for the Rajdhani? Is it for VIPs and privileged few? Why should a man be made to travel in a bucket-

[Shri Jyotirmoy Bosu]

seat for 17 hours? Do you not know that a Member of this House who was a cardiac patient died because he travelled overnight in a bucket-seat? Mr. Minister, kindly look into the correspondence and don't be spoon-fed by your officials.

SHRI C. M. STEPHEN: Sir, as usual Mr. Jotirmoy Basu has spoken. I should say 'Mr. Member' has spoken. He has said 'Mr. Minister' and therefore I say 'Mr. Member'.

As far as the double-decker is concerned, it is we who started the double-decker. Even before the Janata Party came to power it was on our programme.

MR. SPEAKER: It was speeded up, that is all.

SHRI C. M. STEPHEN: May be it was or was not, I do not know; but we had started it. The whole thing was there and there was a time-schedule for bringing it out. Therefore, as far as the double-decker is concerned we need no instruction at all. Even before we received any advice from anywhere we had started it on our own and had advanced it to a certain extent. Therefore, no innovation is necessary.

Now, he says there is competition between the plane and the train. Mr. Bosu, when he goes to Calcutta, has got the option to go by train or by plane. There is no compulsion that he must travel by plane. And he has the option to travel either by First-Class or Second-Class. There is no compulsion that he must travel by First-Class. Let him set an example by his own conduct and prove that going by second-class to Calcutta is better than flying down to Calcutta. But this has got its own utility. There is no competition between...

SHRI JYOTIRMOY BOSU: That was not my point at all.

SHRI C. M. STEPHEN: The point I am making is that there is no competition between aircraft and the train. There can be competition between the train and road-transport. Between road transport and the train there is no competition with respect to short halts. As far as long halts are concerned it has still got its validity. It is irremovable and it is a vital link in the whole thing. How to improve it is the only question. To see red everywhere, to see conspiracy everywhere and to see the hand of somebody operating some where is a disease for which I cannot prescribe any medicine.

SHRI JYOTIRMOY BOSU: He has not touched anything of what I had said. I talked about the two-tier air-conditioned Class II sleeper.

MR. SPEAKER: Let us not go into another discussion now.

The question is:

"That the Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 1979-80, for the purposes of Railways, be taken into consideration."

The motion was adopted.

MR. SPEAKER: Now, we take up the Clauses.

The question is:

"That Clauses 2 and 3 and the Schedule stand part of the Bill."

The motion was adopted.

Clauses 2 and 3 and the Schedule were added to the Bill.

Clause 1, the Enacting Formula and the Title were added to the Bill.

SHRI C. M. STEPHEN: Sir, I beg to move:

"That the Bill be passed."

MR. SPEAKER: The question is:

"That the Bill be passed."

The motion was adopted.

17.32 hrs.

GENERAL BUDGET, 1980-81—GENERAL DISCUSSION, DEMANDS* FOR GRANTS ON ACCOUNT (GENERAL), 1980-81 AND SUPPLEMENTARY DEMANDS* FOR GRANTS (GENERAL), 1979-80.

MR. SPEAKER: The House will now take up items 17, 18 and 19 relating to the General Budget and the Supplementary Demands for Grants (General). Hon. Members whose cut motions to the Demands for Grants have been circulated may, if they desire to move their cut motions, send slips to the Table within fifteen minutes indicating the serial numbers of the cut motions they would like to move.

श्री रामावतार शास्त्री (पटना) : अध्यक्ष जी, इस संबंध में मैं एक निवेदन करना हूँ। बहुत से लोगों ने आज कट मोशन्स दिये हैं लेकिन यह बजट विशेष स्थिति में पेश किया गया है इसलिये कल तक मोशन्स देने का मौका हमको दिया जाये।

Demands for Grants on Account (General) for 1980-81 submitted to the vote of Lok Sabha.

No. of Demand	Name of Demand	Amount of Demand for Grant on Account submitted to the vote of the House	
		Revenue	Capital
1	2	Rs.	Rs.
MINISTRY OF AGRICULTURE AND IRRIGATION			
1.	Department of Agriculture and Cooperation	1,17,53,000	..
2.	Agriculture	24,82,92,000	299,80,23,000
3.	Fisheries	6,55,35,000	6,16,65,000
4.	Animal Husbandry and Dairy Development	40,05,15,000	6,18,97,000

*Moved with the recommendation of the President.

अध्यक्ष निवेदन : आज 6 बजे तक आप भेज दीजिये।

Motions moved:

"That the respective sums not exceeding the amounts on Revenue Account and Capital Account shown in the third column of the Order Paper, be granted to the President out of the Consolidated Fund of India, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1981, in respect of the heads of demands entered in the second column thereof against Demands Nos. 1 to 106."

"That the respective Supplementary sums not exceeding the amounts on Revenue Account and Capital Account shown in the third column of the Order Paper be granted to the President out of the Consolidated Fund of India, to defray the charges that will come in course of payment during the year ending the 31st day of March, 1980 in respect of the following demands entered in the second column thereof—

Demand Nos. 14 to 16, 18 to 20, 22, 42, 53, 56, 59 and 67."

No. of Demand	Name of Demand	Amount of Demand for Grant on account to be submitted to the vote of the House
1	2	3
5.	Forest	4,58,18,000 24,50,000
6.	Cooperation	8,72,16,000 17,25,69,000
7.	Department of Food	205,36,60,000 15,67,69,000
8.	Department of Agricultural Research and Education	6,60,000 ..
9.	Payments to Indian Council of Agricultural Research	30,20,30,000 ..
10.	Department of Irrigation	11,35,93,000 1,93,61,000
MINISTRY OF COMMERCE AND CIVIL SUPPLIES		
11.	Ministry of Commerce and Civil Supplies	72,81,000 ..
12.	Foreign Trade and Export Production	136,52,12,000 21,73,66,000
13.	Civil Supplies	2,94,20,000 1,79,08,000
MINISTRY OF COMMUNICATIONS		
14.	Ministry of Communications	83,25,000 3,32,00,000
15.	Overseas Communications Service	5,52,70,000 10,30,44,000
16.	Posts and Telegraphs—Working Expenses	264,49,51,000 ..
17.	Posts and Telegraphs—Dividend to General Revenues, Appropriations to Reserve Funds and Repayment of Loans from General Revenues.	79,81,94,000 ..
18.	Capital Outlay on Posts and Telegraphs	148,52,91,000
MINISTRY OF DEFENCE		
19.	Ministry of Defence	40,02,15,000 31,30,93,000
20.	Defence Services—Army	748,70,54,000 ..
21.	Defence Services—Navy	76,88,15,000 ..
22.	Defence Services—Air Force	287,57,66,000 ..
23.	Defence Services—Pensions	67,08,33,000 ..
24.	Capital Outlay on Defence Services	87,84,02,000
MINISTRY OF EDUCATION AND CULTURE		
25.	Department of Education	81,23,000 ..
26.	Education	75,32,00,000 1,78,47,000
27.	Department of Culture	5,93,45,000 ..

No. of Demand	Name of Demand	Amount of Demand for Grant on account to be submitted to the vote of the House	
		Revenue Rs.	Capital Rs.
1	2	3	
28.	Archaeology	2,29,33,000	..
	MINISTRY OF ENERGY		
29.	Ministry of Energy	21,88,71,000	169,52,68,000
	MINISTRY OF EXTERNAL AFFAIRS		
30.	Ministry of External Affairs	45,88,82,000	6,45,72,000
	MINISTRY OF FINANCE		
31.	Ministry of Finance	15,17,89,000	47,13,000
32.	Customs	16,36,89,000	2,08,39,000
33.	Union Excise Duties	20,53,33,000	..
34.	Taxes on Income, Estate Duty, Wealth Tax and Gift Tax	21,79,60,000	..
35.	Stamps	6,93,40,000	31,14,000
36.	Audit	27,36,46,000	..
37.	Currency, Coinage and Mint	15,76,32,000	8,11,91,000
38.	Pensions	21,51,39,000	..
39.	Opium and Alkaloid Factories	29,63,54,000	29,03,000
40.	Transfers to State Governments	448,21,05,000	..
41.	Other Expenditure of the Ministry of Finance . .	421,84,55,000	322,66,93,000
42.	Loans to Government Servants, etc. . . . .	..	31,33,60,000
	MINISTRY OF HEALTH AND FAMILY WELFARE		
43.	Ministry of Health and Family Welfare	40,62,000	..
44.	Medical and Public Health	57,82,45,000	24,37,86,000
45.	Family Welfare	51,87,22,000	..
	MINISTRY OF HOME AFFAIRS		
46.	Ministry of Home Affairs	1,06,37,000	..
47.	Cabinet	43,71,000	..
48.	Department of Personnel and Administrative Re- forms	3,37,68,000	..

No. of Demand	Name of Demand	Amount of Demand for Grant on account to be submitted to the vote of the House	
		Revenue Rs.	Capital Rs.
1	2	3	
49.	Police	87,18,87,000	3,29,67,000
50.	Census	6,47,40,000	..
51.	Other Expenditure of the Ministry of Home Affairs	76,63,60,000	37,83,54,000
52.	Delhi	56,61,64,000	32,94,83,000
53.	Chandigarh	9,41,77,000	5,25,68,000
54.	Andaman and Nicobar Islands	10,20,68,000	6,39,25,000
55.	Dadra and Nagar Haveli	1,01,22,000	1,20,91,000
56.	Lakshadweep	2,18,47,000	59,78,000
MINISTRY OF INDUSTRY			
57.	Ministry of Industry	1,27,91,000	..
58.	Industries	14,43,48,000	89,31,64,000
59.	Village and Small Industries	9,84,39,000	71,33,000
60.	Textiles, Handloom and Handicrafts	37,05,20,000	20,59,47,000
MINISTRY OF INFORMATION AND BROADCASTING			
61.	Ministry of Information and Broadcasting	35,10,000	..
62.	Information and Publicity	8,09,87,000	36,82,000
63.	Broadcasting	26,03,29,000	5,46,79,000
MINISTRY OF LABOUR			
64.	Ministry of Labour	33,63,000	..
65.	Labour and Employment	21,04,26,000	5,25,000
MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS			
66.	Ministry of Law, Justice and Company Affairs	9,20,22,000	33,000
67.	Administration of Justice	16,07,000	..
MINISTRY OF PETROLEUM, CHEMICALS AND FERTILIZERS			
68.	Ministry of Petroleum, Chemicals and Fertilizers	141,29,000	..
69.	Petroleum and Petro-Chemicals Industries	44,46,04,000	34,04,57,000

No. of Demand	Name of Demand	Amount of Demand for Grant on account to be submitted to the vote of the House	
		Revenue	Capital
1	2	3	
70.	Chemicals and Fertilizers Industries	1,22,78,30,000	1,10,28,03,000
MINISTRY OF PLANNING			
71.	Ministry of Planning	1,30,000	..
72.	Statistics	5,49,59,000	..
73.	Planning Commission	1,61,44,000	..
MINISTRY OF RURAL RECONSTRUCTION			
74.	Ministry of Rural Reconstruction	1,40,00,00,000	28,32,23,000
MINISTRY OF SHIPPING AND TRANSPORT			
75.	Ministry of Shipping and Transport	1,35,54,000	..
76.	Roads	34,39,49,000	34,97,53,000
77.	Ports, Lighthouses and Shipping	27,97,63,000	69,45,51,000
78.	Road and Inland Water Transport	50,43,000	13,58,48,000
MINISTRY OF SOCIAL WELFARE			
79.	Ministry of Social Welfare	18,62,40,000	31,00,000
MINISTRY OF STEEL, MINES AND COAL			
80.	Department of Steel	5,45,93,000	1,30,76,00,000
81.	Department of Mines	21,51,71,000	26,21,00,000
82.	Department of Coal	37,46,58,000	1,78,52,63,000
MINISTRY OF SUPPLY AND REHABILITATION			
83.	Department of Supply	9,90,000	..
84.	Supplies and Disposals	3,11,48,000	..
85.	Department of Rehabilitation	8,47,41,000	3,46,37,000
MINISTRY OF TOURISM AND CIVIL AVIATION			
86.	Ministry of Tourism and Civil Aviation	20,55,000	..
87.	Meteorology	5,86,46,000	2,76,24,000
88.	Aviation	10,10,95,000	14,71,17,000

No. of Demand	Name of Demand	Amount of Demand for Grant on account to be submitted to the vote of the House.	
		Revenue Rs.	Capital Rs.
1	2	3	
89.	Tourism	1,69,09,000	2,51,58,000
MINISTRY OF WORKS AND HOUSING			
90.	Ministry of Works and Housing	51,44,000	..
91.	Public Works	38,08,46,000	9,70,95,000
92.	Water Supply and Sewerage	22,16,30,000	..
93.	Housing and Urban Development	7,46,96,000	17,97,42,000
94.	Stationery and Printing	15,86,94,000	..
DEPARTMENT OF ATOMIC ENERGY			
95.	Department of Atomic Energy	20,84,000	..
96.	Atomic Energy Research, Development and Industrial Projects	32,00,45,000	22,44,66,000
97.	Nuclear Power Schemes	19,64,86,000	19,62,72,000
DEPARTMENT OF ELECTRONICS			
98.	Department of Electronics	3,78,00,000	2,16,00,000
DEPARTMENT OF SCIENCE AND TECHNOLOGY			
99.	Department of Science and Technology	11,82,02,000	35,00,000
100.	Survey of India	9,55,75,000	..
101.	Grants to Council of Scientific and Industrial Research	19,16,69,000	..
DEPARTMENT OF SPACE			
102.	Department of Space	14,66,84,000	12,23,49,000
PARLIAMENT, DEPARTMENT OF PARLIAMENTARY AFFAIRS, SECRETARIATS OF THE PRESIDENT AND VICE-PRESIDENT AND UNION PUBLIC SERVICE COMMISSION			
103.	Lok Sabha	2,15,17,000	..
104.	Rajya Sabha	173,05,000	..
105.	Department of Parliamentary Affairs	8,18,000	..
106.	Secretariat of the Vice-President	2,10,000	..

Supplementary Demands for Grants (General) for 1979-80 submitted to the vote of Lok Sabha.

No. of Demand	Name of Demand	Amount of Demand for Grant to be submitted to the vote of the House	
		Revenue	Capital
1	2	3	
MINISTRY OF COMMUNICATIONS			
14.	Ministry of Communications	1,000	..
15.	Overseas Communications Service	1,000	..
16.	Posts and Telegraphs—Working Expenses	13,53,75,000	..
18.	Capital Outlay on Posts and Telegraphs . . . . .	..	1,000
MINISTRY OF DEFENCE			
19.	Ministry of Defence	7,31,25,0000	..
20.	Defence Services—Army	13,00,00,000	..
22.	Defence Services—Air Force	10,00,00,000	..
MINISTRY OF FINANCE			
42.	Other Expenditure of the Ministry of Finance	35,00,00,000	..
MINISTRY OF HOME AFFAIRS			
53.	Delhi	8,34,31,000	..
56.	Dadra and Nagar Haveli . . . . .	..	32,00,000
MINISTRY OF INDUSTRY			
59.	Industries . . . . .	..	1,000
MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS			
67.	Ministry of Law, Justice and Company Affairs	11,53,00,000	..

श्री चरन सिंह (बागप्त) : अध्यक्ष महोदय प्रारम्भ में मैं वित्त मंत्री जी से माफी चाहता हूँ कि कल तब्दीयत अच्छी न होने के कारण मैं स्वयं यहां पर उपस्थित नहीं हो सका उनका भाषण सुनने के लिए, आशा करता हूँ कि भुक्ते इसके लिए माफ करेंगे।

मैं बहुत संक्षेप में, कुछ बातें जो उन्होंने बजट में कही हैं, उनका जवाब देना चाहता हूँ। एक तो उन्होंने यह कहा है

कि एकोनामी स्टैगनेन्ट कंडीशन में, स्थिर अवस्था में विलीं जिससे कोई प्रोब्लेम नहीं हो रही थी तो मैं यह अर्ज करना चाहता हूँ कि फैब्रिली यह बात गलत है, यह बात तथ्य के विपरीत है। अगर वे अपनी फाइनेन्स मिनिस्ट्री से आंकड़े लेकर देखेंगे तो उनको भालूम होवा कि 1977-78 में नेशनल इनकम 5.2 परसेंट बढ़ी और 1978-79 में नेशनल इनकम 4.1 परसेंट बढ़ी जबकि 1951 से लेकर 1977 तक नेशनल इनकम

[श्री चरन सिंह]

मैं कम्पाउन्ड रेट बाफ इंकोज 3.6 परसेंट की रही। यानी जो आसत बढ़ातरी हुई राष्ट्रीय आय में उससे ज्यादा 1977-78 में नेशनल इनकम में बढ़ातरी हुई और 1978-79 में बढ़ातरी हुई। अब बात रहती है 1979-80 की। श्री बैक्टरमण ने कहने की कोशिश करेगी। उन्होंने कहा है कि नाइन-टीन सिक्सटीन में कंग्रेस ने जो स्ट्रेटेजी अपनाई थी अगर वही अपनाई जाती तो शायद लोगों को कष्ट नहीं होता। मैं बाबद अर्ज करना चाहता हूँ कि राय गलत है। पहली बात तो यह है कि अनावृष्टि, ड्राउट मासूली नहीं था। 1918 के बाद और शायद यह भी हो सकता है कि 1899 के बाद इतनी बड़ी फेल्यार मानसून कभी नहीं हुई जितनी कि पिछले साल हुई है। इसलिए यह कहना कि हम उसका सहारा लेने की कोशिश करेंगे, यह बात नहीं है।

जहां तक प्राइस राइज का ताल्लुक है उस की तीन चार वजूहात है—एक ड्राउट, दूसरे पेट्रोलियम की प्राइसेज बढ़ी, स्टील की कीमत बढ़ी और कोल की कीमत 1977-78 में ही बढ़ा देनी चाहिए थी तो 79 में उसकी कीमत हमें बढ़ानी पड़ी, जो कि एक्साइज के मात्रालिक बढ़ी। मैंने इसको एक्साइज ड्यूटी में इन्कोज किया था और उसका बहुत प्रापेगेड हुआ, लेकिन आप स्वयं अपने वित्त मंत्रालय से पूछें कि क्या उन्होंने इस सिलसिले में एक्सरसाइज की थी? 24 फरवरी से लेकर 30 सितम्बर या 15 सितम्बर, 1979 तक जो इन्कोज हुआ, वह केवल इन एक्साइज ड्यूटीज की वजह से 1.2 प्रतिशत था। जिसका मतलब यह है कि अगर आप यह कहें कि किसी नाकाब-लियत की वजह से 12 प्रतिशत प्राइस बढ़ी, इसको मैं नहीं मानता हूँ।

फिर तीसरी बात यह है कि हमने जो प्रिवेटिव डिटॉशन आर्डिनेंस पास किया था, उसका बहुत बड़ा विरोध हुआ। अच्छा होता अगर माननीय प्रधानमंत्री जी यहां होती, उनका एक भाषण यहां भी हुआ और उसमें उन्होंने यह कहा कि वह प्रिवेटिव डिटॉशन आर्डिनेंस दरबसल में मेरी गिरफतारी के लिए जारी किया गया है। ये उनके अलफाज

थे, जिनका कि मैंने इलैक्शन स्पीचीज में जवाब दिया, लेकिन उनकी तरफ से इसका कोई जवाब नहीं आया। यह प्रोपेगेडा था कि हमने उनकी गिरफतारी के लिए प्रिवेटिव डिटॉशन आर्डिनेंस जारी किया था। इसके लिए इन्होंने यह प्रचार किया था कि इसका पोलिटिकल इस्तेमाल किया जाएगा और यह केयर टेकर गवर्नमेंट है, इसको इस प्रकार का अध्यादेश जारी करने का कोई अधिकार नहीं है।

एक तरफ ड्राउट था और दूसरी तरफ प्राइज राइज और उधर यह प्रोपेगेडा था कि प्रिवेटिव डिटॉशन आर्डिनेंस का इस्तेमाल पोलिटिकली किया जाएगा और सब स्टेट गवर्नमेंट्स कहती थी कि हम इसका इस्तेमाल नहीं करेंगे, इसका प्रयोग नहीं करेंगे, इस का फायदा नहीं उठायेंगे। मुझे खुशी हुई कि अब आप इसको खुद लाए हैं। अगर्च यह कड़ीशन अब नहीं है, जिन कंडीशन्स में हम इसको लाए थे उस वक्त ड्राउट था। पिछले साल 1979 में जो बारिश हुई, उस के बाद ड्राउट खत्म हो गया। दूसरी बात यह है कि अब केयर टेकर गवर्नमेंट भी नहीं है और आपको निकलने का डर भी नहीं है।

तीसरी बात यह है कि उसका यहां भी हमने विरोध किया था। मैं मननीय होम मिनिस्टर साहब से खास तौर से यह अर्ज करना चाहता हूँ कि कानून और जुड़िशियल प्रोसीजर और डैमोक्रेटिव फक्शन्स को छोड़ने की आदत उनकी पार्टी को है, विरोधी पार्टीजों को नहीं है। लिहाजा हमने कभी इसका इस्तेमाल पोलिटिकल वर्कर्स के सिलाफ नहीं किया, क्योंकि...

(व्यवधान) . . .

अभी माननीय श्री सी. एम. स्टेफन ने एक बहुत कही थी कि अपोजीशन ऐसा मौका कभी नहीं दे रही कि जिससे इमरजेंसी फिर नाफिज करनी पड़े। जहां तक मैं समझ सका हूँ उनकी मंशा यही थी।

SHRI C. M. STEPHEN: I did not say that. It is the opposition which is trying to create the conditions. What I said was that it was the opposition which imposed emergency on this country—by creating the conditions. . . . (Interruptions) . . .

MR. SPEAKER: No, no, that is not the way.

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MR. SPEAKER: No, no, that is not the way.

श्री चरण सिंह: अध्यक्ष महोदय, माननीय मंत्री जी ने जो कुछ कहा है, मैं समझता हूँ कि उन्होंने यही कहा है हम इसको जनता के सहयोग से लायेंगे, क्या उस वक्त रैफरेंडम करेंगे? आप यह कहेंगे कि आप इनके द्वारा प्रजेटेटिव हैं। जब आपकी माँज होगी, आपकी तबियत होगी, जनता की राय मानी जाएगी। सब कुछ सहने के बाद, 1 लाख 2 हजार आदमी बरसों और महीनों जेलों में रहने के बाद, जिस वक्त जनता पाटी ने पावर संभाली है, उसके पहले के जो ज़िडिशियल प्रोसेसर्स बने हुए थे, उनके मुताबिक हमने काम किया। हम भी चाहते तो हम भी इमरजेंसी लागू रख सकते थे, लेकिन हमने ऐसा नहीं किया। इसलिए ऐसा अंदेशा होना कि हम प्रिवेटिव डिटेशन आर्डिनेंस लाए हैं और हम उसका पोलिटिकल मिस्यूज कर सकते हैं।.....

SHRI C. M. STEPHEN: As Home Minister you brought that Bill and you had to withdraw it. (Interruptions)

MR. SPEAKER: No Verbal duel please.

श्री चरण सिंह: मैं यह चाहता हूँ कि आप सूनिए और बाद में फिर आप जवाब दे दीजिएगा।

SHRI C. M. STEPHEN: What was the Criminal Procedure Code (Amendment) Bill?

श्री चरण सिंह: मेरे होस्त दण्डवते साहब कह रहे हैं कि स्टीफन साहब का अभी भी यही स्थाल है कि वह अपोजीक्षन में है।

जहां तक स्ट्रॉटजी की बात है—आप कहते हैं कि कांग्रेस ने जो स्ट्रॉटजी अप-

नाई थीं, अगर हम उस स्ट्रॉटजी को अपनाते तो डाउट मैं जो तकलीफ लोगों के हूँ, वह न होती। मैं जानना चाहता हूँ—आप की वह स्ट्रॉटजी कौन सी थीं? आप की फिर्स्ट यह बतलाती है—अगर 1969-70 को बेस-आफ-फूड प्रोडक्शन मान लिया जाय, 100 मान लिया जाय, तो 1974-75 में फूड प्रोडक्शन की फिर्स्ट 104.3 थी। 1975-76 में वह 127.2 हो गई, लेकिन 1976-77 में 115.7 रह गई। मैं जानना चाहता हूँ—आपके राज में इस एक साल में यह फिर 115.7 पर कैसे आ गई? अगर हम इस के बारे में एन्कवायरी करायेंगे तो आप को मालूम होगा कि मानसून इस के लिये सब से बड़ा फैक्टर था। यह बात नहीं थी कि इस साल में फर्टिलाइजर की कमी थी। इस लिये अगर आज आप स्ट्रॉटजी की बात करते हैं तो उस एक साल पहले आप की फिर्स्ट 127.2 थी, जब कि एक साल बाद गिर कर 115.7 हो गई, लेकिन उस के फिर एक साल बाद 1977-78 में यह फिर 132.8 हो गई। लिहाजा एक आम बात की तरह से कह देना कि आप एक बहुत बड़ी स्ट्रॉटजी छोड़ गये थे, जिस को हम ने नहीं माना, जिस की वजह से हम ड्राउट का मुकाबला नहीं कर सके, बिलकुल गलत बात है।

बड़े अभियान से कहा जाता है कि हम एक बड़ा भारी श्रेन-भण्डार छोड़ गये थे, बोक छोड़ गये थे। लेकिन मैं बतलाना चाहता हूँ और मैंने माननीय प्रधान मंत्री जी से पूछा भी था, जिस का वह जवाब नहीं दे पाई। अगर वह मेरे प्रश्न का जवाब देंगी तो मुझे ज्यादा खुशी होगी, ताकि मेरा मुगाल्ता दूर हो जाय। 1974 में आप ने 4874 हजार टन गल्ला बाहर से मंगाया था। 1975 में 7407 हजार टन मंगाया था। 1976 में 6515 हजार टन मंगाया था—यह सब मिलाकर 18.8 मिलियन टन होता है, जिस की कीमत 2503 करोड़ रुपये थी और तकरीबन इतना ही आपने उस वक्त छोड़ा था। आप चाहें तो अपने काइनेस डिपार्टमेंट से या एग्रीकल्चर डिपार्टमेंट से इन फिर्स्ट के बारे में मालूम कर सकते हैं कि उस तीन साल के दौरान जो रेन्ज-क्ला-स्पैन था, उस जमाने में आप वे 19 मिलियन टन जल्दा

[श्री चरण सिंह]

मंगाया या नहीं, जब कि उस पौरियड में-फसल बहुत बच्छी थी, हम सेल्फ-सफिशियेन्ट थे, लैंकिन फिर भी हम ने 2503 करोड़ रुपये का गल्ला मंगाया। क्या इस के लिये आप अभिमान करते हैं कि हम पैदावार बढ़ा गये थे? पैदावार वेशक बढ़ी थी, लैंकिन आप ने सरप्लस कर दी थी, ऐसी बात नहीं थी।

हमारे यहां लोगों का एक बहुत बड़ा प्रपोर्चन ऐसा है जो भूले रहते हैं। इस लिये नहीं कि आप के पास गल्ला नहीं है, बल्कि उन के पास परचेजिंग-पावर नहीं है। बगर सब के पास परचेजिंग-पावर हो तो आज भी हम सेल्फ-सफिशियेन्ट नहीं हैं। लिहाजा यह स्थाल कि आप सेल्फ-सफिशियेन्ट ही नहीं, बल्कि सरप्लस हैं, बिलकुल फैक्चुअली गलत ब्रात है, आप उस पर गलत अभिमान करते हैं।

जहां तक आप ने यह कहा है कि कांग्रेस पार्टी ने ये एचीवमेन्ट्स किये हैं, मैं जानना चाहता हूं वे कौन से एचीवमेन्ट्स हैं? पुरानी बातों को छोड़ दीजिये, 1951-52 में हमारी क्या हालत थी, मैं उसमें नहीं जाना चाहता। लैंकिन जिस वक्त माननीया इन्दिरा जी प्राइम मिनिस्टर बनी—यह 1966 की बात है, उस के एक साल पहले 1964-65 में दिनिया के डब्लेलप्ड, अन-डब्लेलप्ड, अण्डर-डब्लेलप्ड मूल्कों में हमारे मूल्क का नम्बर 85वा था, यानी 84 देश हम से ज्यादा मालदार थे। उस वक्त 125 मूल्क थे, इस का मतलब है कि 40 मूल्क उस वक्त एसें थे जो हम से गरीब थे। लैंकिन उस के बाद क्या हुआ—हम 103 वें नम्बर पर छिसक गये, यानी हम से 18 मूल्क आगे आ गये। हमारा नम्बर हो गया 103। सन् 1965 तक 18 देश हम से आगे निकल गये। हमारी पोजीशन नीचे गिर गयी। सन् 1976 में हमारा नम्बर हो गया 111। यानी 125 मूल्कों में केवल 14 मूल्क हम से गरीब रह गये। ये गरीब मूल्क कौन से हैं—नेपाल हम से गरीब, भुटान हम से गरीब, बंगला देश हम से गरीब और बाकी मूल्कों के नाम न हमने सुने हैं और न आपने सुने होंगे। अगर सुने भी होंगे तो यद्य नहीं होंगे। ऐसे मूल्क जिनकी आवादी 11 लाख या 12 लाख हैं। ये आलमोस्ट

पुररेस्ट कम्प्रीज हैं, ये आंकड़े दो साल पहले के हैं।

यह जो लेटेस्ट रिपोर्ट आयी है, उसके अनुसार हमारी पोजीशन 106 है, यानी 15 मूल्क हम से ज्यादा गरीब हैं और पांच मूल्कों के आंकड़े आये नहीं हैं। अगर उनको हम मिला लें तो हमारी पोजीशन 111 हो जाती है, अगर उनको निकाल दें तो हमारी पोजीशन 106 रहती है। ये 105 या 106 मूल्कों में बहुत सं ऐसे मूल्क हैं जो हमारे साथ आजाद हुए या हम से बाद में आजाद हुए और जो कि बिल्कुल कालो-नीज थे, न वहा सङ्को थी, न वहा स्कूल थे, न और साधन थे। वे सब के सब हम से आगे निकल गये। आप 1954-55 के फिगर यू.एन.ओ. के उठा कर देखे कि 1952-53 में आपकी पोजीशन क्या थी? उस समय के आंकड़े बताते हैं कि जब से ले कर 1976 तक 43 हम से गरीब मूल्क हम से आगे निकल गए। 54-55 में हमारी पोजीशन 52 या 53 थी।

ये बाक्यात हैं और इन को हमें मंजूर करना चाहिए। मैं किसी पार्टी का हानि के नाते से यह सब नहीं कह रहा हूं क्योंकि देश जितना हमारा है, उतना आपका भी है। जितना प्यारा देश हम को है, उतना आपको भी प्यारा है। लैंकिन जो स्वप्न मेरी पीढ़ी के लोग देखा करते थे वे सारे स्वप्न खत्म हो गये क्योंकि आज हमारा मूल्क इतना गरीब हो गया है।

अध्यक्ष महोदय, आज भी देश में 47 फोसदी आदमी पावटी लाइन से नीचे रह गये हैं। प्लानिंग कमीशन ने गाव के एक पुररेस्ट आदमी की आमदनी 62 रुपये माहवार मानी है और शहर के एक पुररेस्ट आदमी की आमदनी 71 रुपये मानी है। इस आमदनी से नीचे बाले लोगों को बिलों पावटी लाइन माना गया है। ऐसे लोग हमारे मूल्क में जिन्हें बिलों पावटी लाइन माना गया है वे 47 परसेंट हैं। इतने लोगों को हमारे मूल्क में लाना भी नहीं मिले, उस पर भी आप गर्व करें कि हम ने यह कर दिया, वह कर दिया, इस से ताज्जुब होता है। मैं यह नहीं कहता कि आप देशभक्त नहीं हैं या तरक्की करने की आपकी नीयत नहीं है। हम सब की नीयत है, हम सब को देश को आगे ले जाना है। लैंकिन हमें सोचना चाहिए,

विचार करना चाहिए कि हमारी नातियाँ में
कहाँ वहा गलती है ?

बब मैं आपको डिस्पेरिटी की बता
बताना चाहता हूँ । हमारे मूलक में डिस्पे-
रिटी बराबर बढ़ती जा रही है । एक वर्ष
की आमदनी में और दूसरे वर्ष की आम-
दनी में फर्क बढ़ता जाता है । गांव और
शहर वालों की आमदनी में फर्क बढ़ता
जाता है । एश्रीकल्चरल और नान-एश्रीकल्च-
रल वर्कस की आमदनी में फर्क बढ़ता जा
रहा है । आपके आर्फिशियल आंकड़ों से
मैं आपको बताना चाहता हूँ । 1950-51
में जहाँ एश्रीकल्चरल वर्कर की आमदनी
100 थी वहाँ नान-एश्रीकल्चरल वर्कर की
आमदनी 178 थी । यह आमदनी का
1977-78 में आल वर्कस का रेशों था
198-59, वहाँ एश्रीकल्चरल वर्कस का
रेशों था 139.66 और नान-एश्रीकल्चरल
वर्कस का रेशों था 345 । जस्ट. डबल ।
जबकि गांव वाले हमारे मूलक में 80
परसेंट हैं । उनकी तरफ आपने ध्यान नहीं
दिया और शहर वालों की तरफ ध्यान दिया
तो उनकी डिस्पेरिटी तो कम है, लेकिन
गांव वालों की डिस्पेरिटी बढ़ गयी । मैं
यह नहीं कहता कि शहर वालों की आमदनी
में गेप नहीं है । यह गेप तो हमेशा रहेगा ।
लेकिन जिसके जमाने में जिसके पीरियड
में यह गेप कम हो जाए वही हकूमत
अच्छी कहलाती है । लेकिन आपके जमाने
में यह गेप दृग्ना हआ । मुझे याद है,
पुरानी बात कहता हूँ कि हम लोग कहा
करते थे अग्रजों के बक्त कि शहरों और
देहातों के बीच जो गेप है वह बढ़ता जा
रहा है । आज मुझे अफसोस के साथ कहना
पड़ता है कि तीस साल के बाद और अपने
लीडरों की हकूमत के अन्दर जब हम को
मार्का मिला काम करने का तो यह जो गेप
है यह दृग्ना हो गया है । इस पर भी
विचार करने की जरूरत है । फाइनेंस
मिनिस्टर की हैसियत से मंत्री महोदय
ज्यादा नहीं कर सकते हैं । जब तक पाटी
के जरिये और कैबिनेट के जरिये इस
चीज को न कराया जाए, उनके सामने इस
चीज को न रखा जाए और वहाँ पर खुल
कर डिबटे ज की जाए और जब तक वहाँ
से कदम उठाने के बास्ते सिफारिश नहीं
होता है तब तक कुछ नहीं हो सकता है ।

जो गेप है बजाय नौरो डाउन हैने के बह
बढ़ता ही जाता है । एक तरफ तो वह
हासित है और दूसरी तरफ आप देखें कि
बिडला के एसेट्स 153 करोड़ थे 1951 में
और आज वे बढ़ कर 1171 करोड़ हो
गए हैं । टाटा के 153 करोड़ के थे जो
बढ़ कर ग्यारह सौ करोड़ के हो गए हैं ।
जिनके एसेट्स 116 करोड़ के थे उनके साड़े
ग्यारह या पनी बारह सौ करोड़ हो गए हैं
और जिन के 153 करोड़ थे उनके ग्यारह
सौ करोड़ हो गए हैं । आठ दस गुना
बढ़ गए हैं । एक तरफ आप गरीबी मिटाने
की बात कहते हैं और दूसरी तरफ बिंग
विजिनैस हाउसिस जो है, जो सठ है,
उनकी तादाद बढ़ती जाती है । यह पालिसी
की गलती है, नीयत की गलती है यह मैं
नहीं कहता हूँ । मैं स्टीफन साहब से
कहना चाहता हूँ कि जब एमरजेसी नाकिंज
है 26 तारीख को तो हम सब लोगों को
तो जेल में ठूस दिया गया था लेकिन इसके
दो दिन के बाद ही बिडला साहब दूसरे बिंग
विजिनैसमैन को ले करके हमारी बहन
इंदिरा गांधी के पास गए थे और जा कर
कहा था कि आपने बहुत अच्छा किया है,
इनको जेल में डाल दिया है, हम आपके
साथ हैं बिंग विजिनैसमैन हमेशा इसी
तरह से करते हैं । डैमोक्रेसी उनको सूट
नहीं करती है । उनको इस में पूरा मुनाफा
कमाने का और अपने मन की बात करने
का मार्का मिल जाता है । किसी तरह
का कोई कस्टर्ट नहीं रहता है । ट्रेड
यूनियंज क्षेत्र नहीं कर सकती है । पब्लिक
लीडर क्षेत्र नहीं कह सकते हैं । उनको
खेल खेलने की पूरी छूट मिल गई थी ।
जर्मनी में भी यही हआ था जब वहाँ डैमो-
क्रेसी सत्त्व हैं और हिटलर पावर में
आया । बिंग विजिनैसमैन की स्पोर्ट से
सारा काम होता है जब उनकी स्पोर्ट किसी
को मिल जाती है तो उनको उत्साह
मिलता है, उनके हाँस्ले बढ़ जाते हैं ।

बब मैं निगलै कट आक दी विल्सेजिज
पर आना चाहता हूँ । इनकम के बारे में
मैं बता ही चुका हूँ । आपका नहीं, हम
में से किसी का भी जांबू की तरफ ध्यान
नहीं गया है । हम लोग जो जांबू में पैदा
हुए हैं वे विल्सेजिज से उत्तर नहीं उठ सकते ।
जो लोग यहाँ रहते हैं, जिस तरह का माडैज

[श्री चरण सिंह]

स्टाइल बाफ लिविंग वहां पर हमारा हो गया है, उस में गांव हम लोगों को सूट नहीं करते हैं। जो रिटायर होता है वह गांव में जाने की बात तो कहता है लैंकिन थोड़े दिन वहां रह कर फिर यहीं आ जाता है। यहीं अफसरों का हाल है।

सड़कों की बात में बताता हूँ।

श्री भोसा रावत (बगहा): आप सब से लम्बे बसे तक एग्रिकल्चर मिनिस्टर रहे हैं।

श्री चरण सिंह: मेरे दोस्त को नहीं मालूम है। मैं रेवेन्यू मिनिस्टर सब से ज्यादा असे तक रहा हूँ। उसकी बाबत मैं दावा करता हूँ विला खोफ तरदीद के और चैलेज देता हूँ कि जिस तरह मैंने जमीं-दारी एवालिशन किया है, अगर किसी भी सूबे में उस तरह से हुआ हो तो मुझे बताया जाए। मैं अपने दोस्त को यह भी बताना चाहता हूँ कि पालिसी दिल्ली में बनती है, लखनऊ में या कहीं और नहीं बनती है, एलोकेशन इंडस्ट्री, एग्रिकल्चर, पावर, रोड़ज वर्गीरह के लिए यहां से होता है, रोड़ज कितनी हो, इलैक्ट्रिसिटी कहां कितनी खर्च हो यह सब दिल्ली में तय होता था। पहले एग्रिकल्चर को पांच छः परसेंट बिजली जो पैदा होती थी उसका मिला करता था और आज पंद्रह परसेंट के करीब ही मिलता है। 85 परसेंट बिजली इंडस्ट्रीज या द्रौक्षण या लाइटिंग या और चीजों पर खर्च होती है। जब कि खेती पर बड़ी मुश्किल से 15 परसेंट हुई है। पहले तो 5,6 परसेंट ही खर्च होती थी। कानून है इसके लिये जिम्मेवार?

बच्छा में वर्ज कर रहा था रोड़स के लिये। आप कह सकते हैं कि डाई साल में इतना भी नहीं किया जितना आपने 30 साल में कर दिया। मैं आपकी नीयत पर हमला नहीं कर रहा हूँ, देश की स्थिति के बारे में बता रहा हूँ। सारे बन्डर-हैवलप्प कन्ट्रीज का यही हाल है। हमने बांव और एग्रीकल्चर को नेगलेट किया जिसकी वजह से यह हाल है। रोड़स के बारे में हालत यह है कि 1 लाख 68 हजार 639 गांव हैं 5 लाख 76 हजार गांवों में

से जो कि बाल बैंदर रोड़स से कनेक्ट होते हैं। और फेयर बैंदर रोड से 92,700 गांव हैं। इस तरह से दोनों मिला कर 2 लाख 61 हजार गांव ऐसे हैं जो रोड से किसी न किसी रूप में कनेक्ट हैं शहरों से और कस्बों से। और 3 लाख 14 हजार 500 गांवों में कोई रोड नहीं है। बिजली का मैं बता चुका हूँ।

एजूकेशन का यह हाल है कि गांवों में 75 प्रतिशत लोग इल्लिटरेट हैं और अर्बन एरियाज में 45 परसेंट हैं। क्यों? जितनी पोपुलेशन अंग्रेज छोड़ गये थे 35 करोड़ के करीब आज 30 साल के बाद उससे ज्यादा लोग यानी 43 करोड़ लोग इल्लिटरेट हैं। 66 करोड़ की आबादी में एक तिहाई लोग ही पढ़े हैं और 44 परसेंट लोग इल्लिटरेट हैं। देवल्ट एजूकेशन की तरफ किसी ने ध्यान नहीं दिया।

अब अध्यक्ष महोदय, यह कहा जाता है कि गांवों में बड़े मालदार हो गये हैं। यह जो वैल्थ टैक्स लगता है, और यह सरकारी आंकड़े हैं जो मैं दे रहा हूँ यह वैल्थ टैक्स एग्रीकल्चरल और नान-एग्री-कल्चरल प्रैपर्टी पर लगता है गांवों में। और शहर में केवल नान-एग्रीकल्चर प्रैपर्टी पर ही लगता है। तो कुल हिन्दू-स्तान के रूरल एरियाज में जो वैल्थ टैक्स के असेसीज हैं उनकी तादाद है 16,664 और अकेले दिल्ली शहर में वैल्थ टैक्स असेसीज की तादाद है 1,91,491 और सारे हिन्दू-स्तान के रूरल एरियाज में जिसमें एग्रीकल्चरल और नान-एग्रीकल्चरल प्रैपर्टी दोनों शामिल हैं, उनकी तादाद है 16,664। मतलब यहीं कि जहां 80 परसेंट लोग रहते हैं वहां तो वैल्थ टैक्स असेसीज की तादाद 16,664 और अकेले दिल्ली में जहां मुश्किल से 55 लाख लोग रहते हैं वहां वैल्थ टैक्स असेसीज की तादाद 19,149 है। तो यह गांवों को नेगलेट करने की वजह से ही हुआ है।

गांवों में पीने का साफ पानी तक नहीं मिलता है। यह भी मैं प्लानिंग कमीशन की फिर्स्ट में से ही कोट कर रहा हूँ, 5,76,000 गांवों में से 2,33,644 गांव ऐसे हैं जहां पीने के पानी कम इंतजाम हम नहीं कर पाये। इससे ज्यादा तकलीफ

की बात यह है कि हम गांवों में महिलाओं, अपनी बेटियों और बहुओं के लिए सैनिटरी फैसिलिटीज का कोई इंतजाम नहीं कर पाये आज तक। पूरुषों के लिये या लड़कों के लिये नहीं कर सकते तो कोई बात नहीं, वह दूर भी जा सकते हैं, लेकिन हम महिलाओं को सड़कों पर देखते हैं कितनी मुश्किल उनको लैट्रीन की फैसिलिटीज न होने के कारण होती है। गांवों के सभी रहने वालों का यह तजुर्बा है। मैं अपनी मां, बहन और अपने रिश्तेदारों का सब का तजुर्बा है बैचारी रात को जाती है ताकि दिन में कोई न देखे। क्यों हमारा ध्यान इस फैसिलिटी को प्रोवाइड करने की तरफ नहीं गया? उसमें खर्च क्या होता है? एक छोटा ट्यूबैल हर गांव में बन सकता है और एक टिन की टट्टी बना दीजिये केवल वीमैन के लिये। वह पानी उसको बहाकर ले जा सकता है। इससे वह पानी बरबाद नहीं होगा, वह इरिंगेशन के काम आयेगा। लेकिन इस पर किसी का ध्यान जाये तभी तो। हमारा ध्यान जाता है कि 33 करोड़ रुपया एशियाड के गेम्स पर खर्च करेंगे। मैं यह नहीं कहता कि एशियाड की छाप किसी मूल्क पर नहीं होनी चाहिये। होनी चाहिये, लेकिन हमारे मूल्क की गर्वमैट गलती करेंगी, अगर वह एशियाड पर 33 करोड़ रुपया खर्च करती है। उसमें खेल होंगे तभास होंगे। लेकिन हमारे जो बच्चे हैं, उन्होंने क्रिकेट में एक-आध जगह पाकिस्तान से जीत ली है लेकिन वह हाकी में, हर चीज में खेल में दौड़ में सब चीजों में पिछड़ गये हैं, क्योंकि उन्हें खाने को प्रोटीन नहीं मिलता है। (अवधान)

18 घंटे

हमारी बेचीटौरेयन सोसाइटी है, उसके लिये सोर्स प्रोटीन है। प्रोटीन हैल्थ के लिये जरूरी है। प्रोटीन का सोर्स है पल्स। तन् 1951 में एक आदमी को जो पल्स माहौलया होती थी वह 2.15 बॉस थी, 1961-70 में वह 1.93 बॉस थी और 1971-75 में वह 1.75 बॉस है। किसी का ध्यान इधर नहीं है। लिहाजा हमारे बच्चे दसरे देश के बच्चों और नीचवालों से कोई मृकावला नहीं कर पाते।

इसी लिए मिलेंट्री में, कस-से-कम यू.पी. का मुझे आलूम है कि पहले 5 फूट 6 इंच से कम लम्बाई के लड़के को भर्ती नहीं करते थे, अब उन्होंने 5 फूट 5 इंच कर दिया है क्योंकि उस हैल्थ के लड़के मिलते नहीं हैं। सीना 32 से 34 इंच होना चाहिये था लेकिन अब उन्होंने इसके लिये स्पैसिफिकेशन 31, 32 इंच कर दिया है। पहले 130 पॉड का बजन होना चाहिये था लेकिन अब उसे 115 कर दिया गया है।

कौलरा, एपीडीमिक, प्लेग सब है, लेकिन जहां तक हैल्थ का ताल्लुक है, न्यूट्रीशन इन-सफारीशेन्ट होने के कारण हमारे लड़के उसी तरह की हैल्थ के नहीं होते। तो इस पर 33 करोड़ रुपया खर्च करने के बजाय बगर यह रकम आप स्टेट गवर्नमेन्ट-स को दें और उनसे कहें कि कुछ रुपया वह दें, कुछ जिला परिषदें दें, कछ गांव पंचायतें दें तो यह ज्यादा बेहतर होगा कि कम-से-कम बहु-बेटियों के लिये सैनिटरी फैसिलिटीज का इंतजाम आप गांवों में कर सकेंगे। मैं उम्मीद करूँगा कि हमारे श्री बैंकटरमण साहब मेरी तजीबों पर विचार करेंगे।

फिर अगर उसको भी नहीं लेना चाहते तो राजस्थान की कैनाल को बनते-बनते 20 साल हो गये हैं, क्यों नहीं यह रुपया उस पर खर्च किया जाता। होटलों पर और एशियाड पर आप खर्च करेंगे जो कि इतना जरूरी नहीं है जितना कि बैंसिक नीडज को मीट करने के लिए खर्च करने की जरूरत है। आज हमारे देश के लोगों को बैंसिक नीड्स नहीं मिल रही हैं और लग्जरी बाइट्स पर हम खर्च कर रहे हैं।

इन शब्दों के साथ अध्यक्ष महोदय मैं आपको धन्यवाद देता हूँ कि बापके मुझे 2, 4 मिनट ज्यादा बोलने के लिये दिये। मैं आज्ञा करता हूँ कि बैंकटरमण साहब मेरे सुभावों पर विचार करेंगे।

SHRI G. M. BANATWALLA (Pon-nani): I beg to move:

"That the demand for grant on account under the head Ministry of Commerce and Civil Supplies be reduced by Rs. 100"

[Acute shortage and spiralling prices of essential commodities, (29)]

[Shri G. M. Banatwalla]

"That the demand for grant on account under the head Ministry of Commerce and Civil Supplies be reduced by Rs. 100"

[Need to decanalise the export of fish-meal consequent to the dismal performance of the STC especially at Bombay. (30)]

"That the demand for grant on account under the head Posts and Telegraphs-working expenses be reduced by Rs. 100"

[Need to regularise the large number of Extra-Departmental employees. (31)]

"That the demand for grant on account under the head Education be reduced to Re. 1"

[Failure to implement the recommendations of the Gujral Committee Report on Protection and Promotion of Urdu. (32)]

"That the demand for grant on account under the Head Ministry of Home Affairs be reduced by Rs. 100"

[Need to grant statutory and constitutional status to the Minorities Commission. (33)]

"That the demand for grant on account under the head Ministry of Home Affairs be reduced by Rs. 100"

[Need to recognise Urdu as an additional official language in several States. (34)]

"That the demand for grant on account under the head Cabinet be reduced by Rs. 100"

[Need to give fair just representation to Muslims and other minorities in Government services. (35)]

"That the demand for grant on account under the Head Delhi be reduced to Re. 1"

[Failure to recognise the Union Territory of Delhi as a full-fledged State. (36)]

"That the demand for grant on account under the head Industries be reduced by Rs. 100"

[Need for more industries in Kerala. (37)]

"That the demand for grant on account under the head Industries be reduced by Rs. 100"

[Need for more industries in Tamil Nadu. (38)]

"That the demand for grant on account under the head Ministry of Labour be reduced by Rs. 100"

[Need to revise the Immigration Laws to avoid hardships faced by those going abroad for jobs. (39)]

"That the demand for grant on account under the head Ports, Lighthouses and Shipping be reduced by Rs. 100"

[Need for a fishing harbour at Ponnani (District Malappuram, Kerala). (40)]

"That the demand for grant on account under the head Aviation be reduced by Rs. 100"

[Need for a direct air link between Trivandrum and Delhi (41)]

"That the demand for grant on account under the head Aviation be reduced by Rs. 100"

[Need for speedy completion of the work for Calicut airport pending since long. (42)]

SHRI MUKUNDA MANDAL (Mathurapur): I beg to move:

"That the demand for grant on account under the head Agriculture be reduced by Rs. 100"

[Failure to provide guaranteed of cultivation to the sharecroppers]

through 'barga operation' legislation. (61)]

"That the demand for grant on account under the head Department of Education be reduced by Rs. 100"

[Failure of the Central Government to spend 10 per cent of Budget for education. (66)]

"That the demand for grant on account under the head Department of Education be reduced by Rs. 100"

[Failure of the Government to democratise the management of the educational institutions (67)]

"That the demand for grant on account under the head Department of Education be reduced by Rs. 100"

[Failure of the Government to solve the problem of the Librarians and physical instructors in the colleges. (68)]

"That the demand for grant on account under the head Department of Education be reduced by Rs. 100"

[Security of service of College and University teachers of India. (69)]

"That the demand for grant on account under the head Department of Education be reduced by Rs. 100"

[Failure to announce and materialise free and compulsory education upto secondary level. (70)]

"That the demand for grant on account under the head Ministry of Finance be reduced by Rs. 100"

[Failure of the Central Government to check the soaring prices of the essential commodities. (71)]

"That the demand for grant on account under the head Ministry of Finance be reduced by Rs. 100"

[Failure to provide 75 per cent of the revenues collected from the States to the States' account. (72)]

"That the demand for grant on account under the head Ministry of Labour be reduced by Rs. 100"

[Unemployment relief to the persons who are unemployeed. (74).]

"That the demand for grant on account under the head Ministry of Labour be reduced by Rs. 100"

[Failure to provide unemployment allowance. (75)]

"That the demand for grant on account under the head Ministry of Labour be reduced by Rs. 100"

[Failure to provide pension for the agricultural labourers. (76)]

That the demand for grant on account under the head Forest be reduced by Rs. 100"

[Need to look into the functioning of crocodile and tiger projects in Sundarban, West Bengal. (145)]

"That the demand for grant on account under the head Posts and Telegraphs—working expenses be reduced by Rs. 100"

[Failure to restore normalcy in the Calcutta Telephones. (146)]

"That the demand for grant on account under the head Ministry of Industry be reduced by Rs. 100"

[Need to set up salt industry at Sundarban of 24 Parganas and at Contai of Midnapur, West Bengal. (147)]

[Shri Mukunda Mandal]

"That the demand for grant on account under the head Labour and Employment be reduced by Rs. 100"

[Failure to provide security of life and property of the agricultural labour in most parts of the country. (155)]

"That the demand for grant on account under the head Planning Commission be reduced by Rs. 100"

[Need to declare Sundarban in 24 Parganas as a backward region and take necessary measures for its development. (156)]

"That the demand for grant on account under the head Ministry of Tourism and Civil Aviation be reduced by Rs. 100"

[Need to construct a bridge over Namkhana river for the promotion of Tourism. (157)]

"That the demand for grant on account under the head Civil Supplies be reduced by Rs. 100"

[Failure to supply diesel and kerosene to the State of West Bengal to meet the minimum need of the people there. (158)]

"That the demand for grant on account under the head Civil Supplies be reduced by Rs. 100"

[Failure to check high prices of each and every essential commodity throughout country. (159)]

"That the demand for grant on account under the head Civil Supplies be reduced by Rs. 100"

[Need to supply essential commodities to the people through Fair Price Shops. (160)]

"That the demand for grant on account under the head Ministry of Finance be reduced by Rs. 100"

[Need to extend credit facilities to the agricultural labour through the Nationalised Banks. (161)]

"That the demand for grant on account under the head Labour and Employment be reduced by Rs. 100."

[Need to liberalise the welfare scheme for the Beedi workers. (162)]

"That the demand for grant on account under the head Labour and Employment be reduced by Rs. 100"

[Need to fix minimum wages of the agricultural labour. (163)]

SHRI G. M. BANATWALLA: I beg to move:

"That the demand for a Supplementary Grant of a sum not exceeding Rs. 1,000 in respect of Ministry of Communications be reduced to Re. 1"

[Failure to treat minimum bonus as deferred wages. (1)]

"That the demand for a Supplementary Grant of a sum not exceeding Rs. 1,000 in respect of Overseas Communications Service be reduced to Re. 1"

[Failure to treat minimum bonus as deferred wages. (2)]

"That the demand for a Supplementary Grant of a sum not exceeding Rs. 13,53,75,000 in respect of Posts and Telegraphs—working expenses be reduced to Re. 1"

[Failure to treat minimum bonus as deferred wages. (3)]

"That the demand for a Supplementary Grant of a sum not exceeding Rs. 1,000 in respect of

Capital Outlay on Posts and Telegraphs be reduced to Re. 1"

[Failure to treat minimum bonus as deferred wages. (4)]

"That the demand for a Supplementary Grant of a sum not exceeding Rs 13,00,00,000 in respect of Defence Services—Army be reduced to Re. 1",

[Failure to treat minimum bonus as deferred wages. (5)]

MR. SPEAKER: The House will continue till 7 o'clock.

18.04 hrs.

[SHRI SHIVARAJ V. PATIL in the Chair]

श्री डॉ भरत लाल बैठा (अररिया): सभापति महांदेव, अभी बजट के उनपर जो भाषण हमारे विरोधी पक्ष के नेता ने दिया है, उसके सम्बन्ध में मैं यह कहना चाहता हूँ कि अभी जो परिस्थितियां इस मूलक में पैदा की गई हैं और उसके अन्दर जिस प्रकार का बजट बनाया जा सकता था, हम समझते हैं कि उस परिस्थिति के दृष्टिकोण से इससे अच्छा बजट कोई हो नहीं सकता। विरोधी पक्ष के नेता ने अभी जिक्र किया कि गांवों में सैनेटरी एरेजमेंट्स न होने की बजह से, शौचालयों के अभाव में मां-बहनों को बहुत कठिनाइयों का सामना करना पड़ता है, रात के अंधेरे में बाहर जाना पड़ता है। मैं जानना चाहता हूँ कि ढाई साल की अवधि में, जबकि उनकी सरकार यहां पर थी, क्या उनको यह बात याद नहीं थी और क्या वह इस काम के लिए 33 करोड़ रु. मुहैया नहीं कर सकते थे, जिसकी वर्चा वह कर रहे थे। वह कुछ तो कर के दिला सकते थे। वह हमारे सामने कोई नमूना या आदर्श पेश कर सकते थे, जिसकी हम नकल करते। जब श्रीमती इन्द्रिया गांधी की सरकार द्वारा बजट पेश किया जायेगा, उस समय के लिए उन्होंने क्या इन बातों को संजो कर रखा था।

उन्होंने किसानों का भी जिक्र किया है। हमारे बहार विहार में पूर्णिया जिले में पटसन काफी पैदा होता है, जिसका बूट

मिलें बरीदती है। किसानों की वितनी दुर्दशा उनकी सरकार के समय है, उतनी शायद कभी भी नहीं है। किसानों के जर्थे के जर्थे आ कर अपनी दुर्दशा का बयान उनके सामने करते रहे, लेकिन उनके कान में जूँ तक नहीं रगी। अब किसानों के नाम पर बड़ीयाली बांसु बहाने की बाज़ जरूरत है?

मैं याद दिलाना चाहता हूँ कि उन्होंने वित्त मंत्री की हैसियत से जो बजट पेश किया था, उसमें उन्होंने किसानों और गरीबों की जरूरत की मामूली बीजों, दियासलाई, पावरटी और कैटूसीन तेल, पर भी टैक्स लगा दिया था। अभी उन्होंने गरीबी और अमीरी का चित्र खीचा है। मैं पूछना चाहता हूँ कि क्या उन टैक्सों से यह फर्क बढ़ा नहीं था। मैं समझता हूँ कि उन्होंने केवल आलोचना करने के लिए ये बातें कही हैं।

मैं मानता हूँ कि इस बजट में जो व्यवस्थायें की गई हैं, उनसे गरीबों और हरिजनों का बड़ा हित होने वाला है। लेकिन एक बात का ध्यान रखना बावस्यक है कि हम इस बजट के द्वारा जिन लोगों को लाभ पहुँचाना चाहते हैं, वह वास्तव में उन तक पहुँचे, और बीच में ही खस्त न हो जाये। इसके लिए कोई उपमुक्त एजेन्सी को डेवेलप करना होगा।

जहां तक बिजली की खपत का सम्बन्ध है, मैं स्वयं किसान हूँ और इस लिए कहना चाहता हूँ कि तहकीकात करने पर पता चलेगा कि किसानों को बिजली उपलब्ध कराने में बहुत दिक्कत होती है। उन्हें बिजली नहीं मिलती। बिजली की पैदावार कम होती है। दूसरी बात यह है कि किसानों के लिए एक मिनीमम गारन्टी रखी गई है। पांच हार्स पावर पर किसी का अगर एक माटर है तो उस पांच हार्स पावर के माटर वाले किसान को प्रति यार 100 रुपया करीब करीब देना पड़ता है और यह आज की बात नहीं है, बरत तिंह साहब की जब सरकार थी उसी बत्त से यह चीज किसानों के लिए लागू की गई है। आप जरा कुछ पहले की बात देखेंगे तो पाएंगे कि इस प्रकार की व्यवस्था पहले नहीं थी। जितनी भी बिजली की खपत होती भी माटर वे उठे यूनिट के मुताबिक

[की उम्मीद लाल बैठा]

उस को बुल्क बना पड़ता था यानी मेरा लक्ष्य है पाज़-हार्स पावर वाले को कुल 60 रुपये के करीब लगता था। मगर उस ग्रामीण किसान के लिए, सीमान्त किसान के लिए, जो छोटी छोटी होलिंग वाले किसान हैं और बिजली का उपयोग करते हैं उन के लिए उन्होंने इस प्रकार का टैक्स लगा दिया। एक तरफ वह यह कहते हैं कि निकानों के पास बिजली की स्पत बढ़ती नहीं है, मगर वह बढ़ती कैसे, उस को तो यह लगी रहती है कि प्रति माह 100 रुपये देना है बिजली की स्पत के लिए और साँ रुपये देने की स्थिति में वह नहीं है, तो बिजली की स्पत करने कैसे? इसलिए इस को संधारना चाहिए था। मैं वपनी सरकार से बन्दरोध करूँगा कि इसकी तरफ उन का ध्यान जाना चाहिए ताकि छोटे छोटे किसानों को बिजली का उपयोग करने में कोई कठिनाई न हो और अधिक से अधिक बिजली का उपयोग वे कर सकें जिस से उन की पैदावार अधिक बढ़े और उन की स्थिति में सुधार हो। इस के लिए सरकार को व्यवस्था करनी चाहिए।

एक बात मैं यह कहूँगा कि देहातों में आप देखें कि एकदम इन्सेक्योरिटी है। चारों तरफ ला एँड आर्डर की गड़बड़ी पैदा हो गई है? यह किस बक्त देखे हैं कि किस किस प्रकार से हिंसा की घटनाएं हुई और किस किस प्रकार से अपराधों में बढ़ोत्तरी हुई इनके राज में? आप देखेंगे कि लगातार अपराधों की संख्या घटती जा रही थी, 1976 तक उनकी संख्या काफी घटी लैकिन उसके बाद जैसे ही 1977 में इन का शासन हुआ उस के बाद से बचानक अपराधों की संख्या बहुत ज्यादा बढ़ गई। किसी भी सरकार में सब से महत्वपूर्ण बात ला एँड आर्डर की स्थिति है। देश में कोई भी काम, जहाँ वह कारबाने की पैदावार हो, जहाँ वह कृषि का काम हो, जहाँ पढ़ाई लिखाई की बात हो या और दूसरे कल्याण के काम हों वह चल नहीं सकते हैं जब तक कि देश में सब से पहले कानून और व्यवस्था न हों। तो उस सरकार ने वह गड़बड़ी पैदा कर दी कि कागड़ और व्यवस्था नाम की कोई भी

देश में रह नहीं गई। ऐसी स्थिति उन्होंने देश में फैला दी थी और चाहने पर भी वह उस स्थिति पर काबू नहीं पा सके, बल्कि में तो कहूँशा कि उन्होंने इस स्थिति को आई पनपाने की कोशिश की। कहीं पर तो बैकवर्ड फारवर्ड की बात चलायी और कहीं पर आई और तरह के भेद पैदा करके आपस में लोगों को लड़वाने की कोशिश की। अभी भी जो हमारी शिक्षा संस्थाएं हैं वहाँ पर शांति स्थापित नहीं की जा सकी है। हम उस को धीरे धीरे नियंत्रित कर रहे हैं। मैंने इसीलिए पहले कहा कि जो स्थिति देश में उन्होंने पैदा कर दी थी उस के बावजूद यह जो बजट है इस से हम बहुत बड़ी उम्मीद रख सकते हैं।

एक बात की तरफ मैं ध्यान आकर्षित करना चाहता हूँ। आप को शायद पता होगा, अखबारों में बात आई है कि बिहार के पूर्णिया जिले में 26 छोटे छोटे किसान अनशन पर बैठे हुए हैं। बात यह है कि वहाँ पर बाहर से कुछ लोग, लैण्ड ग्रैवर्स तीर-धनुष लेकर आते हैं और साधारण किसानों की जमीन दबल कर लेते हैं तथा रातोंरात घर बना लेते हैं। वहाँ जो सरकारी व्यवस्था है वह नियंत्रण नहीं कर पाती है। यह चीज आज ही नहीं, ढाई साल के दौरान यह चीज पनपी है लैकिन उसको कन्दूले नहीं किया जाता है बल्कि भीतर से बढ़ावा दिया जाता है। मैंने इस सम्बन्ध में तत्कालीन मुख्य मन्त्री, बिहार, थी कर्पूरी ठाकुर से बात की थी और उनके बताया था कि लैण्ड सीलिंग से जो जमीन फाजिल होती है या जो सरकार की जमीन है उसके आप हीरजानों में बाटे, वह ठीक है लैकिन छोटे छोटे किसान जिनके पास सीलिंग से फाजिल जमीन नहीं है, उनकी जमीन पर बगर इस तरह से जबरदस्ती कर्जा होदा है तो उससे लोगों में इन्सेक्योरिटी पैदा होती है। उस समय यहाँ पर जो प्रधान मंत्री थे, जो किसानों की बात करते हैं उनके भी किसानों की बात को सोचना चाहिए था लैकिन उन्होंने भी कुछ नहीं किया। फलस्वरूप आज स्थिति बेकाबू है। आज कहीं पर आप लगाई जाती हैं और कहीं पर मार-बीट और हत्याएँ की जाती हैं। इसका कारण यह है कि एक तरफ जबरन जमीन पर बजाज़ किया जाता है और दूसरी तरफ से उन्हें बेकाबू करने की

कर्मिक छोटी है । हम भी कहते हैं कि छोटे छोटे खोतिहर मजदूरों की मजदूरी बढ़नी चाहिए । लेकिन वहां पर इस बात के हम भूल जाते हैं कि जब हम मजदूरी बढ़ाने की बात कहते हैं और दूसरी तरफ उसका रोजिस्टर से होता है तो यही कारण है कि आपस में भत भेद होता है और बढ़ कर मार पीट और हत्या का रूप लेता है । सरकार उन्हें सुरक्षा देने में मशगूल रहती है ।

MR. CHAIRMAN: Please bear in mind that your time is over. Please make the point and sit down.

श्री डॉ भरतलाल शैठा: तो मैं यह कहना चाहता था कि वहां पर जो स्थिति पैदा हो गई है उससे सारे किसान चस्त है जिनमें हरिजन भी हैं और सीमान्त किसान भी हैं । इसलिए इस सम्बन्ध में सरकार को कार्यवाही करनी चाहिए ।

दूसरी बात यह है कि जब हम मजदूरों की मजदूरी बढ़ाने की बात करते हैं तो दूसरी तरफ हमें यह भी देखना चाहिए कि अगर उसमें रुकावट पैदा होती है तो उसके लिए कंसीलिएटरी प्रोसेस का कोई प्रबन्ध नहीं है । कारखाने के मजदूरों की मजदूरी के सम्बन्ध में जब कोई विवाद होता है तो उसके लिए सरकारी व्यवस्था है, मैनेजमेंट और मजदूरों के बीच में कंसीलिएटरी प्रोसेस चलता है लेकिन खोतिहर मजदूरों की मजदूरी के सम्बन्ध में ऐसी कोई व्यवस्था नहीं है । इसके फलस्वरूप कठिनाइयां उत्पन्न होती हैं । मजदूरों के घर जलाए जाते हैं और उनको मारा जाता है । इसलिए इसके सम्बन्ध में भी आपको कोई व्यवस्था करनी चाहिए ।

मुझे कहना तो बहुत था लेकिन आपका आदेश है इसलिए अन्त में केवल यही कहूँगा कि सारे देश में जो अस्त-व्यस्तता पैदा हो यह है उसके बावजूद, जो बजट यहां पर पैकड़ किया गया है वह एक आशा की किरण है और हम आशा करते हैं कि सारी व्यवस्था फिर से ठीक हो सकेगी । इसी उम्मीद के साथ हम इस बजट का स्वागत और समर्थन करते हैं ।

SHRI SUNIL MAITRA (Calcutta North East): Mr. Chairman, Sir, yesterday, when the Finance Minister presented the Budget, he told the House that he was presenting an Interim Budget and in a few weeks time, he would be coming forward with a full Budget. The reasons are obvious. By the time he comes with a full Budget, elections to the 9 State Assemblies will have been over and after the elections are over, the salvo will be fired against the common man by taxation. This has been pursued by the Congress Party for the last 30 years.

While participating in the debate, the Minister in temporary charge of the Railway, Mr. Stephen, has said that 'we are not morally coward and that we have nothing to hide.' I submit that you are morally coward, therefore, you are taking refuge in the smoke-screen of Interim Budget. Because you are morally coward, therefore, in the twilight before dawn, you proclaimed the emergency and hustled your Ministers from bed and Ministers from their sleep came rubbing their eyes and they were told by your Fuhrer that emergency had been clamped. Therefore, do not pose that you are not morally coward. Future events will show; salvos will be fired.

While presenting the budget the Finance Minister said: whatever we did in the last 33 years, 33 months of Janata rule has destroyed everything. You show me one example where the Janata Government, so far as socio-economic questions are concerned, deviated from the path evolved, formulated and implemented by the Congress Party for the last 30 years. On all socio-economic questions the Janata Party followed in the foot-steps of the Congress. So, if today you accuse the Janata Party, your allegations may be true only to the extent of ineptitude, inefficiency and incompetence of the Janata Government, but on every fundamental

[Shri Sunil Maitra]

basic, moot point, so far as the socio-economic questions of the country are concerned, the Janata Government did follow in the foot-steps of the Congress.

What has your party been doing for the last 30 years? Sometimes you say "we have been trying to build a welfare State"; sometimes you say "we have been trying to build a socialistic pattern of society" and during the heyday of your Emergency you were saying "we are trying to build a socialist society". Yes, to some extent, up to a certain limited extent, it would be possible to deceive the people. But if anyone in the Treasury Benches does believe that you are really fighting for socialism, then I only feel sorry for him and say "please, do not indulge in self-delusion".

SHRI M. RAM GOPAL REDDY
(Nizamabad): It is our conviction.

SHRI SUNIL MAITRA: For the last 30 years, in the name of socialism, in the name of socialistic pattern of society, in the name of welfare State, you have been trying to build capitalism. At a time when capitalism as a social order has become moribund, decadent, when it is like a leper whose limbs are falling apart, at that time when capitalism as a social order has become so much decadent, India became free, the transfer of power took place, the Congress Party came to the seat of power and decided upon the path of capitalistic development. For the last 30 years, from 1947 to 1977, for 30 years in an uninterrupted manner you have been trying to build capitalism.

MR. CHAIRMAN: He should conclude now.

SHRI SUNIL MAITRA: What is the time allotted to me?

MR. CHAIRMAN: You have seven minutes.

SHRI SUNIL MAITRA: From my party I am the only speaker.

MR. CHAIRMAN: You can have a little more time. I do not have the apportionment of time with me here

SHRI SUNIL MAITRA: I should have 23 minutes according to the strength of my party.

So, in the last 30 years you have been building capitalism in this country. But, then, the history of capitalism in England, France, and Germany was in a different setting. You do not have that technological base, nor do you have the capital. Because you have decided to build capitalism, therefore, on the quest of accumulation of capital, you evolved and formulated certain policies which came to plunder the people of this country. The first policy that was formulated was taxation. In 1950 in the total taxation round about 45 per cent used to be direct taxes and 55 per cent used to be indirect taxes. Now the proportion is 80 per cent of indirect taxes and 20 per cent of direct taxes. So, you have been plundering the people for accumulation of capital.

Now what is the excise duty? In the morning I take a cup of tea. On tea I pay excise duty and on sugar I pay excise duty. I smoke a cigarette. I pay excise duty on the cigarette and also on the match stick with which I light the cigarette. I get into the bus to go to office or factory. On every part of the bus and the diesel excise duty is levied. If I purchase medicine, I have to pay excise duty. If I am dead and my dead body is to be reduced to ashes, if it has to be covered with a cloth, before placing it on the funeral pyre, excise duty has to be paid. This is your excise duty. And what is the quantum of excise duty? In 1950-51 the people of this country paid Rs. 28 lakhs as excise duty on Kerosene. When Mrs. Indira Gandhi became the Prime Minister, it was Rs. 49.05 crores and when Mrs. Indira Gandhi was eased out of power, that is, the last year of her

budget, it was Rs. 170.38 crores. Then, in respect of sugar, in 1950-51 it was Rs. 6.46 crores, in 1966-67 it was Rs. 89.78 crores. In respect of matches, in 1950-51 it was Rs. 8.07 crores, in 1966-67 it was 25.75 crores and in 1976-77, it was Rs. 82.31 crores. That way, I can go on quoting the figures of increasing incidence of excise duty on essential commodities of daily life. Altogether, in 1950-51 we used to pay excise duty to the tune of Rs. 67.54 crores, in 1966-67 it increased to Rs. 1,033.78 crores, in 1976-77, it was raised to Rs. 4,314.54 crores and in 1979-80 it was Rs. 5,725.53 crores. Therefore, what is the history of the Congress? You say that everything of what you did in 30 years was undone in the last 30 months. The prices of essential commodities increased. It is your fault, it is your guilt. Therefore, don't try to shy away from it.

The second way by which you tried to accumulate the capital is deficit financing. Year after year, almost in every Budget you indulged in deficit financing. Today, the difference between the Janata Government and yourself is only in terms of quantity, not in terms of quality. Thirdly, you allowed these big industrial houses to plunder the people by jacking up prices. When Mrs. Indira Gandhi became the Prime Minister in 1966, the total assets of the Birlas were a little more than Rs. 400 crores while in 1976-77 the assets of Birlas were more than Rs. 1000 crores. So, what was the impact of these policies? The more the taxation, the more the price rise, the more the deficit financing, the more the inflation, and the more the industrial houses looted the people the more was the price rise. Therefore, the prices of commodities went on rising. When these commodities went on rising, the condition of the market was not such as it would absorb these highly priced commodities. Because after all, what is the position of India's home market? Out of every hundred customers in this

country, 70 are peasants. What is the condition of the peasant? That is also a telling history of 30 years of Congress rule. Six per cent of the total rural population owns 40 per cent of the total arable land in this country. Therefore, the peasants do not have any purchasing capacity. Out of every 100, 70 are the peasants and when they are coming to the market, they do not have any purchasing capacity. Because of the constantly rising prices, it is not possible for them to purchase the commodities. Therefore, industrial production is not going up, industrial expansion is not taking place. Newer and newer factories are not being constructed. Therefore, new job opportunities are not being created. Therefore, today the country is full of unemployed. In other words, the number of unemployed is increasing. When Mrs. Indira Gandhi became the Prime Minister of this country, the number of registered unemployed through employment exchanges was 26 lakhs. When Mrs. Indira Gandhi and your Congress Party were eased out of power in March 1977, the number increased to 1 crore and 8 lakhs. This is what you did in 30 years of your rule. Therefore, in these 30 years of the rule because of the policy of building capitalism in this country the crisis deepened. 70 per cent of the people of our country are peasants and these peasants are not having any purchasing capacity and therefore, the market cannot absorb these goods and commodities produced by them. Because the market cannot absorb them, the factories are closing down, where three shifts were working, now they work two shifts, and where they worked two shifts, now they work one shift and where it was one shift that too has been stopped and they are closing down. That is the history of thirty years of Congress rule, especially in the seventies: when you were in power, hundreds of factories were closed down throughout the length and breadth of the country. That is the crisis. You will never be able to

[Shri Sunil Maitra]

solve the crisis. Why? Because in rural India, five per cent of the total population, the landlord elements, the money-lenders, the rural gentry forms the political base of the Congress party. Therefore the Congress party could never attack its own political base and that is why they survived and not only that, they thrived and because they thrived, it will not be possible for you to solve the economic crisis in our country. You do not know how to solve the crisis and therefore, you shift the burden of the crisis on to the shoulders of the toiling people. Therefore, you want on shifting the burden of the crisis on to the working classes. The prices were going up, unemployment was going up and you attacked the rights of the workers on the question of Dearness Allowance; the CDS came in 1974, by the Bonus Ordinance in 1975 at one stroke, you robbed the working class of this country of their bonus to the tune of Rs. 250 crores. You went on shifting the burden of the economic crisis on to the shoulders of the working class. The people, just to maintain their own existence, to save their existence, to make both ends meet, formed unions and fought back. The two processes continued—one, the deepening of the crisis and shifting of the burden of the crisis on to the shoulders of the working classes and the other the people fighting back, not agreeing to shoulder your burden of the crisis created by your party's policies. Therefore, ultimately, you had to attack the democratic rights of the workers. Remember 1974. The Indian working class will never forget 1974, how in a fascistic way the two million Railway workers' strike was broken and massacred and smashed by your Congress Government in 1974—the Indian working class will never forget that. Because the crisis was deepening, you had to shift the burden of the crisis on to the shoulders of the working class. Therefore, you attacked the democratic rights so that they could not

fight back, hold demonstrations and meetings. Their right to dissent was crushed and ultimately came the Emergency. Mr. Stephen was saying that we brought the Emergency. Yes, after all what was the economic basis of Emergency? True, the immediate cause of Emergency was Mrs. Gandhi losing the case in Allahabad High Court, true the immediate cause of Emergency was your own Congress Party signing a mass memorandum against Mrs. Gandhi, true the immediate cause was the agitation launched by Jayaprakash Narain.

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS AND DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI P. VENKATASUBBIAH): Let him confine himself to the budget proposals.

SHRI SUNIL MAITRA: I am discussing the budget proposals.

MR. CHAIRMAN: I hold the objection taken as right. You have to stick to the point. You are off the mark.

SHRI SUNIL MAITRA: Mr. Chairman, Sir, the budget reflects the country's economic situation. (Interruptions) This has very much to do with the country's economy. Emergency is after all the end result of the economic policies pursued by the Congress Party for the last thirty years, to build capitalism in the country. I am discussing the budget. It has got everything to do with the Budget. Therefore, today you are not in a position to solve the economic crisis of the country and you are shifting the burden of the crisis to the working class. And when people are fighting back, you are destroying democracy and you are taking away all the democratic rights of the workers. The policies have not been changed. In the speech of the Finance Minister yesterday, there is not even a hint of any radical departure from the policies pursued by the Congress Party for the last thirty years. We find the same excise duty,

and the same allocations and we have been told to wait for some time, for some more weeks and then the full budget will come. In the same mould, the Budget will be moulded and in a few weeks' time that Budget will be presented to the people.

In this Budget, what is the proposal? Is there any proposal for relief? If you really care for the poorer sections, weaker sections, there are as many as 9 States which are under your thumb in respect of which you can promulgate an Ordinance, you can register the name of share-croppers saying, "Of the total produce, 75 per cent will go to share-croppers". Can you do it? You have been ruling the country for the last 30 years. 75 per cent of the people in this country are illiterate. We are having a Government in the eastern part of the country where upto the higher secondary stage, upto XII Class, we have made education free. Nine State Governments are under your thumb. Can you make education upto the higher secondary stage free? Can you guarantee that the minimum wage of Rs. 8.1 p. must be paid to agricultural labourers? Can you say that old-aged destitutes who have nobody to look after them will be given pension as it has been done in West Bengal. Even share croppers and poor peasants are being paid pension in West Bengal. Can't you do it for nine States which are under your

thumb? You shed crocodile tears for weaker and poorer sections of the people. But you cannot do these things.

So far as the rise in prices is concerned, you have nothing to say. In your Budget proposals, you are only saying that you will try to pull down the prices and that some thrust has to be given. What thrust? 30 years' of your Party's rule is the history of rising prices. Even if you are given half a century, the history will be repeated because your policies will lead to rise in prices.

Now, I have some concrete proposals to make to the House. The proposals are:

(a) The Union Government must introduce a comprehensive system of public procurement and distribution covering the major cereals, pulses, salt, sugar, textiles, edible oils, kerosene, diesel oil, match boxes, paper and washing soap.

(b) These commodities be sold at a uniform price all over the country.

(c) A special fund of Rs. 500 crores be set aside to subsidise the public procurement-cum-distribution operations.

When you can give, as per the Budget papers supplied to us yesterday, about Rs. 340 crores to sugar mill-owners alone by way of export subsidy, you can certainly give subsidy to the extent of Rs. 500 crores for the distribution of essential commodities to 650 million people of this country.

(d) Foreign exchange to the extent of Rs. 1000 crores be earmarked for essential imports. You have got more than Rs. 4000 crores as foreign exchange reserves. Out of that, why not allot Rs. 1000 crores for essential imports so that the sufferings of the poor can be alleviated.

(e) Exports of food articles, including sugar and of other scarce commodities be banned forthwith.

(f) 80 per cent of the total output of sugar be reserved for public distribution and the entire sum indicated in the Union Government budget for subsidising sugar exports be diverted for supplying sugar to the public at Rs. 2.50 per kilogramme.

(g) The status quo ante as obtaining in the prices of coal, textiles, petroleum products, match boxes, etc. prior to the presentation of the Union Budget in February, 1979, be restored and excise duties imposed by the Centre on these commodities be withdrawn.

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(h) All imports of oils and edible oils be channelled through the public distribution system.

(i) A sharp curtailment of credit to the monopoly industrial houses; and

(j) massive releases of foodgrains from the Central stockpile through the public distribution system and through food for work programmes.

This is the minimum programme I am suggesting and, I hope, the Finance Minister will consider it. But so long as you persist in your path of capitalistic development, the country will never come out of the economic crisis. Your guru has been Lord Keynes. When today, in America, the American economists are debating among themselves whether the Keynes' economic theory is right or wrong, you are still sticking to the teachings of Lord Keynes. Way back, more than 34 years back, it was Lord Keynes who himself admitted that 'nothing is right today'. Writing in the *Economic Journal* in June 1946, this is what Lord Keynes said...

MR. CHAIRMAN: Please try to conclude.

SHRI SUNIL MAITRA: With this quotation of Lord Keynes, I will end my submission. Lord Keynes said this way back in June 1946—it had appeared in the *Economic Journal* of London:

"No one can be certain of anything in this age of flux and change. Decaying standards of life at a time when our command over the production of material satisfaction is the greatest ever, and a diminishing scope for individual decision and choice at a time when more than before we should be able to afford these satisfactions are sufficient to indicate an underlying contradiction in every department of our economy. No plans will

work for certain in such an epoch. But if they palpably fail, then, of course, we and every one else will try something different."

So you have been trying something different, and every time you have been failing. So long as you pursue the path of capitalism,—you may try thousand and a million times—you will fail all the thousand and a million times. Capitalism is not the answer to the poverty of the people

श्री लक्ष्मण कर्मा (वस्तर): सभापति महोदय, वित्त मंत्री इवारा जो अतरिम बजट पेश किया गया है उसका मैं समर्थन करता हूँ। यह बजट आदिवासी क्षेत्रों में विकास कार्यों पर खर्च किये गये धन में कर से छूट की संविधा देता है इससे हमें उम्मीद है कि आदिवासी और पिछड़े क्षेत्रों का विकास होगा और जिन क्षेत्रों में हरिजन और आदिवासी लोग अधिक रहते हैं उन पर अधिक धन खर्च करने की आवश्यकता है। शहरों में जितना खर्च किया जाता है उसके अनुसार पिछड़े क्षेत्रों में विकास कार्य के लिये पहले बजट कम बनता था। लेकिन अब नीति में परिवर्तन आया है, जो स्वागत योग्य है। मध्य प्रदेश में सूखा पड़ा हुआ है इस साल, इसलिये आवश्यकता है कि आज की परिस्थिति में जो कीमतें बढ़ रही हैं उन पर योग्य लगायी जाय। इससे ही सूखे का मुकाबला हो सकता है। सरकार को इस पर विशेष ध्यान देना चाहिये।

मध्य प्रदेश के आदिवासी क्षेत्रों को जनता शासन ने सूखा क्षेत्र धार्षित किया, लेकिन राहत कार्य सब जगह न खोल कर कम एरिया में ही खोले हैं। उनका कहना था कि सूखा स्थिति संहिता के अनुसार अधिक क्षेत्र सूखानु-ग्रस्त नहीं धार्षित किया जा सकता है। इसका परिणाम यह हुआ कि वहां के लोगों को राहत नहीं मिल रही है। केन्द्र सरकार को चाहिये कि छत्तीसगढ़ क्षेत्र के लोगों को राहत देने के लिये राहत कार्य खोले जिससे जो लोग अपने घरों को छोड़ कर चले गये हैं वह अपने घरों को वापस आ सकें और अपनी राजी रटी कमा सकें।

आज जो सरकार ने कानून व्यवस्था बनाये रखने के लिये कदम उठाये हैं उन पर विशेष

ध्यान देना चाहिये ताकि पहले लोगों को दबाने के लिये जो बेलाडीला में गोली चली थी और लोग मारे गये थे, वैसी स्थिति पुनः पैदा न हो। जनता शासन ने बेलाडीला गोलीकांड को एक आयोग बैठा कर दबा दिया था। ऐसी स्थिति को कम करना चाहिये। पिछड़े क्षेत्रों में सरकार ने जो विकास कार्य किये हैं, उस सम्बन्ध में मध्य प्रदेश में बड़े उद्योग की आवश्यकता है। मध्य प्रदेश में आदिवासी क्षेत्र बस्तर है, वहां पर लोहे का कारखाना खुलने की जरूरत है क्योंकि वहां पर लोहा खदान बहुत है। वहां से लोहा जापान को जाता है। वहां पर ऐसी व्यवस्था नहीं है जिससे वहां के लोगों को रोजगार मिले। जब तक वहां पर एक स्टील कारखाना स्थापित न हो तब तक वहां के लोगों के लिये रोजगार की कोई व्यवस्था नहीं है। हम शासन से उम्मीद करते हैं कि वहां पर जल्दी ही लोह अयस्क का कारखाना खोला जाये।

पिछड़े क्षेत्रों में सड़कों और विद्युत की व्यवस्था और सिंचार्इ की आवश्यकता बहुत अधिक है। बस्तर में बड़ी-बड़ी नदियां हैं, उन पर बांध बांधकर सिंचार्इ की व्यवस्था की जानी चाहिये तभी उस एरिये के विकास से वहां की फसल अच्छी हो सकती है। उन क्षेत्रों के विकास की तरफ ध्यान दिया जाना चाहिये, इससे वहां का विकास अधिक हो सकता है। वहां के आदिवासी क्षेत्रों के लोगों की स्थिति अच्छी बन सकती है और आर्थिक स्थिति भी सुधर सकती है।

मैं शासन से निवेदन करता हूं कि बस्तर की नदियों पर सर्वे कर के बांध बनाने की व्यवस्था की जाये। बस्तर में आवागमन के साधन बहुत कमजोर हैं वहां की रेलवे लाइन दक्षिण से जुड़ी हुई है। हैदराबाद से बेलाडीला के लिये केवल एक रेलवे लाइन है और वह भी गुड़स द्वेन चलती है। वहां चर एक्सप्रेस गाड़ी चलाई जानी चाहिये। पैसेन्जर गाड़ी बहुत धीमी गति से चलती है, उस पर एक्सप्रेस गाड़ी चलनी चाहिये जिससे लोगों को अधिक सुविधा मिल सके। बेलाडीला से भिलाई जोड़ने के लिये जो सर्वे हुआ है, उस पर सरकार ध्यान दे ताकि उस लाइन को बेलाडीला से रायपुर तक जोड़ जाये। बेलाडीला से भिलाई सिर्फ 250

किलोमीटर के लगभग है जो लाइन जोड़ी जा सकती है, उससे आवागमन के साधन में सुधार हो सकते हैं। बस्तर रायपुर से भोपाल राजधानी सब सीधा रेलवे से जुड़ सकता है।

बस्तर में बन-सम्पदा और स्थिति सम्पदा बहुत अधिक है। वहां पर कागज का कारखाना खोला जाना चाहिये। इससे वहां के लोगों को काम भी मिल सकेगा। बस्तर एक ऐसा क्षेत्र है, जो चारों तरफ से पहाड़ियों से घिरा हुआ है। आवागमन की असुविधा के कारण विकास धीमी गति से हो रहा है। बेलाडीला में लोह अयस्क के खदान हैं, खदान के कारण वहां का पानी लाल हो गया है, उसको रड़े रिवर कहा जाता है। जब तक वहां पर बांध की व्यवस्था न हो तब तक पानी साफ नहीं हो सकता है। वर्तमान सरकार से निवेदन है कि वहां पर बांध बनाकर उस पानी को साफ कर के पीने लायक, सिंचाई लायक बना देना चाहिये। यही कहकर मैं बजट का समर्थन करता हूं।

SHRI MRUTYANJAYA NAYAK (Phulbani): I whole-heartedly give my support to the Bill introduced by our Minister. When the nation is undergoing a drought and artificial scarcity and price rise, naturally the responsibility of every Member of the House is very significant. In the last election people gave their mind and mandate to Mrs. Gandhi. It was because Mrs. Gandhi's economic policy was very progressive and people no doubt were very much embarrassed because of the last 30 months rule and, therefore, they also changed their mind....

SHRI KAMLA MISHRA MADHUKAR (Motihari): Now again they will change their mind.

AN HON. MEMBER: It is all a wishful thinking.

SHRI MRUTYANJAYA NAYAK: The former Members from the Opposition Benches not only criticise but condemn. They do it because of their habit. But we have a

[Shri Mrutyunjaya Nayak]

definite responsibility to the people. So we hope that this Budget will fetch some concrete benefits for the people.

Formerly, the Governments of the Janata Party and Lok Dal had based their economic policy upon giving some priority to the village development—rural development. But what I find in the present budget introduced by our Finance Minister is that it clearly reveals that the present Government is very much concerned and is careful for the promotion of the rural, the weaker, sections of the people.

So, this is a very fine example that Government has given top priority to the railways, communications, to the backward districts. This shows the mind of Ms. Gandhi and her Government. Government is for the rural development. In fact, Mrs. Gandhi during the previous rule had a very pious intention to give every help to the poor and rural people. That is why Mrs. Gandhi introduced some centrally sponsored schemes like the D.P.A.P., T.D.C.S. and I.R.D. All these programmes were meant for the rural, the scheduled castes and scheduled tribes people. Definitely we are convinced that this is not only a matter of one year's responsibility but their responsibility is for five years. Naturally, Mrs. Gandhi's mind will be reflected subsequently as to what her definite economic measures are going to be. Of course the Janata Government had done something for the people but they had no confidence because they could not afford them the minimum necessity of life. Though a huge sum of money was involved, the people were deprived of their work. Even though the Government had enough money to give food for programme work, we are very sorry that the State Governments run by Lok Dal and Janata Party created their henchmen only to spend the money to provide food for work.

they did not do it very sincerely. Because of the drought, the people are very much distressed and they are facing a lot of injustice. I say with a sacred desire in my heart that Mrs. Gandhi's budget will not only help the poor but it will also help them to realise their dreams. I believe every one in the nation should be very much hopeful of whatever the programmes we have but the Lokdal people and their henchmen are only trying to make those programmes a failure. We are still hopeful of our future. Mrs. Gandhi had proved this in the last decade and she will prove that in the future to come.

With these words, I conclude with confidence and hope that the nation is looking forward to Mrs. Gandhi to do something concrete to take the country forward.

Mr. CHAIRMAN: Mr. Lakshman Mallick. You will speak for three minutes. I have to make an announcement after that. We will have to wind up the business at 7 O'Clock.

SHRI LAKSHMAN MALICK (Jagatsinghpur): Mr. Chairman, Sir, the Budget of the country is a mirror against which the nation's policies and programmes are reflected. Sir, I have a bird's eye-view on the Budget. There are various programmes which are proposed to be implemented and proposals have to be formulated, the country has innumerable problems. While I support the provisions made in the Budget against specific schemes and projects, I would take your permission to make an observation or two.

Mr. Chairman, at the outset, I congratulate the Finance Minister and the Officials of his Ministry, who have piloted the Budget proposals in such a short time since our Government assumed office. I also deeply appreciate that in the Budget they have been able to provide for a new sense of direction for the nation in some respects.

Sir, I must however add that the Budget in some other aspects reflects the continuance of the policies adopted by the Janata, Lok Dal and the Congress (I) Government of the past.

The whole world knows how defective were the policies and the programmes of the Governments during the past two years, and how anarchic was the Administration. They created an array of confusion, mal-administration, inefficiency, corruption and so on. They encouraged the forces of exploitation of the poor and the down-trodden in the socio-political order of the country. While the Budget as presented by the new Government makes certain new strides in keeping with the Congress (I) Manifesto with which we went to the poll, it has not been able to get over all the hangover of the past. Sir, I hope that the Finance Minister will soon set right the defects and the maladies ushered in by the erstwhile Government in the financial administration of this country.

Sir, I may also be permitted to state that the Budget is no doubt growth-oriented. But, Sir, I doubt whether it will be able to ensure social justice in the country.

Sir, the experts in the field of economic development have already realised that the whole concept of the per capita income or gross national productivity....

MR. CHAIRMAN : Excuse me, how much time you require ?

SHRI LAKSHMAN MALLICK : Only five minutes.

MR. CHAIRMAN : You may continue tomorrow.

Now, Mr. Pahadia, to lay some Papers on the Table.

18.58 hrs.

PAPERS LAID ON THE TABLE—
contd.

NOTIFICATIONS UNDER CENTRAL EXCISE RULES AND CUSTOMS ACT.

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI JAGANNATH PAHADIA) : I beg to lay on the Table:—

(1) A copy each of Notification Nos. 12/80-CE to 20/80-CE (Hindi and English versions) published in Gazette of India dated the 12th March, 1980 seeking to continue the scheme of levy of special excise duty on excisable goods at the hitherto existing rates, issued under the Central Excise Rules, 1944, together with an explanatory memorandum. (Placed in Library see No. LT-394/80.)

(2) A copy each of Notification Nos. 23-80|Customs to 35-80|Customs (Hindi and English versions) published in Gazette of India dated the 12th March, 1980 seeking to continue the scheme of levey of auxiliary duty of customs on imported goods at the hitherto existing rates, under section 159 of the Customs Act. 1962, together with an explanatory memorandum. (Placed in Library see No. LT-395/80).

18.59 hrs.

ANNOUNCEMENT RE. SITTING OF THE HOUSE.

MR. CHAIRMAN : I may inform the House that in order to find more time for financial business, the House may continue to sit during lunch hours also on the 13th and 14th March, 1980. The House will also sit upto 7 P. M. on the 13th March, 1980. There will be a short Duration Discussion on Atrocities on Harijans at 6 P. M. on 13th March, 1980. The House stands adjourned to meet tomorrow at 11 A. M.

19 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Thursday, March 13, 1980/Phalgun 23, 1901 (Saka).