

Tuesday, February 21, 1978
Phalguna 2, 1899 (Saka)

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**LOK SABHA SECRETARIAT
NEW DELHI**

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LOK SABHA

Tuesday, February 21, 1978/Phalguna
2, 1899 (Saka)

The Lok Sabha met at Eleven of the
Clock.

[MR. SPEAKER in the Chair]

RE. BUSINESS OF THE HOUSE

MR. SPEAKER: I have to inform the House that I have made a change in the order of business to be taken up today. The item regarding presentation of Railway Budget will be taken up before the item regarding Calling Attention and Notices under Rule 377.

एक माननीय सदस्य : अध्यक्ष महोदय, हम एक नेशनल विषय पर इस सदन में चर्चा करना चाहते हैं। (व्यवधान)

एक अन्य माननीय सदस्य : बनारस में यूनिवर्सिटी में श्री जगजीवन राम जी को प्रतिष्ठा के साथ जो खिलवाड़ किया गया, उस पर इस सदन में चर्चा होनी चाहिए। (व्यवधान)

एक अन्य माननीय सदस्य : अगर यही सब कुछ होना है, तो इस देश की आजादी का मतलब क्या है ? (व्यवधान)

MR. SPEAKER: I have heard you. Please give an appropriate notice under Rule 184. I will place it before the Business Advisory Committee this afternoon (Interruptions) I will give you an opportunity to discuss this. (Interruptions) I consider this a very serious matter. Please hear me (Interruptions) Will you kindly hear me? I consider this

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a very serious matter. I am trying to give you time tomorrow itself for discussion. Please give a notice under Rule 184. I will try to give you time for discussion tomorrow itself. I consider this a very important matter.

श्री कंवर लाल गुप्त (दिल्ली सदर) : अध्यक्ष महोदय, सरकार के एक मंत्री के साथ जिस तरह का व्यवहार किया गया है उसको जितना कंडेम किया जाये, उतना अच्छा होगा। बाबू जगजीवन राम जी के साथ कांग्रेस के कुछ लोगों ने जिस तरह का व्यवहार किया उसे इस सदन को कंडेम करना चाहिए। (व्यवधान) मैं चाहूंगा कि लीडर आफ दि ओपोजीशन खड़े होकर इसको कंडेम करें।

MR. SPEAKER: Please hear the Leader of the Opposition

SHRI YESHWANTRAO CHAVAN (Satara): It is a serious matter.... (Interruptions) Our Congress Party had nothing to do with it and I should like to make it clear on this occasion itself.

SHRI KANWAR LAL GUPTA: Let us have an enquiry into that matter.

SHRI K. GOPAL (Karur): We are prepared to have an enquiry. If you have an enquiry, it will expose the RSS.

SHRI A. BALA PAJANOR (Pondicherry): On behalf of the All India Anna DMK, we take serious notice of this. I am happy that you also are taking serious notice of it. I wish that this discussion is taken up immediately, with your permission. The Leader of the Congress Party has categorically stated that his party had nothing

to do with it. If this type of thing is allowed to continue, tomorrow I am afraid they may even wash Parliament. The entire country is agitated and the whole thing will flare up like anything.

SHRI JYOTIRMOY BOSU (Diamond Harbour): What has been done is a cognisable offence under the Untouchabilities Act. Therefore, let the Home Minister be requested to make a statement on the floor of the House and then we should have a discussion.

SHRI KANWAR LAL GUPTA: Let there be a discussion after the statement of the hon. Home Minister.... (Interruptions)

MR. SPEAKER: Please resume your seats now. I have already assured you that I shall try to give time tomorrow for a discussion. But I must consult the Business Advisory Committee; there will be no difficulty about that, I hope. I would also request the hon. Minister to be here tomorrow; but I do not know whether the hon. Home Minister will be available tomorrow. If he is not available tomorrow, I will have it on the 23rd. (Interruptions). If you do not want the Home Minister, we can have it tomorrow itself; I have no objection.

SHRI JYOTIRMOY BOSU: The Home Minister should make a statement today, appraising the House of the correct situation. Then you can take a decision in the matter and discuss it.

MR. SPEAKER: We have had enough now.

SHRI CHITTA BASU (Barasat): Our position is that the Home Minister should make a statement and the House should discuss the matter. Without the statement of the Government it is not possible for us to take part in the discussion.

May I have your attention, Sir?

MR. SPEAKER: How can I hear you?

(Interruptions)

SHRI CHITTA BASU: My point is that the Home Minister should make a statement.

(Interruptions)

श्री शिवनारायण सरस्वतिया (करील बाग) : आज देश के अन्दर इस प्रकार की हालत है कि हमारे एक टाप के लीडर के साथ इस प्रकार का व्यवहार हो सकता है। फिर हमारे जैसे छोटे आदमियों के साथ क्या नहीं हो सकता? इसलिए इस मामले को तुरन्त निया जाए। (व्यवधान)

श्री श्याम सुन्दर लाल (बपाना) : इस चीज को लेकर आज देश में हाहाकार मचा हुआ है। (व्यवधान)

MR. SPEAKER: I have assured you that I will find time for discussion tomorrow. I will also request the Home Minister to be present. Therefore, kindly give notice under Rule 184.

SHRI CHITTA BASU: May I request you. . .

MR. SPEAKER: No more. Mr. Kanwar Lal Gupta.

(Interruptions)

MR. SPEAKER: Mr. Bagri, we have had enough discussion.

(Interruptions)

श्री मनोराम बागड़ी (मथुरा) : मेरा व्यवस्था का सवाल है। . . (व्यवधान)

कुछ माननीय सदस्य : हमें पहले यह बताया जाए कि इसके लिए कितना समय दिया जाएगा ?

श्री मनोराम बागड़ी : अध्यक्ष महोदय, एक मिनट रीरो सुन लीजिए। देखिए छुप्राछूत का सवाल बुनियादी सवाल है और इसे तुरन्त लिया जाना चाहिए। यह जो यहां चर्चा हो रही है, यह समस्त राष्ट्र की प्रतिष्ठा का सवाल है और इस पर हमें तुरन्त समय मिलना चाहिए। यह समस्या काफी गम्भीर है।

DR. SUSHILA NAYAR (Jhansi): This is not the time for it. It is a new procedure he has started. During question hour, nothing else can be taken up. Please do not allow such things.

MR. SPEAKER: What do you want me to do? Mr. Bagri, I have already assured you that I will find time tomorrow.

(Interruptions)

DR. SUSHILA NAYAR: This is a wrong methodology. These matters should come after the Question Hour.

श्री मनी राम बागड़ी : भारत में विरोधी दल वाले छुआछूत के सवाल को बहुत समय से उठाते रहे हैं और यह एक बुनियादी सवाल है। आप खुद जानते हैं कि छुआछूत का सवाल एक बड़ा बुनियादी सवाल है और इस सवाल को बड़ी मजबूती के साथ उठाया भी जाना चाहिये। समस्त भारत की जनता जो आप इसके खिलाफ लड़ाई करेंगे इसको देखेगी। यह जो एक बुनियादी है इसको हमें तोड़ना है। मैं चाहता हूँ कि आप समय बता दें कि कल किस समय आप इसको लेंगे।

ORAL ANSWERS TO QUESTIONS

Appointment of New Chief Justice of India

*1. SHRI KANWAR LAL GUPTA:
SHRI D. B. CHANDRA
GOWDA:

†

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

(a) whether it is a fact that there is a controversy, as reported in the Press, on the appointment of new Chief Justice of India;

(b) when is Government appointing the new Chief Justice of India; and

(c) what principles are weighing with the Government for such appointment?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI SHANTI BHUSHAN): (a) to (c) There was some controversy on the appointment of the new Chief Justice of India. Government have since announced the appointment of Shri Justice Y. V. Chandrachud, the seniormost puisne Judge of the Supreme Court, as Chief Justice of India with effect from 22nd February, 1978. In view of the controversy that had arisen, the Government decided to make the appointment after consulting the Judges of the Supreme Court and the Chief Justices of the High Courts.

श्री कंवर लाल गुप्त : जब से जस्टिस चंद्रचूड़ का एप्वाइंटमेंट हुआ है मेरे अपने दिमाग में भी डाइलिमा है कि मैं इसको बलकम करूँ या न करूँ क्योंकि रीजन एक तरफ है और सैमिंट्स दूसरी तरफ हैं। फिर भी सरकार ने जिस सिचुएशन में उनकी एप्वाइंटमेंट की है मैं उसको सही मानता हूँ। लेकिन मैं यह भी कहना चाहता हूँ कि मृणाल गोरे के केस में हाई कोर्ट के नौ जजिज ने जो जजमेंट दिया था और उस समय सुप्रीम कोर्ट ने उसको ओवर रूल करके जो जजमेंट दिया और जो हिन्दुस्तान की जनता की भावनाओं के विपरीत था और उस में मैं यह कह सकता हूँ कि एक्सपेडियन्स कंसिडरेशन आ गई थी और उनकी वजह से वह दिया गया था क्या यह सही नहीं है ? सुप्रीम कोर्ट ने और चन्द्रचूड़ साहब ने यह सही बात है कि जनता को न्याय नहीं दिया लेकिन जनता पार्टी ने श्री चन्द्रचूड़ को न्याय दिया है। इसलिए मैं मंत्री महोदय से पूछना चाहता हूँ कि आर्टिकल 124 जिस के बारे में यह कहा जाता है कि वह वेग है चीफ जस्टिस की एप्वाइंटमेंट के बारे में और इसी तरह से आर्टिकल 359 के बारे में लोगों के फेब को

शेक करके सुप्रीम कोर्ट ने जजमेंट दिया कि राइट आफ लाइफ भी नहीं रह सकता और जो बहुत खतरनाक जजमेंट था, इनके बारे में सरकार क्या सोच रही है ? 124 जो वेग है उसकी वेगनेस को दूर करने के लिए ताकि यह कंट्रोवर्सी आइंदा पैदा न हो और दूसरे लोगों का फेथ सुप्रीम कोर्ट में बना रहे और जो राइट है वह खत्म न हो, इन दोनों के बारे में सरकार क्या सोच रही है ?

SHRI SHANTI BHUSHAN: The hon. member has raised two aspects of the question. Firstly, about the decision which had been given in relation to the Presidential Order under article 359 suspending the enforcement of certain fundamental rights, he has posed the question whether the government is thinking of doing something in the matter so that in future the rights to life or liberty may not be capable of suspension. I am glad to inform the hon. member that the government is already engaged in task. In fact, there is a distinct proposal to amend article 359 by incorporating therein that so far as the fundamental right under article 21 is concerned, which gives the right to life or liberty, that shall not be capable of suspension under any circumstances under any kind of emergency. I am happy to say that the government is confident with the support of all sections of the House to include it in the next Bill for constitutional amendment. The other aspect relates to the manner of appointment of judges of the Supreme Court including the Chief Justice. At present, article 124, as it stands, permits consultation with Judges of the Supreme Court and Judges of High Courts. Various suggestions have been made as to whether some other method of selecting and appointing a Judge of the Supreme Court or the Chief Justice should be evolved. The

matter has been referred to the Law Commission, which is engaged in that task. When the Law Commission's report is available, the government would apply its mind to the question. Of course, it will require a constitutional amendment and the matter can be discussed at that stage.

श्री कंवर लाल गुप्त : अभी एक कंट्रोवर्सी उठी थी जिस में बड़े बड़े जुरिस्ट भी थे मि० चागला जैसे भी थे । सुप्रीम कोर्ट ने जो जजमेंट दिया था उसको लेकर वह उठी थी । मैं समझता हूँ कि अगर चन्द्रचूड साहब चीफ जस्टिस होने के लायक नहीं थे तो वह जज बनने के भी लायक नहीं थे तब उनका इम्पीचमेंट होना चाहिये था । इसलिए मैंने बेलकाम किया है । जब आप उनको जज बना रहे हैं तो वह चीफ जस्टिस भी बन सकते हैं । तो मेरा सवाल यह है कि उस जजमेंट में एक जस्टिस खन्ना ने ही ऐसा मेमोरेबिल और हिस्टारिकल जजमेंट दिया जिसके बारे में "न्यू यॉर्क टाइम्स" ने लिखा था कि इनका हर जगह पर मेमोरियल बनना चाहिये, देश के कोने कोने में, हर एक शहर में और यहां सदन में जस्टिस खन्ना को ट्रिब्यूट पे करना चाहता हूँ कि उन्होंने हवा का साथ न दे कर के, बाकी सुप्रीम कोर्ट ने तो प्राइम मिनिस्टर सेक्रेटेरियट का एक विंग बन कर काम किया, लेकिन उन्होंने उस हवा के खिलाफ काम किया । जस्टिस चन्द्रचूड साहब सात साल तक चीफ जस्टिस रहेंगे और यह बहुत लम्बा पीरियड है, मैं कोई व्यक्तिगत बात नहीं करता, क्या मंत्री महोदय इस पर विचार करेंगे कि जैसे आर्मी के ग्रन्दर एक कमान्डर-इन-चीफ कितनी भी आयु का हो तीन साल से ज्यादा नहीं रहता उसी तरह से क्या आप इस बात पर विचार करेंगे कि कोई भी चीफ जस्टिस 3 साल से ज्यादा न रहे ?

मेरा दूसरा सवाल यह है कि जो आपने चीफ जस्टिस से और सुप्रीम कोर्ट के जजेज से पूछा था वह क्या बात पूछी थी? क्या यह पूछा था कि किसको चीफ जस्टिस बनाया जाय, या कोई बाहर का आदमी लाया जाय या नहीं, या थोड़ी देर के लिये बनाया जाय? क्या उनके सामने आपने यह बात कही थी?

SHRI SHANTI BHUSHAN: Sir, one aspect of the matter which has been raised by the hon. Member is in regard to the tenure of Chief Justice. The Law Commission presided over by Mr. Setalvad, the then Attorney-General, in its report which was given long time back, accepted that the Chief Justice should not be for a short period and in fact, they had said that the term should be 5 to 7 years. There may be different opinions on that question. But so far as the Constitution is concerned, it provides for an age of retirement, i.e., 65 years, and therefore, whatever may happen to be the term, the retirement age should be 65.

The other matter which has been raised is in regard to the nature of consultation with the Judges of the Supreme Court and the Chief Justices of the High Courts. I am glad to say, the consultation was decided upon in view of the fact that understandably a controversy had been raised and since that controversy had been raised, the very controversy was placed before the Judges of the Supreme Court and the Chief Justices of the High Courts. Their attention was drawn to the controversy and they were asked to give their view as to what would be the proper thing to be done in the matter and they gave their views.

SHRI NARENDRA P. NATHWANI: It is said that in consultation, the nature of controversy was brought to the notice of the Judges. But may I know whether the Government had pointed out any other alternative

which might be given effect to? I want to know if Government had any other alternative.

MR. SPEAKER: At present none. The Government has no other alternative.

SHRI NARENDRA P. NATHWANI: At the time of consultation or before consulting them, did they say there was some other alternative?

SHRI SHANTI BHUSHAN: The Government did not put forward any views of its own. The Government only put the controversy which has been raised before the Judges of the Supreme Court and the Chief Justices of the High Courts and wanted their views to help the Government in arriving at a decision.

MR. SPEAKER: Now, Question No. 3.

SHRI HITENDRA DESAI: Sir, our names are there.

MR. SPEAKER: Only Mr. Chandre Gowda's name is there.

SHRI HITENDRA DESAI: No, no. Our names are there. We have been intimated also. We have been intimated by the Secretary. Shall I send the letter. The letter is with me. My name is clubbed in this question.

MR. SPEAKER: There can be only two names elubbed, under our rules. I do not know what the officers have done. Under the rules

SHRI HITENDRA DESAI: I have got a letter from the Secretariat. Shall I read that letter?

(Interruptions)

MR. SPEAKER: What is the question that you wanted to ask?

SHRI HITENDRA DESAI: Was Government guided mainly by the principle of seniority (Interruptions); and was the opinion of the Chief Jus-

tices and of the Judges of the Supreme Court unanimous, or was there any difference?

SHRI SHANTI BHUSHAN: Now Sir, about the controversy which had been raised and which had also figured in the Press—attention of the Judges of the Supreme Court and of Chief Justices of the High Courts was drawn to that controversy; and they were asked for their views in the matter, as to what they would advise Government to do; the entire matter was before the Chief Justices and of Judges of the Supreme Court. They were free to give any view, as to what would be appropriate for the Government to do in the circumstances. The other part of the question which has been raised is, as to whether the view was unanimous. I am happy to say that there was an almost unanimity in the matter; the overwhelming, I repeat, overwhelming, consensus which emerged from this consultation was that the seniormost judge of the Supreme Court should be appointed Chief Justice.

(Interruptions)

MR. SPEAKER: Now, Mr. Vijay Kumar Malhotra is not there. Mr. Mallanna

AN HON. MEMBER: Mr. Malhotra is there, Sir.

SHRI JYOTIRMOY BOSU: On what question are you, Sir.

MR. SPEAKER: I am on question No. 1.

SHRI JYOTIRMOY BOSU: On question 1, we see two names. I am on a point of order.

PROF. P. G. MAVALANKAR: This is an extraordinary procedure that you are adopting. Only 2 names are printed. Are you having innovations? (Interruptions).

SHRI DHIRENDRANATH BASU: The question is whether there was unanimity whether it was 75 per cent or 80 per cent....

MR. SPEAKER: I have not called you. There has been some mistake in my office. The office has intimated to them that their names are there. It was wholly wrong on the part of the office to have done it. To select supplementaries is my right; not my officer's right. I am sorry for that. Any way, now that it has been done, I am allowing them.

श्री विजय कुमार मलहोत्रा : मैं यह जानना चाहता हूँ कि एमर्जेन्सी के दौरान जिन लोगों के साथ अन्याय और ज्यादतियाँ हुई और इस तरह से जिन तीन, चार जजों को यहाँ से हटाया गया, उनको दो बारा रिट बलीट करके, या जिन लोगों को एमर्जेन्सी के दौरान जानबूझकर कमिटेड जज होने को बजह से लगाया गया, उनके बारे में सरकार की क्या नीति है और सरकार ने क्या विचार किया है ?

सरकार ने इस विषय में अन्य लोगों से सलाह-मशविरा किया वह तो अलग बात है, पर मैं जानना चाहता हूँ कि गवर्नमेंट ने क्या पालिसी बनाई थी और गवर्नमेंट क्या करना चाहती है जिससे जिन लोगों को एमर्जेन्सी के दौरान हटा दिया गया था या जिन के साथ ज्यादतियाँ हुई थीं, उनकी क्षतिपूर्ति हो और जिन लोगों को एमर्जेन्सी में फायदा पहुँचाया गया, उनका वह फायदा वहाँ से हटाया जाये ?

SHRI SHANTI BHUSHAN: There were two Additional Judges; one in the Delhi High Court who, during the period of Emergency, was not confirmed. His term was not extended; and he was reverted to the subordinate judiciary. Government has already appointed him a Judge of the Delhi High Court again—I am

happy to say this. Then Sir, there was another Additional Judge in the Bombay High Court Mr Justice Lalit. His term was also not extended and he ceased to be a Judge. Government decided; Government came to the conclusion that there was no proper reason not to have confirmed him or not to have continued him as a Judge. Therefore, he was sounded; but he was not prepared to be re-appointed as a Judge of the High Court. Therefore, the matter was dropped.

श्री विजय कुमार मल्होत्रा : अध्यक्ष महोदय, मैंने यह पूछा था कि जो जज सीनियर थे, जिनको यहां से हटा दिया गया था, उनको दोबारा वापिस लाने के बारे में गवर्नमेंट क्या कुछ सोचती है ?

SHRI SHANTI BHUSHAN: All those who were senior, have already attained the age of 65; and, therefore, the question of appointing them to the Supreme Court does not arise.

PROF. P. G. MAVALANKAR: Sir, may I seek your guidance on one very important point? You have already said that the office has made a mistake, you are sorry for it and so you are going to allow it. The practice so far has been that, if a question has been put by more than two Members on the same subject, if it is an Unstarred Question, then more than two names are clubbed. But, so far as Starred Question are concerned, as far as my knowledge goes, the practice in this House has been that even if there are more than two names, only two names are clubbed. Now, Suppose, Sir, there are more than two names for a Starred question, what is the practice for deciding the two names? Will it be the first two who have given notice, or ballot, or the Lok Sabha Secretariat and you Mr. Speaker will pick up any two they would like? Will it be the first two, or bal-

lot or at the discretion of the Chair?

MR. SPEAKER: These are all well-settled matters. If on the same or identical matter notices are received from more than two members, the first two names are determined according to the date and time of receipt of notice. As far as possible, the Speaker will try to give to other members opportunity to put questions, if he feels that the question has not been fully answered; not otherwise.

SHRI VAYALAR RAVI: The hon. Minister was explaining the procedure he has adopted of wide consultation. It has been reported in the newspapers that the Working Committee of the Janata Party in Bangalore discussed the matter and that there was political disagreement on the appointment of Mr. Chandrachud. Sir, you have resigned the post of Supreme Court Judge on the principle of seniority, not on the question of consultation. All the three Judges resigned at that time on the question of seniority and not on the question of wider consultation. Now there is political disagreement, some aspersions are cast and controversy is created by discussing it in the Janata Party executive. So, this Government has politicalised the whole thing. May I know from the hon. Minister whether in future at least, the appointments to the Supreme Court and the High Courts will not be made on the basis of political consideration or your agreement on the subject but on the basis of seniority.

SHRI SHANTI BHUSHAN: The present appointment has been made in accordance with the provisions of the Constitution, which permits consultation with the Judges of the Supreme Court and High Courts. In future also the Government propose to make appointments only in accordance with the constitutional provisions.

Nationalisation of Foreign Drugs Companies

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*3. SHRI TRIDIB CHAUDHURI:
SHRI HARGOVIND VERMA:

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

(a) whether the attention of Government has been drawn to a news item published in the 'Business Standard' of Calcutta on January 24, 1978 to the effect that Government have come to a firm view that there would be no nationalisation of foreign drug companies as recommended by the Hathi Committee and FERA curbs with regard to dilution of foreign equity holdings would not apply to these companies;

(b) if so, their reaction to the news item; and

(c) whether Government have finalised their consideration of the Hathi Committee Report and come to any final decision about its recommendations?

पेट्रोलियम तथा रसायन और उर्वरक
मंत्रालय में राज्य मंत्री (श्री जनेश्वर मिश्र) :
(क) जी, हाँ ।

(ख) और (ग). हाथी समिति की सारी सिफारिशें सरकार के सक्रिय विचाराधीन हैं और इन पर शीघ्र अन्तिम निर्णय लेने की संभावना है ।

श्री हरगोविन्द वर्मा : हाथी समिति की जो रिपोर्ट आई है, उस के अन्तर्गत राष्ट्रीयकरण को खत्म करने की बात हुई है । मैं मंत्री महोदय से यह जानना चाहता हूँ कि पूर्व सरकार ने जो समिति बनाई थी, क्या यह सरकार उसी के आधार पर काम करेगी, या वह कोई दूसरी समिति बना कर और फिर से जांच कर के राष्ट्रीयकरण के बारे में विचार करेगी ।

श्री जनेश्वर मिश्र : हाथी समिति की रिपोर्ट कैबिनेट के विचाराधीन है । मैं नहीं समझता कि कोई और समिति इस के लिए बनाई जायेगी । जब यह सवाल कैबिनेट के विचाराधीन था, तो उस की तरफ से एक उपसमिति बनाई गई थी । उस उप समिति ने भी एक तरह से निर्णय ले लिया है, और उस की रिपोर्ट तथा निर्णय पूरी कैबिनेट के सामने जायेगा ।

श्री हरगोविन्द वर्मा : क्या मंत्री महोदय यह बताने का कष्ट करेंगे कि अगर राष्ट्रीयकरण विदेशी कंपनियों का नहीं होगा तो जो आप की देशी कंपनियाँ हैं वे उ ; के मुकाबिले में प्रगति कर सकेंगी ?

श्री जनेश्वर मिश्र : अध्यक्ष महोदय, मैं ने यह नहीं कहा कि राष्ट्रीयकरण नहीं होगा विदेशी कंपनियों का या होगा । अपनी तरफ से वह यह जोड़ रहे हैं ।

SHRI JYOTIRMOY BOSU: Sir, the Hathi Committee Report on p. 96 clearly states:

"The multi-national units operating in India produce only a small fraction of bulk drugs. The main thrust of the multi-national units continues to be towards capitalising on drug formulations and non-drug items, like, cosmetics and luxury goods.... The permission letters and COB licences have further helped these units to build enormous assets which are completely out of proportion to their investments...."

The selective attitudes of multi-nationals even in the fields of research development are dictated almost entirely by their philosophy of global trade.

We are convinced that their continued presence in this country is a powerful damper on the challenge of our achieving the technological

goals of self sufficiency and self reliance.

Basic drugs are produced in the Indian sector including the public sector to the extent of about 90 per cent in tonnage terms and this demonstrates effectively the competence that has already been achieved in indigenous technical skills.

Continued presence in this country of the highly profit motivated multi-national sector can but promote only the business interest of this sector. Their presence in India as a part of their global effort to capitalise on human suffering in an organised manner must, therefore, cease as early as possible.

We, therefore, strongly recommend that the multi-national units in the field of drugs and pharmaceuticals should be taken over by Government and managed by the proposed National Drug Authority.'

In the context of this specific and clear pointer and a recommendation of the Hathi Committee, how is it that the Government has not nationalised or taken over the foreign drug houses in the country? I want a specific answer to this.

श्री जनेश्वर मिश्र : अध्यक्ष महोदय, मैंने बताया कि सरकार के विचाराधीन हाथी कमेटी की रिपोर्ट है और बहुत ही जल्दी निर्णय होने जा रहा है।

SHRI JYOTIRMOY BOSU: On a point of order. This Report was submitted to the Government in April, 1975. How many more years do they want?

श्री जनेश्वर मिश्र : हाथी कमेटी की सिफारिश पर सरकार विचार कर रही है और माननीय सदस्य ने जिस सिफारिश का उल्लेख किया है उस पर भी विचार हो रहा है।

SHRI JYOTIRMOY BOSU: I do not beat about the bush. I have quoted the Hathi Committee's Report.

MR. SPEAKER: He says, it is still under consideration.

SHRI JYOTIRMOY BOSU: It was submitted to the Government in April, 1975.

MR. SPEAKER: You can censure them for that.

श्री ओम प्रकाश त्यागी : क्या सरकार यह अनुभव करती है कि सन 75 से हाथी कमेटी की रिपोर्ट आई हुई है, अब तक उस पर विचार चल रहा है और देश का करोड़ों रुपया हर वर्ष मल्टी नेशनल कम्पनियों के द्वारा देश से बाहर निकला चला जा रहा है? नेशनलाइजेशन के बारे में जो आप सोचेंगे वह तो है ही लेकिन एक डेफिनिट बताइए कि हाथी कमेटी की रिपोर्ट पर आप कब तक विचार कर लेंगे और क्या इन मल्टी नेशनल ड्रग्स कम्पनियों का भारतीयकरण करने की दिशा में आप का विचार है या नहीं?

श्री जनेश्वर मिश्र : मैंने पहले ही बता दिया अध्यक्ष महोदय, कि इस पर बहुत जल्दी विचार करेंगे।

श्री ओम प्रकाश त्यागी : बहुत जल्दी का क्या सवाल है? सन 75 से मैं सुन रहा हूँ कि बहुत जल्दी विचार किया जाएगा। सन 75 से सरकार का यही जवाब आता है कि बहुत जल्दी विचार करेंगे।

PROF. P. G. MAVALANKAR: Mr. Janeshwar Mishra, the Minister of State, might perhaps recall that his senior colleague, Shri Bahuguna, in the very last session of Parliament, that is, in December, 1977, very emphatically and categorically assured this House that the matter regarding the Hathi Committee's recommendations was absolutely on the table of

the Cabinet, that it was very hot and that, any minute, the decision would be taken. Therefore, he cannot give the information to the House in this way. I want to know what are the factors responsible between the date of Shri Bahuguna's answer and today, although more than two months have passed, which have delayed the Cabinet Sub-Committee and the Cabinet in coming to a decision which I should have thought for the Janata Party was clear and categorical, namely, the nationalisation of foreign drug houses. There is a tremendous thrust on and a deep drain of the resources of our country. When Mr. Janeshwar Mishra was on the Opposition Benches, he used to shout loudly about it. Therefore, I want to know what are the concrete and specific factors or obstacles or hindrances which are weighing with the Government to come to a decision this way or that way.

श्री जनेश्वर मिश्र : उसमें कोई आन्स्टेकिल नहीं है। जैसा मैंने पहले ही बताया कि कैबिनेट की ओर से एक उप-समिति बना दी गई थी जिसके अध्यक्ष बाबू जगजीवन राम जी थे तथा स्वास्थ्य मंत्री, बहुगुणा जी श्री एच० एम० पटेल तथा श्री जार्ज फर्नान्डिस सदस्य थे—उस कमेटी ने अपनी रिपोर्ट तैयार कर ली है और पूरी कैबिनेट के सामने विचार के लिए वह जा रही है। मैं समझता हूँ यह कार्य शीघ्रता से हो रहा है।

श्री कल्याण जैन : अध्यक्ष महोदय, हाथी समिति की रिपोर्ट के बारे में सरकार का हमेशा यह आश्वासन रहा है कि जल्दी से निर्णय लिया जाएगा। मैं आपके माध्यम से मंत्री जी का ध्यान आकर्षित करना चाहता हूँ तथा जानकारी चाहता हूँ कि क्या उनको मालूम है कि दवाई के बिजनेस में केवल दवाई नहीं बेची जाती है, कम्पनी का नाम बेचा जाता है और हाथी समिति ने सिफारिश की है कि दवाई का जेनरिक नाम होना चाहिए—इस सम्बन्ध में सरकार ने कोई निर्णय लिया

है या नहीं? लगता है किसी को जानकारी नहीं है कि एक दवाई जो बनाई जाती है और मल्टी नेशनल कम्पनी के द्वारा बेची जाती है वही दवाई हिन्दुस्तान की कम्पनी के द्वारा रूप में चार आने में बेची जाती है। वही क्लोरोक्वीन यहां सौ रूपए की एक हजार बेची जाती है। हाथी समिति ने सिफारिश की है कि दवाई का जेनरिक नाम होना चाहिए और इस सिफारिश को लागू करने के लिए पहले भी सदन में आश्वासन दिया गया कि इस पर जल्दी से निर्णय लिया जाएगा। आज तमाम सदस्यों की इच्छा है और सरकार का ध्यान आकर्षित किया गया है कि दवाई की कीमत बहुत महंगी है तो क्या सरकार दवाई के जेनरिक नाम रखने के बारे में निर्णय लेने के लिए तैयार है?

श्री जनेश्वर मिश्र : मैंने पहले ही बताया कि हाथी कमेटी की सारी सिफारिशों के बारे में शीघ्रता से विचार हो रहा है।

MR. SPEAKER: Next question.

SHRIMATI CHANDRAVATI: This is a very important question.

MR. SPEAKER: Next question.

Doubling of Bongaon-Sealdah Section of Eastern Railway

*4. SHRI CHITTA BASU: Will the Minister of RAILWAYS be pleased to state

(a) at what stage does the project of doubling the Bongaon-Sealdah Section of the Eastern Railway rest now;

(b) whether it has been included in the Annual Plan for the year 1978-79; and

(c) if not, the reasons thereof?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE): (a) The survey conducted for doubling of

the section has revealed that this project, costing more than Rs. 10 crores is unremunerative. This work can, therefore, be taken up only when the issue of exempting the Ministry of Railways from payment of dividend on the capital cost of the line and for compensation on account of operating losses on the line is decided.

(b) No, Sir.

(c) Does not arise in view of the reply to (a) above.

SHRI CHITTA BASU: This is disappointing I must say. May I know from the hon. Minister whether his attention has been drawn to the letter written by the Chief Minister of West Bengal dated November 21 stating *inter alia*:

"I have tried to indicate above some of the basic considerations on account of which the State Government attaches the maximum importance to the doubling of this track."

He has also recommended inclusion of this project in the Railway's next year Work Programme. May I also know whether his attention was drawn to the letter written by the Chairman, Railway Board to me. It reads as follows:

"As you are aware, the Railway Ministry have already approached the Ministry of Finance and Planning Commission on the question of making suitable arrangements for financing the scheme. We are pursuing the matter with them and will also include this project in our 1978-79 Annual Plan proposals to be submitted to the Planning Commission."

May I also draw his attention to the letter written by Shri Sheo Narain, Minister of State for Railways, dated 5-1-78, to me. In this context, may I know from the hon. Minister whether it is a fact or not, that the Planning Commission itself is not clearing the project. If so, is it not an act of intransigence on the part of the Planning Commission?

PROF. MADHU DANDAVATE: My attention has been drawn to everything that he has said. As regards part (b) of the question, I do not want to cast any aspersion on the Planning Commission but I want to state only that just as the hon. Member has written to the Ministry of Finance and the Planning Commission, I have also sent communications to the Ministry of Finance and the Planning Commission, and we have been informed that the matter has to be placed before the Public Investment Board, and when a decision is taken the matter will be settled. We are awaiting the decision.

SHRI CHITTA BASU: As you know, Sir, Railways are the biggest public sector undertaking in our country. Is it not the motivation of the public sector not only to earn profit but also look to the interests of the public? Since his particular line, as stated by the Railway Ministry, is not profitable, the matter has been referred to the Planning Commission. May I know whether the Railway Board will take this view of public utility since the State Government of West Bengal wants that it is necessary as a public utility service? The question whether it is remunerative or unremunerative should not arise since the consideration is one of public utility. Or, will they take that old, hackneyed plea of remunerativeness?

PROF. MADHU DANDAVATE: Again I agree with every thing that the hon. Member has stated. The matter rests with the Public Investment Board. We have made the same plea—as the hon. Member has made—not only in relation to this particular line but in relation to almost all the lines in the backward regions. We have insisted that remunerativeness or unremunerativeness should not be the immediate consideration but an overall policy should be involved. A term has been set up by the Planning Commission and we are awaiting the findings of this team.

SHRI DHIRENDRANATH BASU: May I know from the hon. Minister whether the project of electrification and doubling of the line from Katwar to Bandel has been included in the Budget proposal.....

MR. SPEAKER: It does not arise out of this. We are only on Bongaon-Sealdah. We pass on to the next Question.

श्रीमती चन्द्रावती : मैं एक बात जनाब की नोटस में ले आना चाहती हूँ कि हमारे सवाल यहां नहीं आते हैं। मैं जानना चाहती हूँ कि कौन मेम्बर कितने सवाल भेजते हैं और उनके कितने सवाल यहां आते हैं। इसमें बहुत बर्गलिंग होती है—मैं इसके बारे में जानना चाहती हूँ.... (व्यवधान).... सप्लीमेंट्री के लिए भी हमको मौका नहीं मिलता है। मैं एक बहुत गम्भीर सवाल पूछना चाहती थी, लेकिन मौका नहीं मिला। हमने एक सेशन में कितने सवाल भेजे हैं और जिन लोगों के सवाल रोज यहां आते हैं, उन्होंने कितने भेजे हैं? हम जानना चाहते हैं कि आप का सैक्रेटैरियट इसमें कितनी बर्गलिंग करता है.....

MR. SPEAKER: Every Member will be treated alike.

श्रीमती चन्द्रावती : हम इसके बारे में एशोरेंस चाहेंगे।

MR. SPEAKER: Every Member will be treated equally.

Import of Obsolete Drugs

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*5. **DR. MURLI MANOHAR JOSHI:**

SHRI D. D. DESAI:

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

(a) whether Government have seen reports published in the press

that large quantities of drugs had been imported which have already become obsolete and are not fit to be used;

(b) the quantity and other details of the drugs so imported; and

(c) what action has been taken by Government in this regard?

पेट्रोलियम तथा रसायन और उर्बरक मंत्रालय में राज्य मंत्री (श्री जनेश्वर मिश्र) : (क) जी, हां। तथापि स्वास्थ्य और परिवार कल्याण मंत्रालय, जो आयातित और स्वदेशी औषधों के गुण नियंत्रण के लिए जिम्मेदार है, द्वारा जांच करने से यह पता लगा है कि प्रैस रिपोर्ट में लगाए गए आरोपों में कोई सच्चाई नहीं है।

(ख) और (ग) : प्रश्न नहीं उठता।

डा० मरली मनोहर जोशी : अध्यक्ष महोदय, आयातित दवाइयां, रिप्लेनिशमेंट एन्टाइटलमेंट स्कीम के अन्तर्गत जो लाइसेंस दिए गए हैं, उन पर तहत आयात की गई है और ये लाइसेंस कपड़ा बेचने वालों से लेकर आचार-मुखर्खा निर्यात करने वालों को दिए गए थे ताकि वे वहां से दवाइयां आयात कर सकें। इन दवाइयों के आयात करने में मल्टी नेशनल कम्पनीज ने बहुत बड़ी मात्रा में छूट दी है, डिस्काउंट दी है, इसलिए कि वे दवाइयां सब-स्टैंडर्ड की थी और डब्लू.एच.ओ. की निर्धारित जीवन-रेखा के अनुसार तीन वर्ष समाप्त होने के दो-तीन महीने पहले आयात की गई, ताकि वे कानूनी शिकंजे से बच जायें और उनकी लाइफ समाप्त होने की जो सीमा है, उससे पहले यहां पहुंच जायें और यहां पहुंचने के बाद उन की पोटेंसी जीरो हो जाये। यदि यह सही है तो.....

MR. SPEAKER: Please come to the question.

DR. MURLI MANOHAR JOSHI: I am asking the question, Sir. It is

divided into parts because it is a very important question...

MR. SPEAKER: Every question is important.

DR. MURLI MANOHAR JOSHI: Every question is important, Sir, but this is very important क्या ये दवाइयां वहीं हैं जो छापामार कर दुकानों से मिली हैं और जो स्पूरियस हैं ? क्या यह सच है ? क्या यह भी सच नहीं है कि ये दवाइयां विदेशों से पूरी छूट दे कर यहां भेजी गईं और उन लाइसेंस धारियों के द्वारा भेजी गईं जो यहां पर कपड़े और आचार-मुराबे के आयात का काम करते थे ?

श्री जनेश्वर मिश्र : विदेशों से बल्क ड्रग्स तीन तरह से मंगाई जाती हैं। एम.टी.सी० द्वारा, 'रेप' लाइसेंसधारियों द्वारा, जिनका माननीय सदस्य ने जिक्र किया और तीसरे औषधि निर्माताओं द्वारा ध्वितगत तौर पर सीधे सीधे। हम लोगों ने जब यह रिपोर्ट अखबार में आई तो अपनी एजेंसियों से इसकी जांच कराई। ड्रग कंट्रोलर, मुख्य रूप से, यह निश्चित करता है कि दवाइयां कौसी हैं। सरकार के पास जो रिपोर्ट उसकी एजेंसियों से आई उससे अनुसार 1977 में कोई दवाई ऐसी नहीं आई जिसकी मियाद तीन साल से कम हो।

डा० मुरली मनोहर जोशी : श्रीमन्, मेरे पूरक प्रश्न का उत्तर नहीं आया है। मेरे प्रश्न केवल पहले भाग का ही उत्तर दिया गया है।

MR. SPEAKER: Your question was so long that nobody can answer it. it.

डा० मुरली मनोहर जोशी : मेरा बेसिक क्वेश्चन यह है कि मल्टी नेशनल कम्पनीज ने भारी पैमाने पर डिस्काउंट दे कर जो दवाएं यहां भेजी, वे क्यों भेजी ? क्या उन्होंने वे दवाएं यहां के गरीबों पर दया करके भेजी ? That Part of my question remains unanswered.

श्री जनेश्वर मिश्र : अध्यक्ष महोदय, किसी समय माननीय सदस्य, हमारे अध्यापक रहे हैं और इनके सवाल पूछने की टेक्नीक में जानता हूँ।

भारतीय व्यापार में एक्सपोर्ट को प्रोत्साहित करने के लिए 'रेप' लाइसेंस-धारियों को यह इजाजत दी गयी थी कि वे अपने एक्सपोर्ट के बदले में कुछ आयात दवाओं का भी कर सकते हैं। इसमें इस बात का खतरा या शक जरूर होता था कि कुछ नकली दवाएं आ रही हैं। लेकिन जब ड्रग कंट्रोलर से जांच करायी गयी तो यह पाया गया कि यह बात बेबुनियाद है।

डा० मुरली मनोहर जोशी : जो कमीशन दी गयी, वह किस लिए दी गयी ? Heavy discount was given by multi-nationals in regard to this replenishment entitlement scheme.

MR. SPEAKER: If the Hon. Minister is evading the question, you are responsible for giving him scope to do so.

डा० मुरली मनोहर जोशी : इस आधार पर, जब सरकार की निगाह में यह बात आयी और उसके पास रिपोर्ट भी आयी कि रिप्लेनिशमेंट स्कीम के अधीन जो दवाएं आयात होती हैं उनमें नकली दवाएं आने की संभावना है और खतरा भी है तो क्या इन लाइसेंसधारियों को इन लाइसेंस के अधीन सरकार दवाएं मंगाने से मना करेगी ?

बहुत बार यहां यह चीज उठाई गई है कि नकली दवाइयां जो बन रही हैं उन से देश को बड़ा भारी नुकसान हो रहा है। सरकार पूरे तौर पर औषधि निर्माण की नीति पर विचार करते हुए इन विदेशी दवाओं का सम्पूर्ण आयात बन्द करेगी ?

श्री जनेश्वर मिश्र : सितम्बर, 1977 से नियंत्रण लगा दिया गया है। अब केवल

वही पार्टियां बल्क ड्रग्स मंगा सकती हैं जो यहां से दवाये भेजती हैं ।

डा० मुरली मनोहर जोशी : दवाओं का पूरा आयात बन्द आप करेंगे ?

श्रीमती चन्द्रावती : इम्पोर्ट लाइसेंस देते वक्त क्या इस बात का ध्यान रखा जाता है कि जिस को लाइसेंस दिया जाए वह ड्रगिस्ट या कैमिस्ट हो ? क्या इसकी कुछ क्वालिफिकेशन भी रखी गई हैं ?

श्री जनेश्वर मिश्र : हां, इसका ख्याल रखा जाता है ।

श्रीमती चन्द्रावती : क्या आप इसकी जांच कराएंगे कि ऐसे लोगों को भी दिए गए हैं जिन में ये क्वालिफिकेशन नहीं थीं ?

श्री जनेश्वर मिश्र : अगर माननीय सदस्य कोई स्पेसिफिक केस बताएंगी तो जरूर जांच कराई जाएगी ।

श्रीमती चन्द्रावती : हम थोड़े ही बताएंगे? आपके पास सरकार है । आप पता लगाएं ।

SHRI VINODBHAI B. SHETH: In view of the poor performance of the drug industry with regard to making available cheap drugs to the poor people, will the Government think in terms of nationalisation of the entire drug industry for the welfare of the poor persons?

श्री जनेश्वर मिश्र : हाथी कमेटी की जो सिफारिशें हैं उन पर सरकार विचार कर रही है ।

श्री हुकम देव नारायण यादव : औषधियों में मिलावट की जो बीमारी है उस ने देश में गम्भीर रूप धारण कर लिया है । एक आदमी अगर किसी को जान से मार डालता है तो उसको फांसी या आजीवन

कारावास की सजा होती है । मिलावटी दवाओं से सैकड़ों लोगों की जान जाती है । यह बीमारी तब तक नहीं रुक सकती है जब तक गड़ा कानून नहीं बनाया जाता है । क्या सरकार भारतीय दंड विधान में संशोधन करे या कोई कानून बना कर ऐसी व्यवस्था करेगी कि दवाओं में जो मिलावट करेगा मिलावट जिस के यहां पाई जाएगी उन लोगों को आजीवन कारावास और मृत्युदंड की सजा दी जायेगी ?

MR. SPEAKER: It is a good suggestion for action.

श्री जनेश्वर मिश्र : माननीय सदस्य ने बहुत अच्छा सुझाव दिया है । इसे लामिनिस्ट्री को रेफर कर दिया जाएगा ।

श्री किशोर लाल : मैं जानना चाहता हूं कि क्या यह सही है कि कैमिकल फार्मूले जो आई० डी० पी० एल० बनाता है उन में से कोई दो ढाई सौ फारेन कम्पनियों को दिए गये हैं ?

श्री जनेश्वर मिश्र : इसके लिए मुझे अलग से नोटिस चाहिये ।

WRITTEN ANSWERS TO QUESTIONS

कम्पनी अधिनियम और एकाधिकार तथा निबन्धात्मक व्यापार प्रक्रिया अधिनियम को सरल बनाना

* 6. श्री अघन सिंह ठाकुर : क्या विधि, न्याय और कम्पनी कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या भारतीय वाणिज्य मंडल, कलकत्ता ने कम्पनी अधिनियम और एकाधिकार तथा निबन्धात्मक व्यापार प्रक्रिया अधिनियम को सरल और युक्ति संगत बनाने के बारे में कोई सुझाव दिये हैं ; और

(ख) यदि हां, तो उन पर सरकार की क्या प्रतिक्रिया है ?

बिधि, व्याप और कम्पनी कार्य मंत्री (श्री शान्ति भूषण) : (क) हां, श्रीमान् जी । ये कम्पनी अधिनियम, 1956 व एकाधिकार एवं निबंधनकारी व्यापार प्रथा अधिनियम, 1969 की परीक्षा करने के लिये, सरकार द्वारा नियुक्त की गई विशेषज्ञ समिति द्वारा प्रेषित प्रश्नावियों के प्रत्युत्तर में भेजे गये हैं ।

(ख) अनेक वाणिज्य मंडलों, संस्थाओं तथा अन्य निकायों से प्राप्त सुझावों तथा टिप्पणियों सहित इन पर विशेषज्ञ समिति द्वारा विचार किया जा रहा है, जो 1978 के मध्य तक सरकार को अपनी रिपोर्ट प्रस्तुत करेगी । इस दृष्टि से, भारतीय वाणिज्य मंडल, कलकत्ता के सुझावों पर, सरकार द्वारा विचार करने का प्रश्न उत्पन्न नहीं होता ।

तोड़-फोड़ की कार्यवाही के कारण हुई रेल दुर्घटनाएँ

* 7. श्री रीत लाल प्रसाद वर्मा :
श्री एम० रामगोपाल रेड्डी :

क्या रेल मंत्री निम्न जानकारी देने वाला एक विवरण मन्त्र-पटल पर रखने की कृपा करेंगे कि :

(क) मार्च, 1977 से अब तक तोड़-फोड़ की कार्यवाही के कारण अथवा अन्यथा जोनवार कितनी रेल दुर्घटनाएँ हुईं ;

(ख) तोड़-फोड़ की कार्यवाही से सम्बद्ध कितने व्यक्ति पकड़े गये और कितने मामलों में जांच चल रही है ;

(ग) दुर्घटनाओं से सम्बद्ध दोषी रेल-कर्मचारियों के विरुद्ध अब तक क्या कार्यवाही की गई है ; और

(घ) दुर्घटनाओं को रोकने के लिये क्या कार्यवाही की जा रही है ?

रेल मंत्री (प्र० मधु वंडवते) : (क) मार्च, 1977 से जनवरी, 1978 तक की अवधि में भारत की सरकारी रेलों पर टक्कर होने, पटरी से उतर जाने, सम-पातों पर होने वाली दुर्घटनाओं तथा गाड़ियों में आग लगने की कोटियों के अन्तर्गत 803 गाड़ी दुर्घटनाएँ हुई । इनमें से 8 दुर्घटनाएँ तोड़फोड़ की कार्यवाही के कारण हुई । क्षेत्रवार स्थिति इस प्रकार है:—

क्षेत्रीय रेलवे	गाड़ी दुर्घटनाओं की कुल संख्या	तोड़फोड़ के कारण होने वाली दुर्घटनाओं की संख्या
मध्य	102	2
पूर्व	47	—
उत्तर	98	2
पूर्वोत्तर	74	1
पूर्वोत्तर सीमा	71	—
दक्षिण	88	1
दक्षिण मध्य	68	—
दक्षिण पूर्व	122	1
पश्चिम	133	1
जोड़	803	8

(ख) 36 व्यक्ति पकड़े गये । तोड़फोड़ के सभी मामलों में पुलिस जांच-पड़ताल कर रही है ।

(ग) दुर्घटनाओं के लिए दोषी पाये गये रेल कर्मचारियों को दिये गये दण्ड का व्यौरा इस प्रकार है :—

(i) बरखास्त किये गये/
नौकरी से हटाये गये

(ii) अस्थायी कर्मचारी जिन्हें
नौकरी से निकाला गया 4

(iii) जिन कर्मचारियों को
निचले ग्रेड में या उसी ग्रेड
में परावर्तित किया गया
अथवा जिनकी पदोन्नति
रोकी गई 17

(iv) भिन्न-भिन्न अवधियों के
लिए वार्षिक वेतन-वृद्धियां
रोकी गयीं 154

(v) पास और पी० टी० ओ०
बंद किये गये 11

(vi) निन्दा की गयी /चेतावनी
दी गयी 27

जोड़ 224

(ब) रेल कर्मचारियों की गलती गाड़ी दुर्घटनाओं का अकेला सबसे बड़ा कारण रहा है। अतः रेलों के संरक्षा संगठन गाड़ी-परिचालन से सम्बन्धित कर्मचारियों में अपेक्षाकृत अधिक संरक्षा की भावना जागृत करने तथा यह सुनिश्चित करने का अनवरत प्रयास कर रहे हैं कि कर्मचारी अपने काम में नियमों का उल्लंघन न करें। अथवा लघु तरीके न अपनायें। मियाभाय अधिकरण के पंचाट तथा 10 घंटा ड्यूटी नियम लागू करने के लिए गाड़ियों के चालन से संबंधित परिचालन कोटियों में 10,000 अतिरिक्त पद तथा रनिंग कर्मचारियों के 2700 अतिरिक्त पद स्वीकृत किये गये हैं।

मानवीय तत्व पर निर्भरता कम करने के उद्देश्य से उत्तरोत्तर विभिन्न परिष्कृत उपस्कर जैसे पहिया, धुरा और रेल पटरी के लिए अल्ट्रासोनिक फ्ला डिटेक्टर, रेलपथ परिपथन, स्वचल चेतावनी प्रणाली आदि का उपयोग किया जा रहा है।

हाल में, यह निर्णय किया गया है कि 31-3-78 तक मुख्य मार्गों के 50 स्टेशनों तथा 1981 तक शेष 430 स्टेशनों की रन-अप लाइनों के रेलपथ-परिपथन का काम पूरा कर लिया जाये। इसके अतिरिक्त 25 दोषपूर्ण स्टेशनों के फाउलिंग स्थल से अग्रिम स्टार्टर तक के रेलपथ का 31-3-78 तक तथा अन्य ऐसे 75 स्टेशनों का अगले डेढ़ वर्ष तक परिपथन कर दिया जायेगा।

अपराधियों का पता लगाने, उन्हें पकड़ने तथा उन पर मुकदमा चलाने के काम में सहायता देने और समय-समय पर विभिन्न स्तरों पर बैठकें आयोजित करके राज्यों की पुलिस के साथ निकट सहयोग और समन्वय बनाये रखने के अलावा, रेलों ने रेलपथ पर गश्त लगाने के लिए, विशेषकर भेद्य क्षेत्रों में, इंजीनियरी विभाग के 14,000 गैंगमैन और रेलवे सुरक्षा दल के 11,000 कर्मचारी भी तैनात किये हैं ताकि तोड़फोड़ की कार्यवाही की रोक-थाम की जा सके।

Cases of Removal of Fish Plates

*8. SHRI G. Y. KRISHNAN:
SHRI C. K. JAFFER
SHARIEF:

Will the Minister of RAILWAYS be pleased to state:

(a) what are the details regarding the cases of removing of fish plates detected recently by the Railway departments;

(b) the details zone-wise regarding the places; and

(c) whether some saboteurs have also been detected and arrested in this regard?

THE MINISTERS OF RAILWAYS (PROF. MADHU DANDAVATE):
(a) and (b). The details regarding the cases of removal of fish plates detected recently are given below Railway-wise:

Central Railway

P-30 Up Goods train derailed—16 wagons capsized and 21 wagons derailed at about 10.10 hours on 19.11.77 between Mana and Murtizapur, Akola District, Maharashtra due to removal of fish plates.

Eastern Railway

1. On 18.11.1977 at about 08.00 hours, five pairs of fish plates were found missing from the Dn line of Howrah-Burdwan Calcutta Section between KM No. 712-718 between Belur and Bally Railway Stations. One person was arrested on 25-11-1977 and 10 pairs of fish plates were recovered on being pointed out by him.

3. 24-1-1978 at about 08.35 hours, villages of Jhajha Police Station area of Monghyr District of Bihar apprehended one outsider with 15 two-way keys, 5 bolts and 5 nuts and handed him over to local police, Jhajha who started case No 8 under Section 379/411 IPC.

3. 24-1-1978 at about 08.35 hours one fish plate was found open on the Dn line at KM No. 5/26-27 and 1 bolt of a fish plate was lying on the track in a broken condition in Howrah Division. The case is under investigation.

Northern Railway

1. On 26.12.1977 at about 07.40 hours, the driver of COD shuttle, Shri Shyam Lal got information from the passengers about the removal of one fish plate and 19 keys from Up 3560 LS—2

line of right side track KM No. 823/57 between Allahabad—Naini Railway Stations of Allahabad Division.

2. On 18.12.1977 at about 09.30 hours, Gangmate, Shri Haria noticed one inside fish plate removed and lying inside the track. Three bolts were also found unscrewed and 3 nuts found lying inside the track at KM No. 249/4-5 between Jethachandan and Sribhadria Lathi of Jodhpur Division.

3. On 15-1-1978 Keyman, Sunder, of Gang No. 17 informed West Cabin/Rampur at about 14.30 hours that 4 fish bolts and 2 fish plates of North side rail and 2 fish bolts of south side rail of the track joint at KM No. 7972/6-7 had been removed and were missing. In this case, Government Railway Police, Moradabad arrested two employees of Gang No. 17, Shri Sunder and Misuri Lal.

North Eastern Railway

1. On 19-12-1977 at about 11.10 hours while 144 Dn. passengers train was on run between Saithal and Bhojipura stations on Pilibhit-Bhojipura section of Izatnagar Division, the train was stopped by a gangman as he found one fish plate at KM No. 293/2-3 missing and another seven fish bolts taken out from the track at KM No. 291/1-2.

2. On 2-1-1978 at about 07.30 hours Railway Protection Force/Gangman noticed at two places fish plates were taken out between Kakarghati and Tarsarai on Samastipur Division Government Railway Police/Darbhanga registered a case.

Northeast Frontier Railway

1. On 28-8-1977 at 18.30 hours, patrolman noticed an outsider while removing 4 bolts between Changri and Rangiya stations. Government Railway Police Station/Rangiya arrested the outsider and started case No. 13(S)77 under Section 126/B Indian Railways Act,

2. On 8-12-1977, Keyman detected 13 Nos. of fish bolts missing from 7 joints between Silapather and Telem at KM No. 416/3-4.

3. On 13-12-1977 at about 05.30 hours, a gangman detected 2 fish plates in open condition at KM No. 21/2-3 between Belakopa and Raninagar. Four outsiders were arrested in this case by Government Railway Police/Jalpaiguri, Alipurduar Division (West Bengal).

4. On 16-12-1977 at about 00.55 hours, a gangman detected 2 bolts of fish plates removed between Kumarganj and Samsi.

5. On 5-1-1978 during the inspection of CME(D), Maligaon noticed 2 fish plates of one rail joint of pit No. 4 were missing and another 2 bolts loose.

6. On 6-1-1978, Railway Protection Force patrol party detected 2 fish plates in open condition near KM No. 273/6-7 between Garopara and Kalchini stations.

Southern Railway:

On 21-12-1977, Gangman of Mel-pakkaur reported fish plates at two joints in Up line removed at

KM No. 71/16-17 between Ichiputhur and Arkonam in Madras Division. On further inspection of the spot, 4 fish plates in 2 joints in connecting the rails were found removed. The State CID was pressed into service along with Railway Police. The case is under investigation by CID/Madras.

South Eastern Railway

1. On 27-11-1977, 2 fish plates and 6 bolts were found missing from KM No. 525/6-4 by two outsiders near about 1/2 KM north of North Cabin/Balugaon in Khurda Road Division. The case is under investigation.

2. On 7-12-1977, 6 persons were arrested for insertion of steel keys at a point near Munighrasan/Waltair Division.

3. On 12-12-1977, one person was arrested for placing of a stone on the Up line at KM 525/10 near Balugaon station.

Western Railway

On 23-11-1977, 2 Dn. Ahmedabad Delhi Mail was derailed between Ajarka and Bawal due to removal of fish plates and nuts. Engine and 10 coaches of the said mail capsized, 19 passengers died and 24 were seriously hurt. The case is under investigation.

(c) Thirty-six persons have so far been arrested. Of these twenty-seven were arrested for removal of fish plates. The rest were arrested for insertion of steel keys, placing of obstructions and removal of bolts and nuts.

**Anti Trust Suits against U.S.
Pharmaceutical Companies**

*9. SHRI M. KALYANA-

SUNDARAM:

SHRI SHIV SAMPATI RAM:

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

(a) whether it is a fact that the U.S. Supreme Court has ruled that the foreign governments can institute anti-trust suits against American Corporations;

(b) if so, whether Government of India have proceeded with the anti-trust suits against six U.S. pharmaceutical manufacturers;

(c) if so, the details thereof; and

(d) what is the amount already spent on this account by the Government of India?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS & FERTILIZERS (SHRI JANESHWAR MISHRA): (a) to (c). The Government of India have filed a Civil suit in the US Courts against six US drug manufacturing companies, namely, Pfizer, Cynamid Squibb, Bristol Mayors, Upjohn and Olin, under the US Anti Trust Laws for allegedly having entered into a conspiracy for a concerted price fixation of Board Spectrum Antibiotics and over-charging the domestic as well as overseas purchasers. The defendant Companies had appealed to the US Supreme Court that a foreign nation was not entitled to sue the companies for damages under the US Anti-Trust Laws. The US Supreme Court has now hold that a foreign nation is also a "person" within the meaning of the Clayton Act and thus entitled to sue for damages under the US Anti-Trust Laws. Further action to prosecute our claim for damages suffered on account of purchase of BSA (Board Spectrum Antibiotics) from

the defendant companies in question is being taken in consultation with our legal counsel.

(d) As at the end of November, 1977 a total expenditure of US \$ 1,32,592,31 had been incurred for the payment of legal fees and services rendered by our legal counsel.

रिवाड़ी के निकट हुई दुर्घटना की जांच

10. श्री ईश्वर चौधरी : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या रेलवे ने रिवाड़ी के निकट 23 नवम्बर, 1977 को हुई दुर्घटना की जांच पूरी कर ली है ;

(ख) क्या इस बारे में तोड़-फोड़ के शक पर कुछ लोगों को गिरफ्तार किया गया है ; और

(ग) यदि हां, तो तत्संबंधी व्यौरा क्या है ?

रेल मंत्री (प्रो० मधु बंडवले) : (क) इस दुर्घटना की जांच रेल संरक्षा के द.पर आयुक्त, बम्बई ने की है जो पर्यटन और नागर विमानन मंत्रालय के प्रशासनिक नियंत्रण के अन्तर्गत कार्य करते हैं। उनके अनन्तिम-निष्कर्षों के अनुसार यह दुर्घटना तोड़-फोड़ के कारण हुई थी।

(ख) और (ग). 8-12-77 को एक व्यक्ति संदेह में गिरफ्तार किया गया था। उसे 12-12-1977 तक हिरासत में रखा गया था और पूछ-ताछ की गयी थी। परन्तु

इस पूछ-ताछ में कोई उपयोगी सूचना नहीं मिली। अतः 12-12-1977 को उसे व्यक्तिगत मुचलके पर छोड़ दिया गया।

Production of Urea Based Fertilizers

*11. DR. BAPU KALDATE: Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether there is a shortfall in the production of urea based fertilizers;

(b) if so, the reasons thereof; and

(c) the steps taken to meet the shortage?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI JANESHWAR MISHRA): (a) Production of Urea fertilizer during 1977-78 is expected to be 32 lakh tonnes as against a target of 34 lakh tonnes.

(b) The shortfall in production of Urea is due to a variety of factors like mechanical breakdowns, power cuts, instability in power supply and labour problems.

(c) Adequate imports have been planned to meet the gap between the demand and the indigenous availability.

बम्बई के निकट समुद्र तल में विकास के लिए विश्व बैंक से ऋण

* 12. श्री मनोहर लाल : क्या पेट्रो-लियम तथा रसायन और उर्वरक मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि विश्व बैंक ने बम्बई के निकट समुद्र तल में तेल की खोज और विकास कार्य के लिए ऋण मंजूर किया

(ख) यदि हां, तो ऋण की राशि कितनी है, इसकी ब्याज की दर और अन्वय शर्तें क्या हैं ; और

(ग) इस ऋण का उपयोग किन उद्देश्यों के लिए किया जायेगा और उससे कितना लाभ मिलेगा ?

पेट्रो-लियम तथा रसायन और उर्वरक मंत्रालय में राज्य मंत्री (श्री जनेश्वर मिश्र) :

(क) जी, हां। अन्तर्राष्ट्रीय पुनर्निर्माण एवं विकास बैंक ने बम्बई हाई विकास के कार्यक्रम के चरण—III के कार्यान्वयन हेतु एक ऋण देना मंजूर किया है।

(ख) ऋण की राशि 150 मिलियन अमेरिकी डालर 134 करोड़ रुपये से कुछ ऊपर है। इस ऋण में से ली गई धन राशि पर वार्षिक 8.2 प्रतिशत की दर से ब्याज होगा और न ली गई धन राशि पर वार्षिक एक प्रतिशत का तीन-चौथाई वचनबद्ध प्रभार वसूल किया जायेगा; और ब्याज तथा वचनबद्ध प्रभार प्रतिवर्ष अर्ध-वार्षिक देय हैं। मूलधन 1 जनवरी, 1981 से आरम्भ करके 1 जनवरी 1997 तक 4,410,000 अमेरिकी डालर की समान अर्ध वार्षिक किस्तों में लौटाया जाना है तथा 4,470,000 अमेरिकी डालर की अन्तिम किस्त 1 जुलाई, 1997 को दी जायेगी।

(ग) यह ऋण बम्बई हाई परियोजना के चरण—III के विकास कार्य के लिए आंशिक रूप से धन की व्यवस्था हेतु दिया गया है। इस समय जिस रूप में इस ऋण परिकल्पना की गई है, उसे निम्नलिखित परियोजनाओं के लिए प्रयोग किया जायेगा :—

(i) अन्तः सागरीय पाइपलाइनों की प्रतिस्थापना करना;

(ii) दो कुआं प्लेटफार्मों और दो तेल साफ करने वाले प्लेटफार्मों के

लिए उपकरण और उनका निर्माण करना;

(iii) गैस विखंडन संयंत्र के लिए उपकरण और उनका निर्माण करना।

बम्बई हाई के विकास के लिए चरण—3 के कार्यक्रम को कार्यान्वित करने से, जिसमें उत्तर बसीन क्षेत्र का प्रांशिक विकास कार्यक्रम भी सम्मिलित है, बम्बई हाई क्षेत्र से वार्षिक लगभग 6 मिलियन मी० टन तथा उत्तर बसीन क्षेत्र से वार्षिक एक मिलियन मी० टन तेल की उत्पादन क्षमता को सुनिश्चित करने में सहायता होगी।

Reservation of Assembly/Parliamentary Constituencies for Scheduled Castes

*13. SHRI RAMANAND TIWARY: Will the Minister of LAW, JUSTICE, AND COMPANY AFFAIRS be pleased to state:

(a) the yardstick for reserving Assembly/Parliamentary constituencies for Scheduled Castes and the time for which these are reserved;

(b) the number and details of Parliamentary constituencies reserved as such, State-wise, and the period for which they are reserved; and

(c) the legal or administrative reasons for keeping the constituencies reserved for more than 10 or 15 years and the steps contemplated to be taken to declare them as general seats for future?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI SHANTJ BHUSHAN): (a) Reservation of Assembly/Parliamentary constituencies for Scheduled Castes is made under the provisions of articles 330 and 322 of the Constitution, read with the relevant provisions of the law made in this behalf under articles 82 and 170(3) of the Constitution. The period for which the constituencies are reserved is thirty years from the commencement of the Constitution under article 334 of the Constitution.

(b) A statement showing the particulars of parliamentary constituencies, state-wise, that are reserved for Scheduled Castes under the Delimitation of Parliamentary and Assembly Constituencies Order, 1976 is enclosed. The reservation of seats in respect of these constituencies came into effect from the date of dissolution of the last House of the People. The seats would normally continue to be reserved till a fresh delimitation of constituencies is made. However, under article 334 of the Constitution as it stands at present, the reservation will cease on the expiration of a period of 30 years from the commencement of the Constitution.

(c) The Constitution provides for the reservation of seats for the Scheduled Castes in the House of the People in order to guarantee a minimum number of seats to the members of such Castes in that House. There is no proposal under consideration to declare the seats reserved for Scheduled Castes in the House of the People as general seats.

Statement

Serial Number and Name of State/Union territory	Total seats	No. of seats reserved for SCs	Serial Number and Name of constituency reserved
1	2	3	4
STATES			
1. Andhra Pradesh	42	6	9-Amalapuram, 19-Nellore, 20-Tirupathi, 28-Nagarkurnool, 32-Siddipet and 36-Peddapalli.

1	2	3	4
2. Assam . . .	14	1	1-Karimganj.
3. Bihar . . .	54	8	1-Bagha, 8-Hajipur, 16-Rosera, 22-Araria 38-Sasaram, 42-Nawada, 43-Gaya and 54-Palamar.
4. Gujarat . . .	26	2	9-Dhanuhuka and 13-Patan.
5. Haryana . . .	10	2	1-Ambala and 10-Sirsa.
6. Himachal Pradesh	4	1	1-Simla.
7. Jammu & Kashmir .	6	..	..
8. Karnataka . . .	28	4	1-Bidar, 10-Kolar, 15-Channarayana and 26-Chikkodi.
9. Kerala . . .	20	2	8-Ottapalam & 17-Adcor.
10. Madhya Pradesh .	40	5	1-Morena, 5-Sagar, 16-Sarangarh, 33-Sla- japur & 38-Ujjain.
11. Maharashtra . .	48	3	18-Buldhana, 36-Omanatad and 58-Tin- dharpur.
12. Manipur . . .	2	..	..
13. Meghalaya . . .	2	..	..
14. Nagaland . . .	1	..	..
15. Orissa . . .	21	3	3-Bhadrak, 4-Jajpur and 15-Phulbani.
16. Punjab . . .	13	3	5-Phillaur, 7-Roper and 11-Ehatirca.
17. Rajasthan . . .	25	4	1-Ganganagar, 10-Bayana, 13-Terk and 22-Jallorc.
18. Sikkim . . .	1	..	..
19. Tamil Nadu . . .	39	7	4-Sriperumbudur, 12-Chidambaram, 15- Rasipuram, 21-Pollachi, 28-Perambalur, 30-Nagapatinam & 37-Tenkasi.
20. Tripura . . .	2	..	..
21. Uttar Pradesh . .	85	18	5-Bijnor, 18-Misrikh, 19-Hardoi, 21-Mc- hanlalganj, 27-Akbarpur, 29-Bara Banki, 34-Basti, 37-Bansgaon, 46-Lalganj, 49-Saidpur, 53-Robertganj, 57-Chail, 62-Jalaun, 63-Ghatampur, 72-Firozabad, 75-Hathras, 77-Khurja and 85-Hardwar.
22. West Bengal . . .	42	8	1-Cooch Behar, 6-Balurghat, 12-Nabadwip, 15-Joynagar, 16-Mathurapur, 36-Vishnu- pur, 37-Durgapur and 42-Birbhum.

UNION TERRITORIES]

23. Andaman & Nicobar Islands . . .	1	..	..
24. Arunachal Pradesh .	2	..	..
25. Chandigarh . . .	1	..	..

1	2	3	4
26. Dadra & Nagar Haveli	1	—	
27. Delhi . . .	7	1	7-Karol Bagh.
28. Goa, Daman & Diu .	2	..	
29. Lakshadweep .	1		
30. Mizoram . . .	1		
31. Pondicherry .	1		
TOTAL :	542	78	

जनजाति तथा पिछड़े क्षेत्रों में गैस की एजेंसियां देने की योजना

* 14. श्री सुभाष झाजूजा : क्या पेट्रोलियम तथा रसायन और उर्वरक मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या गैस एजेंसियां देने के मामले में जनजाति तथा पिछड़े क्षेत्रों को प्राथमिकता देने की सरकार की योजना है; और

(ख) यदि हां, तो मध्य प्रदेश में जनजाति वाले बेतूल जिले में गैस एजेंसियां देने के लिए आवेदन पत्रों पर सरकार क्या कार्यवाही कर रही है ?

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

(क) जी, नहीं ।

(ख) अब क्योंकि बेतूल जिले में खाना पकाने की गैस के विपणन की कोई योजना नहीं है, अतः वहां पर गैस की एजेंसियों के आवंटन से सम्बन्धित आवेदन पत्रों पर कार्यवाही करने का प्रश्न नहीं उठता ।

Production of Oil in Bombay High

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

(a) the progress made during 1977 on oil exploration in the Bombay High and on construction of the pipeline;

(b) what was the quantity of oil produced in the beginning of the year and as on 31st December, 1977; and

(c) whether the rate of recovery promises the achievement of 10 million tonnes target set at the end of four years of working?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI JANESHWAR MISHRA):

(a) During January to December, 1977, one exploratory well No. BH-15 was drilled to establish the limit of oil occurrence in the Northern part of the Bombay High structure. Four platforms have been put on production. The fifth platform has been installed. As on 15-2-1978, the 30" oil line has been laid over a distance of about 173.5 km and 26" gas line has

been laid over a distance of about 165 km., the distance to be covered being 205 km from Bombay High to Uran.

(b) The daily rate of production on 1st January 1977 and 31st December 1977 was 15,537 barrels and 61,597 barrels respectively.

(c) Yes Sir. A rate of production of 200,000 barrels per day equivalent to 10 million tonnes per annum is expected to be established by 1981-82.

Claims of Compensation of Persons killed and injured in Railway Accidents

*16. SHRI KACHARULAL HEM-RAJ JAIN: Will the Minister of RAILWAYS be pleased to state:

(a) the number of claims still pending disposal for compensation to those killed and injured in various railway accidents;

(b) the particular reasons for delay in disposing of these cases; and

(c) when all the pending cases of compensation are likely to be disposed of?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) Altogether 465 claims for compensation under the Indian Railways Act, 1890, in respect of passengers killed and injured in various train accidents on the Railways are pending settlement in courts of Ad-hoc Claims Commissioners/Ex-officio Claims Commissioners as on 31-1-1978.

(b) and (c). The applications for compensation under the Indian Railways Act, 1890 can normally be preferred by the claimants within a period of three months of the occurrence of the accident to the Ad-hoc Claims Commissioner/Ex-officio Claims Commissioner. The Claims Commissioners, may, on good cause shown, allow any application to be made by the claimant at any time within one year of

the occurrence of the accident also. Full-fledged Court proceedings take place before a verdict is awarded by the Court and both the parties viz., the claimants, and the Railway Administration are given the opportunity to establish the claim in order to avoid any irregular payment of compensation to a wrong party. These claims are satisfied on the basis of the verdict of the Court without any delay on the part of the Railway Administration.

Railway Division at Trivandrum

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

(a) whether the works regarding the proposed Railway Division at Trivandrum in Kerala have already started;

(b) if so, the details thereof;

(c) whether it is a fact that the existing Divisions at Olavakkot will cease to function when the new Division offices at Trivandrum come into existence;

(d) if so, whether the Railway Users' Association in Kerala has urged Government not to close the existing Railway Division at Olavakkot; and

(e) what are the details and Government's reaction thereto?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) and (b). The new Trivandrum Division is expected to start functioning in a existing building till construction of new building required for the Division taken in hand in 1978-79 and completed.

(c) No, Sir.

(d) and (e). Do not arise.

Reward offered for information regarding Persons involved in Sabotage on Railways

*18. SHRI P. K. KODIYAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have offered a reward of Rs. 5000/- to any one giving information leading to the arrest of a person or group of persons suspected of indulging in sabotage of Railway tracks in Uttar Pradesh;

(b) if so, the details thereof; and

(c) whether any information has been received thereafter; and if so, the details thereof?

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

(b) The Inspector-General of Police, U.P. announced, through his circular dated 31-12-1977, that the Government has decided to offer a reward of Rs. 2000/- to anyone giving information leading to arrest of person or group of persons suspected of indulging in sabotage of railway track. Subsequently, a decision was taken by the U.P. Government to enhance this reward from Rs. 2000/- to Rs. 5000/-.

(c) No, Sir.

डी० एस० टी० ई० दक्षिण रेलवे के अधीन नैमित्तिक श्रमिकों की छंटनी

*19. श्री अर्जुन सिंह भदौरिया : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि डिस्ट्रिक्ट सिगनल तथा टेलीकम्यूनिकेशन इंजीनियर, तम्बरम, दक्षिण रेलवे के अधीन नैमित्तिक श्रमिकों की छंटनी की जा रही है ;

(ख) क्या इन नैमित्तिक श्रमिकों को यात्रा भत्ता, रेलवे पास, छुट्टी चिकित्सा आदि सुविधा नहीं मिलती है ;

(ग) क्या इन नैमित्तिक श्रमिकों में, कार्पेंटर, फिटर, लोहार, वायरमैन, पेंटर बैल्डर आदि कुशल श्रमिक भी हैं जिन्हें कार्य के अनुसार वेतन नहीं दिया जाता है; और

(घ) यदि हां, तो इसके क्या कारण हैं?

रेल मंत्रालय में राज्य मंत्री (श्री शिव नारायण) : (क) काम न रहने के कारण 24-12-77 से जिला सिगनल और दूर-संचार इंजीनियर (निर्माण), ताम्बरम के अधीन कार्यरत उन 72 नैमित्तिक श्रमिकों की छंटनी कर दी गयी जो सबसे कनिष्ठ थे और कुशल वर्ग में नहीं आते थे ।

(ख) वर्तमान नियमों के अनुसार नैमित्तिक श्रमिक रेलवे पास, यात्रा भत्ता और छुट्टी पाने के हकदार नहीं हैं । लेकिन, ड्यूटी के दौरान चोट लगने पर वे सीमित चिकित्सा सुविधाएं प्राप्त करने के हकदार हैं । किन्तु चालू लाइन पर लगातार 120 दिन तक एक ही किस्म का कार्य करने के बाद उन्हें अस्थायी स्तर दे दिया जाता है और तब वे इस तरह के लाभ पाने के हकदार हो जाते हैं । परियोजनाओं पर काम करने वाले नैमित्तिक श्रमिकों को ये सुविधाएं नहीं मिलतीं सिवाय इसके कि जब उन्हें नियुक्ति स्थल से बाहर ड्यूटी पर भेजा जाता है तो उन्हें यात्रा-भत्ता दिया जाता है ।

(ग) और (घ). फिटर आदि कुशल नैमित्तिक श्रमिकों को उनके कार्य की कोटि के अनुसार वेतन दिया जाता है ।

Persons killed in 11 Down Dadar-Madras Express Derailment

*20. SHRI R. V. SWAMINATHAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether one boy and 10 persons were killed when 11 down

Dadar-Madras Express derailed near Bale Station five kilometres short of Sholapur on 18th December, 1977;

(b) if so, the details of the accident;

(c) whether any enquiry has been conducted; and

(d) the total number of accidents that took place in December, 1977 and January, 1978?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE): (a) No. In this accident, one person was killed and 11 others injured of whom three, including one railway employee, sustained grievous injuries.

(b) On 18th December, 1977 at about 00.37 hours, while train No. 11 Down Dadar-Madras Express was running through Bale station of Central Railway, 5 rear-most coaches derailed at Km. 449/5-8, just ahead of the down outermost trailing points.

(c) Yes. The Additional Commissioner of Railway Safety, Bombay, who is an independent statutory authority functioning under the administrative control of the Ministry of Tourism and Civil Aviation, has held an inquiry.

(d) During December, 1977 and January, 1978, there were 155 train accidents in the categories of collisions, derailments, level crossing accidents and fires in trains on the Indian Government Railways.

Month-wise Statement of Imported Canalised Drug

1. **SHRI S. S. SOMANI:** Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state:

(a) the cost comparison, month-wise statement of canalised drug and drug intermediates imported in the

country during 1977-78 by various importers under REP policy in relation to imports of drug and drug intermediates by the canalising agency;

(b) whether the canalising agency has been buying at excess price; and

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

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

Railway Lines in Backward Areas

2. **SHRI PARMANAND GOVINDJI-WALA:** Will the Minister of RAILWAYS be pleased to state:

(a) whether it is not a fact that he had made a declaration that the scheme for laying Railway lines in backward areas would not be rejected on grounds of their being uneconomic;

(b) is it not also a fact that the proposed construction of Khandwa-Dohad rail link will not be uneconomical; and

(c) is it not also a fact that the proposed Khandwa-Dohad rail link besides being economical will also develop the aboriginal districts of Khargone and Jhabua?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) The Railway Minister had stated only in his Budget speech last year that he would explore all avenues of mobilising more resources for the purpose of construction of new railway lines for the development of backward areas of the country.

(b) the traffic survey carried out for a rail link between Indore and Dohad in 1953 had shown a negative return.

(c) Construction of this line which will pass through the district of Khargone and Jhabua, though not remunerative, may help in the development of the area.

Investment of Arab Capital in the Petro-Chemical Complexes in India

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

(a) whether it is a fact that Arab capitalists have evinced interest in investing in the Petro-chemical complexes to be set up in the country; and

(b) the number of such complexes proposed to be set up and the extent to which Arab capital is envisaged to be utilised and the terms and conditions therefor?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI JANESHWAR MISHRA): (a) No Sir.

(b) The question does not arise.

कलकत्ता में ट्यूब रेलवे

4. श्री दया राम शास्त्री : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) कलकत्ता नगर में ट्यूब रेलवे के निर्माण पर कितनी धनराशि खर्च होने की सम्भावना है; और

(ख) क्या यह सच है कि उस ट्यूब रेलवे लाइन के बिछाने के पश्चात् दुर्घटनाओं की संख्या बढ़ गई है ?

रेल मंत्रालय में राज्य मंत्री (श्री शिव नारायण) : (क) इस परियोजना की अनुमानित लागत 249.54 करोड़ रुपये है ।

(ख) जी नहीं । ट्यूब रेलवे अभी भी निर्माणाधीन है ।

कियूल और बरहरवा के बीच दुहरी लाइन बिछाना

5. डा० रामजी सिंह : क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या कियूल और बरहरवा के बीच दुहरी लाइन के अभाव में यातायात समस्या का समाधान करने के लिए अधिक संख्या में द्रुत गति से चलने वाली यात्री गाड़ियों को चालू करने में कोई कठिनाई है;

(ख) क्या कियूल और बरहरवा के बीच जमालपुर में एक बड़ी रेलवे वर्कशॉप है जहां रेलगाड़ियों का जरा, मंगेर और सुलतानगंज से रोजाना प्रातः और सांयकाल श्रमिकों को लाने और ले जाने के लिए आती जाती है;

(ग) क्या दुहरी लाइन के अभाव में इस सेक्शन पर चलने वाली यात्री गाड़ियां विलम्ब से चलती हैं और श्रमिकों को भोजन के लिए वर्कशॉपों/ट्रेनों के चलने में विलम्ब हो जाता है; और

(घ) क्या उपर्युक्त असुविधा को दूर करने की दृष्टि से और उक्त क्षेत्रों में बढ़ती हुई जनसंख्या और यातायात को ध्यान में रखते हुए, सरकार का विचार कियूल और बरहरवा के बीच दुहरी रेलवे लाइन का निर्माण करने का है और यदि हां, तो कब तक ?

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

(ख) जी हां ।

(ग) जी नहीं ।

(घ) खंडीय क्षमता में वृद्धि करने के लिए इंजीनियरी एवं यातायात सर्वेक्षण किया जा रहा है जिसमें कियूल और जमालपुर के

बीच दोहरी लाइन बिछाने तथा भाषलपुर और बड़हरवा के बीच यातायात सर्वेक्षण भी शामिल है। सर्वेक्षण रिपोर्ट प्रस्तुत हो जाने तथा उसकी जांच कर लिए जाने के बाद ही कोई निर्णय किया जा सकेगा।

औषधियों के अनुसंधान और परीक्षण के लिए प्रयोगशालाएं

6. श्रीमती चन्द्रावती : क्या पेट्रोलियम तथा रसायन और उर्वरक मंत्री यह बताने की कृपा करेंगे कि :

(क) औषधियों के अनुसंधान और परीक्षण के लिए गैर-सरकारी क्षेत्र और सरकारी क्षेत्र में देश में कितनी प्रयोगशालायें हैं और क्या औषधियों के अनुसंधान और निर्माण के लिए कोई प्रयोगशाला स्थापित करने का सरकार का विचार है ; और

(ख) यदि हां, तो उन राज्यों के नाम क्या हैं, जहां प्रयोगशालाओं की स्थापना करने का प्रस्ताव है और यदि नहीं, तो क्या सरकार यह समझती है कि देश में उपलब्ध औषधियां पर्याप्त हैं और यदि हां, तो ऐसा समझने का आधार क्या है ?

पेट्रोलियम तथा रसायन और उर्वरक मंत्रालय में राज्य मंत्री (श्री जनेश्वर मिश्र) :
(क) और (ख). सरकारी क्षेत्र के उपक्रम आई० डी० पी० एल० की प्रयोगशाला, जिसे विज्ञान और प्रौद्योगिकी विभाग द्वारा मान्यता दी गई है, को मिलाकर देश में चालीस (40) अनुसंधान और विकास प्रयोगशालाओं के अलावा विज्ञान और प्रौद्योगिक अनुसंधान परिषद की आठ प्रयोगशालायें हैं, और एक दूसरी सरकारी क्षेत्र की उपक्रम हिन्दुस्तान एप्टिबायोटेक्स लि० की है। ये प्रयोगशालायें औषधों पर अनुसंधान औषधों के लिए प्रौद्योगिकियों का विकास अथवा प्राकृतिक संसाधनों से औषधीय महत्व वाले मिश्रण को अलग अलग करने सम्बन्धी कार्य

में लगी हुई हैं। इससे अलावा गैर सरकारी क्षेत्रों की कुछ एककों की भी अपनी सीमित सुविधाओं वाली अनुसंधान एवं विकास प्रयोगशालायें हैं। जहां तक औषधों के परीक्षण का सम्बन्ध है, तीन केन्द्रीय प्रयोगशालायें जिनके पास सभी प्रकार की औषधों के परीक्षण की सुविधाओं सहित, तीन राज्यों की क्वालिटी नियंत्रण प्रयोगशालायें हैं तथा अन्य बारह राज्यों की गैर-जीव-विज्ञान उत्पादों के परीक्षण सम्बन्धी सुविधायें प्राप्त हैं। और आठ राज्य ऐसे हैं जिनके पास कुछ औषधों के परीक्षण सम्बन्धी सीमित सुविधायें हैं। इससे अलावा कई गैर-सरकारी संगठनों ने भी औषधों की क्वालिटी नियंत्रण सुविधायें भी स्थापित की हुई हैं।

यद्यपि, फिलहाल किसी अनुसंधान प्रयोगशालाओं की स्थापना सम्बन्धी कोई विशेष प्रस्ताव नहीं है, संयुक्त क्षेत्र के एककों के रूप में औषध सूत्रयोगों के उत्पादन के लिए तीन प्रस्ताव हैं जो कि सरकार के विचाराधीन हैं। ये संयुक्त क्षेत्र एककों सरकारी क्षेत्र की उपक्रमों तथा राज्य सरकारों के बीच होंगे; जैसा कि नीचे दिखाया गया है :

(i) आई० डी० पी० एल० के साथ राजस्थान

(ii) एच०ए०एल० के साथ कर्नाटक

(iii) एच०ए०एल० के साथ महाराष्ट्र

सरकार अनुसंधान एवं विकास कार्या-कलापों पर तथा उद्योग द्वारा उनके उपयोग पर बल दे रही है। इस दिशा में कई कदम उठाए गए हैं। सरकार द्वारा एम० आर० टी० पी० अथवा फीरा के नियंत्रणाधीन आने वाली क्षमता को छोड़कर राष्ट्रीय प्रयोगशाला द्वारा विकसित प्रौद्योगिकी के आधार पर स्थापित किसी भी क्षमता को लाइसेंस देने के उपबंधों को मुक्त करने का निर्णय भी लिया गया है। इस पहलू पर हाथी समिति द्वारा विचार

भी किया गया है तथा उनके द्वारा कई सिफारिशें भी की गई हैं जिन पर जांच चल रही है।

श्रीषष्ठों की बढ़ती हुई मांग को पूरा करने के लिए उनके उत्पादन के लिए, देश में अतिरिक्त सुविधाओं की स्थापना की आवश्यकता होगी, तथा दोनों गैर-सरकारी तथा सरकारी क्षेत्र की एककों के प्रस्तावों पर गुण-दोषों के आधार पर स्वीकृति दी जाएगी।

Representations from Moghalsarai Commission Hawkers

7. SHRI DINEN BHATTACHARYA: Will the Minister of RAILWAYS be pleased to state:

(a) whether he has received representations from the Commission Hawkers, Vendors, Khit Stall Keepers, etc. working at Moghalsarai, Eastern Railway;

(b) what are the demands they made; and

(c) the reaction of Government thereto?

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

(b) The Commission Vendors and Stall Keepers have represented for absorption as regular railway employees.

(c) The Commission Vendors and Stall Keepers are not railway employees. They earn commission on the sales effected by them.

The commission vendors have already been made eligible for regular absorption in Class IV vacancies in catering and other departments along with others.

Rail Reservation Racket

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

(a) whether Government's attention has been drawn to the news report appearing in the *Hindustan Times*, New Delhi dated the 3rd February, 1978 under caption "Rail Reservation Racket";

(b) if so, the reaction of Government thereto; and

(c) steps proposed to be taken in the matter All-India-wise in various railways reservation places where racketeers are reported to be operating on a large scale?

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

(b) and (c). The following steps have been/are being taken to curb the corrupt practices indulged in by unauthorised agents and other anti-social elements in cornering rail accommodation:

(i) Efforts are made to reduce the gap between the demand and supply by introducing new trains, augmenting the loads of existing trains, extending their runs, increasing the frequency of weekly/bi-weekly trains and running holiday specials on important routes to clear the traffic.

(ii) The time-limit for advance reservation has been made six months at all stations by all trains, to avoid blocking of accommodation by anti-social elements and providing a wider choice to bonafide passengers for planning rail journeys well in advance.

(iii) Reservation procedures and arrangements at important stations/reservation centres, have been streamlined by opening additional booking windows, reservation counters, etc., to afford a better service to passengers.

(iv) Checks have been intensified with the help of anti-fraud squads, Vigilance Organisation, Government Railway Police and Railway Protection Force to detect anti-social elements and Railway staff indulging in malpractices regarding reservation. Strick action is taken against the defaulters to improve matters. C.B.I.'s assistance is also sought wherever possible.

(v) Railways have been alerted to keep a constant vigil on the corrupt and irregular activities of anti-social elements and take stern action and effective measures to contain the menace.

Electrification of Delhi-Agra Railway Track

9. SHRI DHARMA VIR VASISHT: Will the Minister of RAILWAYS be pleased to state:

(a) the progress made in the electrification of Delhi-Agra Railway track; and

(b) by what date this is likely to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) and (b). The work of electrification of Delhi-Agra Section is still under consideration.

Violation of Companies Act by Giovanola Binny Limited, Cochin

10. SHRI R. D. RAM: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether it is a fact that Giovanola Binny Limited, Cochin, Kerala has not been holding annual general meetings of the company nor has it been filing appropriate accounts in accordance with the provisions of Companies Act, 1956 to the Registrar of Companies;

(b) whether it is also a fact that the Share Register of the Company is also not properly maintained and it does not factually state the details and number of foreign shareholders of the Companies;

(c) if so, the details of both (a) & (b) above; and

(d) the steps being taken to investigate into the matter?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI SHANTI BHUSHAN): (a) to (d). The company filed in time the balance sheet and profit and loss accounts for the year ending 31st March, 1976 and Annual Return made upto 30th September, 1976. The company was granted extension of time upto 30th December, 1977 for holding the Annual General Meeting as the company represented that there was dislocation of work due to strike/lock-out during the period 23rd March, 1977 to 18th September, 1977. The company has not filed balance sheets and profit and loss accounts as on 31st March, 1977 by the extended date, namely 29th January, 1978. The company has to file the Annual Return by 28th February, 1978. For contraventions, necessary action will be initiated by the Registrar of Companies in due course if necessary. It is however reported that the share register of the company is being maintained properly.

Facilities at Cannanore and Chirakkal Railway Stations

11. SHRI C. K. CHANDRAPPA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have received representations from Railway users of Cannanore District in Kerala requesting Government to take steps to provide additional facilities at the railway stations in Cannanore and Chirakkal;

(b) if so, the details thereof; and

(c) the decisions taken thereon?

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

(b) Facilities asked for at Cannanore and Chirakkal Railway stations are:—

(i) **Cannanore:** Re-modelling of the station building, provision of full covering over the platform on both the sides and construction of a foot-overbridge.

(ii) **Chirakkal:** Facilities for booking of parcels to all Railways by fast trains like Jayanti Janata Express, raising of existing platform and metalling of the existing approach road.

(iii) **Train facilities:** Restoration of Mangalore-Shoranur Link Express, introduction of a direct train from Mangalore to Howrah, dieselisation of Malabar Express and West Coast Express, extension of 62 Cannanore-Coimbatore Passenger upto Kasaragod or Payyanur, 533 Charvattur-Mangalore Passenger upto Cannanore and introduction of a train from Mangalore to Cannanore.

(c) Cannanore station is provided with all basic passenger amenities. Augmentation of the existing facilities, remodelling of the station build-

ing will be planned in a phased manner with the approval of the Railway Users Amenities Committee and subject to availability of funds. 1417 sq. metres of the platform is covered and further extension by 183 sq. metres is being taken in hand. Existing platform is 557 metres long which is considered adequate for the passenger train services. There is no justification for the construction of a new foot-overbridge at this station.

Chirakkal is only a single line flag station and no fast trains are scheduled to stop here. As such the question of clearing parcel traffic by fast trains does not arise. As per norms, such stations are provided with rail level platform which is already there. In view of the meagre vehicular traffic, it is not considered necessary to metal the approach road.

83/84 Shoranur-Mangalore bi-weekly Link Express has been retained and one through coach provided by 131/82 Jayanti Janata Express and 81 Jayanti Janata Express/1 Mail and another two coaches by 13/14 Janata Express and 27/28 West Coast Express between Bombay VT and Mangalore. The other demands have not been found justified and operationally feasible at present. However, the load of 29/30 Malabar Express has been augmented by 2 bogies.

Hindi Suburban Time Tables of Central and Western Railway

12. SHRI R. K. MHALGI: Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 311 on 15th November, 1977 regarding Bombay suburban trains Time Table and state:

(a) what steps have so far been taken to review for publication of suburban Time Tables of Central and Western Railways in Hindi and with what result; and

(b) if no steps have been taken so far, the reasons and officers responsible therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) and (b). It is proposed to publish the Bombay area suburban time tables of Central and Western Railways in Hindi also from the next issue.

Retrenchment of Labourers in Sikakulama Road, S. E. Railway

13. SHRI PADMACHARAN SAMANTASINHERA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware that several labourers were given retrenchment notices in Sikakulama Road, S. E. Railway;

(b) if so, what is the number of labourers and when the notice was given and for how many years they had worked;

(c) what is the number of new labourers appointed after retrenchment notices were given in that area;

(d) why new labourers have been appointed; and

(e) do Government propose to give work to retrenched labourers in other areas?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) and (b). 63 casual labourers had been engaged for a period of 18 days from 5th January, 1978 for a specific work. They were discharged on 23rd January, 1978 on completion of the work.

(c) and (d). No new casual labourers have been appointed.

(e) Retrenched casual labourers are re-engaged according to their seniority and requirements of any new work to be taken in hand in the area.

Large Industrial Houses

14. SHRI DURGA CHAND: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) what are the names of the first 100 large industrial houses in the country; and

(b) what is the increase in their capital industry-wise during the last five years, year-wise?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI SHANTI BHUSHAN): (a) Taking the registration under section 26(2) of the Monopolies and Restrictive Trade Practices Act, 1969 as the basis, Statement I, laid on the Table of the House [*Placed in Library. See No. LT-1520/78*], gives a complete list of the names of 81 industrial houses from which one or more undertakings are covered by the provisions of Section 20(a)(i) or (ii) of the Act and 18 single large independent undertakings which are covered by the provisions of Section 20(a)(i) of the Act.

(b) Information is available regarding capital as measured by total assets in 1972 and 1975 of 45 industrial houses whose assets in 1975 stood at Rs. 50 crores or more and is given in Statement 2 laid on the Table of the House. [*Placed in Library. See No. LT-1520/78*]. Details regarding the total assets of the top 20 houses in 1972, 1973, 1974 and 1975 have been furnished in reply to part (b) of the Lok Sabha Starred Question No. 503 answered on 20th December, 1977.

Reforms in Electoral Law15. **SHRI YASHWANT BOROLE:****SHRI MOHINDER SINGH
SAYIAN WALA:
SHRI UGRASEN:**

Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to refer to the reply given to the Starred Question No. 36 on the 15th November, 1977 regarding proposals for electoral reforms and state:

(a) when comprehensive reforms in the electoral law in the country are likely to be brought out; and

(b) what is the nature of these reforms?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI SHANTI BHUSHAN): (a) The proposals in regard to amendments to the election law are still under examination. As the proposals require deep study and careful consideration, some more time will be taken by Government to arrive at decisions in the matter.

(b) The reforms would be in the direction of ensuring free, fair and smooth elections and would deal *inter alia* with steps to be taken for avoidance of misuse of official authority and machinery in elections, removal of corrupt practices and money power in elections, quick disposal of election petitions, reduction of election expenses, maintenance of electoral rolls upto date, etc.

Railway Link up of Ferozepur and Amritsar16. **SHRI MOHINDER SINGH SAYIAN WALA:** Will the Minister of RAILWAYS be pleased to state:

(a) whether in view of the vital border area position there are proposals under consideration to link up
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Ferozepur and Amritsar through a short distance railway track Makhu and Taranta (Tarn Taran) via Harike Pattan; and

(b) whether in the interest of lifting of cotton, paddy and wheat crops and feed centres of consumption in the country a rail link is being considered to link Fazilka with Abohar?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) and (b) There are no proposals presently under consideration to link up Ferozepur and Amritsar through a short distance railway track from Makhu to Tarn Taran via Harike Pattan or to link Fazilka with Abohar.

Policy of L-Base17. **SHRI SURENDRA BIKRAM:** Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state:

(a) is it a fact that his attention has been drawn by various Members of Parliament to certain irregularities done by interested officials in twisting the policy of L-Base from time to time with the view to pass off advantage to a particular section in the drug industry; and

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

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI JANESHWAR MISHRA): (a) In December, 1977, five Members of Parliament had urged for an enquiry to be made to establish facts on the following points:—

(i) If the cost of L-Base to the canalising agency after all duties, etc., is about Rs. 600/kg and the price being charged by that agency is Rs. 650/

kg, why this agency is allowed to pocket such a substantial margin and Chloramphenicol made dearer to the consumer?

(ii) Has this exercise of raising price artificially been done to pass off substantial advantage to M/s Mac Laboratories Pvt. Ltd., who are reported to have finalised purchase of approximately 50 tons of L-Base against export houses' own export as per ITC Policy and immediately after they had concluded the purchase with an Italian firm on behalf of export houses, the Ministry had got L-Base endorsed in the import-export-link list, thereby ensuring that other firms do not import L-Base through export houses on a large scale?

(iii) By raising the price of the final product, viz., Chloramphenicol powder, how much has a Calcutta based firm of Dey-Se-Chem benefited from the stocks it had in hand which they were supposed to sell through the canalising agency at the earlier fixed price of Rs. 524 per kg?

(iv) Has this action of raising the price by the Government resulted in poor uplift of L-Base from the canalising agency due to fantastic investment required and indirectly crushing small scale units?

(b) The matter has been examined and the correct position in regard to each point in (a) above is indicated below:—

(i) The fixation of selling price of L-Base at Rs. 650/kg is a deliberate decision to wipe off unintended benefit which was previously being enjoyed by units engaged in merely converting L-Base into

Chloramphenicol in a single reaction process, after obtaining supplies of L-Base at a much cheaper price of Rs. 422/kg and selling the final product (Chloramphenicol) at Rs. 586/kg. The selling price of Rs. 650/kg. of L-Base allows a reasonable margin to such units in the context of the notified selling price of Rs. 586/kg of Chloramphenicol. Another long-term objective of this decision is to encourage the production of Chloramphenicol from basic stages.

The excess realisation by State Chemicals and Pharmaceuticals Corporation of India Ltd., on account of selling L-Base at Rs. 650/kg will not be allowed to be retained by them but would be adjusted while fixing the selling prices of various canalised bulk drugs for the year 1978-79.

(ii) According to import statistics of bulk drugs imported against REP licences, as available with DGHS, a quantity of 2.3 tonnes of L-Base was imported upto 15th December, 1977 by an export house under the provisions of ITC Policy, 1977-78. This policy provision was amended on 27th September, 1977 so as to allow import of L-Base against REP licence, only if it is earned through exports of Chloramphenicol or its formulations. However, if an irrevocable letter of credit had been opened before 27th September, 1977 for import of L-Base against a REP licence, it is possible that imports of L-Base could still come after 27th September, 1977. It is being checked up whether M/s Mac Laboratories Pvt. Ltd. had finalised any such arrangements for import of L-Base.

(iii) It has been checked up from M/s Dey-Se-Chem Ltd. that as on 4th April, 1976, when the selling price of Chloramphenicol was revised from Rs. 524.60/kg to Rs. 586/kg, they held a stock of only 702 kgs. of Chloramphenicol which was subsequently sold by them at price of Rs. 524.60/kg. only and not at the higher price of Rs. 586/kg.

(iv) Some of the small scale units have not lifted the L-Base allocated to them by CPC or have asked for deferred deliveries.

Check up of Cooking Gas Cylinders

18. SHRI ROBIN SEN: Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether there are arrangements to check up the actual quantity of cooking gas loaded in the gas cylinders before supplying to the customers through some gas agencies;

(b) whether Government are aware that the gas cylinders which are being supplied to the customers are underweight; and

(c) if so, the steps taken to stop this malpractice?

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

(b) and (c). Instructions have been issued to the oil companies to take prompt remedial action on the complaints of consumers. At the liquefied petroleum gas (cooking gas) filling plants, the cylinders are filled according to weight on the filling machines. The cylinders are cross-checked for accuracy of filling and sealed before being sent out to the retailers. Checks are also made at

the showrooms and godowns of the dealers. Further, the weight of empty cylinder is indicated on its body. The weight of LPG in the cylinder can be checked by weighing it, and deducting the tare weight therefrom. The weighing of cylinders can be got done at the showroom/godown of the dealer in the customer's presence, if so desired.

Violation of the Companies Act by Subsidiaries of Multinationals

19. SHRI VASANT SATHE: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether the Department of Company Affairs have compiled a list of violations of the Companies Act during 1974-75 to 1977-78 by all the 171 Indian Subsidiaries and their branches run by the Multinationals;

(b) if so, important details of the information compiled so far; and

(c) the action taken/proposed in the matter.

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI SHANTI BHUSHAN): (a) to (c). Information relating to violations of the Companies Act by Indian subsidiaries of Multinationals is being compiled. Details will be known only after the compilation is complete. Further action can also be decided upon only at that stage.

सौराष्ट्र के किसानों को पेट्रोलियम उत्पादों की सप्लाई

20. श्री धर्मसिंह भाई पटेल : क्या पेट्रोलियम तथा रसायन और उर्वरक मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि गुजरात में सौराष्ट्र क्षेत्र के किसानों को रबी की फसल के मौसम के दौरान अशोधित तेल, मिट्टी

का तेल, हाई स्पीड डीजल, मोबिल ग्रायल आदि के समय पर और पूरी मात्रा में प्राप्त होने में भारी कठिनाइयों का सामना करना पड़ता था और इस बारे में कब और किन-किन स्थानों से अभ्यावेदन प्राप्त हुए हैं और उन अभ्यावेदनों का विषय क्या है ?

(ख) सरकार ने कोयरी, साबरमती से सौराष्ट्र क्षेत्र के व्यापारियों और एजेंटों को अशोधित तेल, मिट्टी का तेल, हाई स्पीड डीजल, मोबिल ग्रायल आदि सप्लाई करने के बारे में क्या व्यवस्था की है जिससे व्यापारी और किसान उन्हें उचित समय पर प्राप्त कर सकें ; और

(ग) किसानों को उनकी सप्लाई कोयरी से उपलब्ध कराने के लिए क्या कार्यवाही की जा रही है क्योंकि गांधीधाम से सप्लाई प्राप्त करने में किसानों को भारी कठिनाइयों का सामना करना पड़ रहा है ?

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

(क) से (ग). राज्यों को अशोधित तेल का आबंटन नहीं किया गया है। मिट्टी के तेल के सम्बन्ध में, अक्टूबर-दिसम्बर, 1977 के दौरान गुजरात राज्य को भेजा गया उत्पाद उस राज्य के लिए किए गए आबंटन से अधिक था। हाई-स्पीड डीजल ग्रायल की अपर्याप्त सप्लाई के सम्बन्ध में कोई शिकायत प्राप्त नहीं हुई है। परन्तु दिसम्बर, 1977 तथा जनवरी, 1978 के आरम्भ में सौराष्ट्र क्षेत्र में लाइट डीजल ग्रायल की अपर्याप्त सप्लाई के सम्बन्ध में जूनागढ़, भावनगर तथा अमरेली के क्लेक्टरो से शिकायतें प्राप्त हुई थीं। स्थिति का जायजा लेने के लिए गुजरात सरकार के, नागरिक आपूर्ति विभाग के सचिव ने 13-1-1978 को अहमदाबाद में तेल

उद्योग की एक बैठक बुलाई थी। अक्टूबर, 1977 से जनवरी, 1978 की अवधि में एल डी ओ की बिक्री उससे पहले लगाए गए अनुमान से अधिक थी। टैंकरों के पहुंचने में विलम्ब होने के परिणामस्वरूप दिसम्बर, 1977 के दौरान आंशिक कमी हुई थी। तथापि इस कमी को जनवरी, 1978 में पूरा कर लिया गया था। किसानों की कठिनाइयों को दूर करने के लिए यह साधारण प्रणाली है कि अधिक से अधिक उत्पाद की मात्रा जितनी सम्भव हो वह कोयरी रिफाइनरी से सप्लाई की जाए। बकाया आवश्यकता को गांधीधाम से सप्लाई किया जाएगा।

वातानुकूलित डिब्बों का चलन बन्द करना

21. श्री उपसेन : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार ने कुछ रेल मार्गों पर वातानुकूलित रेल डिब्बों का चलन बन्द कर दिया है और यदि हां, तो क्या रेल राजस्व पर इसके प्रभाव तथा यात्रियों की प्रतिक्रिया का पता लगाने के लिए कोई अध्ययन किया गया है ; और

(ख) इस सम्बन्ध में भविष्य में सरकार की नीति क्या होगी ?

रेल मंत्रालय में राज्य मंत्री (श्री शिव नारायण) : (क) वर्ष के दौरान, अपर्याप्त लोकप्रियता और वातानुकूल सवारी डिब्बों की पर्याप्त संख्या के अभाव के कारण 305/306 हावड़ा-आसनसोल एक्सप्रेस, 41/42 बम्बई वीरयगंज एक्सप्रेस, 161/162 टाटा-नगर अमृतसर एक्सप्रेस और 11/12 आगरा फोर्ट-काठगोदाम एक्सप्रेस स पहले दर्जे के वातानुकूल सवारी डिब्बों का चलन बन्द कर दिया गया है। हटाए गए डिब्बों के स्थान पर

पहले/दूसरे दर्जे के अधिक सवारी डिब्बे लगाए जा रहे हैं और इस प्रकार रेलवे राजस्व पर इसका कोई प्रतिकूल प्रभाव नहीं पड़ता।

(ख) परिवर्तन लेख में पहले दर्जे के वातानुकूल सवारी डिब्बों का निर्माण करने का कोई प्रस्ताव नहीं है।

कोटा तथा सवाईमाधोपुर क्षेत्रों में रेल गाड़ियों में चोरी

22. श्री चतुर्भुज : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार ने राजस्थान के कोटा, सवाई माधोपुर, भरतपुर आदि क्षेत्रों में हाल ही में यात्री गाड़ियों में बार-बार चोरियां तथा डकैतियां करने वाले गिरोह का पता लगा लिया है ; और

(ख) नक्सबन्धी व्यौरा क्या है और इन घटनाओं को रोकने के लिए क्या उपाय किए गए हैं ?

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

(ख) पश्चिम रेलवे पर कोटा से सवाई-माधोपुर के बीच, 28-8-1977 और 23-12-1977 को चोरी के दो मामलों की रिपोर्ट मिली थी। सरकारी रेलवे पुलिस द्वारा इन मामलों की जांच के फलस्वरूप पांच व्यक्ति, अर्थात् हैदराबाद का निवासी विश्वनाथ और उसके सहयोगी गिरफ्तार किए गए। 28-8-77 को हुई चोरी के मामले में चोरी गई सम्पत्ति आंशिक रूप से बरामद कर ली गई।

प्रभावित खंड पर सरकारी रेलवे पुलिस की गश्त को तेज कर दिया गया है तथा ऐसे खंड पर उक्त पुलिस या सशस्त्र दल सवारी गाड़ियों के साथ रहता है।

अनुसूचित जातियों तथा अनुसूचित जनजातियों को दिये गये जलपान ठेके

23. श्री हुकमचन्द कछवाय : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) पश्चिम रेलवे के प्रत्येक डिवीजन में जलपान के छोटे व बड़े कितने ठेके दिये गये :

(ख) क्या जलपान तथा अन्य स्टालों के दस प्रतिशत ठेके तत्संबंधी नियमों के अधीन अनुसूचित जातियों तथा अनुसूचित जनजातियों के लोगों को दिये गये हैं ; यदि नहीं तो इसके क्या कारण हैं ;

(ग) इस समय पश्चिम रेलवे की सभी डिवीजनों में अनुसूचित जातियों तथा अनुसूचित जनजातियों के जिन व्यक्तियों को छोटे तथा बड़े ठेके दिये गये उनकी संख्या, उनके नाम तथा पते क्या हैं ; और

(घ) उन छोटे तथा बड़े ठेकेदारों की संख्या कितनी है जिनके ठेकों का तीन या चार बार नवीकरण किया जा चुका है ?

रेल मंत्रालय में राज्य मंत्री (श्री शिव नारायण) : (क) पश्चिम रेलवे पर बड़े (रेस्तरां, जलपान कक्ष, भोजनयान आदि) और छोटे (स्टाल तथा खोमचे) खानपान ठेकों की संख्या मंडलवार नीचे दिखायी गयी है :—

मंडल	बड़े खानपान ठेके	छोटे खानपान ठेके
बम्बई सेन्ट्रल	5	288
बड़ोदरा	8	359
रतलाम	5	140
अजमेर	4	260
जयपुर	4	188
राजकोट	7	176
भावनगर	4	134

(ख) से (घ). 56 ठेके अनुसूचित जातियों और 12 ठेके अनुसूचित जनजातियों के व्यक्तियों को दिये गये हैं। अनुसूचित जातियों/अनुसूचित जनजातियों के व्यक्तियों को दिये गये ठेकों के प्रतिशत और भाग (ग) तथा (घ) के सम्बन्ध में सूचना इकट्ठी की जा रही है और सभा पटल पर रख दी जायेगी ?

Take over of Assam Oil Company

24. SHRI PRADYUMNA BAL:

SHRIMATI PARVATHI
KRISHNAN:

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

(a) the stage at which the negotiations for the takeover of the Assam Oil Company and the 50 per cent equity of the Burmah Oil Company are at present; and

(b) whether the question of compensation and the mode of payment has since been examined and if so, the nature of settlement made?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI JANESHWAR MISHRA):

(a) and (b). Negotiation for the take over of Assam Oil Company including the amount of compensation and the mode of payment are continuing.

Strike in Southern Railways

25. SHRI K. MAYATHEVAR: Will the Minister of RAILWAYS be pleased to state:

(a) the reason for the strike of Railway employees in Southern Railways which recently paralysed all Railway traffic south of Madurai; and

(b) the present position of the strike and the steps taken by Government to redress the grievances of the workers?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) As a protest against non-payment of the impounded Additional Dearness Allowance deposits and Flood Advance to which they were not normally eligible.

(b) Normalcy had been restored on varying dates between 17th January and 24th January, 1978. It was explained to the employees that premature repayment of deposits was permissible only in respect of those affected by the cyclone/flood in specific areas recognised by the State Government.

Lowering of voting age by M.P. Government

26. SHRI D. B. CHANDRE GOWDA: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether it is a fact that the Madhya Pradesh Government has reduced the voting age from 21 to 18 years for Panchayat Elections; and

(b) if so, whether some other States have also expressed similar views in this regard and if so, the details thereof?

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

(b) According to the newspaper reports, the Government of Bihar and Himachal Pradesh have also decided to reduce the voting age in panchayat elections from 21 years to 18 years. No details are, however, available.

Disparity between cost of Indigenous and Imported Wax

27. SHRI RAM SAGAR:
SHRI MANORANJAN
BHAKTA:

Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS

be pleased to state:

(a) whether any representations were received from the All India Paper and Allied Products Manufacturers' Association suggesting measures to remove disparity between the cost of indigenous wax viz., Rs. 2.50 per Kg. and that of the imported wax which works out to Rs. 13 per kg. or so;

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

(c) the relief which Government propose to afford to the actual users in this behalf?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI JANESHWAR MISHRA):

(a) to (c). Representations have been received from actual users of paraffin wax, including that from the All India Paper and Allied Products Manufacturers' Association requesting for removal of disparity between the cost of indigenous and imported wax. In view of the various problems involved it would take some time before a decision is arrived at in this regard.

आयोग में सेवा करने के लिए भूतपूर्व न्यायाधीशों की नियुक्ति

28. श्री जगदीश प्रसाद माधुर : क्या बिधि, न्याय और कम्पनी कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) आयोगों में सेवा करने के लिए नियुक्त किये गये उच्चतम न्यायालय और

उच्च न्यायालयों के भूतपूर्व न्यायाधीशों की वर्तमान संख्या कितनी है ; और

(ख) क्या सरकार ऐसी नियुक्तियों के बारे में अपनी नीति में परिवर्तन करना उचित समझती है ?

बिधि, न्याय और कम्पनी कार्य मंत्री (श्री शान्ति भूषण) : (क) जानकारी इकट्ठी की जा रही है और सदन के पटल पर रख दी जाएगी ।

(ख) अभी ऐसे किसी परिवर्तन की बात नहीं सोची जा रही है ।

रतलाम और बांसवाड़ा के बीच रेलवे लाइन

29. श्री भागीरथ मंवर : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) रतलाम और बांसवाड़ा (मध्य प्रदेश—राजस्थान) के बीच नई रेलवे लाइन के निर्माण के लिए किये गये सर्वेक्षण के बारे में सरकार द्वारा क्या कार्यवाही की जानी शेष रहती है ;

(ख) क्या उक्त रेलवे लाइन के लिए दो बार सर्वेक्षण किया गया था और यदि हां तो इससे क्या कारण हैं और इस बारे में विलम्ब के क्या कारण हैं ;

(ग) क्या पहले वाले सर्वेक्षण स्थल को किसी बांध के कारण बदला गया था ; और

(घ) इस बारे में अन्तिम निर्णय कब तक लिया जायेगा ?

रेल मंत्रालय में राज्य मंत्री (श्री शिव नारायण) : (क) से (घ). रतलाम और बांसवाड़ा के बीच आमान की एक नयी लाइन बनाने और डुंगरपुर तक उसके विस्तार करने की संभावना के लिए पाराम्भिक

इंजीनियरी एवं यातायात सर्वेक्षण 1977 में पूरे किये गये हैं। यह सत्य है कि एक बांध के स्थान का परिहार करने के लिए मार्ग-निर्धारित में करना पड़ा। सर्वेक्षण दल द्वारा निम्नलिखित दो मार्ग-निर्धारणों के सर्वेक्षण किये गये थे :—

- (1) शिवगढ़, बजना होते हुए रतलाम से बांसवाड़ा तक 78.76 कि० मी० लम्बी लाइन अनुमानित लागत 24.55 करोड़ रुपये ; और
- (2) सैलाना, दानपुर, सरवर्ण होते हुए रतलाम से बांसवाड़ा तक 95.13 कि० मी० लम्बी नयी लाइन, अनुमानित लागत 34.26 करोड़ रुपये ।

पहाड़ी तराई होने के कारण दोनों ही मामलों में निर्माण की लागत बहुत अधिक है और इसके तत्काल निर्माण के औचित्य को सिद्ध करने के लिए इस लाइन पर पर्याप्त यातायात उपलब्ध होने की प्रत्याशा नहीं है और पूर्ण निवेश पर प्रतिफल न होने के बराबर होगा।

गैस सिलिण्डरों की कीमत

30. श्री राजेन्द्र कुमार शर्मा : क्या पेट्रोलियम तथा रसायन और उर्वरक मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार को ऐसी शिकायतें प्राप्त हुई हैं कि सिलिण्डरों की कीमत मनमाने तरीके से वसूल की जा रही है ;

(ख) यदि हां, तो इस बारे में सरकार की क्या प्रतिक्रिया है ; और

(ग) क्या सरकार उपभोक्ताओं को गैस कनेक्शनों सहित गैस सिलिण्डर उचित कीमत पर उपलब्ध करेगी ?

पेट्रोलियम तथा रसायन और उर्वरक मंत्रालय में राज्य मंत्री (श्री जनेश्वर मिश्र) :
(क) जी, नहीं ।

(ख) प्रश्न नहीं उठता ।

(ग) सरकार द्वारा विभिन्न स्थानों के लिए सिलिण्डरों के मूल्य तय किये गये हैं। जब गैस कनेक्शन नये ग्राहकों को दिये जाते हैं, तो उनसे अन्य प्रभारों सहित सिलिण्डरों का समान मूल्य वसूल किये जाते हैं, जो नये कनेक्शनों के लिए लागू होते हैं ।

आयात की गई औषधियों का कुल मूल्य

31. डा० लक्ष्मीनारायण पांडेय : क्या पेट्रोलियम तथा रसायन और उर्वरक मंत्री यह बताने की कृपा करेंगे कि :

(क) वर्ष 1976-77 और 1977 के अन्त तक आयात की गई औषधियों का कुल मूल्य क्या है ;

(ख) इन औषधियों के नाम क्या हैं ; और

(ग) क्या ये औषधियां देश में ही नहीं बनाई जा सकती हैं ;

पेट्रोलियम तथा रसायन और उर्वरक मंत्रालय में राज्य मंत्री (श्री जनेश्वर मिश्र) :
(क) 1976-77 के दौरान आयात की गई प्रपुंज औषध, तैयार सूत्रयोग और औषध मध्यवर्ती पदार्थों/रसायनों का कुल मूल्य लगभग 54.5 करोड़ रुपये है। अप्रैल-नवम्बर, 1977 अवधि के दौरान, ऐसा आयात लगभग 53 करोड़ रुपयों का है दिसम्बर, 1977 के लिए आंकड़े अभी उपलब्ध नहीं हैं ।

10 लाख रुपयों से अधिक मूल्य वाले मुख्य औषध पदार्थों जिनका आयात 1976-77 के दौरान हुआ था का विवरण संलग्न है ।

(ग) स्ट्रेपटोमाइसीन, सेमी-सिन्थेटिक पेनीसिलीन्स, क्लोरोक्विन, मेट्रोनिडाजोल, अनलजीन, एमिडोपाइरीन, प्रिप्राजाइन्स, विटामिन बी-1, बी-2, बी-6, सल्फा ड्रग्स, टेट्रासाइक्लीन्स, इरीथोमाइसिन, जेन्टामाइसीन, सल्फेट, डोक्सीसाइक्लीन, ग्रीसोफलविन, पेन्टोथेनेट, फेनोवाबिटोन आदि जैसी मर्दें सरकारी क्षेत्र की एककों के चालू तथा आगामी उत्पादन कार्यक्रम पर हैं। गैर-सरकारी क्षेत्रों में ओक्सीफेनीलबूटाडोन के लिए उपयुक्त क्षमता भी पैदा की गई है।

देश में वर्ष 1975, 1976 तथा 1977 के दौरान, एमी सी लिन, सल्फामेथाक्सजोल, डिक्लोक्समाइड फरोएट, क्लोरफेनीरेमाइन मेलीएट, केलशियम पेन्टोथेनेट, इथमबूटोल, फ्रूजेमाइड तथा निट्रोफान्ज जैसे आवश्यक औषधों का निर्माण शुरू हो गया है। इसलिए, यह देखा गया है कि देश में औषधों और भेषजों के क्षेत्र में आत्म-निर्भरता धीरे-धीरे बढ़ रही है। तथापि औषध उद्योग का स्वरूप ऐसा है कि औषध मर्दें अप्रचलित हो जाती हैं और ऐसी स्थिति पर सतर्कता से लगातार काबू पाने के लिए नई नई औषध मर्दों के उत्पादन की आवश्यकता रहती है। तथापि, नई औषधों के विकास के लिए देश में अनुसन्धान कार्य को बढ़ाने के लिए प्रयत्न किये जा रहे हैं जिससे देश में औषध की बढ़ती हुई मांग को पूरा किया जा सके तथा जहाँ तक सम्भव हो, अधिक से अधिक, आयात पर निर्भरता से बचे।

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Decision to merge Caltex Refineries with Hindustan Petroleum

32. SHRI K. PRADHANI: Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether Government have decided to merge the Caltex Refineries with the Hindustan Petroleum; and

(b) if so, the details regarding the merging of these two public sector firms and the fate of the staff employed in these firms?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND

CHEMICALS AND FERTILIZERS (SHRI JANESHWAR MISHRA):

(a) Yes, Sir.

(b) The details of the amalgamation order under the Companies' Act, 1956 are being worked out. The staff employed in these firms will continue as employees of the merged company.

Expansion of Caltex Oil Refinery, Visakhapatnam

33. SHRI S. G. MURUGAIYAN: Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether Government have formulated plans for expansion of Caltex Oil Refinery (India) Ltd. at Visakhapatnam (Andhra) to four million tonnes capacity with a petro-chemical complex attached to it;

(b) whether Government have received any memorandum from 37 members of Andhra Pradesh State Assembly; and

(c) if so, the main points?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI JANESHWAR MISHRA):
(a) No Sir. A Study Group has been constituted to consider the need for additional refining capacity during the plan period 1978—1983 and the report of the Study Group is awaited.

(b) Yes Sir.

(c) The main points of the Memorandum are as follows:

(i) that Caltex Oil Refining (India) Limited should not be merged with any other corporation, but should stay as an independent unit;

(ii) that Caltex Refinery at Visakhapatnam should be expanded to four million tonnes capacity with a petro-chemicals complex attached to it; and

(iii) that the Head Office should be shifted from Bombay to Visakhapatnam.

Railway lines in backward States

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

(a) whether Government are considering to introduce new railway lines in the Backward States;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) to (c). A new policy for construction of railway lines in backward areas of the country is under consideration of the Government. The policy will be announced in the Parliament as soon as it is finalised.

Bill on Constitutional changes

35. PROF. P. G. MAVALANKAR: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether Government have now finalised and got ready the draft Constitution Amendment Bill embodying most, if not all, provisions of the 42nd Constitution Amendment Act for outright repeal and/or suitable and broadly agreeable modifications;

(b) if so, full details thereof;

(c) whether Government propose to introduce the said Bill in the current Budget Session of Parliament for consideration as well as passing;

(d) if so, the broad indication thereto;

(e) whether Government propose to make available such draft constitutional changes/proposals to the citizens at large for their perusal and comments and if so, how and when; and

(f) if not, why not?

THE MINISTER OF STATE IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI NAR-SINGH YADAV): (a) The draft Constitution (Amendment) Bill is in the process of being finalised, in consultation with the leaders of various political parties.

(b) Does not arise.

(c) and (d). Government proposes to introduce the Bill in the current Budget Session of Parliament, and the further programme would be decided in the light of the discussions with leaders of political parties.

(e) and (f). The substance of the amendments made to the Constitution during recent years is well-known to the Public, and suggestions have been received from various quarters with regard to the amendments to be made. These have been taken into consideration, and details of the suggested amendments have also been communicated to various political parties. The Press has also reported these discussions. The Public have been taking a very keen interest and have been sending their comments.

U.K. offer for Supply of Fertilizers

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

(a) is it a fact that the British Premier Mr. James Callaghan has offered the supply of Pounds 30 million worth of fertilizers over three years;

(b) if so, what are the conditions and terms of supply;

(c) whether nearly 800 villages in the country would receive this fertilizer, if so, what are the norms and the areas selected; and

(d) how many villages are to be selected under this scheme in Madhya Pradesh and how many of them fall under the backward districts of Rajgarh, Vidisha and Guna of Madhya Pradesh?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI JANESHWAR MISHRA): (a) to (d). The British Prime Minister, during his visit to India, offered to donate fertilizers worth £ 10 millions per year for a period of three years, from U.K. grant-in-aid to India. The funds raised through the sale of fertilizer are to be utilised for agricultural development in selected districts through Fertilizer Educational projects. The districts to be covered under the project are to be selected from among those which have high potential but low consumption of fertilizers. The details of the scheme have yet to be finalised.

Imports of Chloramphenicol and L-Base

37. **SHRI GOVINDA MUNDA:** Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether large scale imports of Chloramphenicol Powder and L-Base, which are likely to come into the country due to various letter of credits already under import replenishment policy is forcing the indigenous manufacturers of Chloramphenicol from L-Base to closedown;

(b) whether this situation is due to the fact that inflated cost of Rs. 650/- per kg. of L-Base is being charged by the canalising agency even though the import cost to the canalising agency is about Rs. 500/- per kg; and

(c) if so, the reaction of Government in this case with context to its proclaimed policy to bring down prices?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI JANESHWAR MISHRA):

(a) Import Trade Control Policy for the year 1977-78 permitted import of canalised, restricted and banned items of bulk drugs upto certain limits against the REP Licences earned by the Export Houses. As this was likely to effect indigenous production of bulk drugs, the matter was taken up with the Ministry of Commerce and with effect from 27th September, 1977 the facility of issue of REP Licences for import of canalised drugs against export of items other than drugs has been withdrawn. These REP Licences can now be earned only against the export of drugs and drug intermediates including Unani and Ayurvedic medicines.

Import of L-Base against REP Licences is allowed only against export of Chloramphenicol/or its formulations. REP imports of canalised drugs may, however, continue against irrevocable letters of credit opened prior to 27-9-1977. Therefore, the question of any substantial imports of Chloramphenicol Powder and L-Base against REP Licences arriving in future does not arise. Up to 15th of December, 1977 no import of Chloramphenicol was reported against REP Licences at the Bombay Port. The arrivals of L-Base are reported to have amounted to only 2.3 tonnes.

(b) and (c) Notified price of Chloramphenicol Powder manufactured from basic stages is Rs. 558/- kg. for captive consumption and Rs. 586/- per kg. for sale to others. A number of units in the country were reported to be converting L-Base into Chloramphenicol and selling it at the price fixed for basic stage production of the drug. They were procuring L-Base at a price of Rs. 422.00 per kg. and were,

therefore, enjoying unintended benefit in such a conversion. Since conversion of L-Base into Chloramphenicol is a single reaction process involving simple technology and is considered not desirable in view of the long-term aim of the country to establish production of Chloramphenicol from basic stages, a price of Rs. 650.00 per kg. was fixed for L-Base to ensure that conversion of L-Base into Chloramphenicol ensures only a reasonable margin of profit to the concerned units, keeping a uniform price for indigenous production of Chloramphenicol from basic stages and for production of Chloramphenicol from L-Base.

Any surplus accruing to the State Chemicals and Pharmaceuticals Corporation of India Limited on account of the higher price allowed for L-Base than that may work out as per CCI&E's formula, would be adjusted while fixing the prices of canalised bulk drugs for the year 1978-79.

Cost-cum-technical examination for fixing fair price of Chloramphenicol from L-Base is also already in progress

Members of Committee on MRTP Act and Companies Act

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

(a) how many members of the Committee appointed by Government to suggest changes in MRTP Act and Companies Act are (i) Chairman, Directors, Executives and Advisors of Indian and Foreign companies, (ii) representation of minority shareholders, consumers, public sector and small industry; the names of the members along with remunerations received by them from the companies;

(b) whether Government have received any representation against the members nominated on this committee; and

(c) if so, what action has Government taken in that regard?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI SHANTI BHUSHAN): (a) The information is being collected and will be laid on the Table of the House shortly.

(b) The Government have not received any representation against the members nominated on the Expert Committee.

(c) Does not arise.

परिवहन की भावी आवश्यकतायें

39. श्री सुखेन्द्र सिंह : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या परिवहन की भावी आवश्यकताओं को पूरा करने के लिये सरकार के विचाराधीन कोई दीर्घकालिक योजना है ; और

(ख) यदि हां, तो तत्सम्बन्धी ब्यौरा क्या है ?

रेल मंत्रालय में राज्य मंत्री (श्री शिव नारायण) : (क) रेलों ने वर्ष 1988-89 तक की अवधि के लिए यात्री और माल दोनों तरह के यातायात के परिवहन की आवश्यकताएं पूरी करने के लिए एक दीर्घकालीन समवेत योजना बनायी है ।

(ख) इन परियोजनाओं में यह अनुमान लगाया गया है कि 1988-89 में लगभग 17500 लाख यात्रियों (अनुपनगरीय) और 3700 लाख मीट्रिक टन प्रारम्भिक माल यातायात के रेल द्वारा परिवहन की मांग होगी ।

परिवहन की मांग को पूरा करने के लिए अपेक्षित पूंजी निवेश का भी पता लगाया गया है और 1975-76 की कीमतों के आधार पर 1976-77 से 1988-89 तक की योजना में कुल 9600 करोड़ रुपये के पूंजी निवेश का अनुमान है ।

ताज तथा अन्य प्राचीन स्मारकों को खतरा

40. श्री नबाब सिंह चौहान : क्या पेट्रोलियम तथा रसायन और उर्वरक मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या इनका ध्यान दिनांक 20 दिसम्बर, 1977 के "इण्डियन एक्सप्रेस" में प्रकाशित इस समाचार की ओर दिलाया गया है जिसमें कहा गया है कि यदि मथुरा तेल शोधक कारखाने को ताज के दूसरी तरफ नहीं बनाया गया और चिमनी के धुएं तथा अम्लीय धुएं को ताज की ओर किया गया तो हवा के साथ ताज दूषित हो जायेगा तथा भरतपुर पक्षी शरण-स्थल एवं प्राचीन ऐतिहासिक स्मारकों पर प्रतिकूल प्रभाव पड़ेगा ; और

(ख) यदि हां, तो उस पर सरकार की क्या प्रतिक्रिया है और इस प्रयोजन के लिए नियुक्त ममिति ने क्या क्या सिफारिशें की हैं ।

पेट्रोलियम तथा रसायन और उर्वरक मंत्रालय में राज्य मंत्री (श्री जनेश्वर मिश्र) :
(क) जी, हां ।

(ख) मथुरा तेल शोधनशाला के प्रदूषण प्रभावों को कम से कम रखने के सम्बन्ध में सरकार तथा परियोजना प्राधिकारियों की सलाह देने के लिए जुलाई, 1974 में एक विशेषज्ञ समिति गठित की गई थी, उसकी रिपोर्ट अब प्राप्त हो चुकी और सरकार के विचाराधीन है ।

तेल तथा गैस उत्पादन के क्षेत्र में भारत और सोवियत संघ के बीच करार

41. श्री लक्ष्मीनारायण नायक : क्या पेट्रोलियम तथा रसायन और उर्वरक मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या तेल तथा गैस के उत्पादन के क्षेत्र में सहयोग बढ़ाने के लिए भारत और सोवियत संघ के बीच 26 दिसम्बर, 1977 को किसी करार पर हस्ताक्षर किये गये थे और यदि हां, तो उसका पाठ क्या है ;

(ख) क्या यह सच है कि अंकलेश्वर क्षेत्र की अंतिम विकास योजना के कार्यक्रमण को देखने के बाद पार्टियों ने असंतोष व्यक्त किया था ; और

(ग) उपरोक्त योजना को सफल बनाने के लिए क्या निर्णय किया गया है ?

पेट्रोलियम तथा रसायन और उर्वरक मंत्रालय में राज्य मंत्री (श्री जनेश्वर मिश्र) :
(क) भारत के सावर्जनिक क्षेत्र (पब्लिक सेक्टर) में, पेट्रोलियम उद्योग के क्षेत्र में सभी भारतीय सहयोग के विकास की प्रगति के सम्बन्ध में, दिसम्बर, 1977 को रूसी प्रतिनिधि मंडल तथा तेल तथा प्राकृतिक गैस आयोग (ओ० एन० जी० सी०) के बीच हुए संयुक्त विचार विमर्श के अनुसार 26 दिसम्बर, 1977 को एक प्रोटोकॉल पर हस्ताक्षर किये गये थे ।

प्रोटोकॉल में निम्नलिखित मामलों में और सहयोग पर विचार किया गया है :—

- (1) तेल तथा गैस के लिये भूवैज्ञानिक सर्वेक्षण तथा सापेक्ष महत्व वाली योजनाएं ।
- (2) तेल क्षेत्रों के विकास तथा तेल का उत्पादन ।

- (3) व्यघन तकनीकी और प्रौद्योगिकी के लिए अनुसंधान संस्थानों की स्थापना करना, तथा तेल क्षेत्रों तथा गैस निर्माण स्थानों का विकास करना ।
- (4) भू भौतिकीय लॉगिंग उपकरण/कार्य संचालन ;
- (5) विशेषज्ञों की प्रतिनियुक्ति; और
- (6) उपकरण तथा सामग्री आदि से डिलिवरी से सम्बन्धित मामले ।
- (ख) जी, नहीं ।
- (ग) प्रश्न नहीं उठता ।

Production of Oil in Bombay High

42. SHRI K. MALLANNA: Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state:

(a) the details regarding the Bombay High now producing oil daily; and

(b) the total combined length of pipelines for oil and gas and by when the pipelines are expected to be commissioned?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI JANESHWAR MISHRA):

(a) Crude oil from Bombay High is now being produced from 16 wells connected to four platforms and a daily rate of production of 80,000 barrels per day has been achieved.

(b) The length of oil and gas trunk pipelines from 'F' platform in Bombay High to Uran terminal is approximately 205 kms each. From Uran terminal to Trombay, 24 km pipelines each for oil and gas will be laid. These are scheduled to be completed by end of May 1978.

Indo-Pak Agreement for Exchange of Goods

43. SHRI AHMED M. PATEL: Will the Minister of RAILWAYS be pleased to state:

(a) whether any agreement has been signed between India and Pakistan for exchange of goods and parcels traffic between the two countries; and

(b) if so, when this agreement will come in force?

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

(b) The agreement was signed in June 1976. The passenger service was started from 22nd July 1976 and the freight traffic from 3rd September 1976.

I.O.C. awarded Pipe Inspection Contract to an American Firm

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

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

(a) whether it is a fact that I.O.C. awarded Pipe Inspection contract to an American Firm with payment in Foreign Exchange without any tender; and

(b) whether Government propose to get the whole matter investigated by C.B.I. in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI JANESHWAR MISHRA):

(a) In order to meet the production schedule of the suppliers of the 28" dia. pipes for the Salya-Viramgam pipeline (British Steel Corporation) a formal tender was not invited by IOC, but on the basis of comparative rates received from 5 parties (M/s

Lloyds Register of Shipping, Cardiff; British Inspection Engineers, England; Tuboscope, Paris; Vetco Inspection, Aberdeen; and M/s. ABS Worldwide Technical Services) the inspection work was awarded at the lowest rate of £ 1.10 per metric tonne for an average production rate of 850 tonnes per week to Messrs ABS Worldwide Technical Services, a company registered in England under Part X of the Companies Act 1948 as a Branch of ABS Worldwide Technical Services Inc., New York. The cost of inspection was covered under the UK-India Mixed Project Grant.

(b) No, Sir. The relevant files of IOC on the subject of Pipe inspection by M/s. ABS were pursued by C.B.I. in the presence of the Vigilance Officer of this Ministry during November-December 1976. There was no reference to the C.B.I. from this Ministry in this regard. No report subsequent to this has been received.

छठी पंचवर्षीय योजना के दौरान नये उर्वरक संयंत्र

45. श्री ज्ञानेश्वर प्रसाद यादव : क्या वेदोलियम तथा रसायन और उर्वरक मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या उर्वरकों की कमी दूर करने के लिये पंचवर्षीय योजना में नये उर्वरक

संयंत्र स्थापित करने का कोई प्रस्ताव है; और

(ख) यदि हां, तो पंचवर्षीय योजना में ऐसे कितने संयंत्र स्थापित किये जायेंगे और ये संयंत्र किन-किन राज्यों में स्थापित किये जायेंगे और उन पर कितना व्यय होने की सम्भावना है ?

वेदोलियम तथा रसायन और उर्वरक मंत्रालय में राज्य मंत्री (श्री जनेश्वर मिश्र) : (क) और (ख). जी, हां । महाराष्ट्र में बम्बई हाई संरचना से प्राप्त सम्बद्ध गैस पर आधारित दो बड़े आकार वाले नाइट्रोजन युक्त उर्वरक संयंत्रों तथा असम में ओ० एन० जी० सी० तथा आयल इण्डिया लि० के असम तेल क्षेत्रों से प्राप्त सम्बद्ध गैस पर आधारित एक संयंत्र के कार्यान्वयन का प्रस्ताव है । गुजरात में गैस पर आधारित एक बड़े आकार वाले उर्वरक संयंत्र की स्थापना का भी प्रस्ताव है । महाराष्ट्र में दो संयंत्रों तथा असम में एक संयंत्र पर अस्थायी रूप से लागत अनुमान क्रमशः 491 करोड़ रुपये तथा 171 करोड़ रुपये है, गुजरात संयंत्र पर लागत अनुमान अभी उपलब्ध नहीं है । इसके अलावा निम्नलिखित पार्टियों के द्वारा अतिरिक्त उर्वरक प्रभता की स्थापना करने का प्रस्ताव है, जिन पर निर्णय शीघ्र ही लिया जाना है ।

परियोजना का नाम	किस राज्य में स्थित किये जाने हैं	अनुमानित लागत
		रुपये करोड़ों में
1. मैसर्स इण्डियन एक्सप्लोसिव लि० विस्तार परियोजना	कानपुर (उत्तर प्रदेश)	65.00
2. मैसर्स एम० पी० एचो मोरारजी फाटलाइजर्स लि०	झुबुआ (मध्य प्रदेश)	18.00
3. मैसर्स बिहार कास्टिक एण्ड कैमीकल्स लि०	रेहला (बिहार)	1.00

Directives to Foreign Drug Companies

46. CHAUDHURY BRAHM

PRAKASH:

SHRI SHANKERSINHJI

VAGHELA:

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

(a) whether Government had issued certain directives to the foreign drug companies that in order to expand they must step up production of bulk drugs;

(b) the extent to which these foreign drug companies have accepted Government directives; and

(c) efforts made by Government to ensure that these foreign companies actually act on Government directives?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI JANESHWAR MISHRA):

(a) to (c). No such directives have been issued to the foreign drug companies operating in the country.

However, in accordance with the selective policy adopted by Government to regulate expansion of foreign companies, the following measures are being taken:

(i) An indicative categorization of drugs has been drawn up whereby certain drugs shall be reserved for exclusive manufacture by the Public Indian Sectors alone.

(ii) Industrial Licences are usually not issued to foreign firms for producing formulations alone unless linked with the production of bulk drugs.

(iii) Foreign firms are asked to take up production of bulk drugs from more basic stages and to make available a suitable portion of their production of bulk drugs to non-associated formulators in the

country as a condition for permitting expansion in capacity or taking up new activity.

(iv) Appropriate export obligations are also imposed where considered necessary.

Strike by Employees of Durgapur Fertilizer Plant

47. SHRI MOHD. HAYAT ALI:

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

(a) the estimated total loss suffered by Durgapur Fertilizer Plant due to the strike by its employees from the 7th January, 1978;

(b) whether Government have ordered disciplinary action against some of the leaders of striking employees; and

(c) if so, the names of such employees against whom disciplinary action has been ordered and also the nature of their fault against which such action has been or is likely to be taken?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI JANESHWAR MISHRA):

(a) The total loss in production due to the strike in the Durgapur Fertilizer Plant from 7-1-78 to 12-2-78 amounts to Rs. 249 lakhs.

(b) No, Sir.

(c) Does not arise.

Licences for New Bulk Drugs to Foreign Drug Companies

48. SHRI SHANKERSINHJI VAGHELA: Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state the names and number of foreign drug companies operating in India which have been given production licences for new bulk drugs or for a substantial expansion of their licensed bulk drug capacity?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI JANESHWAR MISHRA): Seven foreign drug manufacturing companies have been granted Industrial Licences in the last 3 years, either for the manufacture of new bulk drugs or for effecting substantial expansion in the manufacture of their existing range of bulk drugs.

The names of such companies are indicated in the Statement attached.

Statement

Names of the companies

1. M/s. Abbott Laboratories (I) Pvt. Ltd. (since surrendered the Industrial Licence).
2. M/s. Glaxo Laboratories (I) Ltd.
3. M/s. Hoechst Pharmaceuticals Limited.
4. M/s. Organon (I) Limited
5. M/s. Pfizers Limited
6. M/s. Searle (I) Limited
7. M/s. Uni-Sankyo Limited.

Ban on Use of Fuel Oil as Feed Stock by Fertilizer Plants

47. SHRI PRASANNBAAHI MEHTA: Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether Government have the decision that no future fertilizer plant will be permitted to use fuel oil as feedstock;

(b) if so, what decision has been taken in regard to the existing fuel oil based plants;

(c) whether any priority has been fixed in using the feedstock by these plants;

(d) if so, the details of the same; and

(e) the reasons for banning the use of fuel oil in these plants?

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

(b) to (e). Presently, there are six fuel oil based fertilizer projects under implementation, viz., Nangal Expansion, Sindri Modernisation, Bhatinda, Panipat, Haldia and GNFC (Biroach). Besides the proposed Nagarjuna Fertilizer Project at Kakinada will also be based on fuel oil. These projects will continue to use fuel oil. The new feedstock policy laid down by the Government excludes the use of fuel oil as feedstock only for new fertilizer projects. The other features of the new feedstock policy are as follows:

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

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

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

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

Surcharge on tickets to and from Sher Halt

50. SHRI D. N. TIWARY: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that surcharge at six paise per ticket to and from Sher Halt (in Varanasi Division of N.E.R.) is levied;

(b) whether it is a fact that this surcharge is not levied on any other halt started before or after the start of Sher Halt; and

(c) if so, the reasons for this discrimination?

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

(b) Surcharge has been levied on a number of halts, started before and after Sher Halt.

(c) Does not arise.

Railway Refreshment Service

51. SHRI R. MOHANARANGAM: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware that the Railway refreshment service both at the trains and at the station canteens continue to be unsatisfactory and call for considerable improvement; and

(b) the concerted efforts made by Government to improve the amenities to passengers in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) The standard of catering service on trains and in static units is fairly satisfactory. There is, however, scope for improvement and every effort is being made to further improve the standard of catering services on trains

and in static units. If specific complaints or suggestions are brought to the notice of the Government, appropriate action will be taken.

(b) Railways have taken a number of steps such as adoption of modern culinary techniques, use of modern kitchen gadgets and equipments, setting up of base kitchens to provide 'ready to serve' meals on trains, procurement of raw material and ingredients from standard sources, training of catering staff in suitable Institutes, etc., to further improve the quality of service and food on the Railways. To ensure supply of hygienically prepared wholesome food on trains, base kitchens have been set up as cooking, cleaning and washing of utensils were not considered satisfactory in the cramped space of dining cars. Checks and surprise inspections are carried out regularly by Inspectors and Officers to ensure service of good quality food, tea, coffee, etc., to the travelling public both by departmental as well as privately managed catering establishments. Any failure on the part of staff or contractor is taken up promptly and corrective steps are taken to guard against lapses in future. A very close and constant watch is kept on these activities.

Passenger Services between Kalyani Township and Sealdah-Ranaghat Railway Line

52. SHRI SHYAMA PRASANNA BHATACHARYA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Central Government have received a communication from the Government of West Bengal regarding the introduction of passengers services between Kalyani Township and Sealdah-Ranaghat Railway Line;

(b) whether Government have considered the importance of the proposals in view of requirement of increased transport in the region; and

(c) if so, the steps Government propose to take in the matter?

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

(b) and (c). The proposal for opening the line from Kalyani station to Kalyani Township for passenger traffic is under active consideration.

Restructuring of Railway Board

53. SHRIMATI PARVATHI KRISHNAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railway Board has been restructured recently; and

(b) if so, what are the main changes effected to the structure of the Board and to its functioning in this process?

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

(b) A copy of the statement made by the Minister for Railways in the Parliament on 6-12-1977 regarding restructuring of Railway Board is laid on the Table of the House.

✓ [Placed in Library. See No. LT-1521/78].

Allotment of Paraffin Wax to West Bengal

54. SHRI SOMNATH CHATTERJEE: Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the Government have received a representation from the Minister of Cottage and Small Scale Industries, Government of West Bengal, dated 13th July, 1977 regarding the reduced allotment of paraffin wax to West Bengal resulting in serious difficulties for pharma-

ceuticals and chemicals, tarpaulins, and candle industries;

(b) if so, the main points of the memorandum; and

(c) the steps taken by Government on the memorandum?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI JANESHWAR MISHRA): (a) and (b). Yes, Sir. The main thrust of the letter was that the allocation of paraffin wax to the State of West Bengal during the first 7 months, i.e., January-July 1977 was too inadequate for the State resulting in reduced allotment of wax to the various industries including pharmaceuticals, chemicals, tarpaulins and candles. It was, therefore, requested that the question of additional ad-hoc allocation of wax to that State may be considered.

(c) In view of the limited indigenous availability of paraffin wax, the State Governments were informed to advise the actual users under their jurisdiction to register their additional requirements of paraffin wax with M/s. Balmer Lawrie and Co. Ltd., Calcutta, who are the canalising agency for imports, as a further measure to augment the availability of paraffin wax, IOC has been asked to make slack wax supplies to the extent of full genuine requirements of the slack wax refining units (producing paraffin wax) in certain States including West Bengal.

Some additional wax allocation in favour of West Bengal Government has also been made during the current year.

Allegations against Managing Directors of Southern India Viscos and Madras Aluminium Company

55. SHRI JYOTIRMOY BOSU: Will the Minister of LAW, JUSTICE

AND COMPANY AFFAIRS be pleased to state:

(a) whether it is a fact that there are serious allegations and charges against a Managing Director who is the Managing Director of South India Viscos and Madras Aluminium Company Ltd.;

(b) whether it is a fact that because of this, inspite of severe pressure from the then party chiefs, he could not get more than one year term instead of five years term; and

(c) whether it is also a fact that a team deputed by Industrial Development Bank of India was entrusted with the enquiry into the affairs of Madras Aluminium Company Ltd. but its report is being suppressed by some I.D.B.I. bosses?

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

(b) The re-appointment of the concerned Managing Director of Madras Aluminium Company Limited was approved by the Central Government for a period of 3 years w.e.f. 4th April, 1975. His re-appointment as Managing Director of South India Viscose Ltd. was also approved for a period of 2 years w.e.f. 1st August, 1976. This was in accordance with the Policy of the Government.

(c) The IDBI has intimated that a joint inspection of the company was undertaken by the Institution in June 1977 and follow up action on the findings of the Inspection Report is in hand.

मध्य प्रदेश, उड़ीसा और कौकण के पिछड़े क्षेत्रों में रेल लाइन

56. श्री यमुना प्रसाद शास्त्री : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या रेल मंत्री ने गत वर्ष अपने पहले भाषण में यह आश्वासन दिया था कि

मध्य प्रदेश, उड़ीसा और कौकण के पिछड़े क्षेत्रों में रेल लाइनें बिछाई जायेंगी ;

(ख) यदि हां, तो मध्य प्रदेश के सीधी, रीवां और सतना जैसे अत्यधिक पिछड़े क्षेत्रों को रेल लाइनों से जोड़ने की कोई योजना 1978-79 में क्रियान्वित की जायेगी; और

(ग) क्या यह सच है कि इन जिलों को रेल लाइनों से जोड़ने के लिए 1973 में एक सर्वेक्षण किया गया था; और यदि हां, तो क्या जिस रेल लाइन के बारे में सर्वेक्षण पहले ही किया जा चुका है, उस पर निर्माण कार्य शुरू किया जायेगा ?

रेल मंत्रालय में राज्य मंत्री (श्री शिव नारायण) : (क) रेल मंत्री जी ने कहा था कि वे कोकण, मध्य प्रदेश तथा देश के उत्तर-पूर्वी और अन्य भागों के कुछ पिछड़े क्षेत्रों में रेलवे-विकास की अविलम्ब आवश्यकता के प्रति जागरूक हैं और यह कि इस दिशा में वे कार्रवाई शुरू करेंगे ।

(ख) सतना और रीवां के रास्ते ललितपुर को सिंगरौली तक जोड़ने के लिए सर्वेक्षण कार्य प्रारम्भ करने के बारे में रेल मंत्रालय द्वारा सक्रिय रूप से विचार किया जा रहा है ।

(ग) रीवां के रास्ते सतना से ब्योहारी तक (जो कटनी-सिंगरौली लाइन पर एक स्टेशन है), की रेलवे लाइन जो ब्योहारी और रीवां को सिंगरौली और मिरजापुर से मिलाती, के निर्माण के लिए 1973 में जो सर्वेक्षण किया गया था, उसकी रिपोर्ट से यह पता चला था कि इस लाइन पर जितना यातायात होगा उससे इसके निर्माण का औचित्य नहीं बनता फलस्वरूप यह लाइन अलाभप्रद रहेगी । अतः यह निर्णय किया गया कि इस परियोजना पर आगे कार्रवाई न की जाये ।

Validity of Status of Unions in Railways

57. DR. SUBRAMANIAM SWAMY:
Will the Minister of RAILWAYS
be pleased to state:

(a) whether some unrecognized unions have demanded verification of membership to determine the current validity of the status of Unions in Railways; and

(b) whether Government are considering carrying out fresh verification to bring the representative character of Railway Unions up-to-date?

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

(b) Following a tripartite Labour Conference held in May 1977, a Tripartite Committee was set up by the Labour Ministry to make recommendations *inter alia* regarding norms for the recognition of Unions. Government is considering their report and action to determine the representative character of a Union will be taken on the basis of the final decision of Government.

Railway Development Programme

58. SHRI K. RAMAMURTHY:
Will the Minister of RAILWAYS
be pleased to refer to the reply given to Starred Question No. 184 on the 29th November, 1977 regarding Railway Development programme and state:

(a) whether the Working Group of Railways, set up to draw up a detailed Railway Development Programme in the next five years, has finalised its interim Report;

(b) if so, the details of the same; and

(c) if not, the reasons for the delay?

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

(b) Does not arise.

(c) Information from the User Ministries/Departments has been received only recently and based on that, a draft report of the Working Group has now been circulated to all concerned. The final report is expected to be ready shortly.

न्यायपालिका में हरिजनों और आदिवासियों के लिए पदों का आरक्षण

59. श्री हुकमदेव नारायण बाबू :
क्या विधि, न्याय और कम्पनी कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार का हरिजनों, आदिवासियों, पिछड़े वर्गों और अल्पसंख्यकों के लिए न्यायपालिका में पदों का आरक्षण करने का विचार है और यदि हां, तो उसका प्रतिशत क्या होगा और यदि नहीं, तो इसके क्या कारण हैं ; और

(ख) क्या इस समय उच्चतम न्यायालय में उपरोक्त वर्गों के कोई न्यायाधीश हैं और यदि हां, तो उनकी संख्या कितनी है ?

विधि, न्याय और कम्पनी कार्य मंत्री (श्री शान्ति भूषण) : (क) उच्चतर न्यायपालिका में नियुक्तियां संविधान के उपबंधों के अनुसार की जाती हैं और उनमें हरिजनों, आदिवासियों पिछड़े वर्गों और अल्प संख्यकों के लिए कोई आरक्षण अधिकृत नहीं किया गया है ।

(ख) उपलब्ध जानकारी के अनुसार, भारत के मुख्य न्यायाधिपति न्यायमूर्ति श्री एम० एच० बेग, न्यायमूर्ति श्री मुर्तजा फजल अली और न्यायमूर्ति श्री आर० एस० सरकारिया अल्प संख्यक समुदाय के हैं ।

राज्य सरकारों को मिट्टी के तेल का आबंटन

60. श्री एस० एस० सोमानी : क्या पेट्रोलियम और रसायन तथा उर्बरक मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या वर्ष 1976-77 के दौरान राज्य सरकारों को आबंटित किए गए मिट्टी के तेल के कोटे में केन्द्रीय सरकार ने कटौती कर दी थी ;

(ख) यदि हां, तो कितनी कटौती की गई और प्रत्येक राज्य में इस कोटे में कितनी बार कटौती की गई ;

(ग) इसके क्या कारण हैं और उपभोक्ताओं पर इसका क्या प्रभाव पड़ा ; और

(घ) मिट्टी के तेल के कोटे में की गई कटौती को समाप्त करने के लिए सरकार द्वारा क्या कार्यवाही की जा रही है, जिससे उपभोक्ताओं को कठिनाई का सामना न करना पड़े ?

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

(क) और (ख). जी, नहीं। वर्ष 1976-77 के दौरान किये गये मिट्टी के तेल के आबंटन और उसकी वास्तविक बिक्री की अपेक्षा वर्ष 1976-77 के दौरान विभिन्न राज्यों तथा संघ शासित प्रदेशों को किया गया मिट्टी के तेल का आबंटन तथा उत्पाद की वास्तविक बिक्री अधिक थी।

(ग) और (घ). राज्यों और संघ शासित प्रदेशों के कोटे में फिलहाल कोई कटौती नहीं की गई है; और तेल कम्पनियों द्वारा बिक्री आवश्यकताओं को पूरा करने के लिए मिट्टी के तेल की पूर्ति की जाती है। देश की बढ़ती हुई मांग को पूरा करने के लिए, चालू वित्तीय वर्ष में आवश्यक अतिरिक्त मिट्टी के तेल के आयात का प्रबन्ध किया गया है।

Over-crowding on Trains on Bombay-Delhi Line

61. SHRI PARMANAND GOVIND-JIWALA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that on the Central Railway route between Bombay and Delhi the two direct trains 5/6 Punjab Mail and 57/58 Dadar-Amritsar express are over crowded;

(b) whether it is also a fact that much of the accommodation in these trains is exhausted at Bombay or near Delhi or Delhi and whatever little quota is left over for intermediary stations, is grossly inadequate for the needs of inhabitant of the cities and villages between Nasik, Itarsi section; and

(c) whether it is also a fact that there is a persistent demand for introduction of a new train on Central route between Bombay and Delhi?

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

(b) Yes.

(c) Yes. Introduction of an additional train between Delhi and Bombay V. T. is not at present operationally feasible for want of spare line capacity in some sections enroute and terminal facilities at Bombay V. T. and Delhi/New Delhi.

All India Judicial Service

62. SHRI PARMANAND GOVIND-JIWALA: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether Government have decided to create an All India Judicial Service;

(b) if so, what steps have been taken by the Government so far; and

(c) if not, what are the reasons for not creating an All India Judicial Service?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI SHANTI BHUSHAN): (a) to (c). The 42nd Amendment of the Constitution contains enabling provisions relating to the creation of an All India Judicial Service. Pending the introduction of a comprehensive measure to amend the Constitution, which will take into consideration the 42nd Amendment of the Constitution, no steps have been taken to implement the provisions relating to the creation of the All India Judicial Service.

Production of D.D.T.

63. SHRI PARMANAND GOVIND-JIWALA: Will the Minister of PETROLEUM AND CHEMICALS AND FERTILISERS be pleased to state:

(a) the total quantity of D.D.T. produced in India;

(b) whether industries particularly small scale industries are facing an acute shortage of D.D.T.; and

(c) if so, the steps to be taken by Government to supply the quantity needed by the small scale industries?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI JANESHWAR MISHRA): (a) As against an installed capacity of 4088 tonnes per annum of Hindustan Insecticides Limited, the sole manufacturers of D.D.T. Technical in the country, their actual production of this item during 1976-77 was 4478 tonnes and during 1977-78 (upto January 1978) 3433 tonnes.

(b) to (c). As against a total quantity of 1700 tonnes of D.D.T. Technical lifted by the various formulators during 1976-77, Hindustan Insecticides Limited have supplied 1907 tonnes during the first ten months of 1977-78 and another quantity of 600

tonnes is being supplied to them during February-March 1978. Of 1907 tonnes made available to the various formulations upto January 1978, 1527 tonnes of DDT Technical was supplied to the small scale formulators. To augment the indigenous supplies for meeting the demand in the country, the Government had made arrangements for import of 1500 tonnes of DDT technical from Poland. Subsequently, when the pace of supplies from this source was found to be unsatisfactory, S.T.C. have been authorised to import an additional 900 tonnes from alternative source on an emergent basis.

अनवरगंज और रायपुर स्टेशनों के बीच सीमा रेखा

64. श्री दयाराम शाक्य : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या उत्तर पूर्व रेलवे पर कानपुर में अनवरगंज और रायपुर स्टेशनों के बीच एक पक्की सीमा रेखा का 1977 में पुनर्निर्माण किया गया था परन्तु इस सीमा रेखा को नया निर्माण दिखा कर अनुचित तरीके से अधिक धनराशि प्राप्त की गई ;

(ख) क्या सरकार ने इस बारे में कोई जांच कराई है ; और

(ग) यदि हां, तो तत्संबंधी ब्योरा क्या है ?

रेल मंत्रालय में राज्य मंत्री (श्री शिव नारायण) : (क) से (ग). कानपुर अनवरगंज और रायपुर स्टेशनों के बीच समपार नं० 4, 5 और 6 को जोड़ने वाली चारदीवारी क्षतिग्रस्त पायी गयी और कुछ स्थानों पर ढह गयी थी। जहां जहां ढह गयी थी, नयी दीवार का निर्माण किया गया और उन अन्य स्थानों पर जहां जहां क्षतिग्रस्त हो गयी थी, मरम्मत की गयी। चूंकि भुगतान वास्तविक रूप से किये गये काम के लिए

किया गया, अतः इस मामले की जांच करने का प्रश्न नहीं उठता ।

जमालपुर रेलवे वर्कशाप

बम्बई हाई के लिए रिगों और बोरिंग मशीनों का किराया

65. श्री बयाराम शाक्य : क्या पेट्रोलियम तथा रसायन और उर्वरक मंत्री यह बताने की कृपा करेंगे कि बम्बई हाई के लिए रिग मशीनें और बोरिंग मशीनें प्रति दिन कितने रुपये के किराये पर ली गई थीं; उन पर इसकी वजह से अब तक कितनी धनराशि खर्च की गई और कितना उत्पादन हुआ ?

पेट्रोलियम तथा रसायन और उर्वरक मंत्रालय में राज्य मंत्री (श्री जनेश्वर मिश्र) : सूचना एकत्र की जा रही है तथा सभा पटल पर रख दी जायगी ?

रेलवे सुरक्षा बल की मांग

66. श्री हरगोविन्द वर्मा : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि सरकार ने रेलवे सुरक्षा बल की मांगों को पूरा करने का आश्वासन दिया है ; और

(ख) यदि हां, तो उनकी मांगें कब तक पूरी की जायेंगी ?

रेल मंत्रालय में राज्य मंत्री (श्री शिव नारायण) : (क) और (ख). क्षेत्रीय रेलवे सुरक्षा दल के एसोसिएशनों द्वारा विभिन्न मांगें प्रस्तुत की गयी है और इन पर सक्रिय रूप से विचार किया जा रहा है ।

67. डा० रामजी सिंह : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) जमालपुर रेलवे वर्कशाप में श्रमिकों की संख्या क्या है और 25 वर्ष पूर्व वहां पर इंजनों तथा लोहे की अन्य वस्तुओं का वार्षिक उत्पादन कितना था और अब कितना है ;

(ख) क्या यह वर्कशाप बहुत ही पुरानी वर्कशाप है और इसके पास पर्याप्त जमीन, रिहायशी एकक तथा अन्य संसाधन हैं और फिर भी इसको आधुनिकीकरण नहीं किया जा रहा और इसको क्रमशः समापन करने के क्या कारण हैं जबकि जमीन खरीद तथा रिहायशी एककों के निर्माण पर पर्याप्त धनराशि का व्यय करके अन्य वर्कशापों का आधुनिकीकरण किया जा रहा है ;

(ग) श्रमिकों की संख्या में क्रमिक कमी और क्रमिक रूप से रोलिंग मिलों को बन्द करने को देखते हुये सरकार का इसे कब तक पूरी तरह से बन्द करने का विचार है ; और

(घ) दस वर्ष पूर्व जब कि श्रमिकों की संख्या अधिक थी उस समय वहां पर कितने डी० सी० एम० ईज, मैनेजर तथा अन्य अधिकारी थे और अब जब कि श्रमिकों की संख्या में तथा इंजनों के निर्माण में प्रति दिन कमी हो रही है तो उक्त अधिकारियों की संख्या क्या है ; और उक्त अधिकारियों की संख्या में वृद्धि तथा वहां पर अत्यधिक व्यय के क्या कारण हैं ?

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

	31-1-53 को	1-1-78 को
(i) कारखाना कर्मचारी	13,361	13,741
(ii) इंजनों की आवश्यक	52-53	76-77
ओवर हाल (मानक यूनिटों में)	401-80	483.10
	मासिक औसत मीटरिक टनों में	
(iii) निर्माण सम्बन्धी अन्य काम (निर्माण कारखानों में उत्पादन)	1953	1977-78
दुलाई कारखाने	1,100	1,260
मिस्त्री खाना तथा लोहार खाना	297	352
रोलिम मिल	653	295

(ख) जमालपुर कारखाना 1862 में स्थापित किया गया था जहां भूमि तथा अन्य सुविधाएं पर्याप्त रूप से मौजूद हैं। यह कहना सही नहीं है कि इस कारखाने का आधुनिकीकरण नहीं किया जा रहा है और धीरे धीरे बन्द किया जा रहा है। भाप और डीजल क्रैनोहवाइटींग जैक्सों के निर्माण, इस्पात की दुलाई आदि का दृढ़ीकरण इन कारखानों में पहले ही किया जा चुका है।

1.21 करोड़ रुपये की पूंजीगत लागत से डीजल शंटिंग इंजनों की आवश्यक ओवर हाल के लिए सुविधाओं की स्थापना हेतु एक योजना स्वीकृत की जा चुकी है।

(ग) मजदूरों की संख्या में कोई कमी नहीं हुई है जैसा कि नीचे दिये गये आंकड़ों से स्पष्ट है :—

मजदूरों की संख्या	
1-4-47	12,642
1-4-57	13,340
1-4-67	12,590
1-4-77	13,600
31-12-77	13,741

जमालपुर कारखाने को बन्द करने का कोई प्रस्ताव नहीं है। कुछेक कामों में कमी की प्रतिपूर्ति क्रैनो और हवाईटिंग जैक्स के निर्माण, इस्पात दुलाई कारखाने आदि जैसे नये कामों द्वारा पर्याप्त रूप से की गयी है।

(घ)

पदों की संख्या

	31-1-68 को	31-1-78 को
उप मुख्य यांत्रिक इंजीनियर	1	3
निर्माण प्रबन्धक	7	7
सहायक प्रबन्धक	10	9
जोड़	18	19

पिछले दस वर्षों में जमालपुर कारखाने में अधिकारियों की संख्या में केवल एक की वृद्धि हुई है। इसका कारण यह है कि फायर बक्सों के निर्माण की व्यवस्था के लिए निर्माण प्रबन्धक के एक पद का सृजन नितान्त आवश्यक समझा गया था। कर्मचारियों की संख्या में कमी करने के उद्देश्य से सभी स्तरों पर पदों के ग्रेड बढ़ाये जाने के फलस्वरूप, दो पदों के ग्रेडों को बढ़ाकर उन्हें उप मुख्य यांत्रिक इंजीनियर कर दिया गया है। सभी कोटियों में पदों के ग्रेड बढ़ाये गये हैं जिसमें मिस्त्री, अधिकारी और पर्यवेक्षक भी शामिल हैं।

New Railway Lines in States

68. SHRI DINEN BHATTACHARYA: Will the Minister of RAILWAYS be pleased to state the number of new railway lines introduced since the inception of Janata Government at Centre till this date; State-wise?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): The following new railway lines having a length of 270 Kms. were completed and opened to traffic during the year 1977-78 upto December, 1977:

	State
1. Gohana—Panipat BG line	Haryana
2. Shahdara—Baghpat Roadline (Part of Shahdara—Saharanpur BG line)	Uttar Pradesh
3. Guna—Maksi BG line (for passenger traffic)	Madhya Pradesh

Construction of 28 new railway lines having a total length of 2200 Kms. is in progress at present including the following 3 new railway lines which were included in the Budget for 1977-78:

	State
1. Mirchadhuri to Jayant	Uttar Pradesh, Madhya Pradesh
2. Bhadrachalam to Manuguru	Andhra Pradesh
3. Restoration of Pamban—Dhanushkodi dismantled rail link	Tamil Nadu

Surveys for the following new lines are in progress :

	State
1. Gaya to Rajgir	Bihar
2. Bankura to Mejia/Raniganj	West Bengal
3. Muzaffarpur to Darbhanga	Bihar
4. Murkongselek to Passighat	Assam/Arunachal
5. Tuli to Amaguri	Assam/Nagaland
6. Tipling to Itanagar	Assam/Arunachal
7. Silcher to Jairibam	Assam/Manipur
8. Sairang to Aijal	Assam/Mizoram
9. Mainaguri to Sitai	West Bengal/Assam

Surveys for new lines taken up/being taken up during the current financial year.

State

1. Talcher to Sambalpur.	Orissa
2. Koraput to Parvatipuram	Orissa
3. Bikaner to Chhatargarh	Rajasthan
4. Jammu to Udhampur (Final Location)	Jammu & Kashmir
5. Ranchi Road to Giridih via Koderma	Bihar
6. Mandarhill to Baidyanathdham	Bihar
7. Bringing Amrauti on the main line	Maharashtra

Sherghati-Imamganj-Chatra to Chandwa Railway Line

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

(a) whether it is a fact that a survey was conducted for laying railway line connecting Sherghati-Imamganj-Chatra to Chandwa in the State of Bihar's backward Districts, falling under hill and jungle areas, for the purpose of facilitating railway communication where no other better communication is available to general commuters;

(b) if so, the details of such survey; and

(c) further steps being proposed for early laying of railway line in the said Districts of Gaya and Chotanagpur?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) to (c). A preliminary Engineering-cum-Traffic Survey for a rail link from Ranchi to Gaya via Sherghati, Imamganj, Chatra and Chandwa was conducted in 1946-47. The proposed line would be 275 Kms. long and was estimated to cost Rs. 11.65 crores at the then prices yielding a return of

1.04 per cent to 1.99 per cent by Conventional Method. It is not proposed to consider construction of the line at present in view of the limited availability of funds.

Agitation by Employees of Durgapur Fertilizer Plant

70. SHRI SUKHDEO PRASAD VERMA: Will the Minister of PETROLEUM AND CHEMICALS AND FERTILISERS be pleased to state:

(a) whether an agitation has been going on for the last one month in Durgapur Fertilizer Plant, West Bengal and workers are on strike demanding various reliefs;

(b) the salient features of workers' demands;

(c) whether it is a fact that the authorities could not resolve the issues earlier;

(d) what is the total loss in terms of value of production caused by the agitation and strike; and

(e) steps being proposed to be taken to resolve the issues immediately?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI JANESHWAR MISHRA): (a) to (e). The workers of the Durgapur Unit of Fertilizer Corporation of India went on strike from 7th January, 1978. The salient features of their demand are given in the Statement attached. The negotiations and conciliation proceedings held with the unions and the management initially did not prove successful. However, the management was able to come to an amicable settlement with the unions on 17th February, 1978.

Statement

The total loss in production due to the strike, upto 12th February, 1978 amounted to Rs. 249 lakhs.

The salient features of the demands of the employees of Durgapur unit of FCI were:

(i) Manpower and job description to be decided in consultation with the union.

(ii) The electricity charges which are recovered from them as per the purchase cost and paid by the unit to Durgapur Projects Ltd. w.e.f. April 1976 should be revised as per the previous charges of 16 paise per unit.

(iii) Cases of punishment awarded including dismissal and pending charge-sheeted cases should be withdrawn immediately.

(iv) Certain fringe benefits noted as under for implementation along with the revised wage scales under discussion at Central level should be implemented immediately, viz.,

Withdrawal of the 400 kms. bar on LTC,

Night shift allowance,

Free diet at Hospital to all unionised categories,

Free education upto Class X to the children of unionised categories.

(v) Local Travelling Allowance to all employees entitled to motor-cycle/scooter and bicycle advance should be liberalised.

(vi) There should be no change of discipline or nature of work in respect of employees without the individual consent.

(vii) Fencing of 600,400 and 365 sft. quarters, provision of one additional door shutters to 600 sft. quarters, and provision of certain modifications to 400 sft. quarters to be done immediately.

(viii) Stoppage of recruitment of any high post of unionised categories from outside.

(ix) Abolition of Central Pool shift and/or withdrawal of manpower in Central shift by provision of man to man replacement.

(x) Payment of outstanding bonus for the years 1970-73 and 1975-76.

(xi) Recruitment of more specialist Doctors in FCI Hospital, enlargement of the terms "dependent" in respect of employees for medical facilities, encashment of medical leave after retirement and further liberalisation of medical reimbursement where treatment was taken outside the FCI Hospital.

(xii) Promotion of Mazdoors and allied categories from grade to grade to be automatic.

(xiii) Introduction of a house building loan scheme expeditiously.

(xiv) Employees' sons to be absorbed in the FCI.

(xv) Expansion of Plant to provide for more employment opportunities.

(xvi) Supernumerary posts should not be adjusted against vacancies in PSU.

Production of Oil from Bombay High

71. SHRI DHARMA VIR VASISHT:

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

(a) whether it is a fact that the oil rich Bombay High is likely to yield 12 million tonnes crude per year;

(b) the total outlay required to develop this region; and

(c) the present production of the crude from the two off-shore drillings near Bombay?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI JANESHWAR MISHRA): (a) It is proposed to attain a production level of about 10 million tonnes per annum from Bombay High and associated structures by 1981-82.

(b) The full development of Bombay High has been conceptualized in five Phases. An outlay of Rs. 149.89 crores was approved for Phases I and II. At present Phase III is under execution with an approved outlay of Rs. 534.02 crores. Investment decision on Phases IV and V has not yet been taken. ONGC's estimate for all the five phases was Rs. 854.32 crores.

(c) The present production of crude oil from Bombay High is at the rate of about 80,000 barrels per day, equivalent to 4 million tonnes per annum.

Railway Lines between Cochin and Kayamkulam

72. SHR C. K. CHANDRAPPAN:

Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have taken a final decision about the construction of the proposed new railway lines between Cochin and Kayamkulam via Alleppy and Kuttippuram to Guruvayur;

(b) if so, details thereof;

(c) whether Government propose to take a fresh look and reconsider the question of constructing the railway lines between Tellicherry and Mysore via Coorg and also the construction of the coastal railway connecting Mangalore and Bombay, in view of its new policy of developing the backward regions of the country; and

(d) if not, the reasons thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) and (b) (i) Cochin-Kayamkulam line—The question of including Ernakulam-Alleppey portion of this line in the Rolling Plan of the Indian Railways, which is yet to be finalised is under consideration. Construction of the remaining portion of the line from Alleppey to Kayamkulam will be considered after the first phase of the project materialises.

(ii) Kuttippuram-Guruvayur—According to the survey report the line would attract very little traffic and hence it would not be possible to consider it in the prevailing difficult resources position.

(c) and (d) It is not proposed to take up the Tellicherry-Mysore Railway line project at present in view of the limited availability of funds.

The proposal for taking up the construction of the first phase of the Bombay-Mangalore line from Apta to Roha is under active consideration.

Representation from Goods Train Drivers

73. SHRI R. K. MHALGI:

Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 2760 on 6th December, 1977 regarding Memorandum to G.M., Central Railway, Bombay-V.T. and state:

(a) whether Government have taken any action on the representations made to G.M., Central Railway

Bombay-V.T. by about one hundred and fifty Goods-Train Drivers regarding their grievances and difficulties;

(b) if so, the nature of the decision and reasoning thereof; and

(c) if no action has yet been taken the reasons for the delay and the officers responsible for the same?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) to (c) In accordance with Government's policy, staff representations received from any source are given due consideration and necessary action is taken. The demands of all categories of staff are considered and agreements reached through the various tiers of the Permanent Negotiating Machinery and the Joint Consultative Machinery. Accordingly the representation in question is also being considered.

Oil Survey in Mahanadi Delta

74. SHRI PADMACHARAN SAMANTASINHERA:

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

(a) whether Government are aware that the oil exploration division working at Paradip in Orissa;

(b) if so, whether the survey are conducted in Mahanadi Delta areas by the Oil India experts and U.S. companies;

(c) what is the numbers of deep wells drilled and total expenditure incurred; and

(d) the places where oil exploration will be done during 1978-79 and the expenditure proposed to be incurred on this programme?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI JANESHWAR MISHRA): (a) to (d) Oil India Limited have

drawn up a scheme for exploration in Mahanadi delta over an area of 6800 sq. kilometres on-shore and 12,000 sq. kilometres off-shore. Exploration work will start after Petroleum Exploration Licences are granted. Drilling programme and the expenditure will depend on the result of the surveys.

Railway Division on Loss

75. SHRI PADMACHARAN SAMANTASINHERA:

Will the Minister of RAILWAYS be pleased to refer to reply given to Unstarred Question No. 1905 on 29th November, 1977 regarding Railway Zones working at a loss or showing surplus and state:

(a) the names of Divisions, total expenditure incurred and income from every Division;

(b) what is the proposal to make up the loss; and

(c) what is the new proposal for developments and amounts involved in the works?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) Information about the income and expenditure is compiled railway-wise and not division-wise.

(b) and (c) Do not arise.

Provision of Fourth Passenger Train on Pathankot-Joginder Nagar Line

76. SHRI DURGA CHAND:

Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have taken any decision for starting 4th Passenger Train on Pathankot-Joginder Nagar Railway Line; and

(b) if so, by when the train would be started?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) and (b) Introduction of a additional train on Pathankot-Jogindernagar section is not at present operationally feasible for want of Narrow Gauge Diesel locomotives.

Railway Line from Kalka to Porbanu

77. SHRI DURGA CHAND:

Will the Minister of RAILWAYS be pleased to state:

(a) the progress so far made in extension of Railways line from Kalka to Porbanu and from Yamuna Nagar to Paonta Sahib; and

(b) by when the work would be undertaken and completed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) and (b) A preliminary engineering-cum-traffic survey for construction of a BG rail link from Kalka to Parwanoo (6.57 Kms) carried out during 1970 revealed that the project would cost Rs. 2.36 crores (at 1970 price-level) and would yield return of 0.01 per cent.

A reconnaissance-cum-preliminary engineering-cum-traffic survey for construction of BG rail link between Jagadhri and Rajban via Poanta Sahib was sanctioned in 1973 and survey report received in 1975 revealed that the proposed 74 Km. long railway line from Jagadhri to Rajban via Chhachrauli, Tajewala, Kalesar and Poanta Sahib was estimated to cost Rs. 25.63 crores and the return as per discounted cash flow technique was less than 1 per cent.

The question of taking up these projects would depend upon the availability of resources for construction of railway lines in backward areas of the country.

Derailment of Passenger and Goods Train

78. SHRI M. RAM GOPAL REDDY:

Will the Minister of RAILWAYS be pleased to state:

(a) the number of derailments of passenger and goods trains during the last three months; and

(b) total lives lost and loss to railway property due to these derailments?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) During the period 1-11-1977 to 31-1-1978, there were 52 derailments of passenger trains and 130 derailments of goods trains.

(b) In these accidents, 20 persons were killed. The cost of damage to railway property was estimated at approximately Rs. 52,45,228.

Particulars regarding New Petro-Chemical Complexes

79. SHRI S. D. SOMASUNDRAM:

Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state the number of Petro-chemicals complexes set up so far, their location and the quantity and value of their output?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI JANESHWAR MISHRA): Two Petro-chemical complexes in public sector have been sanctioned for implementation as per details given below:

1. The Indian Petro-chemicals Corporation Limited are implementing a Petro-chemical complex near Baroda in Gujarat State consisting of the following:

(i) Aromatics Project comprising a Xylenes complex and a DMT unit.

(ii) Olefins Project comprising a Naphtha Cracker, a Pyrolysis Gasoline hydrogenation unit, a Benzene extraction unit and a Butadiene extraction unit.

(iii) Downstream units of the Olefins Project, namely:

1. Low Density Polyethylene
2. Polypropylene
3. Ethylene Glycol
4. Polybutadiene Rubber
5. Acrylonitrile
6. Acrylic Fibre
7. Detergent Alkylate
8. PVC
9. Acrylates

The different units in the Aromatics Project went into production in 1973-74. The quantity and value of their output during 1977 was as under:

Product	Output during 1977 (tonnes)	Value at the prevailing price (Rs. in lakhs)
1. DMT	24,510	275.46
2. Orthoxylene/ Mixed Xylene	18,858	848.60
3. Paraxylene	12,873	(Used for captive conversion into DMT.)
TOTAL		3605.06

The Olefins Project and its downstream units are still under construction.

2. The Bongaigaon Refinery and Petro Chemicals Limited are setting up a Petro-chemicals complex comprising a Xylenes complex, a DMT unit and a Fibre unit at Bongaigaon in Assam 3560 LE-5.

State. The projects are still under construction.

Contracts for Modernisation Plants at Sindri

80. SHRI ROBIN SEN:

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

(a) whether Government have made any enquiry on various irregularities and violation of General Direction and conditions of contract for civil works and mechanical works in the modernisation plants at Sindri;

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

(c) if not, the reasons thereof?

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

मेहसाना स्टेशन पर जामनगर-दिल्ली तथा ओखा-दिल्ली रेल गाड़ियों में जोड़े गये डिब्बे

81. श्री धर्मसिंह भाई पटेल : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) कीर्ति एक्सप्रेस के साथ राजकोट (पोरबन्दर से मेहसाना) में जोड़ने के लिए जामनगर-दिल्ली और ओखा-दिल्ली की रेल गाड़ियों के डिब्बों को अहमदाबाद-दिल्ली मेल के साथ जोड़े जाने के लिए मेहसाना रेलवे स्टेशन पर कितने घंटे प्रतीक्षा करनी पड़ती है ;

(ख) क्या सरकार का विचार इस प्रतीक्षावधि को कम करने का है ; यदि हां, तो कब तक और कितना समय कम किया जायेगा ; और

(ग) यदि नहीं, तो उसके क्या कारण हैं ?

रेल मंत्रालय में राज्य मंत्री (श्री शिव नारायण) : (क) चार घंटे और अठ्ठाईस मिनट

(ख) और (ग) 35 अप कीर्ति एक्सप्रेस और 2 डाउन अहमदाबाद-दिल्ली डाक गाड़ी के बीच मेहसाना में भेंट की वर्तमान समय-सीमा में कमी करना व्यावहारिक नहीं पाया गया, क्योंकि इन गाड़ियों को महत्वपूर्ण मेल लेने होते हैं, जिसमें राजकोट, सुरेन्द्र नगर, वीरमगाम, कटोसन रोड, मेहसाना और अहमदाबाद में थू सवारी डिब्बों को जोड़ना भी शामिल है।

जूनागढ़ चेम्बर्स आफ कामर्स, जूनागढ़ द्वारा दिया गया ज्ञापन

82. श्री धर्मेसिंह भाई पटेल : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या जूनागढ़ चेम्बर्स आफ कामर्स, जूनागढ़ (गुजरात) ने रेल सुविधाएं प्रदान किय जाने के लिए सन्दर्भ संख्या 62/192 से दिनांक 3 मार्च, 1964 को एक ज्ञापन दिया था ;

(ख) यदि हां, तो उसमें क्या मांगें की गयी हैं ; और

(ग) उन मांगों में से किस प्रकार की मांगें किस-किस तारीख को स्वीकार कर ली गयी हैं और शेष मांगों के बारे में क्या कार्यवाही करने का विचार है और किस प्रकार की मांगें अब तक स्वीकार नहीं की गयी है, इसके क्या कारण हैं और उन्हें कब तक स्वीकार कर लिया जायेगा ?

रेल मंत्रालय में राज्य मंत्री (श्री शिव नारायण) : (क) इतना समय व्यतीत हो जाने के बाद, इस प्रकार का कोई ज्ञापन मिल नहीं रहा है ;

(ख) और (ग) प्रश्न नहीं उठता।

सौराष्ट्र-कच्छ पेट्रोल/डीजल एसोसिएशन, जूनागढ़ से ज्ञापन

83. श्री धर्मेसिंह भाई पटेल : क्या पेट्रोलियम तथा रसायन और उर्वरक मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सौराष्ट्र-कच्छ पेट्रोल/डीजल एसोसिएशन, जूनागढ़ ने 3 नवम्बर, 1977 को पेट्रोलियम विक्रेताओं की मांगों के बारे में एक ज्ञापन प्रस्तुत किया था और यदि हां, तो उक्त ज्ञापन में की गई मांगें क्या हैं ;

(ख) उनमें से स्वीकार की गई मांगों का व्यौरा क्या है और इन मांगों को कब स्वीकार किया गया है ; और

(ग) किन मांगों को अब तक स्वीकार नहीं किया गया है तथा इसके क्या कारण हैं तथा शेष मांगों को कब तक स्वीकार कर लिया जाएगा ?

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

(क) से (ग). जी, हां। संघ का दिनांक 3-11-1977 का ज्ञापन प्राप्त हुआ था।

विशेषज्ञ तेल मूल्य समिति द्वारा यथा-सिफारिश, सरकार ने पेट्रोल तथा हार्ड स्पीड डीजल तेल पर कमीशन का उदार्गलेव दरें लागू की थीं। ज्ञापन में मुख्य अंग यह थी कि कमीशन की वर्तमान स्लेबों/दरों में और संशोधन करके कमीशन की दरों में वृद्धि की जाए अथवा वैकल्पिक रूप से प्रतिशतता आधार पर कमीशन दी जाए। लुब्रिकेटिंग तेलों में भी उच्चतर लाभांश की मांग थी। बड़ी सावधानी से विचार करने के पश्चात् इन अनुरोधों को स्वीकार नहीं किया गया था।

ज्ञापन में इस बात का उल्लेख किया गया था कि तेल कम्पनियों के साथ किए गए विक्रेता एजेंसी सम्बन्धी करारों को संशोधित

किया जाना चाहिए। यह एक ऐसा मामला है जिसे विक्रेताओं और सम्बन्धित तेल कम्पनियों के बीच में निपटाया जाता है।

उक्त ज्ञापन में इस बात की इच्छा व्यक्त की गई थी कि क्रुविल भारतीय पेट्रोलियम व्यवसायिक संघ और इसके सम्बद्ध सभी सहायक कम्पनियों को सरकार और तेल कम्पनियों द्वारा सभी स्तरों पर मान्यता प्रदान की जानी चाहिए। ऐसा करना जरूरी नहीं समझा गया है। तेल उद्योग पहले से ही विक्रेताओं के साथ आवधिक बैठकें आयोजित करता है, जिनमें पारस्परिक हितों वाले मामलों पर विक्रेताओं के साथ विचार विमर्श किया जाता है।

ज्ञापन में लाइसेंस फीस के लिए एक समान आधार और ऊंचे पहाड़ी स्थानों पर मूल्य हास सम्बन्धी भत्ते की ऊंची दर का भी हवाला दिया गया था। इन पहलुओं की समीक्षा की जा रही है। तथापि, ऐसा कोई आश्वासन नहीं दिया जा सकता कि कौन सी तारीख तक इन्हें लागू किया जाएगा क्योंकि अनेक पक्षों से परामर्श किया जाना है।

Commission to Petrol/diesel retail outlet dealers

84. SHRI DHARMASINH BHAI PATEL:

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

(a) whether the Oil Prices Committee submitted revised recommendation in 1976 suggesting a revised formula for payment of commission to petrol/diesel retail outlet dealers and if so, whether any recommendations were made that this revised formula could be made applicable from 1st July, 1976; and

(b) whether Government accepted these recommendations in part and refused to give effect to the re-

vised formula from 1st July, 1976 and if so, why an Expert Committee's recommendations were negated in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS AND FERTILISERS (SHRI JANESHWAR MISHRA):
(a) The Oil Prices Committee submitted its final report to Government in November 1976 in which revised recommendations were made in regard to the dealers' commission on petrol and high speed diesel oil. There was no recommendation to the effect that these rates should be made applicable from 1st July, 1976.

(b) Does not arise.

महीदपुर रोड स्टेशन पर प्लेटफार्म

85. श्री हुकम चन्द कछवाय : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या पश्चिम रेलवे के रतलाम डिवीजन में महीदपुर रोड स्टेशन पर एक नया प्लेटफार्म बनाया जाएगा;

(ख) यदि हां, तो क्या यात्रियों ने अनुरोध किया है कि यहां एक बड़ा प्लेटफार्म होना चाहिए और यदि हां, तो यात्रियों द्वारा अनुरोध किए गये प्लेटफार्म की अतिरिक्त लम्बाई क्या है; और

(ग) क्या ऊपरी पुल और शेड के लिए भी मांग की गई है और यदि हां, तो इनका निर्माण कब तक किया जाएगा ?

रेल मंत्रालय में राज्य मंत्री (श्री शिव नारायण) : (क) महीदपुर रोड स्टेशन पर, जो कि पश्चिम रेलवे के कोटा मण्डल में है, एक नए प्लेटफार्म के निर्माण का प्रस्ताव है।

(ख) ऐसा कोई अनुरोध प्राप्त नहीं हुआ है।

(ग) एक ऊपरी पुल बनाने की मांग प्राप्त हुई थी परन्तु उसे उचित नहीं पाया गया। इस स्टेशन पर शैड के लिए मांग नहीं की गई है।

Shortage of Domestic Gas in Delhi

86. SHRI KANWAR LAL GUPTA:

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

(a) whether it is a fact that there is a great shortage of domestic gas in Delhi;

(b) the total number of persons registered for getting the domestic gas in Delhi and since how long have they been in the waiting list;

(c) what specific steps have been taken by the Government in the last three months to improve the situation;

(d) is there any proposal to break the monopoly of gas suppliers in Delhi and distribute it through many hands; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS AND FERTILISERS (SHRI JANESHWAR MISHRA):

(a) Overall demand for liquefied petroleum gas (cooking gas) in the Union Territory of Delhi is much higher than the present availability of the product. Demands of existing customers are, however, generally met in full.

(b) The total number of persons registered for getting domestic gas in Delhi is about 1.3 lakhs. The waiting period for getting a gas connection varies from place to place. In the case of Bharat Petroleum, those who have registered their names since

January 1977 are awaiting issue of new connections. In the case of IOC the period for waiting differs from area to area and the longest the people are waiting is from 1972-73.

(c) The present demand for new gas connections in the cities and other areas is far in excess of the availability based on current LPG production in the refineries. Availability of the product is expected to improve in the next 2 to 3 years when LPG would be available from Bombay High associated gas, by the commissioning of new refineries and by the setting up of additional facilities for LPG production in the existing refineries. The commissioning of the catalytic debottlenecking project in the Hindustan Petroleum Corporation refinery in January 1978 will lead to increase in the production of LPG in that refinery.

(d) and (e) With a view to discouraging monopolistic trend a ceiling on the number of customers with the LPG distributors of Indian Oil Corporation has been prescribed. The bigger LPG distributorships of Bharat Petroleum Corporation have been reorganised by upgradation of the sub-distributors into full-fledged distributors. Hindustan Petroleum Corporation market their production of cooking gas in Delhi not directly but through a concessionaire. Negotiations for the take-over of the interests of the concessionaire are in progress.

Cases pending in High Courts and Supreme Court

87. SHRI KANWAR LAL GUPTA:

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

(a) how many cases are pending in each High Court and Supreme Court as on 31st January, 1978:

(b) whether it is a fact that the number of cases have been increasing every day and the disposal is proportionately less;

(c) what concrete steps have been taken in the last three months to have quick disposal of the cases;

(d) why all the vacancies in the High Courts and Supreme Court have not been filled up so far; and

(e) how many new additional posts in the High Courts and Supreme Court are being created?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI SHANTI BHUSHAN): (a) Information as on 31-1-1978 is not available. A statement giving the position as on 31-12-1977 in respect of the Supreme Court and all the High Courts is attached.

(b) Both institutions and disposals have been increasing. However, disposals have not kept pace with institutions.

(c) The following steps have been taken:—

(i) The Supreme Court (Number of Judges) Act, 1956 was amended in 1977 raising the strength of Judges from 13 to 17 (excluding the Chief Justice) with effect from 31st December, 1977;

(ii) Vacancies existing in the Supreme Court before 31-12-1977 were filled up and the strength of that Court was full on 30-12-1977. The vacancy occurring on 1-1-1978 on the retirement of Justice Goswami has also been filled.

(iii) The Judge strengths have been increased in the High Courts in respect of which proposals were received.

(iv) A substantial number of vacancies in the High Courts have been filled up.

(v) The matter has been referred to the Chief Justice of India. He is working out certain measures/proposals in consultation with the High Courts;

(vi) The Law Commission were requested to suggest suitable measures to tackle the problem of arrears. They are seized of the matter.

(d) A large backlog of vacancies was inherited from the previous year. The bulk of this backlog has been cleared. Persistent effort is being made to fill the remaining vacancies and the vacancies that have arisen since. In all, 84 appointments have been made since 1-4-1977, including appointments of additional judges as permanent judges. 51 of these are fresh appointments. Initiative has been taken by the Central Government to call for proposals from the state authorities, and wherever required reminders have been issued to the concerned state authorities/Chief Justices. As mentioned under (c), prompt action was taken to fill the vacancies in the Supreme Court so that it was in full strength on 30-12-1977 before its maximum sanctioned strength was raised.

(e) So far as the Supreme Court is concerned, the Judge strength has been raised from 13 to 17 with effect from 31st December, 1977 by amending the Supreme Court (Number of Judges) Act, 1956. Since 1-4-1977, the Judge strength of the following High Courts has been increased from the dates the posts are filled up:—

Madhya Pradesh	6 extra posts of Additional Judges.
Allahabad	6 extra posts of Additional Judges.
Patna	3 extra posts of Additional Judges.
Himachal Pradesh	1 extra post of Additional Judge.
Karnataka	1 extra post of permanent Judge and 1 extra post of Additional Judge.

Statement

Name of the Court	No. of Cases pending as on 31-12-1977
Supreme Court of India	18,215
<i>High Courts</i>	
Allahabad	1,32,797
Andhra Pradesh	15,887
Bombay	52,592
Calcutta	72,448
Delhi	26,587
Gauhati	6,548
Gujarat	11,722
Himachal Pradesh	5,019
Jammu & Kashmir	4,742
Karnataka	36,449
Kerala	42,739
Madhya Pradesh	46,613
Madras	50,996
Orissa	6,442
Patna	29,455*
Punjab & Haryana	46,069
Rajasthan	16,627*
Sikkim	22

*Main Cases only

Cases in arrears in High Courts and Supreme Court

88. SHRI S. D. SOMASUNDARAM:
SHRI R. KOLANTHAIVELU:
SHRI C. N. VISHWANATHAN:

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

(a) the number of cases in arrears in the High Courts and Supreme Court as at the end of 1977;

(b) the classification of arrears as less than six months, over six months and less than a year, over one year and over two years;

(c) the reasons for the large number of arrears; and

(d) the steps proposed to ensure speedy justice?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIR (SHRI AND COMPANY AFFAIRS (SHRI SHANTI BHUSHAN): (a) and (b). A statement is attached.

(c) Though several factors are responsible for arrears in High Courts, a major reason is that a number of vacancies were not filled up in the High Courts in the last few years and judge strengths had not been increased in many High Courts to the extent required.

(d) The following steps have been taken to clear arrears:—

(i) The Supreme Court (Number of Judges) Act, 1956 was amended in 1977 raising the strength of Judges from 13 to 17 (excluding the Chief Justice) with effect from 31.12.1977;

(ii) Vacancies existing in the Supreme Court before 31-12-1977 were filled up and the actual strength on that Court was full on 30.12.1977. The vacancy occurring on 1-11-1978 on the retirement of Justice Goswami has also been filled.

(iii) The Judge strengths have been increased since 1-4-1977 in the High Courts in respect of which proposals were received. Recently, it has been increased in the following High Courts from the dates the posts are filled up:—

Madhya Pradesh : 6 extra posts of Additional Judges.

Allahabad : 6 extra posts of Additional Judges.

Patna : 3 extra posts of Additional Judges.

Himachal Pradesh : 1 extra post of Additional Judge.

Karnataka : 1 extra post of permanent Judge and 1 extra post of Additional Judge.

(iv) A substantial number of vacancies in the High Courts have been filled up. Initiative has been taken by the Central Government to call for proposals from the State Authorities and wherever required reminders have been issued to the concerned State Authorities/Chief Justices;

(v) The matter has been referred to the Chief Justice of India. He is working out certain measures proposals in consultation with the High Courts;

(vi) The Law Commission were requested to suggest suitable measures to tackle the problem of arrears. They are seized of the matter.

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

Statement

Name of the Court	No. of cases pending as on 31-12-77
Supreme Court of India	18,215
<i>High Courts</i>	
Allahabad	1,32,797
Andhra Pradesh	15,887
Bombay	52,592
Calcutta	72,448
Delhi	26,587
Gauhati	6,548
Gujarat	11,722
Himachal Pradesh	5,019
Jammu & Kashmir	4,742
Karnataka	36,449
Kerala	42,73
Madhya Pradesh	46,613
Madras	50,996
Orissa	6,042
Patna	29,435*
Punjab & Haryana	46,069
Rajasthan	16,627*
Sikkim	22

*Main cases only.

(d) Classification of arrears as less than 1 year, 1 to 2 years and over 2 years.

As on 31st December, 1977

Name of the Court	Less than 1 year	1 to 2 years	More than 2 years
Supreme Court	4,874**	1,543**	8,193**
<i>High Courts</i>			
Andhra Pradesh	12,343	2,640	904
Calcutta	13,521*	13,580*	42,952*
Delhi	7,513	4,348	14,726
Gauhati	1,630	1,558	3,360
Gujarat	5,017	2,721	3,584
Himachal Pradesh	2,240	992	1,787
Karnataka	17,165*	10,051*	8,883*
Madhya Pradesh	8,702*	6,846*	17,142*
Orissa	2,992	1,631	1,419
Patna	11,207*	5,583*	12,645*
Punjab & Haryana	17,182	8,023	20,864
Rajasthan	3,451*	3,034*	10,142*

As on 30th June, 1977

Allahabad	15,511	28,361	81,575
Bombay	12,326	11,639	29,483
Jammu & Kashmir	2,168	1,076	1,100
Kerala	15,089	22,429	6
Madras	16,108	12,858	17,959
Sikkim	36		

*Main cases only.

**Regular hearing matters.

Figures of pending cases less than six months old are not available.

Arrah-Sasaram Light Railway

89. SHRI TRIDIB CHAUDHURI:
Will the Minister of RAILWAYS
be pleased to state:

(a) is it a fact that the Arrah-Sasaram Light Railway (a unit of Martins Light Railways) has been finally closed down with effect from February 15, 1978 consequent on the termination of the Agreement with the Railway Board for subsidising the undertaking;

(b) what are the future plans, if any, of the Railway Board in regard to the maintenance and preservation of the vital railway link between Arrah and Sasaram by the conversion of the existing light railway into a broad gauge railway or otherwise; and

(c) whether there are any schemes for the absorption of the retrenched staff and employees of the Arrah-Sasaram Light Railway in the Eastern Railway or other Railways?

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

(b) There is no such proposal under consideration at present.

(c) A decision has been taken to absorb the retrenched employees of the Arrah-Sasaram Light Railway Company as fresh entrants in the Indian Railways if found suitable.

Drilling Operations by ONGC in West Bengal

90. SHRI CHITTA BASU:
Will the Minister of PETROLEUM
AND CHEMICALS AND FERTILIZERS
be pleased to state:

(a) whether the ONGC has been conducting drilling operations in several places in West Bengal for some years;

(b) if so, the places where such operations have been conducted; and

(c) the results thereof?

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

(b) ONGC has undertaken drilling operations at 4 places in West Bengal, namely, Bodra, Bakultala, Galsi and Diamond Harbour.

(c) A well drilled each on the Bodra, Bakultala, and Galsi structures did not indicate the presents of any hydrocarbons. The second well drilled on Galsi structure is currently under production testing. The drilling of the first well on the Diamond Harbour structure is in progress.

Broad-gauging Kotshila Purulia Railway Line

91. SHRI CHITTA BASU:
Will the Minister of RAILWAYS
be pleased to state:

(a) whether the project for broad-gauging the Kotshila-Purulia railway line in South Eastern Railway is under the consideration of Government;

(b) if so, the details of the project; and

(c) at what stage does it rest now?

THE MINISTER OF STATE IN
THE MINISTRY OF RAILWAYS
(SHRI SHEO NARAIN): (a)
to (c) A traffic survey for conversion of the Purulia-Kotshila narrow gauge line into broad gauge was carried out in 1971. The survey revealed that the project, having a length of 36 Kms. would cost Rs. 1.53 crores. The question of taking up the work would depend upon the availability of resources.

Calcutta Underground Railways

92. SHRI: CHITTA BASU:
Will the Minister of RAILWAYS
be pleased to state;

(a) whether the construction of the underground railways in Calcutta will be completed as scheduled; and

(b) if not, the reasons thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) and (b). Due to the constraint on resources it will not be possible to complete the project by 1979 as originally scheduled. Subject to availability of the requisite resources, the project is likely to be completed by 1986.

Scheme to provide Legal Aid to the Poor

93. SHRI MURLI MANOHAR JOSHI:
SHRI RAJENDRA KUMAR SHARMA:
SHRI MOHINDER SINGH SAYIANWALA:
SHRI YESHWANT BOROLE:

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

(a) whether any scheme to provide legal aid to the poor is under consideration of the Government; and

(b) if so, the details thereof?

THE MINISTER OF LAW JUSTICE AND COMPANY AFFAIRS (SHRI SHANTI BHUSHAN): (a) The Report of the Committee consisting of Shri Justice P. N. Bhagwati as Chairman and Shri Justice V. R. Krishna Iyer as Member on Legal Aid is under examination of the Government. The Government have not so far formulated any scheme for this purpose.

(b) Does not arise.

Cases of Sabotage on Railways

94. SHRI KANWAR LAL GUPTA:
SHRI MANORANJAN BHAKTA:
SHRI M. RAM GOPAL REDDY:

Will the Minister of RAILWAYS be pleased to state;

(a) how many cases of sabotage came to the notice of Government in the last one year;

(b) what was the total loss of property and life;

(c) how many persons have been arrested in this connection; and

(d) what specific steps have been taken by the Government to check the cases of sabotage?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) During the calendar year, 1977, 127 case of tampering with track came to notice in different railways.

(b) (i) Rs. 11,83,343/-

(ii) Nineteen persons lost their lives.

(c) Thirty-six persons.

(d) Track patrolling by Railway Protection Force and gangmen has been introduced in vulnerable sections.

(ii) Besides patrolling of the track in vulnerable sections by Railway Protection Force and gangmen, Gujarat, Maharashtra, U.P., Punjab and Haryana have mobilised State Police Personnel/Home Guards/Village Chowkidars for patrolling track in sensitive areas.

(iii) State Governments of Punjab and Haryana have invoked the provisions of Village and Small Town Patrol Act, 1918 thereby asking villagers to keep a watch on the track.

(iv) Important cases of sabotage are being investigated by special squads of the CID of the concerned States.

(v) The State Governments have also geared up the intelligence machinery. Close liaison is maintained with all investigating the intelligence agencies. At all levels frequently available information is exchanged so that coordinated efforts are made to prevent and detect sabotage cases.

(vi) Due to timely action taken by Railway Protection Force and gangmen patrolling the track since November, 1977, 17 cases of tampering with the track were promptly noticed which led to prevention of accidents.

बिहार के आदिवासी क्षेत्रों में रेलवे लाइनों की लम्बाई

95. श्री अश्वन सिंह ठाकुर : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) बिहार के आदिवासी क्षेत्रों में रेलवे लाइनों की कुल लम्बाई कितनी है ;

(ख) क्या इन क्षेत्रों के विकास की आवश्यकता को ध्यान में रखते हुए इन क्षेत्रों में नई रेलवे लाइनें बिछाने हेतु कोई योजना बनाई गई है; और

(ग) यदि हां, तो तत्सम्बन्धी व्यौरा क्या है और यदि नहीं, तो इसके क्या कारण हैं ?

रेल मंत्रालय में राज्य मंत्री (श्री शिव नारायण) : (क) बिहार के आदिवासी क्षेत्रों अर्थात् राज्य के संथाल परगना, हजारीबाग, छोटानागपुर, पलामू और सिंहभूम जिलों में लगभग 1680 मार्ग किलो मीटर रेलवे लाइनें हैं।

(ख) और (ग). निम्नांकित लाइनों के लिए हाल ही में सर्वेक्षण किए गए हैं :—

	कि०मी० में लम्बाई	निर्माण की लागत (करोड़ रुपयों में)
1. मन्दारहिल—दुमका	64	7.7
2. दुमका—बैद्यनाथधाम	63	6.96
3. दुमका—मधुपुर	59	6.31
4. गिरिडीह—हजारीबाग टाउन	56	8.62
5. हजारीबाग—रोड—हजारीबाग टाउन	78	12.7
6. हजारीबाग टाउन—रांची रोड	40	6.18
7. दुमका—सैथिया	56	5.51
8. दुमका—रामपुर हाट	54	5.18
9. कोरबा—रांची	312	68.68
10. गुम्मा—तातिबा बाया बड़ाजामदा	15	4.00

निम्नलिखित लाइनों के सर्वेक्षण 1977-78 में शुरू किए गए हैं।

1. रांची रोड से गिरिडोह बाया कोडरमा

2. बेंदयनाथघाम से मन्दारहिल

इन लाइनों का निर्माण संसाधनों की उपलब्धता पर निर्भर करेगा।

दिल्ली-राजहरा से बेलाडिला रेलवे लाइन

96. श्री अघन सिंह ठाकुर : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या दिल्ली-राजहरा से बेलाडिला तक रेलवे लाइन के लिए मंजूरी दी गई थी;

(ख) यदि हां, तो क्या इस रेलवे लाइन का निर्माण कार्य अभी आरम्भ नहीं हुआ है; और

(ग) इस रेलवे लाइन का निर्माण कार्य कब तक आरम्भ हो जाएगा ?

रेल मंत्रालय में राज्य मंत्री (श्री शिव नारायण) : (क) से (ग). रायपुर-धमतरी छोटी लाइन खण्ड को बड़ी लाइन में बदलने

तथा डल्ली राजहरा से जगदलपुर तक बड़े आमान की एक नई लाइन बिछाने के लिए सर्वेक्षण-कार्य पूरा हो चुका है। इस सम्पूर्ण परियोजना पर लगभग 55 करोड़ रुपये खर्च होने की सम्भावना है। पहली अनावृत योजना की अवधि में इस परियोजना का उपयुक्त चरणों में निर्माण-शुरू करने के प्रश्न पर विचार किया जा रहा है।

रेलवे स्टेशनों पर यात्रियों को सुविधाएं दिया जाना

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

(क) गत तीन वर्षों में, वर्षवार, रेलवे स्टेशनों पर यात्रियों को सुविधाएं देने हेतु प्रत्येक रेलवे जोन के लिए कितनी राशि आवंटित की गई है; और

(ख) उक्त अवधि के दौरान इस शीर्षक के अन्तर्गत प्रत्येक जोन ने वास्तव में कितनी राशि व्यय की ?

रेल मंत्रालय में राज्य मंत्री (श्री शिव नारायण) : (क) आवंटन (संशोधित)

(आकड़े हजार रुपयों में)

रेलवे	1974-75	1975-76	1976-77
मध्य	92,13	18,11	13,75
पूर्व	36,86	8,48	37,95
उत्तर	34,53	73,99	61,39
पूर्वोत्तर	14,22	95,18	98,59
पूर्वोत्तर सीमा	3,67	5,40	7,45
दक्षिण	29,03	20,24	42,47
दक्षिण मध्य	19,97	13,00	16,57
दक्षिण पूर्व	12,70	9,11	18,52
पश्चिम	22,27	37,73	39,80
जोड़	2,65,38	2,81,24	3,36,49

(ख) खर्च की गई वास्तविक राशि

(घांकड़े हजार रुपयों में)

रेलवे	1974-75	1975-76	1976-77
मध्य	25,61	21,11	19,09
पूर्व	36,80	9,37	36,93
उत्तर	36,62	1,03,52	72,51
पूर्वोत्तर	17,06	98,50	95,67
पूर्वोत्तर सीमा	5,00	5,48	7,30
दक्षिण	30,31	25,27	46,88
दक्षिण मध्य	17,71	11,83	21,68
दक्षिण पूर्व	18,86	11,07	28,51
पश्चिम	32,53	63,11	39,52
जोड़	2,20,50	3,49,26	3,68,09

Location of two fertilizer units based on Bombay High Gas

98. SHRI M. KALYANASUNDARAM: Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state.

(a) whether any final decision has been taken on the location of the two proposed fertilizer units based on the Bombay High associated gas;

(b) if so, the details thereof; and

(c) if not, which are the places under Government's consideration?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI JANESHWAR MISHRA): (a) No, Sir.

(b) Does not arise.

(c): Investigations are being made to find three or four possible alternative locations besides Mandwa and examine the relative cost and other implications in setting up the large sized fertilizer plants at these locations.

Arrest of an Anand Margi for Railway Accident at Bawal

99. SHRI M. KALYANASUNDARAM: Will the Minister of RAILWAYS be pleased to state:

(a) whether a person believed to be an Anand Margi was arrested in connection with the railway accidents at Bawal railway station on November 23, 1977;

(b) if so, whether he has been kept into custody; and

(c) the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) to (c) Shri Ladli Prasad, an alleged Anand Margi of Rewari, was arrested under Section 41 Cr. P. C. by city Police, Rewari on 8-12-1977. He was kept under custody from 8-12-1977 to 12-2-77. He was interrogated but nothing useful came out. He was released on personal bond on 12-12-1977.

Production in Bombay High

100. DR. BAPU KALDATY: Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the Bombay High Project has receded its production;

(b) if so, the reasons thereof;

(c) whether Government have decided to change the present drills to U.S. made drills; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI JANESHWAR MISHRA):

(a) No, Sir.

(b) Does not arise.

(c) and (d) Out of the existing 4 drilling vessels operating in Bombay Offshore, 'Sagar Samrat' is owned by Oil and Natural Gas Commission and the remaining three are on charter hire. Out of these two belong to U.S. companies and one to a Norwegian company. The period of charter of the Norwegian rig has expired and would be replaced by another rig for which ONGC has submitted necessary proposals.

Persons arrested for Derailment of Trains

101. DR. BAPU KALDATY:

SHRI JAGDISH PRASAD MATHUR:

SHRI D. D. DESAI:

Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have arrested any persons for derailment of passenger and goods trains since April, 1977;

(b) if so, the number of such arrests;

(c) whether Government have established any political motive in these accidents; and

(d) if so, the details thereof?

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

(a) Yes.

(b) Twenty persons have been arrested.

(c) Not yet.

(d) Does not arise.

टिम्बरनी रेलवे स्टेशन पर जनता एक्सप्रेस को रोकने की व्यवस्था

103. श्री सुभाष आहूजा : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार भूसावल डिवीजन में टिम्बरनी रेलवे स्टेशन पर जनता एक्सप्रेस को रोकने की व्यवस्था करने पर विचार कर रही है; और

(ख) यदि हाँ, तो कब ?

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

(ख) प्रश्न नहीं उठता।

मध्य प्रदेश के वन उद्योगों के लिये वैन

104. श्री सुभाष आहूजा : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि मध्य प्रदेश से वनों के उत्पादों को ढोने के लिए वैनों की आवश्यकताओं को पूरा नहीं किया गया है; और

(ख) क्या वनों के उत्पादों को ढोने के लिए मध्य प्रदेश के वन विभाग के लिए वैनों की व्यवस्था करने को प्राथमिकता देने पर सरकार विचार कर रही है ?

रेल मंत्रालय में राज्य मंत्री (श्री शिव नारायण) (क) और (ख) अनिवार्य वस्तुओं की तरजीही आधार पर बुलाई करने के सम्बन्ध में, रेलों द्वारा दिए गए वचनों के अनुसार, वन के उत्पादनों से सम्बन्धित यातायात की यथासम्भव शीघ्र बुलाई के प्रयास किए जाने हैं। दिसम्बर, 1977 से फरवरी (10 फरवरी तक) 1978 तक की अवधि के दौरान, मध्य प्रदेश से 12,208 माल-डिब्बों में वन-उत्पादनों का लदान किया गया।

जगदलपुर-रामपुर रेलवे लाइन

105. श्री सुभाष आहूजा : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार मध्य प्रदेश में जगदलपुर से बरास्ता दतली/राजहरा/रामपुर तक रेलवे लाइन बिछाने के प्रस्ताव पर विचार कर रही है ;

(ख) क्या इसका सर्वेक्षण आरम्भ कर दिया गया है ; और

(ग) यदि हां, तो रेलवे लाइन बिछाने का कार्य कब आरम्भ होगा ?

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

(ख) और (ग) : रायपुर-धमतरी छोटी लाइन खण्ड को बड़ी लाइन में बदलने तथा दिल्ली राजहरा से जगदलपुर तक बड़े आमान की एक नयी लाइन बिछाने के लिए सर्वेक्षण-कार्य पूरा हो चुका है। इस सम्पूर्ण परियोजना पर लगभग 55 करोड़ रुपये खर्च होने को सम्भावना है। पहली अवतरत योजना की अवधि में इस परियोजना का उपयुक्त चरणों में निर्माण शुरू करने के प्रश्न पर विचार किया जा रहा है।

इटारसी-होशंगाबाद मार्ग पर एक स्थानीय शटल गाड़ी चलाया जाना

106. श्री सुभाष आहूजा : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार का विचार इटारसी-होशंगाबाद मार्ग पर यात्रियों की संख्या को ध्यान में रखते हुये इस मार्ग पर एक स्थानीय शटल गाड़ी चलाने का है ; और

(ख) यदि हां, तो कब ?

रेल मंत्रालय में राज्य मंत्री (श्री शिव नारायण) (क) और (ख) भोपाल और इटारसी के बीच 1-3-1978 से एक जोड़ी शटल गाड़ियां चलाने का प्रस्ताव है।

Off-shore Exploration during 1977

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

(a) the details of off-shore explorations undertaken during 1977 other than Bombay High;

(b) the agencies entrusted with the work and the terms agreed upon; and

(c) the places where drilling operations have yielded encouraging results and where they had to be abandoned and the cost of these operations?

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

On-shore Exploration during 1977

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

(a) the details of on-shore explorations undertaken during 1977, both new and carryon projects;

(b) the agencies who are engaged in this work and the terms agreed upon; and

(c) the places which have indicated encouraging results and those which had to be abandoned after trials and the costs incurred on both?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI JANESHWAR MISHRA):

(a) During the year 1977 ONGC deployed 13 geological, 24 seismic, 5 gravity-magnetic and 2 shallow drilling parties for carrying out exploratory surveys, and 31—35 deep drilling rigs for carrying out deep drilling operations in different in-land areas of the country.

The geological field parties covered about 52716 Sq. Kms. in Rajasthan, Uttar Pradesh, Himachal Pradesh, Andhra Pradesh, Assam, Nagaland, West Bengal, Arunachal Pradesh, Andaman & Nicobar and Tamil Nadu.

The seismic field parties covered about 3841 Line Kms., by seismic surveys in Rajasthan, Uttar Pradesh, Punjab, Himachal Pradesh, Andhra Pradesh, Tamil Nadu, Assam, Arunachal Pradesh, Mizoram, West Bengal, and Gujarat. The gravity-magnetic field parties measured gravity-magnetic data from 5535 stations in Rajasthan, Himachal Pradesh, Andhra Pradesh, Tamil Nadu, West Bengal and Assam.

In addition to the exploratory surveys during 1977 the ONGC continued exploratory and development drilling on 27 structures—18 in Gujarat, 5 in Assam, and one each in Tripura, West Bengal, Himachal Pradesh and Rajasthan. In addition, drilling was taken up on 12 new structures by the ONGC—9 in Gujarat and one each in Cachar District of Assam, West Bengal and Himachal Pradesh.

Oil India Limited continued exploration drilling in its Mining Lease areas in Assam and undertook exploratory drilling in Ningru PEL area.

(b) Oil and Natural Gas Commission and Oil India Limited are the two agencies engaged in on-shore exploration in the country. No special terms have been agreed upon for this work.

(c) The exploratory efforts of the ONGC during the year have resulted in the discovery of oil on two new structures in Gujarat, namely Padra and Jotana, and the discovery of gas in one new structure, namely, Matwan, also in Gujarat. Seventy-eight wells were completed by the ONGC during 1977 on 27 structures on which exploratory and development drilling was continued from the previous year. Of these, 30 proved to be oil bearing, 2 were gas bearing, 10 proved dry and the remaining 36 were under test. On the 12 new structures taken up for drilling by ONGC during 1977, 9 wells were completed out of which 4 were hydrocarbon bearing, 4 wells were dry and 1 was under testing. One well drilled at Manabum in the Ningru PEL area by Oil India Limited had to be abandoned without testing. Drilling of a well at Kumchai in this area by Oil India Limited was in progress. The Exploratory work is of a continuous nature and, as such, it is difficult to give the estimates of expenditure. ONGC has not abandoned any area where exploration for oil was conducted during 1977.

Production Performance and Capacity Utilization of Fertiliser Plants in Public Sector

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

(a) the production performance and capacity utilization in each of the public sector fertilizer plants in the current year and how do they compare with similar period of the previous year;

(b) whether a plant-wise study has been carried out to find reasons for production falling much below the rated capacities of each plant; and

(c) whether responsibility has been fixed for the lower production and the action taken thereafter?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI JANESHWAR MISHRA):

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

(b) and (c). It would be seen from the statement in reply to part (a) that while the capacity utilisation in respect of nitrogen during the current year is less than that during the previous year, the capacity utilisation in respect of phosphate has substantially improved. The main factors affecting the production and capacity utilisation of the public sector nitrogenous fertilizer units are old and ageing equipments as at Sindri and Udyogamandal; inadequate availability of the feedstock at Rourkela; obsolescence of

technology and difficult feedstock at Neyveli; power cuts and unstable power supply at Nangal, Durgapur and Gorakhpur, technological constraints at Cochin and Durgapur and non-stabilisation in operation of the newly commissioned Barauni and Namrup Expansion projects. Besides, the labour troubles at Durgapur and Neyveli have also affected production. Measures such as changeover of feedstock at Rourkela and Neyveli, reduction in dependence of Nangal unit on electricity with the setting up of Nangal Expansion scheme based on fuel oil, modifications and plant improvement programme in Cochin and Durgapur plants, provision of captive power facilities at Trombay, Durgapur and Gorakhpur to overcome the instability in power, etc., have been taken to remove the constraints on production. Sindri ammonium sulphate plant, which is presently dependent on coke-oven gas, would be able to do better when it is in a position to obtain ammonia from Sindri Modernisation Project and better quality gypsum from Sindri Rationalisation Project.

Statement

Unit	Production (000 Tonnes)		Capacity utilisation (%)	
	April 77— Jan. 78	April 76— Jan. 77	April 77— Jan. 78	April 76— Jan. 77
1	2	3	4	5
(A) NITROGEN				
1. Sindri	9.2	18.4	22.9	40.3
2. Nangal	49.7	66.7	76.5	101.2
3. Trombay	70.4	74.7	119.1	123.1
4. Gorakhpur	68.3	76.0	62.4	84.5
5. Namrup	37.2	37.4	100.0	103.2
6. Namrup Exp.	47.5	38.5	39.6	67.9
7. Durgapur	59.0	33.1	40.2	26.0
8. Barauni	37.8	16.0	42.6	62.1

	1	2	3	4	5
PCI (1-8)	.	368.6*	360.8	56.1	70.2
9. Udyogamandal	.	41.8	35.5	61.2	52.0
10. Cochin-I	.	57.9	57.8	45	46.3
11. Cochin-II	.	15.0	..	89	..
12. Rourkela	.	60.9	67.2	60.9	67.4
13. Neyveli	.	32.6	34.0	56.2	58.6
14. Madras	.	110.2	104.3	76.2	76.5
15. By Products	.	18.2	16.3	109.0	92.8
Total	.	706.1*	675.9	59.2	66.4
(B) PHOSPHATE					
Udyogamandal	.	3.8	3.2	65.5	49.7
Others	.	10.5	7.6	40.7	30.2
(II) COMPLEX UNITS					
Trombay	.	31.3	37.3	104.3	123.7
Udyogamandal	.	19.3	15.7	62.7	51.9
Cochin-II	.	24.9	..	52.4	..
Madras	.	78.5	42.9	84.1	58.9
Total	.	169.3	106.7	72.6	64.5

Notes :—1. Industrial nitrogen included for the purpose of capacity utilisation.

2. * Trial run production of 1.6 thousand tonnes of Nangal Expansion produced during January, 1978 w.e.f. 12-1-78 is included.

Total capacity utilisation is worked out against the total effective capacity i.e. 50% of available capacity of new plants i.e. Cochin II and Tuticorin plant.

Reorganisation of Fertilizer Corporation of India

110. SHRI S. R. DAMANI:

SHRI RAJ KESHAR SINGH:

SHRI RAMANAND TIWARY:

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

(a) whether the reorganization of the Fertilizer Corporation of India has been completed and what are the changes envisaged;

(b) whether an advance study has been made about the benefits likely to arise by the changes and, if so, the

Name of the Company

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

details thereof;

(c) whether the distribution work of fertilizers will be handled by the four companies separately or a separate agency will be created for the same; and

(d) if so, when will they be implemented?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI JANESHWAR MISHRA):

(a) Government have decided to reorganise the Fertilizer Corporation of India and the National Fertilizers Limited into 5 companies as detailed below:

Units/Divisions

1. Sindri (including Sindri Modernisation and Sindri Rationalisation), Gorakhpur, Talcher, Ramagundam and Korba.
2. Nangal, Bhatinda and Panipat.
3. Namrup, Haldia, Barauni and Durgapur.
4. All units of Trombay and the gas based plants in the south of Bombay.
5. P&D Division of the ICI.

'Steps are in hand to implement the above reorganisation with effect from 1st April, 1978.

(b) The reorganisation of FCI and NFL is expected to bring about greater efficiency, better capacity utilisation and speedier project implementation in the public sector fertilizer industry.

(c) and (d). Each of the 4 fertilizer producing companies will have a marketing division attached to it which will distribute fertilizers and industrial products produced by the respective company. There is no proposal to create a separate agency for this purpose.

Sale of share held by Swadeshi Cotton Mills in Swadeshi Polytex

111. SHRI K. A. RAJAN:

SHRIMATI PARVATHI
KRISHNAN:

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

(a) whether the U.P. State Government have decided to sell the shares held by Swadeshi Cotton Mills Company Ltd. of Kanpur in Swadeshi Polytex Ltd. for realisation of Government dues;

(b) whether the Thapar Group has offered to purchase the whole shares; and

(c) what are the details and the Union Government's reaction to selling all shares to a monopolist?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI SHANTI BHUSHAN): (a) From the available information, it appears that the Collector, Kanpur who had seized 10 lakh equity shares of Swadeshi Polytex Ltd. held by Swadeshi Cotton Mills Co. Ltd. for realisation of

electricity dues has accepted the offer of Ballarpur Industries Ltd., a company belonging to the Thapar Group of companies, for a sum of Rs. 5 crores subject to the clearances being obtained by it under the Companies Act and the MRTP Act.

(b) and (c). Acquisition of the above shares would require the approval of the Central Government under Section 108A and Section 372(4) of the Companies Act. No proposal from Ballarpur Industries Ltd. for acquisition of the above mentioned shares has been received by Government so far. If and when any proposal is received, it will be decided on merits.

Directive to Glaxo Laboratories on Sale Price of Products

112. SHRI K. A. RAJAN:

SHRI PRASANNBHAI
MEHTA:

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

(a) whether the Glaxo Laboratories (India) Ltd. have been directed to indicate specifically in their future price list that their products could be sold at prices lower than the prices circulated by the company; and

(b) if so, the details and reasons therefor?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI SHANTI BHUSHAN): (a) and (b). Yes, Sir. On a complaint filed by the Registrar of Restrictive Trade Agreements with the Monopolies and Restrictive Trade Practices Commission, the Commission *inter-alia* directed that the company's trade agreements with the stockists should indicate that in any price list which the company issues, it would be made clear that the prices set out in the list were the maximum prices and it would be open

to the stockists to sell the products on prices lower than those prices. This is because any stipulation in agreements between such manufacturing companies and their stockists that the prices to be charged on re-sale shall be the prices stipulated by the seller constitutes a restrictive trade practice under the M.R.T.P. Act 1969 unless it is clearly stated that the prices lower than those prices may be charged.

Scrapping of Brand Names for Drugs

113. SHRI K. A. RAJAN:

SHRI S. G. MURUGAIYAN:

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

(a) whether any measures have been taken for the implementation of the Hathi Committee recommendation for scrapping of brand names for drugs;

(b) if so, the details thereof; and

(c) if the answer to part (a) be in negative, what is Government's decision on this recommendation?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI JANESHWAR MISHRA): (a) to (c). The Recommendations of the Committee on the abolition of brand names for drugs are under consideration of the Government and a final decision is likely to be taken shortly.

Facilities to Utilize the Full Potential of Bombay High

114. SHRI K. A. RAJAN: Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the facilities to utilize the full potential of Bombay High are not created;

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

(c) whether Government are considering a proposal to cut the Bombay High output due to this reason; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI JANESHWAR MISHRA):

(a) to (d). The development of Bombay High has been conceptualized in five phases. The target fixed for Phase-I & II of Bombay High (that is a daily rate of production of 80,000 barrels per day) has already been achieved. Phase III-A which includes the laying of the submarine trunk pipelines for the transport of oil and gas from Bombay High field and North Bassein field to Uran as well as laying of the transfer lines from Uran to Trombay is likely to be completed by May 1978. Phase III-B which includes additional well platforms, a process platform, crude stabilisation tanks, gas fractionation plant, etc. is likely to be completed by March 1980. On completion of Phase-III, the likely production from Bombay High is expected to be at the rate of 6 million tonnes per annum. Investment decision on Phase IV and V has not yet been taken.

वस्तुओं की चोरी के मामलों में रेल कर्मचारियों का हाथ होना

115. श्री हरगोविन्द वर्मा : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि रेलवे की वस्तुओं की चोरी के मामलों में रेल कर्मचारियों का हाथ है ; और

(ख) यदि हां, तो वर्ष 1977 में चोरी के ऐसे मामलों में कितने कर्मचारी गिरफ्तार किये गये और उनके विरुद्ध क्या कार्यवाही की गई ?

रेल मंत्रालय में राज्य मंत्री (श्री शिव नारायण) : (क) और (ख). सूचना इकट्ठी की जा रही है और सभा पटल पर रख दी जायेगी।

Double-Decker Coaches in various Railway Zones

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

(a) what are the routes on which the double-decker coaches are running at present in the various Railway Zones; and

(b) the proposals to introduce more double-deckers during the next financial years?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) and (b). One prototype double-decker coach has already been manufactured. 12 more double-decker coaches are being manufactured during the current year. These will be utilized on Bombay-Pune section. It is also proposed to manufacture 24 double-decker coaches next year for utilizing in other suitable areas.

Suggestions for setting up of a Judicial Appointments Commission

117. SHRI M. RAM GOPAL REDDY: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether the leading members of Bombay Bar have urged for setting up of a Judicial Appointments Commission; and

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

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

(b) It is proposed to refer the suggestion to the Law Commission.

Implementation of Wage structure in Nationalised Units of Pharmaceutical Sector

118. SHRI R. K. MHALGI: Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether Government have implemented the assurances given to the employees of the recently nationalised units in pharmaceutical sector regarding their wage structure and participation in the industry;

(b) if so, the names of the units where they have been implemented; and

(c) if not, the reasons thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI JANESHWAR MISHRA): (a) No, Sir.

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

Proposal for Gas based Fertilizer Plants

119. SHRI R. K. MHALGI: Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether there is any proposal to approve gas based fertiliser plants in the country:

(b) whether any such request has come from Maharashtra or any other States; and

(c) whether Government have approved any such plants recently?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI JANESHWAR MISHRA):

(a) to (c). Yes, Sir. It is proposed to take up for implementation in Maharashtra two large sized nitrogenous fertilizer plants based on associated gas from the Bombay High structure and one plant at Namrup in Assam based on gas from the OIL and ONGC oil fields in Assam. There is also a proposal for setting up a large sized nitrogenous fertilizer plant in Gujarat.

Particulars of new petro-chemical Complex

120. SHRI K. MAYATHEVAR:

SHRI R. MOHANRANGAM:

SHRI S. D. SOMASUNDARAM:

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

(a) particulars of the new petro-chemical complexes being planned indicating proposed location, value and quantity of output envisaged and time span of completion;

(b) particulars of offer made, if any, by American, West German and British businessmen to move in and put up some of the projects; and

(c) the terms and conditions under which such foreign investments are proposed to be permitted?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI JANESHWAR MISHRA): (a) The matter is under consideration. Certain preliminary

studies have been carried out and plans for further development of Petrochemical Industry will be finalised as soon as possible.

(b) and (c). No specific proposal in this regard is under consideration of the Government.

Railway Accidents

121. SHRI K. MAYATHEVAR:

SHRI R. KOLANTHAIVELU:

SHRI C. K. CHANDRAPPAN:

SHRI VASANT SATHE:

Will the Minister of RAILWAYS be pleased to state:

(a) the reasons for the alarming spate of accidents that occurred in the Railways during 1977;

(b) the percentage of accidents that could be attributable to failure of personnel and the action taken against the delinquent personnel; and

(c) the concrete steps proposed to streamline the efficient operation of Railways so as to prevent further accidents?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) The increase in the number of train accidents in the categories of collisions, derailments, accidents at level crossings and fires in trains, has not been alarming during 1977 as would be evident from the following statistics for the last four years:—

Calendar year	No. of train accidents
1977	837
1976	789
1975	1007
1974	882

(b) Out of 837 train accidents in 1977, 448 or about 53.4 per cent were attributable to failure of railway staff

328 of the defaulting staff have already been punished as follows:—

(i) Dismissal/Removal	20
(ii) Compulsory retirement	1
(iii) Temporary employees discharged	4
(iv) Reversion to lower grade or in same grade or debarred from promotion	33
(v) Withholding of increments for varying periods	216
(vi) Stoppage of passes and P.T.Os.	18
(vii) Censured/Warned	36

(c) Since failure of railway staff is the largest single factor responsible for accidents, Safety Organisations on the railways have been engaged in relentless campaign to create greater safety consciousness amongst the staff connected with the running of trains and to ensure that staff do not violate rules or indulge in short-cut methods. 10,000 additional posts of operational categories connected with running of trains and 2,700 additional posts of running and ancillary staff have been sanctioned to implement Miabhoy Tribunal Award and the 10 hours duty rule.

In order to reduce dependence on the human element, various sophisticated aids like ultrasonic flaw detectors for wheels, axles and rails, track circuiting automatic warning system etc. are being introduced progressively.

It has been decided recently to track circuit run through lines at 50 stations by 31-3-1978 and at the remaining 430 stations on the trunk routes by 1987. In addition, track circuiting from fouling mark to Advanced Starter at 25 vulnerable stations will be completed by 31-3-1978 and at another 75 such stations within the next one and a half years.

Submarine Pipeline from Bombay High to Bombay City

122. SHRI D. D. DESAI: Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to refer to reply given to Unstarred Question 245 on 15th November, 1977 regarding submarine oil Pipeline from Bombay High to Coast and state:

(a) what were the techno-economic considerations on which the decision to lay the submarine pipeline for oil from Bombay High to Bombay city was taken;

(b) the impact of locating this oil terminal at Trombay; and

(c) what would be the alternative cost of locating oil terminal from Bombay High at various other sites including Diu and Tarapur?

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

Fertilizer Plant at Rewas

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

(a) whether the project to put up a fertilizer plant at Rewas near Bombay using Bombay High gas has been abandoned or modified;

(b) whether Government are aware of considerable public feeling in Bombay against the project; and

(c) if so, what steps Government would take to shift the project site to a more congenial one?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI JANESHWAR MISHRA): (a) to (c). The Fertilizer Corporation of India Ltd. had formulated a project to set up two large sized fertilizer plants using associated gas from Bombay High choosing Rewas (Mandwa) as the location. This location had been selected in consultation with the Maharashtra State Government authorities. While action was in progress for obtaining approvals for this project, representations had been received against locating the project at Rewas mainly fearing adverse pollution effect on Bombay city and New Bombay area. Government have decided to seek the opinion and clearance of the National Committee on Environmental Planning and Coordination for locating the project at Mandwa. Investigations are also simultaneously being made to find possible alternative locations for the project and examine the relative cost implications with a view to selecting the appropriate location.

सलारीपुरा में पाइराइट से उर्वरकों का उत्पादन

124. श्री जगदीश प्रसाद माथुर : क्या पेट्रोलियम तथा रसायन और उर्वरक मंत्री यह बताने की कृपा करेंगे कि :

(क) सलारीपुरा में पाइराइट के खनन का कार्य किस स्थिति में है और वहां उपलब्ध कच्चे माल की क्या संभावना है ; और

(ख) पाइराइट की सहायता से उर्वरकों के उत्पादन के लिए वहां स्थापित की जाने वाली प्रस्तावित मार्गदर्शी परियोजना की रूपरेखा क्या है और इस बारे में अब तक क्या प्रगति हुई है ?

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

(क) और (ख). सलारीपुरा पाइराइट भंडारों में 120 मिलियन टन पाइराइट अयस्क का अनुमान है जो 20% सल्फर ग्रैंड वाले है, जिनमें से 25% सल्फर ग्रैंड वाले 24 मि० टन के भंडार स्वीकृत अंणी के हैं। पाइराइट्स फास्फोरस एंड केमिकल्स लि० अभी अन्वेषी कार्यकलापों में लगी हुई है। जबकि फास्फोरिक उर्वरकों के लिए अतिरिक्त क्षमता की स्थापना का विचार करते हुए, सलारीपुरा पाइराइट्स को प्रयोग में लाने की संभावना पर अन्य तकनीकी—आर्थिक विचारों के साथ उपयुक्त विचार किया जायेगा।

सीकर से दिल्ली तक एक सीधी रेलगाड़ी के लिए मांग

125. श्री जगदीश प्रसाद माथुर : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या संसद सदस्यों और आम जनता ने सीकर से दिल्ली तक सीधी रेलगाड़ी चालू करने या इस मार्ग पर चल रहे वर्तमान दो डिब्बों के स्थान पर और डिब्बे जोड़ने के लिए बार बार मांग की है, जिससे लोगों को राहत मिल सके ;

(ख) क्या गत कुछ वर्षों के दौरान सीकर और लोहार के बीच स्थित स्टेशनों से दिल्ली बंगाल, आसाम और बिहार जान वाले यात्रियों की संख्या में बहुत अधिक वृद्धि हो गई है ; और

(ग) इस मार्ग पर सीधी रेलगाड़ी चालू करने का या कम से कम दो और डिब्बों को जोड़ने के लिए सरकार द्वारा क्या कार्यवाही करने का प्रस्ताव है ?

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

(ख) जनवरी से दिसम्बर, 1977 तक की अवधि में सीकर-लोहार के बीच के स्टेशनों से (लोहार को छोड़कर) लोहार-दिल्ली के बीच के स्टेशनों तक और उससे प्रागे के स्टेशनों के लिए यात्रियों को दैनिक औसत संख्या 281 थी।

(ग) सीकर और दिल्ली के बीच इस समय दो सीधे सवारी डिब्बे चल रहे हैं। मेल लेने वाली गाड़ियों में गुंजाइश न होने के कारण सीधे यात्री डिब्बों की संख्या में वृद्धि करना व्यावहारिक नहीं है। मार्गवर्ती खण्डों पर अतिरिक्त लाइन क्षमता और दिल्ली में आवश्यक टर्मिनल सुविधाओं की कमी के कारण एक सीधी गाड़ी चलाना भी व्यावहारिक नहीं है।

Production of oil at Bombay High

126. SHRI DURGA CHAND: Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state:

(a) the quantity of oil produced per day at the Bombay High;

(b) the saving in foreign exchange on account of reduction of import of petroleum as a result of this production;

(c) the future programme for the production of oil in Bombay High;

(d) whether Government propose to undertake similar operations in other parts of the country; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI JANESHWAR MISHRA): (a) The present rate of production from Bombay High is around 80,000 barrels per day.

(b) At the present rate of production of Bombay High, the saving in foreign exchange on account of reduction of imports of crude oil would

be of the order of about Rupees one crore per day on the basis of the current international prices of crude oil.

(c) It is proposed to attain a production potential of 10 million tonnes per annum from Bombay High and associated structures by 1981-82.

(d) and (e). Exploratory drilling is undertaken based on geological considerations. During 1978, it is proposed to undertake exploratory drilling in Kerala and Andaman offshore areas. Further decisions would depend on the results of exploratory drilling.

Nangal-Talwara Railway Line

127. SHRI DURGA CHAND: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have undertaken Nangal-Talwara Railway line project;

(b) if so, the details thereof;

(c) the amount of funds allocated for the project; and

(d) when the project would be undertaken and completed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) to (d). Traffic Survey for the project was carried out in 1973. The Final Location (Engineering) Survey has also since been completed and according to it, the line is estimated to cost Rs. 22.47 crores. The question of taking up the construction of the line would depend upon the availability of resources.

डीजल की कमी

128. श्री राजेन्द्र कुमार शर्मा : क्या पेट्रोसियम तथा रसायन और उर्वरक मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि गत तीन या चार वर्षों से देश में डीजल की बहुत कमी है;

(ख) क्या इससे कृषि और औद्योगिक क्षेत्रों पर गम्भीर रूप से प्रतिकूल प्रभाव पड़ा है;

(ग) क्या मुरादाबाद डिजीजन में डीजल के कुछ भण्डारण डिपो का निर्माण करने का प्रस्ताव है; और

(घ) सरकार का यह कमी किस प्रकार पूरी करने का विचार है ?

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

(क) और (ख). देश में तेल कम्पनियों को डीजल तेल की बेहद कमी का सामना नहीं करना पड़ा था और आमतौर पर देश में इस मद् की सारी मांग को पूरा कर दिया गया था। तथापि इस उत्पाद को उपलब्ध करने में अस्थायी दिक्कतें आई हैं और इस मांग को पूर्णरूपेण पूरा करने के लिए इन अवसरों पर इस मद् की तत्काल सप्लाई की गई थी।

(ग) मुरादाबाद में डीजल की सप्लाई/भण्डारण सम्बन्धी प्रबन्ध पहले से विद्यमान हैं। वहां पर दोनों टैंकियों और टैंक-गाड़ियों को भेजने की व्यवस्था सम्बन्धी सुविधाओं का विस्तार किया जा रहा है।

(घ) इस बात को सुनिश्चित करने के लिए सावधानी बरती जाती है कि देश में कुल मिला कर डीजल तेल पर्याप्त मात्रा में उपलब्ध हों। इसके अतिरिक्त मांग के अनुसार इन उत्पादों को खपत वाले स्थानों पर पूरी तरह से उपलब्ध कराने के लिए सभी सम्भव प्रयास किये जाते हैं।

सभी रेलगाड़ियों में शायिकायानों की व्यवस्था

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

(क) क्या उन्होंने सभी रेलगाड़ियों में शायिकायानों की व्यवस्था करने का आश्वासन दिया था;

(ख) यदि हां, तो क्या इस आश्वासन को कार्य रूप देने के लिए उनके मंत्रालय ने कोई योजना बनाई है; और

(ग) उसका ब्यौरा क्या है ?

रेल मंत्रालय में राज्य मंत्री (श्री शिव नारायण) : (क) से (ग). यात्री ले जाने वाली उन सभी गाड़ियों में, जिनमें रात को यात्रा करनी पड़ती है, औचित्य के आधार पर दूसरे दर्जे के शयन-यानों की व्यवस्था की गयी है। लेकिन, इन लम्बी दूरी की तीव्रगामी गाड़ियों में गद्दीदार शायिकाओं वाले 3-टियर शयन-यानों की, योजना-बद्ध आधार पर, व्यवस्था करने का प्रस्ताव है। बम्बई और हावड़ा के बीच चलने वाली गीतांजलि एक्सप्रेस में इस सुविधा की व्यवस्था पहले ही की जा चुकी है।

आयल इंडिया लिमिटेड द्वारा महानदी डेल्टा में तेल की खोज

130. श्री राजेन्द्र कुमार शर्मा : क्या पेट्रोलियम तथा रसायन और उर्वरक मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार ने महानदी डेल्टा क्षेत्र में तेल की खोज करने के लिए आयल इंडिया लिमिटेड को स्वीकृति दे दी है; और

(ख) यदि हां, तो वहां यह कार्य कब आरम्भ होगा तथा प्रथम चरण में कितना तेल मिलने की सम्भावना है ?

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

(क) और (ख). आयल इंडिया लि० ने महानदी डेल्टा के 6800 वर्ग किलो मीटर तटीय तथा 12,000 वर्ग किलो मीटर अपतटीय क्षेत्र के अन्वेषण के लिए एक योजना तैयार की है। पेट्रोलियम अन्वेषण लाइसेंस प्रदान किये जाने के उपरांत, अन्वेषण कार्य

आरम्भ किया जायेगा। खुदाई कार्य आरम्भ होने के बाद ही इस क्षेत्र में तेल की उपलब्धता का पता चलेगा।

मध्य प्रदेश में राँक फास्फेट की उपलब्धता

131. डा० लक्ष्मीनारायण पांडेय : क्या पेट्रोलियम तथा रसायन और उर्वरक मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि मध्य प्रदेश में झाबुआ जिले में राँक फास्फेट प्रचुर मात्रा में उपलब्ध है;

(ख) क्या मध्य प्रदेश सरकार ने केन्द्रीय सरकार से वहां राँक फास्फेट पर आधारित उर्वरक संयंत्र स्थापित करने का अनुरोध किया है; और

(ग) यदि हां, तो उस पर सरकार की क्या प्रतिक्रिया है?

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

(क) मध्य प्रदेश के झाबुआ जिले में लघु राँक फास्फेट भंडार हैं।

(ख) और (ग). मैसर्स एम० पी० एग्रो मोरारजी फर्टिलाइजर्स लि० से, झाबुआ से राँक फास्फेट का प्रयोग करने के लिए 93,000 टन प्रति वर्ष मोनो अमोनियम फास्फेट (एम०ए०पी०) के निर्माण के लिए मेघानगर, जिला झाबुआ, मध्य प्रदेश में संयुक्त क्षेत्र में एक नया औद्योगिक उपक्रम स्थापित करने के लिए औद्योगिक लाइसेंस हेतु आवेदन पत्र प्राप्त हुआ है। इस प्रस्ताव पर शीघ्र निर्णय लिया जायेगा।

पंचायतों और नगर निगमों के चुनावों के लिये मतदान आयु का कम किया जाना

132. डा० लक्ष्मीनारायण पांडेय : क्या विधि, न्याय और कम्पनी कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या अनेक राज्य सरकारों ने पंचायतों, नगर पालिकाओं तथा नगर निगमों के चुनावों के लिये मतदान आयु 21 वर्ष से कम करके 18 वर्ष की है;

(ख) यदि हां, तो उन राज्यों के नाम क्या हैं; और

(ग) केन्द्रीय सरकार द्वारा मतदान आयु 21 वर्ष से कम करके 18 वर्ष करने के लिये क्या कार्यवाही की जा रही है; और

(घ) इसके विकल्प के रूप में उसके प्रति केन्द्रीय सरकार की क्या प्रतिक्रिया है?

विधि, न्याय और कम्पनी कार्य मंत्री (श्री शान्ति भूषण) : (क) और (ख). जहां तक सरकार को जानकारी है, मध्य प्रदेश सरकार ने पंचायतों के निर्वाचनों में मतदान की आयु 21 वर्ष से कम करके 18 वर्ष कर दी है। समाचारपत्रों में छपी खबरों के अनुसार बिहार और हिमाचल प्रदेश की सरकारों ने भी पंचायतों के निर्वाचनों में मतदान की आयु 21 वर्ष से कम करके 18 वर्ष करने का विनिश्चय कर लिया है।

(ग) संसद तथा राज्य विधान मंडलों के निर्वाचनों के बारे में मतदान आयु को 21 वर्ष से कम करके 18 वर्ष करने का प्रस्ताव सरकार के विचाराधीन है।

(घ) प्रश्न ही नहीं उठता।

मुख्य अभियंता, विद्युतीकरण इलाहाबाद के अधीन कर्मचारी

133. श्री दया राम शास्त्री : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) मुख्य अभियंता विद्युतीकरण, इलाहाबाद के अधीन, श्रेणीवार, कितने कर्मचारी कार्य कर रहे थे और रेलवे बोर्ड के पत्र संख्या 72/आर०ई०/161/31 दिनांक 7 जून, 1977 में दिये गये आदेशों के अनुसार

कार्य को बंद करने के परिणाम-स्वरूप कितने कर्मचारियों को नौकरी से बर्खास्त किया गया था; और

(ख) विद्युतीकरण विभाग के बंद किये जाने के परिणामस्वरूप बेरोजगार हुए कर्मचारियों को अन्यत्र खपाने के लिये सरकार द्वारा क्या कार्यवाही की जा रही है?

रेल मंत्रालय में राज्य मंत्री (श्री शिव नारायण) : (क) 1-6-77 को इलाहाबाद मंडल में मुख्य इंजीनियर विजली के अधीन तृतीय और चतुर्थ श्रेणी के 277 नियमित कर्मचारी और 901 नैमित्तिक श्रमिक काम कर रहे थे। 314 नैमित्तिक श्रमिकों की सेवाएं समाप्त कर दी गयी थीं।

(ख) नैमित्तिक श्रमिकों की छानबीन की गयी है और मंडलों पर रिक्तियां होने पर उन्हें समाहित किया जा रहा है।

पूर्वोत्तर रेलवे, गोरखपुर में प्रथम श्रेणी के अधिकारी

134. श्री बया राम शास्त्र : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या पूर्वोत्तर रेलवे, गोरखपुर और इसके डिब्बेजनों में परिवहन, वाणिज्य कार्मिक, लेखा, दूर-संचार तथा सिविल इंजीनियरिंग विभागों में प्रथम श्रेणी के और डिप्टी रैंक के ऊपर के बहुत से अधिकारी गत दस से बीस वर्षों में एक ही स्थान पर कार्य कर रहे हैं; और

(ख) प्रत्येक अधिकारी का नाम, पद और अवधि क्या है जिसके लिए वे एक ही स्थान पर रुके हुए हैं और उनके वर्तमान स्थानों से उनका स्थानान्तरण करने के लिये सरकार द्वारा क्या कार्यवाही की जा रही है?

रेल मंत्रालय में राज्य मंत्री (श्री शिव नारायण) : (क) और (ख). सम्बद्ध सूचना इस प्रकार है :—

- (1) श्री अजीत रोशा, अपर मुख्य परिचालन अधीक्षक, 1966 से।
- (2) श्री आर० सी जोशी, अपर मुख्य परिचालन अधीक्षक, 1964 से।
- (3) श्री जी० पी० श्रीवास्तव, अपर मुख्य वाणिज्य अधीक्षक, 1963 से।
- (4) श्री पी० एस० दत्त, अपर मुख्य इंजीनियर (रेल-पथ), 1964 से।
- (5) श्री के० एम० मल, मुख्य पुल इंजीनियर, 1962 से।

एक स्थान पर तैनात रहने की कोई निश्चित अवधि नहीं है और प्रशासनिक अपेक्षाओं को ध्यान में रखते हुए जब कभी आवश्यक होता है, स्थानान्तरण कर दिया जाता है।

Railway Link between Agartala and Assam

135. SHRI SIVAJI PATNAIK:

SHRI SAMAR MUKHERJEE:

SHRI DINEN BHATTACHARYA:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the industry and people of Tripura had been demanding railway link between Agartala and Assam for increasing the development of industry in the State;

(b) whether Government have undertaken any survey for railway lines in this region;

(c) if so, the details thereof; and

(d) if not, when such survey will be undertaken?

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

(c) A preliminary engineering-cum-traffic survey was carried out for 196

Kms. long metre gauge line from Dharmnagar to Agartala in 1969-70. The examination of the survey report revealed that the line was estimated to cost Rs. 45.00 crores (at 1969 price level) and was expected to give a negative return[(-)1.52 per cent] in the 6th year of opening. An appraisal was also made separately for the first phase of this line from Dharmnagar to Kumarghat (33.5 Kms.). This portion of the line is estimated to cost Rs. 8.5 crores and to give a return of 1.48 per cent in the 6th year.

(d) Does not arise.

Bhavnagar-Tarapur Railway Line

136. PROF. P. G. MAVALANKAR
Will the Minister of RAILWAYS
be pleased to state:

(a) whether there has been any material and concrete progress in the direction of the construction of the new Bhavnagar-Tarapur railway line in Gujarat;

(b) if so, full details thereof; and

(c) if not, the reasons for the standstill situation in this regard, and whether Government propose to take early and effective steps in the matter of construction of this said new line?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) to (c). A survey for a broad gauge railway line linking Bhavnagar with Tarapur has been completed. The proposed line will be 149.82 Kms. long and is estimated to cost approximately Rs. 33.65 crores. The construction of the line is being considered for inclusion in the Rolling Plan of the Indian Railways which is under preparation at present.

Petro-Chemical Complex at Baroda

137. PROF. P. G. MAVALANKAR:
Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether it is a fact that the Petro-chemicals complex in its entirety is expected very shortly to start functioning in full swing at Baroda in Gujarat;

(b) if so, full details thereof;

(c) the entire initial cost of the construction of the said complex; and

(d) the broad details of the articles and commodities expected to be produced annually at the said complex?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI JANESHWAR MISHRA): (a) and (b). M/s Indian Petrochemicals Corporation Ltd. were originally entrusted with the implementation of a petrochemical complex at Baroda consisting of:

(i) Aromatics Project comprising a Xylenes Complex and a DMT unit.

(ii) Olefins Project comprising a Naphtha Cracker, a Pyrolysis Gasoline hydrogenation unit, a Benzene extraction unit and a Butadiene extraction unit.

(iii) Downstream Units of the Olefins Project, namely:

1. Low Density Polyethylene
2. Polypropylene
3. Ethylene Glycol
4. Polybutadiene Rubber
5. Acrylonitrile
6. Acrylic Fibre
7. Detergent Alkylate

The different units in the Aromatics Project went into production in 1973-74.

The Olefins project and its downstream units are expected to be commissioned in a phased manner between March and July 1978.

Recently, in December 1977, investment approvals have been issued for the following new projects:

- (i) A plant for the manufacture of PVC
- (ii) A Plant for the manufacture of Acrylates
- (iii) Expansion of the capacity of existing DMT unit from 24,000 tonnes/annum to 30,000 tonnes/annum.

Implementation of these projects is expected to be taken in hand shortly.

(c) The approved cost estimates for the aromatics project, the olefins project and the downstream units amount to Rs. 374.87 crores. The investment sanctioned for the new projects namely, PVC plant, Acrylates plant and expansion of DMT unit, amounts to Rs. 62.62 crores.

(d) The production capacity of the various units of IPCL's Petrochemical Complex is as under:

Project	Product	Capacity (Tonnes/Annum)
1. Aromatics	DMT	30,000 (after expansion)
	Paraxylene	17,000
	Orthoxylene/Mixed Xylene	23,500
2. Olefins	Ethylene (Polymer Grade)	1,30,000
	Propylene (Polymer Grade)	35,000
	Propylene (Chemical Grade)	43,800
	Butadiene	22,000
	Benzene	23,600
	Light Pyrolysis Gasoline	29,300
	Heavy Pyrolysis Gasoline	34,600
	Raffinate	8,200
	Carbon Black Feedstock	17,900
3. Low Density Polyethylene	Low Density Polyethylene	80,000
4. Polypropylene	Polypropylene Resins	30,000
	Atactic Polymer	3,000
5. Acrylonitrile	Acrylonitrile	24,000
	Hydrocyanic Acid	3,600
	Acetonitrile	900
6. Acrylic Fibre	Acrylic Fibre	12,000
7. Polybutadiene Rubber	Polybutadiene Synthetic Rubber	20,000
8. Detergent Alkylate	Linear Alkyl Benlecne	30,000
	Polyalkyl Benzene	2,500
	Heavy N-Paraffine	25,000

Project	Product	Capacity (Tonnes/Annum)
9. Ethylene Glycol	Ethylene Glycol	20,000
	Polyethylene Glycol	2,400
	Purified Ethylene Oxide	5,000
10. PVC	PVC	55,000
11. Acrylates	Acrylates	10,000

Conversion of Viramgam Okha and Porbunder Metregauge Section

138. DR. VASANT KUMAR PANDIT: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have under consideration proposal of converting Viramgam, Okha and Porbunder metregauge section into broadgauge, and if so, the total cost of such conversion;

(b) what amount was sanctioned in the previous Budgets for these proposals and how much amount was spent

on the project during the last three years;

(c) when would the entire section be converted into broadgauge in view of the industrial development and defence strategy; and

(d) is it a fact that the Gujarat Industrial Development Corporation has been constantly urging upon Government to complete the project early?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) Yes. The latest estimated cost of the project is about Rs. 60 crores.

(In crores of Rs.)

	1974-75	1975-76	1976-77	1977-78
(b) Provision included in the Railway Budget.	4.93	4.00	5.76	5.5
Amount spent	3.08	3.48	3.50	Figures will be known at the close of the financial year.

(c) No target date can be given as it would depend upon the availability of funds for the project from year to year.

(d) No representation appears to have been received by the Railway Ministry from the Gujarat Industrial Development Corporation in this regard.

Reduction of Profit margin of Drug Companies

139. DR. VASANT KUMAR PANDIT: Will the Minister of PETRO-

LEUM AND CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether it is a fact that Hathi Committee has recommended substantial reduction in the profit margin of the drug companies in general and suggested dilution of foreign capital of multinational companies; and

(b) have Government thoroughly examined various aspects involved in the above matters and what action has

been proposed by the sub-committee appointed under the Chairmanship of the Defence Minister?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI JANESHWAR MISHRA): (a) and (b). The salient features of the recommendations of the Hathi Committee on Drugs and Pharmaceuticals Industry on profit margins vis-a-vis present prices are as follows:—

(i) At present a post tax return of 15 per cent on capital employed is allowed on the bulk drugs manufactured in the country. The Hathi Committee have recommended a post tax return, depending on the importance and complexity of drugs, of between 12 per cent to 14 per cent on equity, that is, paid up capital plus reserves as the basis for price fixation of bulk drugs. This suggestion of the Hathi Committee could result in improved/reduced profit margins on certain drugs.

(ii) At present, the Mark Up in respect of formulations ranges from negative to more than 150 per cent of the ex-factory price of the formulations. The Hathi Committee have recommended ceiling on profit of between 8 per cent to 13 per cent on sales turnover of formulations. If the recommendation of the Committee is accepted, it would result in increases in prices of certain essential drug formulations and decrease in respect of certain other formulations.

The Hathi Committee have recommended by a majority view that foreign undertakings operating in this country should be directed to bring down their foreign equity to 40 per cent forthwith and further reduce it progressively to 26 per cent.

All the recommendations of the Hathi Committee, including the above, are in an advance stage of consideration and final decisions are expected to be taken shortly.

Production of Alcohol and Molasses

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

(a) the total production of alcohol and molasses during 1977 and what are the estimates for the year 1978;

(b) whether the Central Molasses Board has given some suggestion for proper allocation of these two items on State-wise basis; and

(c) what scheme the Government have evolved to meet the industrial requirements of alcohol and molasses required by various States?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI JANESHWAR MISHRA): (a) The production of alcohol and molasses during the alcohol years 1976-77 and 1977-78 (December to November) is as under:

	Alcohol (in Million Litres)	Molasses (in lakh tonnes)
1976-77	445.23	22.15
1977-78 (Estimated)	489.45	25.03

(b) and d(c). As per recommendations of the Central Molasses Board, alcohol and molasses have been allocated from the surplus States to the deficit States so that the industrial requirements in the deficit States are met in full. Government have taken several steps to augment the production of alcohol and molasses so that industrial requirements of all the States are met in full. These include provision of adequate storage facilities for molasses, utilisation of khandasari molasses for distillation and control on prices of both alcohol and molasses.

Konkan Railway

141. DR. VASANT KUMAR
PANDIT:
SHRI R. K. MHALGI:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have completed the survey-work on the proposed Konkan Railway-Bombay-Mangalore;

(b) the total cost of the project;

(c) have Government made any plan for the next three years for this section, if so, what are the details; and

(d) have Government of Maharashtra offered help to secure land and provide labour from the Employment Guarantee Scheme?

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

(b) Approximately Rs. 239 crores.

(c) Construction of the first phase of the project viz., the section from Apta to Roha over a length of 62 Kms. is under active consideration.

(d) Yes.

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Production of crude oil from Bombay High

142. SHRI MANORANJAN BHAKTA: Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state:

(a) what is the per day rate of production of crude oil from the Bombay High at present; and

(b) whether any steps are being taken for the optimum production of crude from this source and if so, details?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI JANESHWAR MISHRA): (a) 80,000 barrels per day.

(b) The development of Bombay High has been conceptualized in five phases. The target fixed for Phases I and II of Bombay High (that is a daily rate of production of 80,000 barrels per day) has already been achieved. Phase-III-A which includes the laying of the submarine trunk pipelines for the transport of oil and gas from Bombay High field and North Bassein field to Uran as well as laying of the transfer lines from Uran to Trombay is likely to be completed by May, 1978. Phase-III-B which includes additional well platforms, a process platform, crude stabilisation tanks, gas fractionation plant, etc. is likely to be completed by March, 1980. On completion of Phase-III, the likely production from Bombay High is expected to be at the rate of 6 million tonnes per annum. Investment decision on Phases IV and V has not yet been taken. During these Phases, additional platforms and process facilities will be developed. At the end of the V Phase, the production of crude oil from Bombay High field is expected to be of the order of 10 million tonnes per annum.

Introduction of New Trains

143. SHRI MANORANJAN BHAKTA:
Will the Minister of RAILWAYS be
pleased to state:

(a) whether it is a fact that Government have introduced a number of new trains recently, if so, full details in the matter; and

(b) whether Government have also taken steps to increase the present speed of trains and to ensure their punctual running and if so, full facts thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) In the new time-table which came into force on October 1977, 31 pairs of non-suburban trains were introduced/extended. The following passenger carrying trains have been introduced recently, after the October Time Table had come into force:—

(i) 59/60 Bombay VT—Howrah Gitanjali Express. Its frequency has since been increased from biweekly to four times a week

(ii) Puri—Rourkela weekly Express.

(iii) Delhi—Shadara—Bagpat Road Passenger.

(iv) Khagaria—Samastipur Passenger.

(v) 23/24 Bombay Central—Delhi Janata Express extended upto Ferozepur.

(vi) 109/110 Lucknow—Banda Express extended upto Manikpur.

(b) At present, there is no proposal to increase the speeds of trains. Every possible effort is being made to maintain punctuality. The present average punctuality of Mail/Express and passenger trains during January 1978 is 92.5 per cent.

Decision to reduce voting age

144. SHRI C. K. CHANDRAPPA:
SHRIMATI PARVATI DEVI:

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether it is a fact that Government are considering favourably the question of reducing the voting age from 21 to 18 years;

(b) if so, at what stage is the consideration of this matter; and

(c) when is it likely to take a final decision on this matter?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI SHANTI BHUSHAN): (a) to (c). The question of reducing the minimum age of voting in respect of elections to the House of the People and the Legislative Assemblies of States from 21 years to 18 years is under consideration along with other proposals for electoral reforms. As the matter requires careful examination, it is not possible to say when a decision in the matter will be taken.

Implementation of recommendations of Hathi Committee

145. SHRI C. K. CHANDRAPPA:
PROF. P. G. MAVALANKAR:
SHRI MANORANJAN
BHAKTA:
SHRI VASANT SATHE:
SHRI C. N. VISVANATHAN:
SHRI S. D. SOMASUNDARAM:

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

(a) whether Government have taken any concrete steps since the last session of Parliament to implement the recommendations of the Hathi Committee Report, as promised in the last session;

(b) if so, the details thereof;

(c) whether any steps have been taken to ensure the availability of cheaper drugs; and

(d) if so, the salient features thereof and its impact on the drug prices?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI JANESHWAR MISHRA): (a) to (d). The Hathi Committee on Drugs & Pharmaceuticals Industry have, *inter alia*, recommended rationalisation of prices of drugs. One of the objectives of the Government is to devise a pricing policy which would make drugs available at reasonable prices to the consumers. The recommendations of the Hathi Committee are in the final stages of consideration. Some of the steps taken by Government so far, with a view to bringing down prices of drugs, are as follows:

During the year 1977 the following rationalisation of duties was effected:

(i) Prior to 9th May, 1977 patent or proprietary medicines of 16 bulk drugs were alone eligible for concessional rate of excise duty of 2.5 per cent as against the normal excise duty of 12.5 per cent. From 10th May, 1977, Government have, in addition, reduced the excise duty on patent or proprietary medicines containing the following bulk drugs also from 12.5 per cent to 2.5 per cent:

- (1) Chloroquin Phosphate
- (2) Amodiaquin
- (3) Tolbutamide
- (4) Metronidazole
- (5) Diethylcarbamazine citrate
- (6) Piperazine and its salts
- (7) Rifampicin
- (8) Tetracycline Hcl.
- (9) Clofazimine

(ii) 75 life saving drug formulations have been totally exempted from customs duty when imported by actual users.

As a result of these measures, the prices of some drug formulations already stand reduced.

Fixed Deposits received by Companies

146. **SHRI VASANT SATHE:** Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether it is a fact that a large number of companies mobilise public fixed deposits at alluring rates of interest and deceive the depositors by denial of payment of interest and the amount deposited;

(b) in view of the increasing incidence of cheating by such companies, do Government consider taking suitable legal action by way of suitable enactment to safeguard the interests of depositors; and

(c) if so, details of the action taken/proposed in the matter?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI SHANTI BHUSHAN): (a) Government has received complaints from depositors regarding default in payment of interest and repayment of principal on maturity of fixed deposits by some companies.

(b) and (c). Under Section 58A of the Companies Act, 1956 and the rules made thereunder the non-banking non-financial companies can accept deposits from the public only upto the limits specified in the said rules. In appropriate cases, prosecutions are launched against non-banking non-financial companies and their officers in default for the contraventions of Section 58A of the Companies Act, 1956 and the rules framed thereunder. Under the Companies Act, 1956 the Central Government has no power to compel non-banking non-financial companies to repay deposits on maturity and/or interest thereon. However, it is expected that the High Powered Expert Committee which is presently reviewing the Companies Act, 1956 will consider

among other matters the difficulties faced by the depositors and suggest suitable measures.

Demand of Bonus, D.A. and Minimum Wages by Railway Employees

147. SHRI VASANT SATHE:
SHRI L. L. KAPOOR:

Will the Minister of RAILWAYS be pleased to state:

(a) what is the reaction of Government to the main demands such as Bonus, D.A. and Minimum Wages to the Railway employees;

(b) whether the Unions have threatened strikes on this account; and

(c) what is the reaction of Government to the same?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) Bonus and Minimum wages: These are intimately linked with the question of wages, incomes and prices policy and will be considered after the in-depth study of these issues by the Boothalingam Study Group appointed by the Government.

D.A. The general issue raised cannot be considered by the Ministry of Railways alone, since they are wider issues on which Government have to take a decision covering all Central Government employees.

(b) The Working Committee of one Federation to which one group of recognised unions of railway employees is affiliated has called upon its affiliated unions for holding meetings of appropriate bodies in accordance with their respective constitutions for ratifying strike ballot decision and complete this work by the end of April 1978.

The General Council of another Federation to which another group of

recognised unions is affiliated has called upon its affiliated unions to convene meetings by the end of March 1978 to discuss issues in connection with a general strike and make specific recommendations on the nature of struggle to be undertaken for the consideration of the Federation's General Council/Working Committee so that a date for the strike ballot could be fixed.

Thus, certain preliminaries necessary for taking a strike ballot by the recognised unions are still on.

(c) There have been discussions with both the recognised Federations and the Government's stand on various issues raised has been explained in great detail. Government wish to assure that the door for discussions and negotiations is always open.

पंचायत के चुनावों में न्यूनतम मतदान आयु

148. श्री सुखेन्द्र सिंह : क्या बिधि, न्याय और कम्पनी कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि मध्य प्रदेश में पंचायत के चुनावों में न्यूनतम मतदान आयु कम करके 18 वर्ष कर दी गई है ;

(ख) क्या ऐसा निर्वाचन आयोग से परामर्श लेकर किया गया था ;

(ग) ऐसे अन्य राज्य कौन-कौन से हैं जहाँ पंचायत के चुनावों अथवा किन्हीं अन्य चुनावों के लिए न्यूनतम मतदान आयु कम की गई है ; और

(घ) क्या सरकार का विचार विधान सभा और लोक सभा चुनावों के लिए न्यूनतम मतदान आयु घटा कर 18 वर्ष करने का है ?

बिधि, न्याय और कम्पनी कार्य मंत्री (श्री शान्ति भूषण) : (क) जी हाँ ।

(ख) जी नहीं। निर्वाचन आयोग का पंचायतों के निर्वाचनों से कोई सम्बन्ध नहीं है, इसलिए राज्य सरकारों द्वारा पंचायतों के निर्वाचनों से सम्बन्धित बातों पर उस आयोग से परामर्श करने का प्रश्न ही नहीं उठता।

(ग) समाचार पत्रों में छपी खबरों के अनुसार बिहार और हिमाचल प्रदेश की सरकारों ने भी पंचायतों के निर्वाचनों में मतदान आयु 21 वर्ष से कम करके 18 वर्ष करने का विनिश्चय किया है।

(घ) इस सम्बन्ध में एक प्रस्ताव पर विचार किया जा रहा है।

कुकिंग गैस कनेक्शन के लिये जमानत राशि

149. श्री सुखेन्द्र सिंह : क्या पेट्रो-लियम तथा रसायन और उर्वरक मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि कुकिंग गैस का कनेक्शन लेने के लिए जमानत जमा राशि को 200 रुपये से बढ़ाकर 500 रुपये कर दिया गया है ;

(ख) यदि हां, तो इसके क्या-क्या कारण हैं और क्या इससे ग्राम आदमी को कठिनाइयां होंगी और केवल धनी व्यक्तियों द्वारा ही गैस कनेक्शन लिए जायेंगे ,

(ग) क्या जमानत जमा राशि पर कोई व्याज दिया जाता है; और

(घ) यदि नहीं, तो इसके क्या कारण हैं ?

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

(क) और (ख). भारत रिफाइनरी को छोड़ कर जहां प्रति सिलेंडर जमानत जमा राशि की दर 250.00 रुपये है, प्रति

सिलेंडर 175/- रुपये तथा प्रति रेग्युलेटर 20/- रुपये की वर्तमान जमानत जमा राशि की दर है।

(ग) और (घ). प्रत्याभूति के रूप में जमा राशि, जिस पर कोई व्याज नहीं मिलता है सिलेंडरों के स्वामित्व वाली विपणन कम्पनी के पास जमा हो जाती है। रख-रखाव आने जाने के समय आदि की देख-भाल करने के लिए एक उपभोक्ता के लिए किसी भी समय एक सिलेंडर से अधिक सिलेंडरों की आवश्यकता होती है। इसमें अतिरिक्त निवेश किये जाने की आवश्यकता होगी। दूसरी तरफ, उपभोक्ता से सिलेंडर के लिए किसी प्रकार का किराया वसूल नहीं किया जाता। सिलेंडर के वापिस करने पर जमानत जमा राशि वापिस दे दी जाती है। यह एक उद्योग प्रणाली है और तेल मूल्य समिति ने विपणन कम्पनियों के विपणन आंशिक लाभों का निर्धारण करने समय इस प्रणाली पर विचार किया था।

मिट्टी के तेल के लिये भारतीय मानक विशिष्ट

150. श्री नवाब सिंह चौहान : क्या पेट्रोमिन्स तथा रसायन और उर्वरक मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या भारतीय मानक संस्था ने मिट्टी के तेल के लिए कोई नये विशिष्ट विवरण निर्धारित किये हैं ;

(ख) यदि हां, तो तत्सम्बन्धी व्यौरा क्या है ;

(ग) क्या तेल का उस विशिष्ट विवरण के अनुसार उत्पादन किया जा रहा है यदि नहीं, तो उसके क्या कारण हैं ;

(घ) क्या इससे पूर्व मिट्टी के तेल का किसी मानक के अनुसार उत्पादन नहीं किया जा रहा था ; और

(ङ) यदि इसका उत्पादन किसी मानक के अनुसार हो रहा था तो तत्सम्बन्धी व्यौरा क्या है ?

**पेट्रोलियम तथा रसायन और उर्बरक मंत्रालय
में राज्यमंत्री (श्री जनेश्वर मिश्र) :**

(क) से (ङ). देश में मिट्टी के तेल का उत्पादन भारतीय मानक संस्था द्वारा समय-समय पर निर्धारित विशिष्ट विनिर्देशनों के अनुसार किया जाता है। आई एस 1459-1974 (द्वितीय संशोधन-1974) इसका अद्यतन विशिष्ट विनिर्देश है। वर्ष 1974 में, तेल संकट और बाद में भारत सरकार के अनुरोध पर पेट्रोलियम उत्पादों के मूल्यों में उत्तर वर्ती वृद्धि करने के पश्चात् आई एस आई ने विभिन्न तेल शोधक कारखानों की जितनी धनराशि में अशोधित तेल दिया जाता है, उतनी राशि में अतिरिक्त मिट्टी का तेल उपलब्ध कराने के उद्देश्य से मिट्टी के तेल के लिए (आई एस 1974-75) नामक अस्थायी आपात कालीन विशिष्ट विनिर्देशन जारी करने का निर्णय किया।

इस आपातकालीन विशिष्ट-विनिर्देशन को तैयार करते समय वर्तमान विशिष्ट-विनिर्देशनों में अपेक्षित कम से कम परिवर्तन किये गये थे। इस अस्थायी आपातकालीन विशिष्ट-विनिर्देशन का प्रयोग केवल उन मामलों में किया गया था जिनमें मिट्टी के तेल की उपलब्धता में वृद्धि करने के लिए नितान्त रूप से अनिवार्य था, जो मात्र स्मोक प्वाइंट (चीनी और गन्धक) की मात्रा की सीमा के लिए नियमित विशिष्ट विनिर्देशनों से भिन्न थे। इस आपातकालीन विशिष्ट विनिर्देशन को लागू रखने की आवश्यकता का भारत सरकार द्वारा और आई एस आई द्वारा सत्य रूप

से पुनरीक्षण किया जाता रहा और आई एस आई द्वारा जुलाई, 1977 में यह निर्णय किया गया था कि इस आपातकालीन विशिष्ट विनिर्देशन को वापिस ले लिया जाये और स्माल प्वाइंट (चिमनी) विशिष्ट विनिर्देशन को न्यूनतम 20 एस एम के स्थान पर न्यूनतम 18 एम एस रखा जाये। इसको छोड़ कर नियमित विशिष्ट-विनिर्देशन संख्या आई एस 1459-1974 (द्वितीय संशोधन) लागू होगा। ये विशिष्ट-विनिर्देशन इस समय लागू है।

प्रयोग में आ रही नियम पुस्तकें और प्रपत्र

151: श्री नवाब सिंह चौहान : क्या विधि, न्याय और कम्पनी कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) उनके मंत्रालय / विभाग द्वारा कुल कितनी नियम पुस्तकें और प्रपत्र प्रयोग में लाये जा रहे हैं ;

(ख) कितने प्रपत्रों का हिन्दी में अनुवाद किया गया है और कितने प्रपत्र दोनों भाषाओं में छपे हुए हैं ;

(ग) शेष प्रपत्रों का अनुवाद न करवाने अथवा दोनों भाषाओं में न छपवाने के क्या कारण हैं; और

(घ) ये प्रपत्र दोनों भाषाओं में कब तक तैयार किये जायेंगे ?

विधि, न्याय और कम्पनी कार्य मंत्री (श्री शान्ति भूषण) : (क) कुल 7 नियम पुस्तकें और 416 प्रपत्र हैं।

(ख) 7 नियम पुस्तकों और 182 प्रपत्रों का हिन्दी में अनुवाद किया जा चुका है। इनमें से 4 नियम पुस्तकों और 60 प्रपत्रों का मुद्रण द्विभाषी रूप में किया गया है।

(ग) शेष 234 प्रपत्रों का हिन्दी में अनुवाद किया जा रहा है।

(घ) इस कार्य की यथाशीघ्र पूरा करने के लिए प्रयास किए जा रहे हैं।

प्रशिक्षण संस्थानों में हिन्दी में चलाये जा रहे पाठ्यक्रम

152. श्री **निवाब सिंह चौहान** : क्या बिबि, न्याय और कम्पनी कार्य मंत्री यह बताने की कृपा करें कि :

(क) उनके मंत्रालय तथा उनसे सम्बद्ध एवं अधीनस्थ कार्यालयों के अधीन कुल कितने प्रशिक्षण संस्थान चल रहे हैं ;

(ख) इन प्रशिक्षण संस्थानों द्वारा कितने पाठ्यक्रम चलाये जा रहे हैं ;

(ग) हिन्दी और अंग्रेजी में पृथक्-पृथक् कितने पाठ्यक्रम चलाये जा रहे हैं ; और

(घ) जो पाठ्यक्रम अभी भी अंग्रेजी में चलाये जा रहे हैं उन्हें हिन्दी में चलाने हेतु क्या कार्यवाही की गई है ?

बिबि, न्याय और कम्पनी कार्य मंत्री (श्री शान्ति भूषण) : (क) विधि, न्याय और कम्पनी कार्य मंत्रालय के प्रशासकीय नियंत्रण के अधीन कोई भी प्रशिक्षण संस्थान नहीं चल रहा है।

(ख) से (घ). प्रश्न ही नहीं उठता।

चंपारन और पोहा गांव के पास लेविल क्रासिंग

153. श्री **लक्ष्मी नारायण नायक** : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या मध्य रेलवे के झांसी-मानिकपुर डिवीजन में टोटा और हरपालपुर स्टेशनों के बीच चंपारन गांव के निकट रेलवे क्रासिंग और ग्राम पोहा के निकट

एक अन्य रेलवे क्रासिंग का निर्माण करने के बारे में उन्हें लिखें हुए मेरे दिनांक 16 जून, 1977 और 15 जुलाई, 1977 के पत्रों की उन्हें जानकारी है ;

(ख) क्या यह सच है कि मेरे दोनों पत्रों के उत्तर में अपने पत्र सं० 76/डब्ल्यू/एफ एक्स / एम आर और पत्र सं० 77/डब्ल्यू-1/एफ एक्स/47 में उन्होंने यह कहा था कि यदि लोग इसे आवश्यक समझें और लेविल क्रासिंगों के निर्माण के लागत व्यय को वहन करने के लिए राज्य सरकार तैयार हो, तो रेल विभाग उक्त प्रस्ताव पर विचार कर सकता है ; और

(ग) क्या रेलवे नियमों में संशोधन करके राज्य सरकार पर यह भार डालने के बजाये जन हित को ध्यान में रखते हुए दोनों ही स्थानों पर रेल विभाग स्वयं ही लेविल क्रासिंगों का निर्माण करेगा ?

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

(ख) जी हां।

(ग) जी नहीं। नये समपारों की व्यवस्था सम्बन्धी वित्तीय दायिता राज्य सरकार/स्थानीय प्राधिकरण के द्वारा वहन करनी होती है। इस सम्बन्ध में कार्यवाई तभी की जा सकती है जब राज्य सरकार इसे प्रायोजित करे और साथ ही लागत वहन करने का वचन भी दे।

Sabotage of Railway Track in Pilibhit-Mala Section

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

(a) whether it is a fact that the Railway track in the Pilibhit-Mala section of North Eastern Railway was

detected to have been cut by hack-saw durin December, 1977;

(b) if so, who detected the cut;

(c) whether advance notice to 53 UP passenger on a particular day averted a major accident; and

(d) if so, whether any further progress has been made in bringing the culprits to book?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) Yes, between Shahgarh and Mala in the Pilibhit-Mala section of North Eastern Railway on 23rd December, 1977.

(b) The driver of 61 Up, while passing over the affected spot, felt a jerk and the Assistant Permanent-way Inspector (APWI) who travelled by 62 Dn. detected the cut.

(c) On the report by the driver of 61 Up, advance notice was given to the driver of 62 Dn. and not 53 Up, to proceed with reduced speed from Shahgarh to Mala and a major accident was thereby averted.

(d) Government Railway Police, Pilibhit have registered a criminal case CID/U.P. are still investigating this case.

Robbery in Delhi Bound 81 Deluxe Train

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

(a) whether a dangerous robbery was committed in Delhi bound 81UP Deluxe Train on a week-end of December, 1977;

(b) if so, the details thereof;

(c) the action taken against the officials of Railway Protection Force who failed to protect the passengers; and

(d) the steps being taken to check immediately the recurrence of such incidents?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) 'o' 4d). On 25-12-1977 night in 81 Up Deluxe Express between Allahabad and Fatehpur on Allahabad Division of Northern Railway there was a case of theft. The details are given below:

When 81 Up Deluxe Express approached East Signal of Fatehpur Railway Station 2 suitcases and one box belonging to the passengers were thrown out of a 3-tier coach by the thieves who jumped from the running train. Station Officer Government Railway Police/Fatehpur organized search of the track and one of the thieves was arrested along with the box, the contents of which were intact. This criminal belongs to Madras and on interrogation revealed the complicity of 5 more persons belonging to Hyderabad and Madras. Raids were conducted in Jucknow which led to recovery of property worth Rs. 3,601. Sub-Inspector/Government Railway Police, Prayag, recovered another box intact near railway track close to Phaphamau station. This box belongs to another passenger of the same train. Investigation revealed that this gang of thieves used to travel from Calcutta and commit crimes in Delhi, Pathankot and Lucknow. All the six criminals have been chargesheeted and the case is pending trial in the court. Follow up action is being taken by the Police to trace out the other members of the gang operating in different parts of India.

In addition to the Government Railway Police escorts provided to passenger trains, Railway Protection Force personnel also are escorting a few of the important long distance passenger trains during night. Special checking of roof-top, corridors and vestibules is being done at important stations.

रेल दुर्घटना के शिकार हुए लोगों के मुआवजे का भुगतान

156. श्री हुकम देव नारायण यादव :
क्या रेल मंत्री यह बताने की कृपा करेंगे
कि :

(क) अप्रैल, 1977 से दिसम्बर,
1977 तक रेल दुर्घटनाओं में कितने व्यक्ति
मरे और उनके लिए मुआवजे की कुल कितनी
राशि दी गई ;

(ख) क्या प्रथम श्रेणी, द्वितीय श्रेणी
और वातानुकूलित रेल डिब्बों वाले यात्रियों
के मुआवजे की भिन्न भिन्न राशि दी जाती
है अथवा उन्हें मुआवजे की समान राशि
दी जाती है : और

(ग) यदि मुआवजा राशि भिन्न-
भिन्न दी जाती है, तो उसका क्या आधार
है ?

रेल मंत्रालय में राज्य मंत्री (श्री शिव
नारायण) : (क) भारतीय रेलों में
1-4-1977 से 31-12-1977 तक की
अवधि के दौरान गाड़ियों की टक्कर, गाड़ी
का पटरी से उतरने, गाड़ियों के सड़क
यातायात से टकरा जाने और गाड़ियों में
आग लगने की कोटियों में आने वाली गाड़ी
दुर्घटनाओं में 251 व्यक्तियों की मृत्यु हुई
जिनमें 21 रेल कर्मचारी, 163 यात्री और
67 अन्य व्यक्ति थे। भारतीय रेल अधि-
नियम के अधीन इन दुर्घटनाओं का शिकार
हुए व्यक्तियों को क्षतिपूर्ति के रूप में अब
तक 11,82,504 रुपये की राशि का
भुगतान कर दिया गया है।

(ख) यात्रा की श्रेणी पर विचार किये
बिना यात्री को आयी चोट के स्वरूप के
आधार पर क्षतिपूर्ति की रकम एक समान
होती है।

(ग) प्रश्न नहीं उठता।

Guidelines for Managerial Remu- eration

157. SHRI L. L. KAPOOR: Will the
Minister of LAW, JUSTICE AND
COMPANY AFFAIRS be pleased to
state:

(a) whether the Government have
laid down any guidelines for sanc-
tioning managerial remuneration to
the managing and other directors of
companies;

(b) if so, the broad outlines thereof;
and

(c) names and addresses of such of
the Managing Directors who have
been sanctioned more than rupees four
thousand per month over and above
their share in profits of the company?

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

(b) The remuneration to the Manag-
ing/Whole-time directors is sanctioned
taking into account the age, qualifica-
tions, business experience, previous
emoluments drawn and the size of the
company, the capital employed, its
profitability, and other relevant factors.
The remuneration sanctioned is sub-
ject to the following ceilings:

(1) Salary: Rs. 7500 per month.

(2) Commission: 1 per cent on net
profits of the Company subject to a
maximum of 50 per cent of the
salary, i.e. Rs. 45,000 per annum.

In the event of absence or inade-
quacy of profits, the salary is subject
to a maximum of Rs. 5000 per month.
In both the cases of adequacy or in-
adequacy of profits in addition to salary
the Managing/Whole-time directors are
also provided with one or more of the
following perquisites:

a. Provident Fund benefits.

b. Superannuation Fund benefits.

c. Gratuity.

- d. Medical benefits.
- e. Leave.
- f. Leave Travel Concession/passage benefits.
- g. Furnished/unfurnished residential accommodation.
- h. Personal Accident Insurance.
- i. Free use of car/car with driver.
- j. Free telephone facility.
- k. Subscription fees of clubs subject to maximum of two clubs.

Subject to the above guidelines, each case is considered on its merits.

(c) Approvals for managerial appointments have been issued under the Companies Act, 1956 over the last 21 years and there are about 8000 Public Companies. Records have not been maintained in this Department to give this information readily.

Proposal for mixing surplus Alcohol with Petrol

158. SHRI C. K. JAFFER SHARIEF: Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether there is any proposal under the consideration of Government for mixing surplus alcohol with petrol; and

(b) if so, whether the views of State Governments have also been obtained in this regard and if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI JANESHWAR MISHRA): (a) and (b). A proposal was received from the Government of Uttar Pradesh for mixing alcohol upto 20 per cent with petrol to partly offset loss of revenue on account of gradual introduction of prohibition. The proposal has been examined by the Central Government and was also discussed

with the representatives of the State Governments in the Working Committee meeting of the Central Molasses Board held on 26-11-1977. The proposal has not been found feasible, as alcohol is already being used as a feedstock for the organic chemical industry in place of petroleum feedstock. Any diversion of alcohol for admixture with petrol would provide a setback to the alcohol based chemical industries.

Casual Labourers out of Job

159. SHRI C. N. VISVANATHAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that a large number of casual labourers working under District Signal and Telecommunication Engineer, Tambaram, Madras, are working without any hope of permanency though they have been working for more than 9 years, and have actually been thrown out jobless in many cases;

(b) whether it is also a fact that these labourers have been handling sophisticated equipment and are of vital use in Railway Undertakings; and

(c) if so, the action proposed to be taken to employ such labourers on a regular footing, giving them the advantages of their previous service?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) and (c). Casual labourers are considered for regular absorption depending upon the number of regular vacancies available, length of service rendered by them and their being found medically fit. 72 junior-most casual labourers have been retrenched for want of work.

(b) These labourers have been handling Signal & Telecommunication equipment in construction works under the supervision and guidance of regular staff.

Reduction of Market Shares of I.O.C.

160. SHRI PRASANNBHAI MEHTA: Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether I.O.C. which had risen from scratch to capture 62 per cent of market for petroleum products is in danger of having its market share reduced forcibly by Government to 55 per cent;

(b) if so, the main reasons for the same;

(c) whether Oil Prices Committee has suggested that the I.O.C. market should be reduced;

(d) whether the I.O.C. has protested against this decision; and

(e) if so, the reaction of the Government of India?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS AND FERTILISERS (SHRI JANESHWAR MISHRA):

(a) to (e). The Oil Prices Committee in its final Report has recommended that while the IOC should play a leading role in the oil sector, its present share of about 61 per cent may be gradually reduced and all the oil companies allowed uniform growth rate. On this recommendation, the decision of the Government is that for the orderly growth of the oil companies which are now all in the public sector (excepting for the Assam Oil Company), and for the full utilisation of the facilities with each of the oil companies, the marketing share of each company would be determined by Govt. and a system introduced to govern sales volume and recovery of marketing margins. Accordingly, the market share of IOC as well as of other oil companies, has been decided for the next few years in consultation with all the public sector oil companies.

Complaints to MRTPC regarding M/s Glaxo Laboratories

161. SHRI PRASANNBHAI MEHTA: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether it is a fact that a complaint had been lodged to the Monopolies and Restrictive Trade Practices Commission alleging restrictive trade practices on the part of Messrs Glaxo Laboratories India Limited, a company which manufactures and markets among other things drugs, fine chemicals, laboratories Chemicals, vitamins and milkfood; and

(b) if so, what action the Commission has taken against the company?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI SHANTI BHUSHAN): (a) and (b). Since its inception the M.R.T.P. Commission received 4 complaints against M/s. Glaxo. Laboratories (India) Ltd. Out of these, two have been disposed of by it since they did not contain any allegation regarding restrictive trade practices attracting the provisions of the Monopolies and Restrictive Trade Practices Act. Two complaints are still in process of further examination.

Besides the above complaints the Commission also instituted an enquiry under Section 10 (a) (iii)/37 of the Monopolies and Restrictive Trade Practices Act, 1969 against M/s. Glaxo Laboratories (India) Limited on an application filed by Registrar of Restrictive Trade Agreements. The company, however, agreed to submit to an Order by the Commission under section 37(1) of the Act and an Order was passed by the Commission on 5th December, 1977, M/s. Glaxo Laboratories (India) Ltd. have filed their affidavit of compliance in terms of the Commission's Order and the same is under examination.

Splitting up of Fertilizer Corporation of India

162. SHRI R. MOHANRANGAM: Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state:

(a) the reasons for splitting up of the Fertilizer Corporation of into separate units;

(b) the *modus operandi* of the division;

(c) the method of distribution of existing complement of technical and managerial personnel among the different units; and

(d) the steps proposed to ensure that the personnel find a wide scope for utilising their capacities fully as

also for advancing their prospects in service?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI JANESHWAR MISHRA):

(a) The main reasons for the re-organisation of the Fertilizer Corporation of India were to remove over-centralisation in decision making, to bring about greater delegation of powers to the field units and to achieve greater efficiency, better capacity utilisation and speedier project implementation.

(b) Government have decided to re-organise the Fertilizer Corporation of India into 5 companies as detailed below:

Name of the Company	Units/Division
1 Fertilizer Corporation of India	Sindri (including Sindri Modernisation and Sindri Rationalisation), Gorakhpur, Talcher, Ramagundam and Korba.
2 National Fertilizers Ltd.	Nangal, Bhatinia and Panipat
3 Hindustan Fertilizer Corporation Ltd.	Namrup, Haldia, Barauni and Durgapur
4 Rashtriya Chemicals & Fertilizers Ltd.	All unit of Trombay and the gas based plants in the South of Bombay.
5 Fertilizers (Planning & Development) India Ltd.	P & D Division of the F.C.I.

(c) The entire complement of staff, both technical and managerial, of the plants will be allotted to that company which will administer them. The officers of the Head Office will be allocated to the Head Offices of the new companies.

(d) In order to safeguard the career prospects of personnel in the new companies, it has been decided that promotion to the posts in the corporate cadre are made on the basis of an Inter-Company Promotion Committee to be set up for this purpose.

Sheakhala-Dankuni Railway Line

163. SHRI SHYAMAPRASANNA BHATTACHARYYA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have received a proposal for the construction of Sheakhala-Dankuni Railway line in Eastern Railway;

(b) if so, when the proposal was received;

(c) whether Government have considered the proposal; and

(d) the decision of Government thereon?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) to (d). Construction of 17 Kms. long Dalkuni-Sheakhala line was approved in the Budget for 1973-74. The line is estimated to cost Rs. 3.50 crores excluding the cost of land which will be provided by the State Government free of cost. It has not been possible to take up the construction work on this line on account of very limited availability of funds which are being used for completing the projects which are already in progress.

Howrah-Amta-Champadanga Broad Gauge Line

164. SHRI SHYAMAPRASANNA BHATTACHARYYA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the construction of Howrah-Amta-Champadanga Broad Gauge railway line has been delayed for want of adequate funds;

(b) the total amount provided in 1977-78 Budget; and

(c) whether Government are considering the proposal to provide additional assistance to the project?

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

(b) Amount provided in 1977-78 is Rs. 34 lakhs.

(c) The year is coming to a close and it will be possible to provide additional funds in the next financial year.

Discussion with C.F.P., France, regarding development of Bombay High in collaboration with a France Firm

165. SHRIMATI PARVATHI KRISHNAN: Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the Head of a French Oil Company C.F.P., Mr. Granier de Libac visited the country recently and discussed the matters regarding its collaboration with the development of Bombay High;

(b) whether it is a fact that the said firm is under investigation for alleged pay offs in its original consultancy contract; and

(c) what are the details thereof and the outcome of the talks held?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI JANESHWAR MISHRA):

(a) to (c). Mr. Granier De Libac, President-Director General of CFP visited India recently and proposed a number of areas for cooperation between CFP and Indian. There were no discussions in particular on the agreement of CFP with ONGC on the development of Bombay High.

A criminal case has been instituted in connection with the agreement between CFP and ONGC and the case is under investigation by the C.B.I.

Report by Indian Medical Association Study Team on Drugs produced by ID.P.L.

166. SHRIMATI PARVATHI KRISHNAN: Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the Indian Medical Association Study Team on Drugs produced by IDPL has submitted its report; and

(b) if so, the main findings and recommendations of the said committee and Government's reaction thereto?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND

CHEMICALS AND FERTILIZERS **(SHRI JANESHWAR MISHRA):**

(a) Yes, Sir.

(b) The main findings of the IMA Team are as follows:—

I.D.P.L. Hyderabad:

1. As compared to 16 drugs given by the Soviet collaborators, the plant is producing today 35 basic drugs. This remarkable development has only been possible by the untiring zeal of the research scientists, technologists and engineers in the plant itself.

2. With proper utilisation of bye-products, additional items can be produced.

3. By import substitution of 13 items, the plant has saved Rs. 78.76 lakhs of foreign exchange.

4. In some items, the IDPL standards were higher than the US and USSR pharmacopoeia.

5. In the Quality Control Unit, it was found that the corresponding drugs produced by the national and multi-national concerns are routinely tested for comparative analysis regarding their standard, potency, bio-availability, solubility etc. Thus, it can be safely opined that the drugs of IDPL are in no way inferior to those manufactured by the most reputed multi-national concerns.

6. There was *prima facie* no evidence of any extravagant expenditure.

7. Despite the quality of the drugs, there is a great difference between the prices of IDPL products and those of multi-national concerns. Even so, IDPL drugs are not getting the support they deserve mainly due to the following:—

(a) Deep rooted belief amongst a section of the medical profession about the efficacy of the foreign products.

(b) A section of the people has got a predilection for foreign drugs; and

(c) Lack of publicity and propaganda, particularly directed to the members of the medical profession.

I.D.P.L. Rishikesh

8. This is one of the biggest antibiotics plant probably in all over the world.

9. Strict quality control on the quality of raw materials used in the manufacturing process, intermediate products and finished products is exercised at this plant. The Quality Control Department also keeps a track of all the products sent to the market and their efficacy through independent complaint reviewing, stability and bio-availability studies.

10. There was about 5 per cent rejection of the products. This waste should be minimised.

11. The old Type A and Type B quarters require urgent modification.

12. Persons who are working under industrial hazards should be given frequent medical check-ups along with annual health check-ups of all the workers.

13. The entire staff showed devotion, sincerity and love for the plant. The quality of drugs produced in this plant can safely be compared with those of multi-nationals.

I.D.P.L. surgical instruments plant Madras

14. The quality of the instruments was satisfactory, though they are priced much higher than instruments being produced by private sector plants in the market.

15. No evidence of extravagant expenditure was available.

16. Visits to a few residences of workers revealed that they were quite satisfactory.

17. There is every reason to be proud of this public sector company and the work they are doing though much remains to be desired in terms of market potential.

Recommendations

1. Marketing side should be improved further to maintain regular, uninterrupted supply to all areas of the country—particularly to the eastern and far eastern zones.

2. If required, the Railway Ministry's co-operation should be sought to expedite deliveries of IDPL drugs to the distant corners of the land.

3. Publicity and propaganda measures should be improved. Multi-nationals spend about 33 per cent of their budget for propaganda whereas IDPL spends hardly 8—10 per cent.

4. The Ministry should issue a circular to all establishments and undertakings—like Defence, Railways, P&T, Banks and public sector enterprises—to go in for IDPL drugs.

5. To help dispose of the stocks of sulphas etc. which had piled up, the Marketing Division should distribute these drugs to all the States for public consumption. Adequate sales incentives may be offered so that the dealers may find it worth-while to push sale of IDPL drugs.

6. Production of Sulphonamide may be stopped—all other sulpha drugs manufactured have got due therapeutic value.

7. There should be a full-fledged 50 bedded hospital with specialists' services in it, at IDPL, Rishikesh.

8. Creche facility for women workers should be instituted at IDPL Rishikesh.

9. Doxycycline manufacture may be held up for the time being, being a costly drug. Also, instead of diversifying production, IDPL should concentrate on increasing its existing production of efficient drugs.

10. Streptomycin Sulphate production should be increased and till we become self-sufficient, Streptomycin combinations like Streptopenicillin should be stopped.

11. R&D at IDPL Hyderabad should receive greater priority in the present and future development programmes.

12. Government should exempt raw materials (including Furance Oil) which are either imported or procured, from various taxes.

13. Every worker should preferably get residential accommodation in or near the actual plant area.

14. Sufficient nutrition should be provided to workers exposed to hazards, chemicals, gases etc.

15. At places where irritable gas/noise problems exist, protective devices should be supplied and it should be ensured that they are used.

16. Government should declare its national drug policy regarding use of generic names so that all companies are forced to use generic names for their drugs as is done by the IDPL.

17. A plant of the size of the SIP could be put to better use and made into a viable and self-sufficient concern.

18. A complete reassessment of the SIP's marketing service in terms of advertisement, selling of products and public relations should be undertaken to promote the products of the plant, with the advice of expert independent authorities.

19. SIP could consider the manufacture of other items like surgical microscopes, ECG equipment, Otoscopes and audiometers.

A copy of the Report of the IMA Team containing their findings and recommendations has been sent to IDPL for necessary action.

Establishment of High Court Bench in Tripura

167. SHRI SOMNATH CHATTERJEE: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether the Chief Minister of Tripura has demanded establishment of High Court Bench in Tripura;

(b) if so, whether the Central Government is likely to take steps to establish a High Court Bench there; and

(c) if so, when and if not, the reasons thereof?

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

(b) No, Sir.

(c) The work-load at Agartala does not justify the establishment of a Bench.

Changes in the Companies Act to check Expenditure by big Industrial Houses and Multi-nationals

168. SHRI JYOTIRMOY BOSU: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether Government are considering to effect changes in the Companies Act with a view to curb conspicuous expenditure by Indian big industrial houses and foreign multi-nationals on entertainment, maintenance of guest houses and payment of perquisites to the officers and directors; and

(b) if not, the reasons therefor?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI SHANTI BHUSHAN): (a) and (b). An Expert Committee has already been appointed by the Government under

the Chairmanship of Justice Rajindar Sachar, for reviewing the provisions of the Companies Act, 1956 and the Monopolies and Restrictive Trade practices Act, 1969 and suggest modifications to these two Acts. Government has also appointed Study Group headed by Shri Bhoothalingam to examine the wages, incomes and price policy. On receipt of the reports of these two bodies, the question will be considered and the Companies Act amended wherever necessary.

Expenditure incurred by ONGC for Drilling in West Bengal

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

(a) the total expenditure incurred by the ONGC to date for oil drilling in West Bengal;

(b) in how many cases drilling has been suspended or dropped;

(c) reasons why drilling has been abandoned in certain places after spending a lot of money; and

(d) in which areas drilling is still going on?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI JANESHWAR MISHRA):

(a) Total expenditure incurred by ONGC to end to November 1977 in West Bengal on oil drilling is Rs. 684.83 lakhs including depreciation of Rs. 193.36 lakhs.

(b) and (c). The ONGC has so far drilled four exploratory wells in West Bengal, one each at Bodra and Bakultala structures and two on the Galsi structure. Due to various drilling difficulties the drilling of the well at Bodra had to be terminated before reaching the projected depth. The well on Bakultala structure did not indicate presence of any hydrocarbons

drilling or testing. Similarly, the first well drilled on Galsi structure also did not indicate the presence of any oil or gas during drilling or testing. The second well drilled on the Galsi structure is currently under production testing.

(d) ONGC is currently drilling a well on the Diamond Harbour structure in West Bengal.

Turnover and Profits of big Industrial Houses

170. SHRI JYOTIRMOY BOSU: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to refer to the answer given to Starred Question No. 503 on the 20th December, 1977 regarding Rise in Assets of big Industrial Houses and state:

(a) the total turnover and gross profits of each of these houses as in 1972 and 1975;

(b) share of these 20 houses in percentage terms in the total assets of

the corporate private sector as in 1972 and 1975; and

(c) what role was played by the MRTTP Commission in checking the excessive growth of these big Industrial Houses?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI SHANTI BHUSHAN): (a) The annexed statement gives the figures of the total turnover and profits before tax of the houses referred to in the question for the years 1972 and 1975;

(b) Necessary data to indicate the share of the 20 Houses in percentage terms in the total assets of the corporate private sector are not at present available;

(c) The MRTTP Commission is trying its best in checking the excessive growth of the big industrial houses as will be evident from the statutory report on the working of the Commission placed on the table of the House every year.

Statement

Turnover and Profit before tax of the 20 industrial houses referred to in the question

(Rs. Crores)

Sl. No.	Name of the Industrial House	1972		1975	
		Turnover	Profit before tax	Turnover	Profit before tax
1	Tata	689.91	48.83	1060.04	75.45
2	Birla	5533.4	44.28	936.11	83.99
3	Mafatlal@	190.86	14.65	337.19	22.16
4	J. K. Singhania	103.65	5.92	198.87	16.38
5	Thapar@	154.66	11.04	251.85	26.69
6	Scindia	50.65	5.44	90.85	16.80
7	I.C.I.	149.07	17.47	238.78	22.88
8	Shri Ram	176.48	10.48	241.03	5.38
9	A. C. C.	94.23	4.45	142.15	10.21

1	2	3	4	5	6	7
10.	Bangur@	.	.	.	.	.
11.	Kirloskar	.	.	.	.	.
12.	Larsen and Toubro	.	.	.	.	.
13.	Walchand	.	.	.	.	.
14.	Khatau (Bombay)	.	.	.	.	.
15.	I.T.C.	.	.	.	.	.
16.	Macneill & Magor	.	.	.	.	.
17.	Mahindra & Mahindra	.	.	.	.	.
18.	Sarabhai	.	.	.	.	.
19.	Kasturbhai Lalbhai.	.	.	.	.	.
20.	T. V. S. Iyengar	.	.	.	.	.

Profit, & Loss Accounts are not readily available for the year 1972 for the following companies and corresponding figures are not therefore included in the group totals shown above:

1. Mafatlal Gagalbhai & Co. (P) Ltd. in Mafatlal group.
2. Shree Laxmi Packaging & Allied Product Ltd. in Bangur group.
3. Oriental Engg. & Commercial Co. Ltd. in Thapar group.

Board of Directors of Madras Aluminium Company Limited

171. SHRI JYOTIRMOY BOSU: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) the composition of the Board of Directors of the Madras Aluminium Company Ltd.;

(b) who are its principal shareholders and value of share held by each;

(c) whether there are serious allegations of irregularities against the present Managing Director of the company;

(d) if so, the salient features thereof; and

(e) what action, if any, has been taken on their allegations?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI

SHANTI BHUSHAN): (a) Composition of the Board of Directors of Madras Aluminium Company Limited as per Annual Return made upto 27-6-1977.

Name of Directors.

1. Shri R. Venkataswami Naidu, (Managing Director)
2. Shri P. R. Ramakrishnan, (Managing Director)
3. Shri T. A. Varghese, ICS (Retd.)
4. Shri N. N. Kapadia
5. Shri Orio G. Andrini
6. Shri V. Radhakrishnan
7. Shri Giuseppe Callaioli
8. Dr. Adriano Ferratini
9. Shri M. V. Kamath
10. Shri V. Rajkumar
11. Shri Tanubhai D. Desai
12. Shri H. C. Kothari
13. Dr. G. S. Ladhna
14. Shri T. N. Seshan, I.A.S.
15. Shri C. N. Raghavan, I.A.S.

Principal Shareholders and Value of shares held by each having more than Rs. 1 lakh worth shares

Names	Amount in Rs.
(a) Foreign holding by Foreign collaborator M/s Alumetal S.P.A.	1,20,00,000
(b) Government/Government sponsored Financial Institutions	
(i) Life Insurance Corpn. of India	18,85,500
(ii) Unit Trust of India	21,31,000
(iii) Industrial Finance Corpn.	27,90,500
(iv) General Insurance Corpn. of India	25,53,000
(v) Nationalised Banks	3,32,000
(vi) Tamilnadu Industrial Investment Corporation Ltd.	70,00,000
(vii) India Cements Ltd.	5,00,000
(viii) Jepore Sugar Co. Ltd.	3,67,800
(ix) Ramakrishna Machinery Corpn. Private Ltd.	1,00,000
(x) Thirumurthy Mills Ltd.	3,40,000
(xi) The Vysya Bank Ltd.	12,64,500
(xii) Shri R. Venkataswamy Naidu	2,10,000
(xiii) P. R. Ramakrishnan	1,10,000

(c) Yes Sir,

(d) Salient features of the allegations of irregularities against the Managing Director.

(1) The company has been brought to a sorry state of affairs on account of the negligence and unilateral and wilful mal-administration and mismanagement by the Managing Director. The company has not paid dividends for the past 4 years and provision for depreciation for the last two years amounting to Rs.3-1/2 crores has not been provided for in the Balance Sheet so far. Shares of the company are quoted in the market hardly half of the face value.

(2) The company owes for payment of arrears amounting to over Rs. 9 crores to the Electricity Board of Tamil Nadu out of which about Rs. 7 crores has arisen due to penal levies which is

due to the personal negligence and dereliction of duty by one of the Managing Directors.

(3) It is alleged that one of the Managing Directors was able to get a fat commission in the payments made to collaborators for purchase of equipment and machinery abroad.

(4) The arrears in repayment of loans to financial institutions amount to about Rs. 120 lacs. It is in arrears of preference dividends to the extent of Rs. 80 lakhs.

(5) One of the Managing Directors has pocketed and is pocketing the profits and resources of the company to his personal account.

(6) The statutory cost auditor in his report has pointed out that the profits from agricultural operations had not been accounted for (7) very many

under hand dealings are taking place in the mining and transport of bauxite.

(e) The matter has been taken up with the Company.

**उज्जैन में शराब बनाने के कारखानों
द्वारा लाइसेंसों का दुरुपयोग**

172. श्री हुकम चन्द कछवाय : क्या पेट्रोलियम तथा रसायन और उर्वरक मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या उज्जैन स्थित शराब बनाने के कारखाने के मालिक अपने लाइसेंसों का बड़े पैमाने पर दुरुपयोग कर रहे हैं और मानक किस्म (स्टैंडर्ड क्वालिटी) का लेबल लगाकर घटिया किस्म के उत्पाद बेच रहे हैं ; और

(ख) क्या यह सच है कि उक्त कारखाने में बनी शराब की जांच कोई भी विभाग नहीं करता जिसके फलस्वरूप वे ऊंचे दामों पर अत्यन्त घटिया किस्म की शराब बेचते हैं और इसके परिणामस्वरूप अनेक लोग मर गये हैं ?

पेट्रोलियम तथा रसायन और उर्वरक मंत्रालय में राज्य मंत्री (श्री जनेश्वर मिश्र) : (क) जी, नहीं ।

(ख) आसवनी में निर्मित शराब का वर्ष में दो बार रासायनिक विश्लेषण किया जाता है और इस बारे में कोई प्रतिकूल रिपोर्ट नहीं है । शराब के कारण उज्जैन जिले में किसी की मृत्यु के बारे में कोई रिपोर्ट प्राप्त नहीं हुई है ।

**Pollution caused by F.C.I. Plants near
Bombay**

173. DR. SUBRAMANIAM SWAMY: Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether citizens of Bombay have protested to the Central Government about the pollution caused by the Fertilizer Corporation of India plants; and

(b) whether Government have chalked out an anti-pollution policy in this regard; and if so, the details of that policy?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI JANESHWAR MISHRA): (a) and (b) There have been representations from the citizens of Bombay in regard to the pollution in the Chembur Trombay area caused by the various industries including the Trombay unit of the Fertilizer Corporation of India.

Legislation is already in force to regulate and control water pollution. Legislation is also proposed for the prevention and control of air pollution.

As regards the Trombay Unit of the Fertilizer Corporation of India, all necessary steps are being taken to ensure that the pollution levels on account of effluents from the factory and atmospheric emissions are kept within the permissible limits. The pollution abatement measures already taken and being taken at Trombay are estimated to cost Rs. 837 lakhs.

Also, with the substitution of high sulphur fuel oil derived from imported crude oil by low sulphur fuel oil derived from Bombay High crude and low sulphur gas from Bombay High, for use as fuel/feedstock in the industries in the Trombay-Chembur area, the level of SO emissions in that area will come down very considerably in the next three years.

माध्याह्नि चुनावों पर लक्ष

174. श्री हुकम चन्द कछवाय : क्या विधि, न्याय और कम्पनी कार्य मंत्री यह बताने की कृपा करेंगे कि जनवरी, 1978

के पश्चात् राज्यों में मध्यावधि चुनावों पर केन्द्रीय सरकार ने अब तक कुल कितनी घनराशि खर्च की है ?

विधि, न्याय और कर्मचारी कार्य मंत्री (श्री शान्ति भूषण) : जनवरी, 1978 से अभी तक केन्द्रीय सरकार द्वारा राज्यों में मध्यावधि निर्वाचनों पर कोई व्यय नहीं किया गया है क्योंकि जनवरी, 1978 के पश्चात् ऐसे कोई निर्वाचन नहीं हुए हैं।

12.00 hrs.

PAPERS LAID ON THE TABLE

NOTIFICATIONS UNDER RAILWAY PROTECTION FORCE ACT, 1951 AND UNDER INDIAN RAILWAYS ACT, 1890

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): I beg to lay on the Table:—

(1) A copy each of the following Notifications Hindi and English versions) under sub-section (3) of section 21 of the Railway Protection Force Act, 1957:—

(i) The Railway Protection Force (Amendment) Rules, 1977, published in Notification No. G.S.R. 32 in Gazette of India dated the 7th January, 1978.

(ii) The Railway Protection Force (Amendment) Rules, 1977, published in Notification No. G.S.R. 33 in Gazette of India dated the 7th January, 1978.

[Placed in Library. See No. LT-1518/78]

(2) A copy of Notification No. S.O. 200 (Hindi and English versions) published in Gazette of India dated the 21st January, 1978, issued under section 56(B) of the Indian Railways Act, 1890 [Placed in Library. See No. LT-1519/78].

12.01 hrs.

ASSENT TO BILLS

SECRETARY: Sir, I lay on the Table following three Bills passed by the Houses of Parliament during the last session and assented to since a report was last made to the House on the 12th December, 1977:—

1. The Requisitioning and Acquisition of Immovable Property (Amendment) Bill, 1977.

2. The Appropriation (No. 4) Bill, 1977.

3. The Betwa River Board (Amendment) Bill, 1977.

2. Sir, I also lay on the Table copies, duly authenticated by the Secretary-General of Rajya Sabha, of the following eleven Bills passed by the Houses of Parliament during the last session and assented to since a report was last made to the House on the 12th December, 1977:—

1. The Lady Hardinge Medical College and Hospital (Acquisition) and Miscellaneous Provisions Bill, 1977.

2. The Inland Steam-vessels (Amendment) Bill, 1977.

3. The Salaries and Allowances of Ministers (Amendment) Bill, 1977.

4. The Advocates (Amendment) Bill, 1977.

5. The Indian Iron and Steel Company (Acquisition of Shares) Amendment Bill, 1977.

6. The Enemy Property (Amendment) Bill, 1977.

7. The Smith, Stanistreet and Company Limited (Acquisition and Transfer of Undertakings) Bill, 1977.

8. The Gresham and Craven of India (Private) Limited (Acquisition and Transfer of Undertakings) Bill, 1977.

9. The Payment of Bonus (Amendment) Bill, 1977.

10. The Companies (Amendment) Bill, 1977.

11. The Supreme Court (Number of Judges) Amendment Bill, 1977.

12.02 hrs.

RAILWAY BUDGET, 1978-79

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE): Mr. Speaker, when I presented the Railway Budget for 1977-78, I had made some promises and assurances. I now rise to place before the House an account of the performance of the Indian Railways during the current year and the Annual Financial Statement showing the estimated receipts and expenditure for the year 1978-79. The House may judge the Railways' performance against the background of the promises made in the last budget.

While presenting the budget for 1977-78 in June last year, I had informed the House that I had broad-based discussions with various organisations representing a cross-section of the rail-users and employees on the subject of improving the performance of the Railways....

श्री कल्याण जैन (इंदौर) : मंत्री जी आप तो हिंदी अच्छी बोल लेते हैं। हिंदी में बोलिए

MR. SPEAKER: No, no. You cannot do that. Both languages are permitted.

श्री मनी राम बागड़ी (मयुरा) : अध्यक्ष जी, हिन्दी भाषी को राष्ट्रभाषा का दर्जा प्राप्त है और 10 साल के अन्दर हिन्दी को इस पद पर लाया जायगा इसके लिये सरकार वचनबद्ध है। मंत्री जी जान कर के अंग्रेजी में पढ़ रहे हैं और हिन्दी को उचित स्थान नहीं दे रहे हैं। यह संविधान के साथ अन्याय कर रहे हैं।

MR. SPEAKER: Please go on....

(Interruptions)

SHRI A. BALA PANJANOR (Pondicherry): I warn them through you, Sir, that they are going too far. Why are they taking up this attitude? Yesterday they pressurised the President. We are not second-class citizens of this country.

MR. SPEAKER: Are you objecting to his speaking in English?

SHRI A. BALA PAJANOR: Not to that, but to their remarks.

MR. SPEAKER: It is not for you to answer them—unless the Minister changes.....(Interruptions)

SHRI A. BALA PAJANOR: They are not having any consideration for unity. Don't try this. We are not second-class citizens in this country.

श्री कल्याण जैन : अध्यक्ष जी, 98 प्रतिशत लोग भारतीय भाषा जानते हैं और आप लोग वोट भी भारतीय भाषा में लोगों से लेते हैं इसलिये उसी भाषा में बोल। यहां अंग्रेजी की वकालत क्यों करते हैं।

SHRI A. BALA PAJANOR: Kya Bharati Bhasha? I could not put a question in this House in Tamil for the last 30 years.

MR. SPEAKER: Both the languages are permitted. You may please go on.

THE PRIME MINISTER (SHRI MORARJI DESAI): May I request the hon. friends on this side to be good enough to resume their seats? This is not the way. May I request my hon. friends there not to be excited? I request my hon. friends here not to create such situations in this House.

SHRI A. BALA PAJANOR: Thank you very much.

PROF. MADHU DANDAVATE: As a result of these discussions, I have been able to introduce several measures to streamline the administrative machinery of the Railways, improve the financial performance and provide better amenities and facilities to the travelling public, particularly the second class passengers.

Performance during 1977-78

At the outset, it may be pointed out that this financial year has been a year of broad fulfilment of the promises and assurances given to the rail-users and the employees. There has been a sustained improvement in the performance of the Railways in regard to transport of both passengers and goods....

SHRI AHSAN JAFRI (Ahmedabad):
Wah, Wah!

MR. SPEAKER: Now you have the opportunity to say that.

PROF. MADHU DANDAVATE: The originating loading has been consistently higher from month to month as compared to the corresponding period of last year. This improvement was maintained right upto the end of October 1977. In November, the originating loading dropped below that of the corresponding month of the previous year due largely to the unprecedented cyclones on the east and west coasts which affected the States of Tamil Nadu, Andhra Pradesh and Kerala, disrupting traffic extensively on three Railways, viz. Southern, South Central and South Eastern Railways. There has also been less offering of traffic by some industrial sectors due to varied reasons. The same trend continue in December also.

2. The cumulative originating revenue loading upto the end of December 1977 has, however, been higher than that in the previous year by 1.57 million tonnes. Though the originating revenue-earning traffic has fallen short of the budget anticipations, the average lead of traffic has shown an appreciable increase from 671 kilometres during the corresponding period of last year to 711 kilometres upto December 1977—an increase of 6 per cent. The tonne kilometrage of originating revenue-earning freight traffic, which is the correct index of totality of Railways' performance, will be higher than the budgeted figure by about 2.5 per cent, and by 5.5 per cent as compared to the previous year. The revenue-earning net tonne kilometrage of freight traffic is expected to be 151,940 millions as against the budgeted figure of 148,280 millions. Though the originating revenue-earning traffic is expected to be only about 214 million tonnes, as compared to the budget estimate of 220 million tonnes, because of the increased lead the fall in tonnage will not make any appreciable dent in our earnings from freight traffic.

3. Passenger traffic continues to be quite buoyant. The increase in originating passengers was 5.39 per cent upto December and passenger earnings were also 11.2 per cent more than the corresponding period of the previous year. The increase in passenger traffic upto December is 5.93 per cent more under suburban and 4.74 per cent more under non-suburban. These trends have been taken into account while revising the estimates for the year 1977-78.

Revised Estimates for 1977-78 and Actuals for 1976-77

4. On the basis of the improved traffic performance, the revised estimates of gross traffic receipts for 1977-78 have been placed at Rs. 2131 crores or an increase of about Rs. 21 crores over the budget estimates.

5. As regards working expenses, I am glad to say that in spite of increase in passenger traffic and the net tonne kilometres of freight traffic over the budgeted level, the revised estimates of working expenses, which are now placed at Rs. 1611 crores, indicate a net saving of Rs. 37 crores as compared to the budgeted figure due to better efficiency and tighter expenditure control. The saving could have been much more but for the inescapable additional expenditure due to the increased dearness allowance for seven months of the current year and increased requirement of fuel etc. necessitated by running of more trains.

6. The House will be happy to know that the surplus for 1977-78 is now expected to be Rs. 89.32 crores, that is about Rs. 57 crores higher than the budgeted figure of Rs. 32.5 crores. This is after providing for Rs. 140 crores towards Depreciation Reserve Fund, Rs. 40 crores for Pension Fund and after making full payment of dividend to the General Revenues to the extent of Rs. 227 crores. In this context, it is significant to note that whereas the actual surplus generated in 1976-77 was Rs. 87.24 crores, the surplus expected

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in 1977-78 is Rs. 89.32 crores without any further increase in fares and freight rates and despite escalated costs.

Plan Outlay for 1977-78

7. The Railways' developmental programme for 1977-78 envisaged a total outlay of Rs. 480 crores (including Rs. 10 crores for the Metropolitan Transport Projects) and additional Rs. 2.80 crores to meet the working capital requirements for financing export orders. In the original annual plan for 1977-78, Rs. 501 crores were provided, but this was reduced to Rs. 480 crores as result of a comprehensive review undertaken in consultation with the Ministry of Finance. However, no reduction was made in the allocation for new lines. Similarly, provision on users' amenities was made at Rs. 4 crores, slightly higher than the original provision, in accordance with the recommendations of the successive Railway Convention Committees and the Estimates Committee. The expenditure on works during 1977-78 is now expected to be Rs. 488.55 crores as against the budget estimate of Rs. 480 crores.

Railway Convention Committee

8. While introducing the budget for 1977-78, I had indicated that due to the dissolution of the Fifth Lok Sabha, the Railway Convention Committee's recommendations for 1977-78, duly approved by the Parliament, were not available to the Government and consequently the computation of dividend was made for the year 1977-78 on the same basis as for the year 1976-77. Honourable Members are aware that a new Railway Convention Committee was constituted in August 1977, "to review the rate of dividend which is at present payable by the railway undertaking to the General Revenues, as well as other matters in connection with the Railway Finances, *via-a-via* General Finance, and make recom-

mendations thereon". The Committee presented its First Report to the Parliament in November 1977, which contained its recommendations on the rate of dividend payable for the financial years 1977-78 and 1978-79 and other ancillary matters. These recommendations envisaged the continuance of the concessions already in force in respect of the year 1976-77 for the two subsequent years as well. This has been approved by the Parliament and the budget for 1978-79 has been framed accordingly.

Budget Estimates for 1978-79

9. I now turn to the budget estimates for 1978-79. The gross traffic receipts for the year are estimated at Rs. 2220 crores or Rs. 88 crores more than the revised estimates for the current financial year. The revenue-earning goods traffic is expected to be 222 million tonnes or 8 million tonnes more than the revised target of 214 million tonnes for the current year. Passenger traffic, as well as earnings are expected to increase by 5 per cent.

Working Expenses

10. As regards working expenses, the estimates are placed at Rs. 1701 crores or about Rs. 90 crores more than the revised estimates for the current year. I would like to inform the House that this increase in working expenses is mainly due to the grant of one additional instalment of dearness allowance to the employees, revision of rates of night-duty allowance for various categories of staff, implementation of assurance relating to 10-hour rule for loco running staff and acceptance of Labour Tribunal Awards relating to hours of employment regulations. Increased provision has also been made for better maintenance of track and rolling stock and fuel requirements for the anticipated increase in traffic.

11. The Railway Convention Committee 1977, in its First Report, has recommended an appropriation of Rs. 145 crores to the Depreciation

Reserve Fund in the financial year 1978-79 and this recommendation was approved by the House in the last session. This involves an increase of Rs. 5 crores over the appropriation in the current year. The appropriation to the Pension Fund is also being increased from Rs. 40 crores in the current year to Rs. 50 crores in the year 1978-79.

12. With the increase in the level of working expenses and the increased appropriations to funds, to which I have just now referred, the budget for 1978-79 is expected to yield a net surplus somewhat lower than the revised estimates for 1977-78. The surplus estimated is Rs. 65.43 crores. If the amount earmarked for additional expenditure on staff and increased provision for Depreciation and Pension Funds is taken into consideration, the comparable surplus for 1978-79 would be much higher than that for the current year.

Indebtedness of the Railways

13. The anticipated surplus in 1978-79 will help the Railways reduce their indebtedness to the General Revenues from Rs. 368.68 crores at the end of March 1978 to Rs. 345.37 crores at the end of March 1979. In order to embark on various developmental and modernisation schemes, Railways have to function as an economically viable unit and in this regard we have still a long way to go in spite of the surplus achieved during 1976-77 and 1977-78 and that expected during 1978-79. I am exploring avenues for overcoming the adverse effects of this indebtedness in consultation with the Ministry of Finance. This is also necessary to provide an incentive for the Railways to generate more surplus which could be utilised for their developmental activities. I am also thinking of having an in-depth study made into the capital structure of the Railways by a Committee, as recommended by the Railway Convention Committee 1971.

14. As the Honourable Members are aware, the Railways have been bearing a considerable amount of additional expenditure by way of social burdens. Perhaps the time has come when this question has to be considered in all its aspects and a portion of this burden is shared by the General Revenues. Out of about Rs. 170 crores identified as estimated social burdens for the current year, about Rs. 69 crores are due to some commodities being carried below cost and about Rs. 21 crores on the working of uneconomic branch lines, the balance being losses incurred on short-distance and suburban passenger traffic. I have recently appointed a High-Power Official Committee to examine some of the matters connected with the social burdens, in accordance with the recommendations of the Railway Convention Committee 1971.

Fifth Plan and the Rolling Plan

15. The Planning Commission had provided to the Railways a sum of Rs. 2152 crores (excluding Rs. 50 crores for the Metropolitan Transport Project Schemes) for the Fifth Plan. According to the decision of the Government, the Fifth Plan will stand terminated one year in advance, i.e. at the end of the current financial year. Plan expenditure on the Railways upto 31st March 1978 would be approximately Rs. 1551 crores excluding Rs. 33 crores on the Metropolitan Transport Schemes.

16. Passenger Traffic handled by the Railways upto the end of 31st March 1978 is expected to be 28 per cent higher and goods traffic (in term of originating freight) 30 per cent higher than at the commencement of the Fifth Plan. The originating freight traffic (both revenue and non-revenue), as at the end of March 1978, would thus be of the order of 240 million tonnes and at the end of 1978-79 about 248 million tonnes. This compares favourably with the anticipations of the Fifth Plan, as originally drawn up, according to which freight traffic should attain the level of 250 million tonnes at the end of 1978-79.

[Prof. Madhu Dandavate]

17. The work of preparing the Rolling Plan for the next five years, covering the period 1978-79 to 1982-83, has been taken up and Railways are participating in the Working Group set up by the Planning Commission for an assessment of rail transport requirements in the next five years and for formulating the requisite development programme. However, the Annual Plan for 1978-79, as finalised, provides an amount of Rs. 535.30 crores for the Railways (including Rs. 15 crores for Metropolitan Transport Projects) and an additional Rs. 5 crores to meet the Working Capital requirements for financing export orders. This is higher by Rs. 51.75 crores than the previous year's revised outlay of Rs. 488.55 crores. The allotment for 1978-79 includes a provision of Rs. 236 crores for rolling stock or an increase of Rs. 5 crores over the revised outlay for the current year and an amount of Rs. 29 crores for new lines i.e. an increase of Rs. 5 crores over the revised outlay for the current year.

RAILWAYS DEVELOPMENT PROGRAMME

New Lines, conversions and surveys

18. Railways are an integral part of the infra-structure for the economic growth of the country and, therefore, they cannot remain static in relation to a growing economy. With the increase in population and increase in industrial and agricultural output, Railways have to keep pace with the developments through provision of transport facilities in areas where these have been lacking and increased facilities where these are inadequate to meet the demands of the travelling public, as well as the industrial and agricultural sectors.

19. Twenty-eight new railway lines and restoration schemes, which still require about Rs. 180 crores for their completion, are in hand in the current financial year. On account of severe limitations on resources, it has been my endeavour to concentrate on some of the schemes with a view to completing them instead of spreading the outlay

thinly on a large number of projects. As a result of this policy, it has been possible to complete 7 projects, in all respects, during the current financial year and these will not find place in the Budget for the next year. It has also been possible to commission three more lines partially. The same policy will be continued in the next financial year also and it will be possible to complete another four projects next year. Even in cases where funds cannot be provided for completing the entire project, we are planning to take up the work in suitable phases so that sections of projects can be commissioned and become productive progressively as more funds become available.

20. It will be possible to complete, during the next financial years, the remaining sections from Sakleshpur to Subrahmanya Road of the Hassan-Mangalore line in Karnataka, the Trivandrum-Nagercoil Section of the Trivandrum-Tirunelveli-Kanyakumari line in Kerala and Tamil Nadu, the Bagpat Road-Shamli Section of the Shahdara-Saharanpur line in Uttar Pradesh and about half the length of the Rohtak-Bhiwani line in Haryana. The work on Nadikude-Bibinagar and Bhadrachalam-Manguru lines in Andhra Pradesh, Kerala Road-Jayant line in Uttar Pradesh and Madhya Pradesh, Jakhapura-Banspani line in Orissa and Howrah-Amta line in West Bengal will also be speeded up. It is also proposed to provide siding facilities proposed to provide siding facilities, on the request of the Ministry of Steel and Mines, at Jaruri in Orissa for exploitation of the rich iron ore resources in that area.

21. During every debate on the Railways in Parliament, Honourable Members have been voicing concern over the lack of railway facilities in several backward areas. I share this concern equally with them and the Government is keen to take up construction of more and more new railway lines, especially in the backward areas. I am exploring all avenues of mobilising more re-

sources for this purpose in consultation with the Planning Commission and the Ministry of Finance so that construction of more new railway lines may be taken up. The Government is trying to evolve a long term policy in this regard.

22. Pending finalisation of the overall policy regarding the construction of new railway lines, the Ministry of Railways propose to take up, in the next financial year, construction of:

(1) A new railway line from Apta to Roha has the first phase of the proposed West Coast Konkan Railway from Apta to Mangalore, connecting Maharashtra, Goa and Karnataka and providing direct link with Kerala and Tamil Nadu;

(2) The link from Kalyani to Kalyani Township in West Bengal; and

(3) Nadiad-Modasa broad gauge line via Kapadvanj in Gujarat.

23. The policy of converting the saturated metre gauge and narrow gauge lines to broad gauge with a view to progressively achieving one uniform gauge in the country was continued during this year. Thirteen gauge conversion projects are at present in progress. In this case also, we are concentrating on some of the projects to complete them fully instead of tinkering with all of them simultaneously. As a result of this policy, it has been possible to complete the Ernakulam-Trivandrum gauge conversion project in Kerala. The Suratgarh-Bhatinda Project in Rajasthan and Punjab is also nearing completion. High priority is being given to the conversion of Barabanki-Samastipur Section in Uttar Pradesh and Bihar and the Viramgam-Okha Section in Gujarat on which substantial progress has been made. Work is in good progress on the Bongai-gaon-Gauhati Project in Assam and Guntakal-Bangalore Project in Andhra Pradesh and Karnataka. Work will also be started on Manmad-Aurangabad Section of Manmad-Parli Vajjnath conversion project in the Marathwada region of Maha-

rashttra also during the year. In the budget for 1978-79, gauge conversion of Barauni-Katihar line in Bihar has been included. This line is an operational necessity and, when completed, would give fillip to the development of north Bihar.

24. It is also proposed to take up, during the next financial year, final location survey for Budge Budge-Namkhana line in West Bengal; traffic survey for Domohani-Changrabandha restoration work in West Bengal; and preliminary engineering-cum-traffic surveys for Barwadih-Karonji line in Bihar and Madhya Pradesh, Khalilabad-Balrampur and Konch-Jalaun lines in Uttar Pradesh, and Lalitpur to Singrauli via Khajuraho, Satna and Rewa in Madhya Pradesh and Uttar Pradesh.

25. The North Eastern Council has proposed construction of a few short railway lines to serve the member States. These proposals are being examined by a Committee set up by the Planning Commission and decision about them will be taken shortly.

Metropolitan Rail Transport Projects

26. The allotment for the Metropolitan Rail Transport Projects in the 5-year period upto 1978-79 was Rs. 50 crores out of which Rs. 41 crores are being utilised for the 16.5 kilometre underground line in Calcutta, now estimated to cost Rs. 250 crores. The technology required for civil engineering construction, rolling stock, signalling, ventilation etc. has been under development and testing, and civil engineering construction is being progressed in a phased manner. The line is expected to be completed in 1986, subject to adequate resources being made available. Orders for manufacture of the prototypes of rolling stock for the proposed underground railway have been placed on Integral Coach Factory, Madras. In Bombay, to facilitate the movement of commuters between the residential area north of Bandra and the central business district near Victoria

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Terminus, the construction of a rail fly-over to connect the slow lines of the Western Railway with the harbour branch lines of the Central Railway has been sanctioned. In Delhi and Madras, investigations are on hand for developing integrated projects to make optimum use of rail and road transport systems.

Passenger Amenities and New Train Services

27. While presenting the Railway Budget in June 1977, I had informed the House that a new concept would be introduced in providing additional long-distance classless trains with only second class accommodation. A few services of this type have since been introduced, such as Tatanagar-Muzaffarpur tri-weekly Express, Kacheguda-Ajmer bi-weekly Express, Tirupati-Hyderabad Rayalaseema Express and Madras-Madurai Vaigai Express.

28. This has been further improved upon by a new type of Janata train with upholstered seats and berths. The first train of this type, the Geetanjali Express, was introduced between Bombay and Howrah in November 1977. About 80 more cushioned second class sleeper coaches are being manufactured this year and will be provided in five additional train services. About 400 such coaches will be manufactured next year to be put on several fast express trains. Besides cushioned berths and backrests, additional amenities are being provided in these coaches, some of which are: provision of tinted window glass to prevent glare, additional racks for keeping meal-trays in hygienic condition, space for keeping potable drinking water containers and provision for supply of linen and bedding to passengers on demand.

29. During the next financial year, I would like to go a step further in improving the travel conditions of second class passengers. In addition to second class sleeper coaches with cushioned berths, we have now decided that all second class general coaches on fast

inter-city services will be provided with cushioned sea.

30. Besides these, a prototype second class 3-tier sleeper coach, slightly longer than the present one, with 6 toilets instead of 4, more fans and better water supply arrangements, is being manufactured at the Integral Coach Factory at Madras.

31. In furtherance of this concept of Janata trains and in order to provide additional accommodation to meet the requirements of the masses, in preference to the claims of the affluent classes, I have decided that first class air-conditioned accommodation will not be increased hereafter and will be progressively phased out. No new first class air-conditioned coaches on additional account will be built in future. This will also be in keeping with the recommendations of the public Accounts Committee of Parliament.

32. While presenting the budget in June 1977, I had stated that after prototype trials, the progressive extension of use of double-decker second class coaches will be considered. One prototype B.G. double-decker second class coach was put on trial on the Madras-Jolarpettai and Bombay-Pune Sections. Twelve B.G. double-decker coaches are expected to be turned out by the Integral Coach Factory this year and will be pressed into service on specified routes starting from April 1978.

33. In spite of introduction of 108 new trains and extension of the runs of 74 trains since April 1977, heavy overcrowding continues to be the major problem requiring immediate solution. With limited terminal and line capacities, it has not been possible to meet all the demands for additional trains on our trunk routes without affecting freight movement. For giving the maximum relief to the travelling public, it has now been decided to increase the passenger-carrying capacity of the existing trains by rationalising coaches to be used and by increasing the num-

ber of coaches hauled by each train. As against 14 different types of coaches that are now being manufactured, orders will be placed, for some time to come, for manufacture of only three main types of passenger coaches, i.e., second class 3-tier sleeper coaches with padded cushions, second class general coaches with cushioned seats and second class air-conditioned sleeper coaches with 46 berths, the last named replacing two ordinary first class coaches each. In this process, additional accommodation will be provided on existing long-distance trains for 200 to 300 extra passengers per train.

34. As per the Railways' perspective, all the long-distance mail/express trains in the country will be having in the next two to three years second class 3-tier coaches, with padded cushions and improved amenities, which will greatly wean away most of the passengers from the first class to the second class, thereby achieving our ultimate objective of having predominantly one type of accommodation in long-distance trains. This will mean gradual doing away with the different classes on the Railways.

35. As a part of our regular passenger amenities programme, selected stations are provided with better facilities of lighting, toilets, refreshment rooms, etc. This programme continues. I am also considering the question of increasing the annual allotment for passenger amenities from Rs. 4 crores to Rs. 5 crores.

Streamlining of Reservation System— Computerisation Experiment

36. Steps have also been taken to curb corruption in reservation and streamline the procedures. As a part of the drive to root out malpractices in booking and reservation offices, I have decided that, as a matter of general policy, only women should be employed as reservation/booking clerks and supervisors in the major booking offices, starting with the metropolitan cities. We may

be accused of being partial to the fair sex, but our experience has shown that malpractices in reservations are comparatively less where women are employed at the counters.

37. To streamline the mammoth and complex operation involved in the matter of reservation of rail accommodation in trains and to eliminate malpractices, I am also considering computerisation of passengers reservations in the four metropolitan cities. To start with, the feasibility of introducing this system in Delhi area is being explored in collaboration with the Electronics Corporation of India Limited, Hyderabad. I only hope that human deficiencies would not be replaced by mechanical errors of the machine.

"Janata Khana" in trains

38. In response to the demand of the travelling public for supply of food at cheaper rates, Railways have now decided to supply "Janata Khana" on all major long-distance trains at Re. 1 per food packet. I am sure this will be welcomed by all sections of passengers, particularly those with low budgets. Three varieties of food packets will be sold on trains to suit the tastes of people from different parts of the country. This will be in addition to the normal catering arrangements already existing on trains and at stations.

Railway Users' Consultative Committees

39. The existing Railway Users' Consultative Committees at various levels had become unwieldy. These were, therefore, abolished and new Committees, more compact and representative in character, have recently been reconstituted at the Zonal and Divisional levels. The reconstitution of the Committee at the National level is in progress.

Settlement of Claims

40. While introducing the Railway Budget in June 1977, I had assured the House of a qualitative improvement in the disposal of claims. In June 1977, we had nearly 13,500 claims cases pending for three months or more. I am happy to inform the House that in the last seven months, this figure has dropped down to 6,347. Settlement of these cases has been held up for compliance by the claimants in regard to production of documents or establishment of title. The machinery for settlement of claims has been streamlined through decentralisation and enhancement of powers of Claims Settlement Officers. As a result of this drive, the average time taken for settlement of claims has now come down to 48 days and we will soon reach our objective of setting claims within 6 weeks.

Safety in Rail Travel

41. In the last session of Parliament, Honourable Members of this House, as well as the other House, voiced deep concern over the recent rail accidents some of which resulted in heavy casualties. I fully share their concern. As the Members are aware, a seven-member High-Power Accidents Inquiry Committee has since been appointed with Shri S. M. Sikri, a former Chief Justice of the Supreme Court, as the Chairman to review the position of accidents since 1968 and to suggest measures for their prevention.

42. During the discussion on railway accidents and on other occasions I had indicated the various measures taken by the Railway Administration to eliminate accidents and make rail travel safer. The process of modernising progressively the equipment involved in signalling and inter-locking and introduction of automatic warning system, track-circuiting, better maintenance of track and rolling stock, ultrasonic flaw detectors for wheels, axles and rails and vigilance

control devices has been speeded up. Apart from modernised equipment and safety devices, it is equally important that staff connected with train operations are educated and trained and at the same time they are given adequate rest in order to relieve them to fatigue. The safety organisation on the Railways has been geared up and the activities of imparting intensive safety-oriented instructions to the staff connected with train operations have been intensified. The various labour unions have also taken keen interest in this safety drive.

43. In order to give adequate rest to the staff it has been decided to permit the Railways to sanction upto 10,000 additional posts in operational categories connected with the running of trains (other than running staff) for implementing the recommendation of the Miabhoy Tribunal Award in regard to modifications in the hours of employment regulations.

44. As far as the running staff are concerned, all mail and express trains and 85 per cent of goods trains are already working to the schedule of 10-hour duty at a stretch. It has since been decided to permit the Railways to provide additional running staff to the extent of 2700, so that the 10-hour rule may be implemented completely in as short a time as possible on all trains—both passenger and goods.

45. There are at present 36,000 level crossings for vehicular traffic on the Indian Railways, out of which 22,000 are unmanned. Upgradation of unmanned level crossings to manned level crossings is at present carried out at the cost of Road Authorities, viz. the State Governments in the case of highways, Municipalities and Corporations in the case of roads within the municipal limits and the Central Government in the case of national highways. In view of a number of accidents at the level crossings and the need for greater safety I have now decided that such of the unmanned level crossings as are poten-

tial hazards to safety of passengers, shall, in future, be upgraded to manned level crossings, in a phased manner, entirely at the cost of the Railways.

46. As the Honourable Members are aware quite a few accidents in the recent past were attributed to tampering with track by anti-social elements. The situation took a serious turn in November-December 1977 when there were as many as 51 cases of sabotage on the Indian Railways. Whereas timely action saved many serious disasters, in a few cases saboteurs were successful in wrecking trains. In order to assist the civil/police authorities in protecting the railway track 11,000 Railway Protection Force men and 14,000 gangmen have been deployed for patrolling the track in vulnerable areas in coordination with the local administrations. The Railways are spending about Rs. 1 lakh a day on these patrolling arrangements. After introduction of these measures several cases of suspected sabotage were detected in time and accidents averted thereby. The situation has taken a turn for the better during the last two months.

47. To eliminate fish-plates, which are potential targets of mischief, Railways are going in for introduction of long and short welded rails on their trunk routes. At present, 32,000 kilometres of track has already been provided with welded rails.

48. As the network of Indian Railways extends over 61,000 route kilometres, Honourable Members would appreciate that it would be well-nigh impossible for the Railways to protect every inch thereof. It is the duty of every citizen to cooperate with the Government in tracing and apprehending anti-social elements who indulge in sabotaging railway track, the life-line of the nation. I would, therefore, appeal to the Honourable Members, and through them to all Social organisations and public bodies for cooperation with the Railways in apprehending the culprits and in

saving the innocent travelling public from the hazards of accidents. The State Governments have also taken adequate measures for the protection of railway track and installations.

49. I am also anxious that arrears of track renewal works should be overtaken as quickly as possible in the interest of safe and efficient rail operations. Taking into account the backlog and also the accruals during the next five years the total renewals of track to be carried out would be 14,850 kilometres, requiring an investment of about Rs. 560 crores. Raising the outlays substantially from the present levels, therefore, appears inescapable. We have approached the Planning Commission for an increased allotment for 1978-79 for this purpose.

Restructuring of Railway Board

50. Honourable Members may recall that I had made a statement on the floor of the House on 6th December 1977 on the restructuring of the Railway Board. I am happy to announce that the process of restructuring has been completed as scheduled, by December 31, 1977. As compared to the original five regular Members and eight Additional Members, the Board has now only five Members, assisted by three Advisers who do not form part of the Board.

51. More important than the leaner look of the Railway Board is the implementation of the decision to shed much of its powers. Accordingly, more powers have been delegated to the General Managers so that the decision-making process may be expedited. A further exercise has been taken up to work out the details of devolution of powers from the General Managers to the Divisional Superintendents. This process is expected to be completed within the next two months.

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52. In order to strengthen the Divisional organisation I have also been considering transfer of some higher grade posts from the Zonal Headquarters to the Divisions so that the Divisional administration could be manned at a higher level than at present and the increased powers to be delegated to the Divisional organisation could be utilised effectively.

53. Reorganisation of the jurisdiction of the Zonal Railways is under constant review in the light of the workload operating requirements and economic and administrative considerations. The Sholapur Division of the South Central Railway has since been merged with the Central Railway and the Guntakal Division of the Southern Railway with the South Central Railway, with a few marginal adjustments. A new Division, called Hyderabad Metre Gauge Division, has been created on the South Central Railway and another new Division of the Southern Railway is proposed to be set up shortly with headquarters at Trivandrum.

Consultancy Services of Indian Railways

54. I would like to make a brief mention of the activities of the two public sector companies under the control of the Ministry of Railways, via the Rail India Technical and Economic Services (RITES) and the Indian Railways Construction Company (IRCON). The RITES, with a paid up capital of only Rs. 10 lakhs, has been able to conduct its operations at a profit and has declared dividends of 12 per cent and 25 per cent during the last two financial years. Contracts successfully completed by the Company include a preliminary engineering survey of 350 kilometres of electrified double-line project in Iran; another study in Iran about ways and means of increasing the capacity of the broad gauge line from Zahedan to Mirjaveh; the preliminary feasibility cum-economic study for three new railway lines totalling 550 kilometres

in Syria; a system study for improving the operational efficiency and maintenance standards of Ghana Railways; techno-economic feasibility study in Nigeria and survey for conversion of that country's rail line into standard gauge.

55. Teams of Indian Railway experts are presently assisting the Philippines National Railways, Ghana National Railways and Zaire National Railways. A further notable achievement is the recent winning of a contract, in the face of stiff international competition, for deputing experts to carry out staffing and management study on the Ghana Railways.

56. The Indian Railways Construction Company, apart from taking up certain projects within the country, has recently secured a contract for assistance in track maintenance on the Iranian Railways, Tenders submitted by RITES, in association with this Company, for a major railway construction project in Iraq are under consideration.

57. Securing successive contracts from these developing countries testifies to the level of expertise and technological excellence of the Indian Railways and is a good augury for further collaboration with developing countries in future.

Performance of Production Units

58. The three Production Units have been doing well. In the current year Chittaranjan Locomotive Works is expected to turn out 89 locomotives as against 76 locomotives last year. The Diesel Locomotive Works at Varanasi is expected to turn out 114 locomotives in the current year besides 24 power packs and 2 diesel generating set as against 98 locomotives turned out last year. The output from the Integral Coach Factory Madras, is expected to be 652 fully furnished coaches this year as against 575 turned out in the previous year.

59. The Integral Coach Factory, Madras, has got orders from Uganda

Railways for 20 coaches, 32 coaches for Nigeria, and 30 coaches for Philippines National Railways. The Diesel Locomotive Works, Varanasi, have completed the export order of 15 metre gauge locomotives to Tanzania, of which the last six were shipped in the current year.

Bulk Storage and Transportation of Foodgrains

60. We have always given top priority to the movement of foodgrains from the surplus to deficit areas. It has been decided that the Railways should associate themselves with the Food Corporation of India in its Storage Project being undertaken with the World Bank loan. The project envisages settings up of different types of storages including grain silos at railway sidings. The Railways have also decided to participate in a pilot scheme to be launched under the Storage Project for the transportation of foodgrains in bulk. The pilot project would enable the Railways to identify the types of wagons and equipment and also the methods of handling foodgrains, when transported in bulk, to meet the growing demands of this traffic.

Amendment of Indian Railways Act

61. A review of the Indian Railways Act, 1980 has been completed in terms of the assurance given by me while presenting the Railway Budget last year. The final draft of the bill embodying the results of the review is at present under consideration of the Ministry of Law. As soon as the preliminaries are over, steps will be taken to bring the Bill before the Parliament.

INDUSTRIAL RELATIONS

New Deal for Railway Employees

62. I am happy to report of the House that industrial relations on the Railways are, on the whole, quite-satisfactory. 3640 LS—9

factory and conducive to efficient functioning of this system. During the last few months I have had discussions with representatives of recognised Federations and some Members of Parliament associated with Railway Trade Unions in the problems faced by the Railways and their pending demands. I have been greatly benefited by these discussions as these have led to the identification of all pending issues. Since the new Government took over, a number of decisions have been taken to bring about greater satisfaction amongst the staff. I would like to make a brief mention of these measures:—

(i) The process of reinstatement of staff dismissed or removed during the May 1974 strike and annulment of punishments meted out of them has been completed within the stipulated time.

(ii) Review of cases of those victimised during the Emergency has also been completed.

(iii) The Government have fully lifted the ban on creation of posts, according to yardsticks, for staff directly engaged in operation on the Railways.

(iv) One more instalment of dearness allowance has been granted to Railwaymen, along with other Central Government employees, with effect from 1st September, 1977.

(v) Compulsory Deposit Scheme, which was applicable to Railway employees also along with others, has been discontinued.

(vi) Apart from the steps taken to implement the 10-hour rule, to which I have already referred earlier, the grades and working conditions of loco running staff, and the running staff in general, have been improved, some of which I mention below:

(a) New scales of Rs. 550—750 for Drivers of mail and express trains (to be designated as Drivers—Special Grade) and Rs. 425—640

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for Guards of mail and express trains (to be designated as Guards Special Grade) have been sanctioned.

(b) A selection grade of Rs. 425-800 covering 10 per cent of the posts in the grade of Drivers 'C' was introduced.

(c) The scale of pay of Second Firemen (Firemen 'C') has been improved from Rs. 200-250 to Rs. 210-270.

(d) The promotional quota from Firemen 'B' to Firemen 'A' category has been increased from 25 per cent to 50 per cent.

(e) The rates of running allowance for all running staff are being revised which will give them additional emoluments.

(f) The revised scales of Guards grade 'C' have been upgraded to raise the maximum of the scale from Rs. 480 to Rs. 530.

(g) Running staff will now be paid running allowance during the period of their casual leave also as in the case of leave on average pay.

(vii) It has been decided that 50 per cent of the vacancies in the clerical grades, arising upto 31-3-78 will be filled in by Clerical Apprentices.

(viii) During the discussions on the Railways Budget last year I had informed the House that I would review the position of various cadres on the Railways with a view to improving the promotional prospects of the staff, starting with the lowest paid categories.

In pursuance of this decision, a selection grade has been given to 50,000 Class IV staff, including safaiwalas, peons, hospital attendants, gangmen and gatemen, for the first time during the last 125 years.

(ix) It has now been decided to upgrade about 500 Class III posts to Class II. This decision, I am sure, will give satisfaction to a large number of Class III staff, particularly the senior supervisory categories, whose chances of promotion will now substantially improve.

(x) The quota for promotion of Class II officers on the Railways to Class I has been enhanced from 33-1/3 per cent to 40 per cent.

(xi) To improve the catering service in trains and in refreshment rooms, and to meet the long standing demand of the catering bearers working on commission basis, it has now been decided that these bearers will be absorbed as regular railway employees on prescribed scales of pay. This will be done in a phased manner on the basis of the length of their service.

(xii) Welfare machinery on the Railways has been geared up to ensure that grievances of staff are quickly redressed in an effective manner. Separate grievance cells have been opened at the Railway Board level, as well as at the Zonal and Divisional headquarters, to expeditiously deal with the representations from the staff as well as from the general public.

(xiii) While presenting the budget in June 1977, I had mentioned about the proposed set up of the Corporate Enterprise Group with representatives of management and workers at the Zonal levels. I am glad to inform the House that such Zonal Corporate Enterprise Groups have started functioning from July 1977. The Railway Administrations have now been asked to set up Divisional Corporate Enterprise Groups in each Division in the same manner.

(xiv) As a further step towards participation of workers in railway management, the Zonal Railways have also set up 48 Joint Councils and 170 Shop Councils in their

workshops employing 500 or more workers.

(xv) Persistent complaints are received from the staff that uniform supplied to them are ill-fitting and not supplied in time. Measures have now been taken to ensure that uniforms appropriate to the season are supplied in time. Further, I have also decided that uniforms for the Railway staff will be stitched according to individual measurements, instead of the present arrangement of supplying uniforms in a few standard sizes.

(xvi) In order to facilitate remittances of cash safely and quickly, as well as withdrawal of salary and pension by employees through banks, Railways have initiated a policy of opening branches of nationalised banks at railway stations, as well as at premises of railway offices.

(xvii) I had also mentioned, while presenting the budget in June 1977, that I would review all cases where extensions had been granted to employees much before the dates of their superannuation. As a result of the review, several extensions were cancelled and in a few cases where the employees were already on extensions, the same were terminated with effect from May 31, 1977. It has now been made a general policy that no extension will be given to employees beyond the age of superannuation so that those on the lower rungs of the ladder could get quicker promotions.

(xviii) All *ad hoc* appointments in Class III and Class IV, made by previous Government in violation of normal rules and regulations, have been referred to Railway Service Commissions and Screening Committees.

(xix) In recognition of the commendable performance of the railway employees in various fields, Government have sanctioned an

ad hoc amount of Rs. 15 crores for staff welfare measures, in addition to the amount provided for in the budget. The details of welfare schemes on which this amount is to be spent have been decided upon by the Zonal Railways in consultation with the Zonal Corporate Enterprise Groups of Management and Labour.

63. Some more demands of the railway employees are being processed and appropriate decisions will be taken in due course.

64. This deal for the employees is motivated by my democratic perspective of conducting Railway Administration in full cooperation with the railway employees and their trade unions.

Rail Tariff Enquiry Committee

65. While presenting the Interim Budget in March 1977 I had indicated that in pursuance of the recommendations of the Public Accounts Committee (1974-75), the Government had decided to appoint a High Power Expert Committee to study the structure of freight rates and fares and to make suitable recommendations in the matter. Honourable Members are aware that Rail Tariff Enquiry Committee has since been appointed and has commenced its work. We have to wait for its recommendations.

No Increase in Freight Rates and Fares

66. In view of this, I do not propose to make any alterations in the fare and freight structure in the budget for 1978-79. Instead, I have some good news to convey to this House and to the rail-users.

Concessions for the Travelling Public

67. I have always held that the prosperity of the Railways should be shared by those working for it, as well as those using the Railways. While I have already mentioned the

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measures that have been taken to bring about satisfaction both to the staff as well as to railway users, I have also given some thought to the question of providing some relief to second class passengers. I propose the following measures:

(i) Sleeper charge for second class passengers, which is now computed at Rs. 5 for the first night for both three-tier and two-tier accommodation and Rs. 3 and Rs. 5 for every subsequent night for three-tier and two-tier respectively, will now be reduced to Rs. 5 only for the entire journey irrespective of the number of nights involved.

(ii) Surcharge on super-fast express trains will be reduced from Rs. 1.50 to Re. 1 for second class passengers. In the case of the super-fast trains, which have ceased to be super-fast, the surcharge will be abolished altogether.

(iii) Reservation charges for second class sitting and sleeping accommodation will be reduced from 50 paise to 25 paise.

(iv) Hill concession for specified stations, which was available prior to 1975, will be restored. The concession, now available only for nine months from July to March for specified hill stations and all the year round for Jammu Tawi and Gangtok, will hereafter be available for such hill stations throughout the year. I hope this will help promote tourism in the country.

(v) I would also like to spell out some concessions which have already been extended during the year or are proposed to be extended in the budgetary year to various sections of population, like students, teachers, youth, tourists and journalists:

(a) Under the normal rules, teachers of recognised educational institutions are allowed the facility of rail travel concession when they undertake educational tours in parties of not less than

four. This facility is now extended to individual teachers also for educational tours subject to the condition of their producing the requisite certificate from the District Education Officer concerned.

(b) It has also been decided that in the case of postgraduate courses, where the number of students is less than ten, some of the facilities of travel concessions should also be allowed to these students subject to the group size being not less than five, provided the head of the institution certifies that the size of the post-graduate class is less than 10 students.

(c) In order to encourage participation of youth in social, cultural and nation-building activities, I have now decided that whenever work camps of youths and students are organised by recognised educational, social or cultural organisations, the railway concession available for students for educational tours will also be available to students, as well as non-student youths, attending such work camps.

(d) The Railways have introduced, during the current financial year, "INDRAIL" passes for foreign tourists. Non-resident Indians are also eligible for this concession for which payment has to be made in foreign exchange. These tickets are available for periods ranging from 7 to 90 days during which the tourist can travel wherever he likes and by whichever train suitable or convenient.

(e) Hitherto rail travel coupons were issued to accredited Press correspondents at a concessional rate of 15 per cent for first class and 50 per cent for second class travel. The value of the rail travel coupon was fixed on an average fare of 250 kilometres. The Pressmen have been representing that because of telescopic

system of fares, the element of concession lost its significance for longer journeys. In order to meet their demand, it has been decided to introduce money value coupons with effect from 1st March 1978 allowing the same concessions as hitherto. These coupons will be exchanged for the face value of the ticket and therefore the element of concession will remain unimpaired irrespective of the distance travelled.

Economy Measures

68. Stringent economy measures will also be introduced to curtail avoidable expenditure. These are:

(i) A number of sections on the Indian Railways have been progressively dieselised or electrified. As a result of the study undertaken in regard to the use of some loco sheds, it was found that many steam loco sheds would become redundant in areas essentially catered by diesel and electric traction. Accordingly, instructions have been issued to all the Zonal Railways that these loco sheds should be progressively eliminated in such areas. This is expected to bring about sizeable economy.

(ii) The Third Pay Commission had recommended 'abolition of the system of providing bungalow peons to individual officers on the Railways. I have had this matter examined by a committee of senior officers. The findings of this committee are being processed and a decision in the matter will be taken soon.

(iii) Use of Inspection Carriages, which are popularly known as "Saloons", has already been restricted. I am considering a suggestion for offering some of these carriages, in addition to tourist cars, for commercial purposes to tourists. This would bring in additional revenue.

(iv) On a rapid study made about the use of bill-forms etc., it has been found that considerable amount could be saved by reducing the number and size of these forms. Steps are being taken to reduce expenditure on forms, stationery etc. so that substantial amount could be saved by reduction in the use of paper and cost of printing.

(v) Railway officers on duty are at present entitled to travel with their entire families. In order to release more accommodation for the general public, I have decided that in future children will not be entitled to travel with the officers on duty pass in train services.

(vi) Strict instructions have been issued regarding economy in the use of telephones, electricity, staff cars, expenditure on routine inspections, consumption of fuel etc. Instructions have also been issued to the Railways not merely to continue but to step up economies in other areas such as inventories, non-operational staff, contingent expenditure, etc.

69. By adopting the above mentioned economy measures, I would like to curtail expenditure and privileges and pass on the benefits to rail-users, particularly second class passengers.

70. I would like to express my gratification that a budget with a surplus of Rs. 65.43 crores could be presented for the year 1978-79 also without any increase in fares and freight rates, for the second year in succession, since the new Government had assumed office. This has been possible by the hard work put in by all categories of Railwaymen and their unstinted cooperation in improving railway operations. The commendable performance of the Railwaymen during the current financial year has exploded the myth that only enforced discipline of the Emergency Era could achieve better results. It would be our constant endeavour to keep this lifeline of the

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nation at the highest level of efficiency so as to make it an effective instrument in the social, economic and industrial development of the country. I am confident that I will have the cooperation and goodwill of all the Honourable Members, Rail-users and all Railwaymen in this task of making our Railways more service-oriented and productive. With these observations I conclude my submission to this House on the fulfilment of the past promises and assurances for the future.

MR. SPEAKER: We will adjourn now and meet again at 2 p.m.

12.59 hrs.

The Lok Sabha adjourned for Lunch till Fourteen of the Clock.

The Lok Sabha re-assembled after Lunch at Five Minutes past Fourteen of the Clock.

[MR. DEPUTY-SPEAKER in the Chair]

CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE

CRASH OF AN AIR INDIA JUMBO NEAR BOMBAY

SHRI PRADYUMNA BAL (Jagat-singhpur): I call the attention of the Minister of Tourism and Civil Aviation to the following matter of urgent public importance and request that he may make a statement thereon:

"The reported crash of an Air India Jumbo in the sea near Bombay on the New Year's day of 1978 with its 213 passengers and crew on board."

पर्यटन और नागर विमानन मंत्री (श्री पूरुषोत्तम कौशिक): महोदय, अत्यन्त दुःख एवं वेदना के साथ मुझे इस सदन को एयर इंडिया के बोइंग 747 विमान बी. टी.-ई. बी. डी. की दुर्भाग्यपूर्ण दुर्घटना के बारे में

वक्तव्य देना पड़ रहा है जिसमें 213 व्यक्तियों की मृत्यु हुई जिनमें कर्मीदल के 23 सदस्य भी सम्मिलित थे। यह विमान 1 जनवरी, 1978 के सायंकाल में बांद्रा समुद्रतट के पास समुद्र में दुर्घटनाग्रस्त हो गया। विमान पूर्ण-रूप से नष्ट हो गया और कोई भी व्यक्ति जीवित नहीं बचा।

विमान बी. टी.-ई. बी. डी. "समाट अशोक" 31 दिसम्बर, 1977 को प्रातः 11.00 बजे न्यूयार्क से आया था। इसके बाद उसने 14.00 बजे से 16.50 बजे तक प्रशिक्षण उड़ान की। विमान का निरीक्षण करने पर यह पाया गया कि किसी पक्षी के टकराने के कारण दाहिनी ओर के इनबोर्ड आखिरी सिरे का मिड फ्लैप क्षतिग्रस्त हो गया जिससे लगभग 6 इंच चौड़ा व 8 इंच लंबा गड्ढा पड़ गया। इसकी मामूली मरम्मत होनी थी इसलिये इस विमान के, जिसे 1 जनवरी, 1978 को 07.15 बजे उड़ान ए. आई-855 बम्बई-दुबई का परिचालन करना था, समय को बदल कर 19.15 बजे कर दिया गया।

इस उड़ान की "चाको" को 19.35 बजे अर्थात् इसके प्रस्थान के पुनःनिर्धारित समय के 20 मिनट बाद, निकाल दिया गया था और यह 20 मिनट की देरी कार्गो लोडिंग के कारण हुई। विमान को पाकिंग-बे से एक ट्रैक्टर द्वारा धकेल कर पीछे किया गया। जब कमांडर ने उसे टैक्सी कर के ले जाने के लिये पावर में वृद्धि की, तो उसे यह महसूस हुआ कि इंजन नं. 1 का थ्रॉटल सुस्त था। इसलिए उसने इंजीनियर से "चाको" को लगा देने का अनुरोध किया ताकि वह खड़ी हालत में थ्रॉटल की जांच कर सके। इस बात से संतुष्ट होने के बाद जांच के दौरान थ्रॉटल ने संतोषजनक रूप से कार्य किया था, वह विमान को टैक्सी करके उड़ान स्थान पर ले आया और उसने 20.12

बैचे उड़ान भरी। उड़ान भरने के डेढ़ मिनट बाद, विमान का कंट्रोल टावर तथा राडर से सम्पर्क टूट गया और वह बांद्रा समुद्रतट के पास समुद्र में "कैश" कर गया।

विमान 18 अप्रैल, 1971 को बम्बई में डिलीवर किया गया था तथा अब तक 21,811 घंटे की उड़ान कर चुका है। चार इंजनों ने 13,209 से 15,462 घंटे की उड़ान कर ली है। विमान की कमांड कैप्टन एम. एल. कूकर कर रहे थे तथा कैप्टन आई. विरमानी इसके सह-विमानचलक थे। उनके अनुभव तथा अन्य ब्यौरे निम्न प्रकार हैं।

(क) कमांडर-कैप्टन एम. एल. कूकर
एयरलाइन ट्रांसपोर्ट पायलट लाइसेंस
नं० 254 7-1-1978 तक वैध
था।

फ्लाइट रेडियो टेलीफोन अपरेटर
लाइसेंस नं० 483 7-1-1978 तक
वैध था।

उड़ान किये गए घंटों की कुल
संख्या 17912

707 पर घंटों की संख्या 4489

747 पर घंटों की संख्या 2481

कैप्टन कूकर ने अपनी "रूट चैक्स"
नवम्बर में समाप्त की थी तथा उसका
"इंस्ट्रूमेंट रेटिंग टैस्ट" 18 जनवरी, 1978
को लिया जाना था।

(ख) को-पायलट-कैप्टन आई. विरमानी

ए. एल. टी. पी. लाइसेंस नं. 843,
6-1-1978 तक वैध था।

एफ. आर. टी. ओ. लाइसेंस नं. 2180,
6-1-1978 तक वैध था।

उड़ान किए गए घंटों की कुल
संख्या 4663

707 पर घंटों की संख्या 242

747 पर घंटों की संख्या 89

फ्लाइट इंजीनियर श्री ए० फारिया बे
जिनका लाइसेंस 12.12.1978 तक वैध
था और जिन्हें बोइंग 707 विमान पर 6088
घंटे का तथा बोइंग 747 विमान पर 105
घंटे का कुल उड़ान अनुभव था।

एक निष्पक्ष उच्चस्तरीय जांच को
सुनिश्चित करने के लिये बम्बई हाई कोर्ट
के न्यायाधीश श्री एम० एन० चन्दूरकर की
अध्यक्षता में भारत सरकार ने दुर्घटना की
जांच करने के लिए एक जांच अदालत की
नियुक्ति की है। इंडियन एयरलाइन्स के
कैप्टन आर० ए० विलियम्स, वायु सेना मुख्यालय
के एयर कामोडोर पी० एस० दवे, नागर
विमानन के सेवा निवृत्त उप महानिदेश श्री
ए० वी० वर्तक, तथा हिन्दुस्तान एयरो-
नाटिक्स लिमिटेड के प्रोजेक्ट कोऑर्डिनेटर
और डिजाइन ब्यूरो के इंचार्ज श्री
आर० वरदराजन असेसर के रूप में नियुक्त
किये गये हैं। इस जांच अदालत के सरकार को
अपनी रिपोर्ट 31 मार्च, 1978 तक दे देने
की आशा है। संबंधित सभी तबा और भी
जो कोई चाहे इस जांच अदालत में गवाही
दे सकता है।

ध्वसावशेषों में से कुछ मिल गए हैं।
फ्लाइट डेटा रिकार्डर भी मिल गया था।
उसे जांच अदालत में वाशिंगटन में नेशनल
ट्रांसपोर्ट सेफ्टी बोर्ड को भेज दिया था।
उनसे एक "रीड-आउट" प्राप्त हो गया है
जो इस समय जांच अदालत की हिफाजत
में है। बाद में काकपिट वाएस रिकार्डर भी
मिल गया था और जांच अदालत में उसे
भी "रीड-आउट" के लिये वाशिंगटन में
नेशनल ट्रांसपोर्ट सेफ्टी बोर्ड को भेज दिया
है।

जहां तक दुर्घटना में मरने वालों के
आश्रितों को मुआवजे का संबंध है, 17
फरवरी, 1978 तक, 163 मृत यात्रियों
के संबंध में दावे प्राप्त हो चुके हैं, 71 मामलों
में मुआवजे के आफर भेजे जा चुके हैं तथा

[श्री प्रद्युम्न कौशिक]

9 मामलों के संबंध में 12.29 लाख रुपए का अंतिम भुगतान किया जा चुका है।

जहां तक कर्मियों के सदस्यों का संबंध है, 23 मामलों में से 17 मामलों का निबटान किया जा चुका है जिसमें 19.57 लाख रुपए का भुगतान शामिल है।

आशा है कि सदन मेरे इस असह्य आघात एवं जोक में भागीदार होगा तथा मृतकों के परिवारों के प्रति सहानुभूति प्रकट करने में मेरा साथ देगा।

SHRI PRADYUMNA BAL: From the hon. Ministers reply it is obvious that this aeroplane was definitely sick while taking off. When it developed engine trouble while taking off the operational authorities should have been careful enough to see that this did not take off. It is the worst air disaster in Indian aviation history. The type of air crash that took place hardly 1-1/2 minutes after the take-off, crashing into the sea, creates a lot of apprehensions that there were many things to be checked and a lot of things wanting. I think, by giving us this New Year gift, this air disaster, the Civil Aviation Ministry has given us to ponder over so many things. Air travel has become very unsafe in this country, whether it is by Air India or Indian Airlines...

AN HON. MEMBER: Air Force plane also.

SHRI PRADYUMNA BAL: Air Force Plane also. The Prime Minister was involved in that unfortunate accident. But that is not under the purview of this Ministry. That also creates a question mark as to whether the aviation system in this country is any more safe or whether we should not have a deeper look into the affairs. The time has come when we should have a deeper look into it.

It raises so many questions. 212 people, including 23 crew, were lost in a matter of moment. I am not satisfied with the hon. Minister's reply. He has given only descriptive details of certain things.

But he has not spelt out whether he is going to look deeper into this than the cursory type of enquiry that has taken place. More often than not, these enquiry reports are not published. Then it is stated, on the top of it that it has to be treated as confidential. The people, especially the Members of this House are entitled to know the result of such findings and what is being done or what has been done for the last so many years to see that such occurrences do not happen again.

I am told that the General Insurance Corporation will almost to broke because they have to pay more than Rs. 9 crores as their share towards insurance compensation, although some other company abroad is going to pay the rest of the amount; this huge amount has to be paid by way of compensation. All this calls for a deeper study in this matter and taking precautionary measures on long term basis.

Now I will put one or two questions which are very pertinent. My information is this. Is it a fact that some passengers who got their tickets okayed on this flight were tipped off by telephone from abroad—Abu Dhabi or somewhere—saying that there was going to be a sabotage and they were advised not to take this flight? Is it also a fact that about 120 passengers who got their tickets okayed on this flight just got their tickets cancelled on the eve of departure of the flight? Is it also a fact that the passengers who were on the waiting list were given the okayed tickets and as a result of this flight crash, they lost their lives? All these questions have to be answered by the hon. Minister. Is it also a fact that the pilots and other crews are over-worked in Air

India and the Indian Airlines? Is it also a fact that Indian planes do not get adequate rest and hence suffer from lack of maintenance and fatigue? This is evident. Why I say this is because this is evident from this air crash and then these planes are also delayed now-a-days.

If you are waiting for a flight for Calcutta at Delhi the plane from Bombay will be delayed. When the plane comes from Bombay, you have to wait for half an hour, an hour or may be more and then it immediately takes off for Calcutta. It shows that there is a shortage of planes and definitely these planes are over-worked with the result that these air-crashes do occur. In this case, it was obvious. This plane was not fit for a take-off. Will the hon. Minister, apart from this cursory enquiry that has taken place, as usual whenever any plane crash takes place, look into this matter on a long-term basis and try to solve this problem as far as possible? India has earned the name of notoriety for delayed flights; sometimes cancelled flights. In order to avoid all these things, will he promise that he would look into this matter and try to adjust things. Formerly, the Indian Railways were like that. Now the Indian Airlines have earned the same notoriety for delay or whatever it is.

MR. DEPUTY-SPEAKER: You have put all the questions.

श्री पुरुषोत्तम कौशिक : उपाध्यक्ष जी, यह सही है कि सिविल एविएशन के इतिहास में शायद यह सब से बड़ी दुर्घटना हो। और उसके लिये हम सभी को बेंदना होना स्वाभाविक है। दुर्घटना में जो मृतक हैं उनको फिर जीवित करना तो हमारे अधिकार में नहीं है, लेकिन हमारी पूरी कोशिश यह थी कि उनके परिवारों को समुचित समय पर वाजिव जो कुछ भी और सहायता हम दे सकते हैं देने की कोशिश करे। यह भी हमारी कोशिश है कि इस तरह की और

दुर्घटनाएं घाते न हों, इस बारे में पूरी सावधानी रखने की कोशिश हम कर रहे हैं। इसी निमित्त तत्काल, बिना समय खोये, कोर्ट आफ इन्क्वायरी स्थापित करने के सम्बन्ध में भी निर्णय लिया गया। निस्संदेह जब कोर्ट आफ इन्क्वायरी का फैसला आयेगा तो हमको भविष्य में और क्या सावधानी रखनी है, इस बारे में भी विचार कर के कदम उठाने में मदद मिलेगी।

जहां तक माननीय सदस्य ने कुछ सवाल पूछे हैं, यह बात सही है कि उस दिन कुछ यात्रियों ने जिसका अंग्रेजी में शो-अप कहते हैं, नहीं किया। उन्होंने यात्रा कैसिल नहीं की थी, लेकिन दे डिड नाट टर्न आप। जिसके कारण जो प्रतीक्षा सूची में यात्री थे, उनको स्थान दिया गया। लेकिन यह बात सही नहीं है कि विमान में किसी तरह की कोई दुर्घटना होने की संभावना है, इस तरह की जानकारी किसी विदेश दुबाई या अन्य कहीं से भेजी गई थी, जिसके कारण उन यात्रियों ने अपनी यात्रा रद्द की हो।

श्री भोम प्रकाश त्यागी (बहराइच) : क्या आनन्दमार्गियों की चेतावनी तो कारण नहीं थी?

श्री पुरुषोत्तम कौशिक : आनन्द मार्ग की कोई वार्निंग नहीं थी।

SHRI PRADYUMNA BAL: There was a large number of cancellations. It was unduly a large number.

श्री पुरुषोत्तम कौशिक : मैं माननीय सदस्य की जानकारी में यह ला दूं कि यह पहला ऐसा अवसर नहीं है। हमेशा ऐसा होता है कि जब ग्रुप्स में पेसेन्जर यहां से जाते हैं तो अगर उनका लीडर कैसिल करता है तो उसके साथ सारे जुड़ जाते हैं। खासकर दुबाई में जिस कारण से यात्री जा रहे हैं। वह काम की तलाश में जा रहे हैं और समूह में जा रहे हैं।

श्री श्रीम प्रकाश स्वामी : सार्ज नम्बर में कैंसिलेशन हुआ है। (व्यवधान)

श्री पुरुषोत्तम कौशिक : उसका फिर खंडन भी ध्यानन्दमार्ग के लोगों ने किया था।

यों तो अखबारों में कई बातें आती हैं, लेकिन जब तक अदालत के सामने तमाम तथ्य नहीं आयेंगे तब तक कैसे कुछ कहा जा सकता है। जैसा मैंने कहा, कुछ व्यक्तियों को अदालत में जाकर अपनी जानकारी के आधार पर तथ्य रखने का समुचित अवसर मिलेगा। ऐसे तमाम लोग जिनको किसी तरह की जानकारी है वह कोर्ट आफ इन्क्वायरी में जाये, अपने बयान दें, तथ्य दें, दस्तावेज अगर उनके पास हैं तो उन्हें प्रस्तुत करें, ताकि एक निष्पक्ष प्रमाणित रिपोर्ट इस सदन के सामने आ जाये और उस के आधार पर अगर कोई दोषी होगा तो उसके खिलाफ समुचित कार्यवाही करने का हमको मौका भी होगा। यदि कहीं कुछ त्रुटि होगी तो उसको भी भविष्य में समझने का निश्चित रूप से आधार होगा।

माननीय सदस्य ने पाइलट और दूसरे लोगों के ओवर-बर्क के सम्बन्ध में, समय से अधिक काम करने के सम्बन्ध में भी कुछ सवाल उठाये हैं। ऐसी कोई जानकारी उनकी तरफ से लिखित नहीं आई है कि इस तरह का ओवर-बर्क हो रहा हो। इस बात का बराबर ध्यान रखा जाता है कि कोई भी पाइलट या हवाई जहाज चलाने वाला कोई कर्मचारी इतना ओवर-बर्क न हो कि वह सामान्य तीर पर वायुयान का चालन न कर सके, क्योंकि उसमें केवल उन्हीं की जिन्दगी को खतरा नहीं, बल्कि यात्रियों की जिन्दगी को भी खतरा होता है। इसलिये जिसको जितना नियमानुसार काम करना चाहिये उससे ज्यादा नहीं कगया जाता है। कभी-कभी कुछ लोग अधिक समय के लिये ओवर करते हैं तो उसके बारे में जानकारी करने के बाद अतिरिक्त समय में काम करने का मौका उनको दिया जाता है। लेकिन उनको बाध्य

नहीं किया जाता है निर्धारित समय से अधिक काम करने के लिये।

जहां तक फ्लाइट डिले होने का सवाल है, यह बात सही है कि कुछ दिनों से विमानों में विलम्ब हो रहा है। उसका एक कारण यह है कि विमानों के बेड़े की हमारी स्थिति बहुत टाइट है। एक विमान को 3, 4, 5 रुट्स में अपरेट करना पड़ता है और जब तक अलग से या यहां यह प्रसंग आता है तो माननीय सदस्यों की तरफ से यह आप्रह होता जाता है कि उनके स्थान को भी वायु-यान के मार्ग से जोड़ा जाये। उनके आप्रह को देखते हुए हम लोगों की कोशिश होती है कि जो भी वायुयान हमारे बेड़े में हैं, उनका ज्यादा से ज्यादा उपयोग हो लेकिन उसके साथ-साथ यह भी ध्यान रखा जाता है कि उड़ान के पहले विमान की जांच कर ली जाये ताकि किसी तरह की टेक्नीकल दृष्टि से उसमें खराबी न हो और वह समुचित रूप से उड़ान के योग्य पाया जाये।

श्री० पी० जी० मावलंकर (गांधीनगर) : मंत्री महोदय को फिनांस मिनिस्टर से ज्यादा एयरक्राफ्ट खरीदने के लिये पैसा मांगना चाहिए।

श्री पुरुषोत्तम कौशिक : ज्यादा विमान खरीदने के बारे में माननीय सदस्य मेरी मदद करें और फिनांस मिनिस्टर को उस के लिये प्रेरित करें।

SHRI PRADYUMNA BAL: I want a specific answer from the Minister as to how many were the cancellations made and how many were the persons accommodated in their place.

SHRI PURUSHOTTAM KAUSHIK: According to the information I have, only two persons cancelled their tickets and 122 did not show up.

PROF. P. G. MAVALANKAR: Is it a fact that they did not show up in spite of confirmed tickets? Did they have confirmed tickets?

MR. DEPUTY-SPEAKER: You must know that in an international flight there is no such thing as confirmed and unconfirmed tickets.

श्री पुरुषोत्तम कौशिक : शो अपने करने के बावजूद उन के डिडक्शनन्ज नहीं होते हैं और वे एक साल तक उस रुट पर यात्रा कर सकते हैं। इस लिए मानिटरी एसपेक्ट से वे कैंसल करने की केयर नहीं करते हैं।

श्री कचरलाल हेबरसज-जैन (बससथाट) : उपाध्यक्ष महोदय, बम्बई में यह जो गम्भीर दुर्घटना हुई, उस के बारे में उत्तर देते हुए मंत्री महोदय ने शुरू में कहा है: “अत्यंत दुख एवं संवेदना के साथ . . .” इस दुर्घटना में 213 व्यक्तियों की जानें गईं और करोड़ों रुपयों की हानि हुई। मंत्री महोदय ने अपने उत्तर में बताया है कि “सम्राट अशोक” विमान न्यूयार्क से आया था, और एक पक्षी से टकरा गया, और उसका एक पुर्जा, मिड-फ्लैप, क्षतिग्रस्त हो गया, जिस की लम्बाई-चौड़ाई भी मंत्री महोदय ने बता दी है। मंत्री महोदय के वक्तव्य में यह भी बताया गया है कि विमान को दुस्त करने वाले अधिकारीगण द्वारा किस तरीके से विमान को उड़ान के लिए मंजूरी दी गई। उसे ट्रक्टर या ट्राली से खींचा गया; और जबदस्ती उड़ने के लिए बाध्य किया गया। इस दुर्घटना में 213 व्यक्तियों की जान गई, करोड़ों रुपयों का नुकसान हुआ, लेकिन इस वक्तव्य में इस बात का कोई उल्लेख नहीं है कि तकनीकी जांच करने वाले उन अधिकारियों के खिलाफ कोई कार्यवाही की गई है या नहीं, जिन्होंने यह प्रमाणित किया कि यह विमान उड़ान के लायक है। 213 आदमी मारे गये, और वे अधिकारी मज्जे से मंत्रालय में काम कर रहे हैं—वे बराबर कुर्सी पर मौज उड़ा रहे होंगे।

मैं मंत्री महोदय का ध्यान इस बात की तरफ दलाना चाहता हूँ कि 12-1-78 के एक अखबार में यह समाचार छपा है कि

126 व्यक्तियों ने अपने आरक्षण रद्द कराये थे। मंत्री महोदय ने यह स्पष्ट नहीं किया है कि वह खबर गलत है। 2-1-78 के नवभारत टाइम्स, बम्बई में छपा है: “अधिकृत सूत्रों ने बताया कि रात्रि 8 बज कर 12 मिनट पर विमान के उड़ान भरने के तुरन्त बाद हवाई अड्डे से उस का सम्पर्क टूट गया। एक प्रत्यक्षदर्शी ने पुलिस को बताया कि विमान गिरने से पूर्व उस ने उस में विस्फोट होता देखा था।” मंत्री महोदय के उत्तर में इस बात का कोई उल्लेख नहीं है और न ही इस समाचार का कोई खंडन ही किया गया है। तो इस से साफ जाहिर होता है कि यह एक बड़ा भारी षड़यन्त्र था और उस षड़यन्त्र में आप के विमान के कर्मचारियों का हाथ था। ऐसे क्षतिग्रस्त विमान के अंदर जो दुर्घटना में बिगड़ा हुआ था, क्या मंत्री जी बता सकेंगे कि जो पुर्जा उस में बिगड़ा था उस की तब्दीली कर दी गई थी और क्या इतने कम समय में उतने बड़े पुर्जों को तब्दील कर दिया? साफ जाहिर है कि ऐसी झूठी समवेदना से देश के लोगों के अमूल्य जीवन का संरक्षण नहीं हो सकता है। हमारा आप से हाथ जोड़ कर निवेदन है कि भविष्य में इस बात के अंदर इतनी चुस्ती लायी जाये जिस से ऐसी दुर्घटना की संभावना न हो और जो भी इस के टेकनिशियन हैं उनको तुरन्त निलम्बित कर के उन की जांच करायी जाय। जब तक यह जांच पूरी न हो जाय तब तक उन को उस पद पर काम करने का कोई अधिकार नहीं है। अगर वे उस में दोषी पाये जाये तो उन्हें दंडित किया जाये। अगर यह प्रक्रिया जारी नहीं की गई और इतनी बड़ी विशाल दुर्घटना को एक साधारण सी समवेदना जाहिर कर टालते गए तो यह एक बड़ी गलत बात होगी क्योंकि दुर्घटना होना आज एक बहुत साधारण सी बात हो गई है। किसी आदमी को मार डालना रेल को पलटा देना, हवाई जहाज का दुर्घटनाग्रस्त हो जाना बिल्कुल मामूली खेल खिलाने की बात हो गई है। तो मंत्री जी अपने

[श्री कवचलाल हेबरराम बोन]

विभाग में इस बारे में पूरी प्रकाशन लेंगे और उन अधिकारियों का विशेष ध्यान रखेंगे जिन्होंने इस का मौका दिया। जब एक जहाज अपनी जगह से निकल नहीं सकता है, उसको ट्रेक्टर से खींच कर लाया जाता है और फिर एक मिनट में उसका पुर्जा भी लगा दिया जब कि पायलट बता रहा है कि इंजन नम्बर एक में पावर नहीं बना रहा है और दो ही मिनट में फिर वह पावर बताने लगा, तो कितना बड़ा टेकनियन वह है, उस को तो विश्व ख्याति का पदक गोल्ड कप ला कर देना चाहिए कि डेढ़ दो मिनट में ही उस ने एक क्षतिग्रस्त विमान को चलने योग्य बना दिया। तो मेरा इतना ही निवेदन है कि भविष्य में हमारे देश के लोगों के अमूल्य जीवन की सुरक्षा के लिए विशेष ध्यान दिया जाये।

इस के अलावा जो उन के परिवारों को मुआवजा दिया गया है, मेरा निवेदन है कि उन को रोजगार की गारंटी भी आप का मंत्रालय दे। अगर उन के कोई बच्चे ऐसे हों जो आप के मंत्रालय के अंतर्गत कार्य कर सकते हों तो इस की भी घोषणा आप करें कि उनको प्राथमिकता के आधार पर काम मिलेगा क्योंकि उन का तो सर्वस्व लुट गया है। जो कर्मचारी हमारे मारे गए हैं उन के साथ सही रूप में समवेदना तो तब होगी जब आप उन को रोजगार देने की गारंटी देंगे।

श्री मुख्तार-कमैलिक > उपाध्यक्ष महोदय, मैं माननीय सदस्य की भावना से पूरी तरह सहमत हूँ और मैं ने जो वेदना जाहिर की है वह केवल दिखाने के लिए नहीं, बल्कि दरअसल मुझको भी बहुत तकलीफ है और इस मंत्रालय के मंत्री होने के नाते भी जो इतनी बड़ी दुर्घटना हुई उस की जिम्मेदारी मुझ पर है।

लेकिन मैं ने निवेदन किया मेरे कुछ व्यक्तियों को खिलना तो संभव नहीं था पर पूरी तरह से मेरी कोशिश यह है कि इस में सुधार हो और जो उन के आश्रित लोग हैं उनको समुचित मदद दी जाये। माननीय सदस्य ने उस जहाज की खराबी के सिलसिले में ट्रेक्टर का हवाला दिया। मैं माननीय सदस्य की जानकारी में ला दूँ कि जहाँ विमान खड़ा रहता है, उड़ान के बाद विश्राम करता है वहाँ से उस को टैक्सी ट्रक पर खींच कर लाया जाता है ट्रेक्टर से और उन से कोई यह अनुमान लगाना कि जहाज खराब है, मैं समझता हूँ यह ठीक नहीं है। हमारे जो पक्षी के टकराने से उस में कुछ खराबी आई वह इंजन की खराबी नहीं थी। उसका वाजू का हिस्सा, रेफ्लेक्ट जो होता है उस में कुछ खराबी थी और हमारे इंजिनियर्स की राय थी कि उस के वावजूद भी जहाज बराबर उड़ान भर सकता है लेकिन और ज्यादा सावधानी रखने की दृष्टि से उस को सुधारा गया और जो उस में केमिकल लगाया गया था उस को सूखने में 6 से 12 घंटे का समय लगता था इसलिए उतना विश्राम विमान को वहाँ दे दिया गया।

जहाँ तक अखबारों का प्रश्न है, मैं जो यहाँ सदन के सामने कह रहा हूँ उस बात को ज्यादा प्रामाणिक मानना चाहिए वजाये अखबारों के क्योंकि अगर कोई बयान में यहाँ गलत करूंगा तो निश्चित रूप से मुझ पर भी कार्यवाही हो सकती है। अखबारों में बहुत से अनुमान निकलते हैं और अनुमान के आधार पर किसी तरह का निष्कर्ष निकालना ठीक नहीं होगा। इसी दृष्टि से मैं समझता हूँ कि समुचित बात प्रमाणित रूप से यहां आ जाये माननीय सदस्य को आशंका है कि इस के लिए कुछ कर्मचारी जिम्मेदार होंगे। मैं समझता हूँ कि कमीशन की जांच की रिपोर्ट आने के पहले हम यदि

कोई कार्यवाही किसी निष्कर्ष पर पहुँच कर करते हैं तो वह उचित नहीं होगा।

हमने कमीशन से निवेदन किया है कि मार्च तक अपनी रिपोर्ट दे दें। मैं इस सदन को आश्वस्त करना चाहता हूँ कि अगर किसी कर्मचारी की लापरवाही से इतनी बड़ी दुर्घटना हुई होगी तो उसकी किसी भी तरह से क्षमा नहीं किया जायेगा बल्कि जितनी भी सख्ती के साथ उसको दण्डित किया जा सकता है, दण्डित किया जायेगा। 10

जहाँ तक कर्मचारियों के आश्रितों को पुनः स्थापित करने का प्रश्न है, मैं इस पर निश्चित रूप से विचार करूँगा। मैं इस बात को सदन की जानकारी में ला दूँ कि जो कुछ मुआवजा मिलने वाला था वह किसी भी छोटे से छोटे कर्मचारी को कम से कम एक लाख से कम मुआवजा न मिले—इसके लिए मैं ने तत्काल एग्नर इंडिया को निर्देश दिए थे। प्रत्येक परिवार के आश्रितों को पचास हजार रुपया एक्स-ग्रेसिया देने की बात कही थी। इस प्रकार आर्थिक दृष्टि से भी जितना भी हम कर सकते हैं, हमने करने की कोशिश की है। उन परिवारों को व्यवस्थित ढंग से चलाने और जो लड़के शिक्षा प्राप्त कर रहे हैं उनकी शिक्षा के लिए तथा किसी भी छोटे मोटे व्यवसाय के लिए यह राशि पर्याप्त होगी।

14.37 hrs.

DEPOSIT INSURANCE CORPORATION (AMENDMENT AND MISCELLANEOUS PROVISIONS) BILL*

THE MINISTER OF FINANCE AND REVENUE AND BANKING (SHRI H. M. PATEL): I beg to move

for leave to introduce a Bill to provide for the acquisition and transfer of the undertaking of the Credit Guarantee Corporation of India Limited in order to serve better the need for providing credit guarantee to commercial banks, and further to amend the Deposit Insurance Corporation Act, 1961, and the Reserve Bank of India Act, 1934, and for matters connected therewith or incidental thereto.

MR. DEPUTY SPEAKER: The question is:

"That leave be granted to introduce a Bill to provide for the acquisition and transfer of the undertaking of the Credit Guarantee Corporation of India Limited in order to serve better the need for providing credit guarantee to commercial banks, and further to amend the Deposit Insurance Corporation Act, 1961 and the Reserve Bank of India Act, 1934, and for matters connected therewith or incidental thereto."

The motion was adopted.

SHRI H. M. PATEL: I introduce the Bill.

14.38 hrs.

MATTERS UNDER RULE 377

- (i) **REPORTED DECISION OF THE CENTRAL GOVERNMENT EMPLOYEES TO STAGE Dharnas**

SHRI VAYALAR RAVI (Chirayinkil): With your permission under Rule 377, may I draw the attention of the hon. House and the Government to the decision taken by the Central Government employees to organise joint mass dharnas on 23rd March, 1978 as a first step to their agitation

*Published in Gazette of India Extraordinary, Part II, section 2, dated 21-2-78.

†Introduced with the recommendation of the President.

[Shri Vayalar Ravi]

in support of their demands. As the House is aware, the Central Government employees are clamouring to settle their pending demands since a long time. Unfortunately none of their representations have been heard or any decision taken on their charter of demands. The Central Government employees, including railwaymen, Posts & Telegraphs, Defence, Audit & Accounts and others numbering 30 unions, have jointly taken the decision to launch a nation-wide agitation.

Many issues of the Railwaymen including bonus are still pending. The P & T employees are so much ignored and many of the recommendations of the Pay Commission have not been implemented properly. There is no proper machinery to look into the grievances of the P & T employees and rather the Government is more eager to ignore mutual discussions. It has become the practice on the part of the authorities to implement arbitrary decisions. 30 per cent of the P & T employees numbering more than 2 lakhs are extra-departmental employees. They are still considered as outsiders and getting only the lowest remuneration in the country. They do not have any benefit of being Government employees even though they work more than a Government servant. The condition of extra departmental employees is a mere reflection of slavery and it is high time they are absorbed in regular service.

The Central Government employees are legitimately demanding the merger of Dearness Allowance with basic pay. There are many cases of victimization still pending, which were initiated in 1968. A large number of casual workers, contract labour, etc. are still continuing by the government and the employees are demanding abolition of these systems. Direct recruits to certain categories are creating a stagnation and are blocking the promotional avenues of lower grade employees.

All these demands of the Central Government employees are of a serious nature and require immediate attention of the Government, but, unfortunately, the Government is reluctant to have any negotiations or a dialogue with the representatives of the Central Government employees to settle these issues. Any delay on the part of the Government will aggravate the situation and it will lead to a countrywide agitation by the Central Government employees and the Government will be fully responsible for any such situation. So, I take this opportunity to demand from this Government to start a dialogue with the representatives of the Central Government employees immediately and settle the problems.

(ii) REPORTED SMUGGLING OF JUTE TO NEPAL

श्री लखन लाल कपूर (पूर्णिमा) :
उपाध्यक्ष महोदय, नियम 377 के अन्तर्गत मैं सरकार का ध्यान खींचना चाहता हूँ।

यह सब विदित है कि भारत के 6 राज्यों में पटसन का उत्पादन होता है—जैसे बंगाल, बिहार, आसाम, उड़ीसा, आंध्र और त्रिपुरा। यह भी सर्वविदित है कि विगत वर्ष में पटसन का उत्पादन ज़रूरत से बहुत कम हुआ जिसके कारण पटसन उद्योग बन्द ही रहे हैं।

भारत के पटसन उद्योग को चालू रखने और मजदूरों को काम देने के लिए थाईलैंड और दक्षिण पूर्व के अन्य देशों से पटसन आयात किया जाता है और मिल-मालिकों को सब्सिडाइज्ड रेट्स पर पटसन दिया जाता है।

उपाध्यक्ष महोदय, जहाँ एक ओर पटसन की कमी के कारण हमारे उद्योग बंद हो रहे हैं, वहाँ दूसरी ओर हमारे मजदूर भी बेकार हो रहे हैं। मुझे बड़े दुःख के साथ कहना पड़ता है कि सरकारी कर्मचारियों की स्मगलर्स के साथ सांठगांठ से हमारा पटसन का बहुत सा उत्पादन देश से बाहर भी जा रहा है। बिहार के पूर्णिमा और सहस्र में पटसन

का उत्पादन अधिक होता है। वहां का बहुत सा उत्पादन देश से बाहर चला जाता है।

मैं समझता हूँ कि इस सम्बन्ध में ज्यादा कहना मुनासिब नहीं होगा क्योंकि यह अन्तर्राष्ट्रीय मामला है। नेपाल के साथ भारत की सीमा खुली है। उस सीमा पर हमारे कस्टम अधिकारियों की कनाइवेंस से स्मगलर्स बहुत सा पटसन नेपाल भेज देते हैं। हमें विश्वस्त सूत्रों से खबर मिली है कि जे० सी० आई० के अधिकारियों के मना करने पर भी बहुत सा पटसन इस देश से बाहर जा रहा है। इन अधिकारियों के मना करने पर भी कस्टम अधिकारियों ने 6 लाख मन पटसन भारत से नेपाल भिजवाया है जिसकी कीमत 6 करोड़ रुपए होती है। इस सम्बन्ध में जे० सी० आई० के अधिकारियों ने सरकार को सूचना दी, खबर दी, लेकिन चुंगी अधिकारियों ने इस पर कोई ध्यान नहीं दिया। बल्कि सीमा पर स्वयं खड़ा होकर पटसन स्मगल करवाया है।

अभी भी वहां यह स्थिति है कि बार्डर पर जो इलाके हैं, उनमें व्यापारियों के पास बहुत-सा पटसन है जो कि नेपाल भेजा जा रहा है। इसलिए मेरी प्रार्थना है कि इस तरह से जो फारन एक्सचेंज की हानि होती है, उसे रोकने के लिए बार्डर पर अच्छी व्यवस्था होनी चाहिए। बार्डर को सील करना चाहिए और इसकी रोकथाम बार्डर सिक्योरिटी फोर्स द्वारा करायी जानी चाहिए।

पटसन की स्मगलिंग से हमारे मिल बंद हो रहे हैं, हमारे मजदूर बेकार हो रहे हैं। नेपाल बार्डर पर यह जो स्मगलिंग होता है, उसकी इंकवायरी सी० बी० आई० के द्वारा करायी जाए, यह मेरी मांग है। सी० बी० आई० को यह मामला सौंपना चाहिए जिससे यह पता चल सके कि कैसे भारत-नेपाल सीमा पर पटसन का स्मगलिंग

होता है और किन लोगों की साठगांठ से यह होता है। इस इंकवायरी से यह भी पता चलेगा कि कितना पटसन का उत्पादन नेपाल में होता है और कितना पटसन नेपाल से बाहर भेजा जाता है। नेपाल का पटसन जोगवनी रेलवे स्टेशन से होकर ही बाहर जाता है।

इसलिए मैं सरकार से मांग करता हूँ कि वह इस पर अविलम्ब कार्यवाही करे और जो अधिकारी लोग दोषी हों उनके खिलाफ कड़ी से कड़ी कार्यवाही करे।

(iii) REPORTED LABOUR UNREST IN FARIDABAD AND DELHI INDUSTRIAL COMPLEX.

SHRI KRISHNA CHANDRA HALDER (Durgapur): Mr. Deputy Speaker, under Rule 377 of the Rules of procedure and Conduct of Business I want to draw the attention of the House to an urgent matter and to request the Minister concerned to make a statement—

"Severe labour unrest in Faridabad and Delhi Industrial Complex particularly in Autopin and allied group of industries following the management's terrorism including display of firearms and employing goondas even hired from out side the state as security guards to intimidate the workers has become the rule of industrial magnet in Faridabad and Delhi. This is even confirmed by the Deputy Superintendent of police Faridabad, as reported in the newspaper."

In this connection I want to quote the news in The Times of India and other newspapers, of February 21, 1978. The news in The Times of India is—

"The Deputy Superintendent of Police, Mr. Jai Singh, to-day confirmed that three of the security guards involved in a clash with striking workers of an engineering factory in the New Industrial Township on

[Shri Krishna Chandra Halder]
February 15 were "sady characters from Alwar district."

The security guards, he said, had been brought "from outside" by the management of the factory, Auto Pins (India) Ltd. All the guards belonged to one particular community.

The DSP and the Police authorities said that they are ready to get the cooperation of the different industries to save their factories, but they said that 'they regarded the police as their personal servants; they feel we should arrest anyone they name as a trouble-maker.'

In another allied industry, the paper reports, the workers had been agitating against arbitrary dismissal of some of their colleagues. A notice was struck on the gate by the management declaring the strike as illegal and gave the names of 114 workers involved. Another notice dated February 16, asked the striking workers to sign a statement to the effect that they had been forced to go on strike; that they regret their involvement in it; and that they would not participate in trade union activities or in a tool-down strike before being allowed to resume work. About ten men of the Central Reserve Police guarded the premises.

Sir, in another factory, that is, Hein Lehmann in Sector VI of Faridabad, the workers were agitating. The workers said that the main cause of complaint was a management directive on February 9, asking each worker to operate two machines at a time. Previously one person was working on one machine only. Three workers were suspended by the management, they alleged, when the workers refused to accept the management's proposal. They also alleged that two members of the management, on separate occasions, had assaulted workers and warned them against participation in union activities.

In another factory, that is, Top Style Ltd., where the workers submit-

ted a Charter of Demands to the management, Mr. Bijay Walia, a Member of the working committee of the Union, was assaulted.

In this way you will find, Sir, a reign of terror is going on in the Faridabad Industrial Complex, in and around Delhi, which is the Capital City of India. It has got serious repercussions. It has created a feeling of insecurity in the minds of thousands and thousands of workers who are agitating and it has created a serious industrial relations problem.

So, I request the Minister concerned to make a statement on the floor of the House assuring us that he will take proper steps so that the workers may feel that they are safe and industrial peace is restored. It is a very urgent matter and it will affect Delhi, Faridabad and Ghaziabad. It will affect the Capital City of this country, and so it is a very serious matter. So I want to know about this.

(iv) REPORTED BURNING OF A HARIJAN in Reputha near Sasaram

SHRI JYOTIRMOY BOSU (Diamond Harbour): A news report which has come has really shocked us. The report is about the assaulting, shooting and then burning of a Harijan named Vasist Dusadh in Raputha near Sasaram on the 15th of February, 1978 by some upper-class people to discredit the present Government. This report has shocked everybody in the country.

Sir, the atrocities and the repression on Harijans by upper castes and the Police which used to be an almost everyday practice during the erstwhile regime of Mrs. Indira Gandhi, should be checked at once.

The House is seriously concerned about this incident and demands of the Government to make a statement instantly, and, at the same time, ensure vigorous steps against the culprits under advice to the House.

14.49 hrs.

CHILD MARRIAGE RESTRAINT
(AMENDMENT) BILL

THE MINISTER OF LAW, JUSTICE
AND COMPANY AFFAIRS (SHRI
SHANTI BHUSHAN): Mr. Deputy
Speaker, Sir, I beg to move:

"That the Bill further to amend
the Child Marriage Restraint Act,
1929, and to make certain conse-
quential amendments in the Indian
Christian Marriage Act, 1872, and
the Hindu Marriage Act, 1955 be
taken into consideration."

Sir, the Bill seeks to increase the
minimum age for the purpose of
marriage both for males and females.
It further provides that the offences
under this Act, the Child Marriage
Restraint Act, may be capable of
investigation by the police officers
under the Code of Criminal Proce-
dure as if they were cognizable
offences, but, at the same time, the
police officers may not have the
power to effect arrests without a
warrant or without an order of a
magistrate.

Sir, the question of raising the
minimum age for marriage in the
case of both males and females has
been under the consideration of the
Government for quite sometime. In
fact, this Act of 1929 was enacted in
order to prevent child marriages.
Originally, the Act provided that a
male who was under 18 years of age
and a female under fourteen years
of age were not entitled to marry.
Subsequently, the age-limit for
females was raised to 15 years as a
result of an Amending Bill of 1948
which had been brought forward by
Pandit Thakurdas Bhargava in the
Constituent Assembly. Earlier, in
fact, that Bill was enacted to raise
the minimum age for marriage of a
male from 18 to 20 years and of the
female from 14 to 15 years. But, the
Bill was referred to a Select Com-
mittee which had agreed with the
proposal. However, when the Bill

was ultimately passed, it provided
for raising of the minimum age for
females only from 14 to 15 and the
position with regard to males was
maintained as it was before.

As the hon. Members of the House
are aware, this question of minimum
age for marriage has a direct bearing
on the growth of population in the
country. When this growth of popu-
lation is such an important problem,
which the country is facing, it is
necessary that the minimum age both
for males and females should be in-
creased. Earlier also a Bill had been
introduced in this House in August,
1976 but it had lapsed with the dis-
solution of the Lok Sabha on the 18th
of January, 1977.

Now, Sir, having regard to the
importance of this matter, it is pro-
posed by this Bill to raise the mini-
mum age of marriage for males to
21 and for females to 18. Although
in the Bill, as introduced, the age was
proposed to be raised from 15 to 16
only, but, Sir, having regard to this
very important matter of growth in
population, it is proposed, I have al-
ready given notice of an official
amendment, to fix the minimum
age for females as 18.

There has often been a plea that,
these offences until they are made
cognisable, the enforcement of the
act is not really fully made. Gov-
ernment gave anxious consideration
to this matter and it cannot be dis-
puted that the provisions in such an
Act should be rigorously enforced.
But, at the same time, it is necessary
that the people may not unnecessarily
be harassed. Therefore, this *via-
media* has been found, namely, that
the offences may be made cognisable
so that it may be open to the police
to investigate the offences and bring
the offenders to book. At the same
time the power has not been given to
the police officers to effect arrests
without a warrant or without an
order from a magistrate.

I might add that so far as any measures for such social reforms are concerned, they do not merely depend upon law because the attitude of the public is also very important. Our aim should also be that the public should be educated to fall in line with such reforms. There is, of course, an amendment proposed to the Enacting Formula and the clause of the Bill because the Bill was introduced in 1977 and, by the process of history, we have come to 1978 now.

With these remarks, I commend this Bill for the consideration of the House.

MR. DEPUTY-SPEAKER: Motion moved:

"That the Bill further to amend the Child Marriage Restraint Act, 1929 and to make Certain consequential amendments in the Indian Christian Marriage Act, 1872, and the Hindu Marriage Act, 1955, be taken into consideration."

SHRI VAYALAR RAVI (Chirayinkil): Mr. Deputy-Speaker, Sir, there is not much to argue on this and the hon'ble Minister himself has accepted an amendment. There is an official amendment raising the age of female upto eighteen.

Sir, one of the main reasons for bringing forward this Bill, that is, raising the marriage age is to check the growth of population. It is true the population problem is one of the major problems facing this country but different methods are being adopted to tackle this problem. Government itself is proposing many things. I do not want to get myself involved in that problem just now. Government is realising the gravity and seriousness of the rate of growth in population.

Sir, I would like to draw your attention to the Statement of Objects and Reasons wherein it is stated:

"The question of increasing the minimum age of marriage for males and females has been considered in the present context when there is an urgent need to check the growth of population in the country. Such increase of the minimum age of marriage will result in lowering the total fertility rate on account of lesser span of married life."

In this respect, I would like to point out that there is a heavy demand from the young men for lowering the voting age. The youngmen feel that they are mature at the age of eighteen. Actually the Janata governments of Madhya Pradesh and Gujarat have accepted this demand for lowering the voting age to eighteen. So, Sir, when a citizen of this country is capable of exercising his right of franchise at the age of eighteen, how can you prevent him by law from marrying at the age of eighteen? Further, marriage does not mean just producing children. There is something else to it. Here you are restricting the right of the citizens of this country—especially menfolk—upto the age of twenty-one. Sir, there seems to be no logic of criteria behind fixing the age for male at twenty-one. There is no logical explanation as to why in the case of male it is twenty-one whereas for female it is eighteen. My demand is that in the case of male also it should be eighteen. The age should be equal for both men and women. Today women are clamouring for equal rights and this morning the Railway Minister also said that he was going to appoint more women on the ticket booking counters. So, my suggestion is that the age of male and female should be equal. It is now accepted by the governments of Madhya Pradesh and Gujarat that a young man is capable of thinking about the future of the nation at the age of eighteen. So, you must give the same right to the citizens in their individual freedom. Today a student becomes a graduate at the age of

twenty-one. He will have to wait for another one year to get married.

So, my simple request is.....
(Interruptions). Mine is a late marriage.

15.00 hrs.

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI SHANTI BHUSHAN): The hon. Member is already above 21. Why is he worried?

SHRI VAYALAR RAVI: I am worried about the future generation.

AN. HON. MEMBER: He is worried about his son, Sir.

SHRI A. BALA PAJANOR (Pondicherry): He is highly deceptive in age.

SHRI VAYALAR RAVI: Sir, there should be equal rights. It should be 18 years for both boys and girls. So far as population growth is concerned, the mere criterion should not be raising of marriageable age. But it may be one of the criteria which I fully appreciate. In so far as raising of marriageable age of girls is concerned, it is all right because if they are married at the early age, they may have two or three children before they attain the age of 20 or so and the entire family is affected. Now, when a child is born, we should think in terms of what should be the attitude of the child towards the society. In this country, a child is considered to be the property of the family or may be the wealth of the family. But the responsibility rests on the family in bringing up the children. Now, the time has come when the responsibility of the Government is not to see that they are saved from mortality but to see that their health is protected. Of course, it may be the responsibility of the State Governments but it is also the responsibility of the Central Government to see that the

health of every child born in this country is protected. The children are the wealth of the nation as a whole.

Then, Sir, there should be an incentive to prevent the growth of the population. If the Government comes forward with an assurance that for those families who have one or two children, they would be given some kind of social status in the State or some kind of social security would be given to them, that would help because every family wants to save for its future generation. They think if they save for the future, their children would be secure. So, one of the measures that this Bill should consider is that the State should take the responsibility of giving social security to every child born in the country.

Sir, I would like the hon. Minister to clarify two points. One is, what he thinks about the maturity and the fertility of the young people? Secondly, what is the logic behind fixing 18 years and 21 years for girls and boys respectively for marriageable age? Afterwards, I would like to move another amendment in order to reduce the age of the young men from 21, because you cannot call it a child marriage. A young man at the age of 18 is not a child. It cannot be called Child Marriage Restraint (Amendment) Bill. Every young man is a voter. He is a citizen of this country. I say that it should be called Indian Marriage Act. With these words, I support this Bill.

*SHRIMATI BIBHA GHOSH GOSWAMI (Nabadwip): Mr. Deputy-Speaker, Sir, I will speak in my mother tongue—Bengali.

Sir, I rise to support the Bill. While dilating on the objects and reasons of the Bill the hon. Law Minister has said that the main

*The original speech was delivered in Bengali.

[Smt. Bibha Ghosh Goswami]
 objective of the Bill is to control the growth of population. He said "The question of increasing the minimum age of marriage for males and females has been considered in the present context when there is an urgent need to check the growth of population in the country. Such increase of the minimum age of marriage will result in lowering the total fertility rate on account of lesser span of married life," and consequently he has sought to raise the minimum age of marriage for females to 18 and for males to 21 in the present Bill.

In national and international spheres it is an acknowledged fact that growth of population is closely linked with malnutrition, illiteracy and lower standard of life. In fact the population grows in an inverse ratio with the economic standard of a family and its education. Without taking effective steps to raise the standard of life of the common man and to impart proper education to them it would be futile to tackle the question of population growth only through the medium of legislation and it would not be an exaggeration to say that the Government's present efforts amount to placing the cart before the horse and I am sure it will not yield the desired results. Therefore, I would urge upon the Government to change their outlook, and I am not one with the attitude that the Government has for this Bill because I feel that the objectives are wrongly placed. In the statement of objects and reasons the hon. Minister has stated that the Bill "will also result in more responsible parenthood and in better health of the mother and child." Unfortunately during the course of his introductory speech the hon. Minister did not make any mention about this aspect of the matter which I feel is an important one and this leads me to infer that he considers this vital aspect as subsidiary or secondly to the main issue. In my humble opinion, Sir, I feel the first and foremost objective of the

Bill should have been to raise the status of woman in India and to set up a social order where men and women would lead a healthy life on the basis of equality. If this can be achieved naturally population will be controlled automatically.

Sir, the Committee on status of woman have developed deep into the problem of woman in our country and in their valuable report running into 480 pages, the Committee have clearly shown that the during 30 years of independence, the woman folk of our country have been getting less and lesser share in employment, education, politics etc. as compared to men in India.

Child marriage, unwanted motherhood are some of the chief impediments in the way of the development of Indian women. I support this Bill as it will help to raise the status of woman, offer an opportunity for the betterment of their education, health, employment, mental maturity, secure economic emancipation and because in short it sees to achieve total development of women in the interest of the nation and I feel that the Government should have had introduced a more comprehensive Bill keeping the above outlook in view and not merely as a part of family planning programme. In this connection, I would like to quote a few statistics to how child marriage continues to be a great social bane and how it has proved to be a great stumbling block for the growth of status of woman in our country. At page 80 the Committee on Status of Woman have said that according to the census figure for the year 1971 the position of married

person between the age 10 to 24 in rural and urban areas was as under:

Age group	Rural		Urban	
	1971		1971	
	Male	Female	Male	Female
10—14	5·31	13·39	1·50	4·21
15—19	21·06	63·09	7·38	36·24
20—24	55·91	93·78	32·78	80·90

This rightly shows the position of married women in the country. I would also like to quote a few lines from the observations of the same Committee at page 82 wherein it has been stated by the Committee that "Census has stopped collecting data for marital status of girls below the age of 10. Therefore, it is not possible to know of the incidents of child marriage between the ages of 0 to 10 years. But in our tours, we came across a number of children below the age of 10 who were already married. We were also informed of marriages where the bride had to be placed on thali. In a village in Darbhanga we saw a girl of 3 in a Balwadi, wearing sindhur mark. (In a factory in Indore that we visited, a baby of 18 months in a creche was already married)." I hardly need to emphasise. Sir, that no nation in the world can progress by keeping half of its population—the women folk—crippled and maimed. The Sarda Act was passed in 1929 and despite this legislation if the condition of woman in our country continues to be so deplorable it only indicates how formidable the problem is.

Before we attempt to eradicate the bane of child marriage we have to trace the reasons which have perpetuated the evil over the decades. Social, economic, educational and cultural factors have mingled inextricably to give birth to the problem of child marriage. In India woman must be married. It is a social compulsion and a social law. Therefore, if one can marry their children the parents escape the stigma of violating the social

law and the consequences that might follow. Child marriage is also practised for maintaining the chastity and purity of woman while the same argument does not apply to boys. It is a common belief in the rural areas that before attainment of puberty a girl should be married as otherwise her forefathers will go to hell. Yet another reason which influence the parents to go in for child marriage is their belief that a child would be in a better position to adjust herself when she goes to her in-laws and it would be easy for the in-laws to mould the child according to their own family traditions. In communities where a female child does not work for the family the parents show a natural inclination to shake off the burden by giving her in marriage in childhood. It is a common knowledge that there is a practice in the rural areas where the boy has to give dowry for seeking the hand of a girl in marriage. Obviously, the dowry for a 5 to 7 year old girl is much less than a 15 to 16 year old girl. Naturally an agricultural labourer finds it easy to marry his son in childhood when he has to pay less by way of dowry than when he grows in manhood.

Illiteracy and child marriage go hand in hand. It has been found that with increase in female education the incidence of child marriage goes down. Therefore top priority should be given to primary and adult education. We have to undertake extensive publicity campaign to stop child mar-

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riage in the country this cannot be achieved merely by depending on newspapers and the All India Radio. The Government have to enlist the wholeheartedly cooperation of the people particularly the woman organisations in the country, we have to enlist the cooperation of the peoples Organisations wherever they exist in the country. The Government must have a clear outlook on this issue and when the objectives are clear, it would be easy to mobilise the peoples efforts in the right and proper directions. In this connection I would like to draw the attention of the House to one of the main recommendations of Committee on the status of woman in India and incidentally the U. N. Commission on status of woman have recommended the same that there should be a statutory commission on the status of woman in all countries where their conditions are far from satisfactory. The Indian Committee on the status of woman in their report on page 353 have suggested constitution of statutory autonomous Commission at the Centre and the State to:

(a) To collect information regarding all trends in social organisations that effect women's enjoyment and realisation of their basic rights, in order to study and evaluate these trends.

(b) To evaluate the existing policies, programmes and laws that have a bearing on the status of woman with the following powers:—

(i) To ensure non-implementation of these measures; and

(ii) To point out lacunae or deficiencies in such measures and suggest amendments or improvements.

(c) Recommend new laws, policies or programmes aiming to implement Directive Principles of State Policy and the objectives of the U.N. Resolutions and Conventions regarding the status of woman; and

(d) Redressal of grievances in cases of actual violation of existing laws.

I very strongly feel Sir, that Constitution of such a statutory Commission would be quite effective to check child marriages in our country.

Sir, 70 per cent of our population live under poverty level and almost all of them are illiterate. It is among these people that the practice of child marriage thrives and it is here again that the growth rate of population is very high. In order to deal with these twin problems we have to bring about revolutionary economic and social changes in our society. As it is the ownership of rural land is concentrated in the hands of a few persons and unless we are able to do away with this evil, and unless we are able to introduce far reaching land reforms in our country we would never be able to tackle effectively the social evils like child marriage and consequently check the rate of population growth. Therefore, I would request the Government to muster courage and show their political will to bring about this socio-economic change in our country as this change will generate new consciousness among the millions of our exploited masses, do away with superstitions and illiteracy and finally it will give birth to a new society where the men and women will enjoy equal rights and enjoy healthy life. This is the only way of the resent legislation far from remaining a paper document will serve as an effective instrument to achieve equal rights for woman and ensure full human rights to them.

15.16 hrs.

[DR. SUSHILA NAYAR in the Chair]

कुमारी मणिबेन बल्लभभाई पटेल (मेह-साना) : सभापति जी, मेरा कहना यह है कि यह कानून बनना है तो इसे हिन्दुस्तान की सभी कीमों पर लागू होना चाहिए। यह बाली हिन्दुओं पर ही लागू न हो।

जब हम सारे देश को एक मानते हैं तो सभी कौमों पर—चाहे मुसलमान हों, बोहरा हों, ईसाई हों, हिन्दु हो, पारसी हों इसे लागू करना चाहिए ।

दूसरी बात यह है कि मात्र कानून बनाने से ही सहायता नहीं मिलेगी । इसके लिए हमें दूसरी बातों की तरफ भी ध्यान देना होगा । हमें देखना होगा कि हमारे सिनेमा किस प्रकार के होते हैं, किस प्रकार के गाने बे देते हैं । हमें यह भी देखना होगा कि सबकों पर किस प्रकार के पोस्टर लगते हैं । इन से हमारे नौजवानों पर किस प्रकार का प्रभाव पड़ता है । ये सारी बातें सोचनी हैं । जब चारों तरफ आबोहवा अगर इस प्रकार की होगी तो आपका कानून सफल नहीं हो सकता है । इससे तो लोग मात्र अनौचित्य पर ही जायेंगे और महिलाओं की इज्जत खराब होगी । इसलिए मेरा कहना यह है कि इस सब पर भी सरकार को ध्यान देना चाहिए ।

हमारे यहां पहले भी एक कानून है । मगर देहातों में गरीब लोग चार-चार साल, दस-दस साल के बच्चों की शादियां कर देते हैं । कहीं उसी कानून जैसा हाल इस कानून का भी न हो । पुराने रिवाज के मुताबिक जब महिला को बच्चा होता था तो 6 महीने पहले माता के पास और 6 महीने बाद तक वह अपनी सास के पास रहती थी । जब तक बच्चा मां का दूध पीता था तब तक वह अपनी सास के पास रहती थी । लेकिन अब बच्चे का जन्म होते ही पति पत्नी के पलंग पर जाके बैठ जाता है । इससे हमारा कुटुम्ब नियोजन कैसे होगा । अगर हमें इसे सफल बनाना है तो अपने पुराने रीति-रिवाजों और संस्कारों का पालन करना होगा ।

मैं आपके सामने यही कहने के लिए खड़ी हुई हूँ कि खाली कानून से ही हमें सफलता नहीं मिलेगी । हमें अपने सिनेमाओं और

सड़कों पर लगने वाले पोस्टरों की तरफ भी देखना होगा । इस तरह के पोस्टर लगे होते हैं कि वे देखे नहीं जाते । हमें चाहिए कि हम इस प्रकार के पोस्टर रेलवे स्टेशनों, सरकारी जमीनों और म्युनिसिपल कमिटी की जमीनों पर न लगने दें । इन जगहों पर हमें उन्हें पोस्टर लगाने की इजाजत नहीं देनी चाहिए । इतना ही मेरा कहना है । इस पर आप सोचें तो मैं समझती हूँ कि फायदा होगा ।

हिन्दुओं को लगता है कि जितने भी कानून आप इस तरह के पास करते हैं वे खाली हिन्दुओं पर ही क्यों लागू किए जाते हैं । दूसरों पर उन को क्यों लागू नहीं किया जाता है । मुझे तो इस में कुछ नहीं है लेकिन हिन्दुओं को मैं इस तरह की बातें कहने हुए सुनती हूँ । बराबर इस तरह के कानूनों को हम पर ही क्यों लागू किया जाता है । अगर रिफार्म करना है तो सब कौमों का रिफार्म आपको करना चाहिए । बोहरा लोग बचारे कितने ही सत्याग्रह कर चुके हैं । उन्होंने विवाह और शादी के तरीकों में रिफार्म के लिए सत्याग्रह किया था । उनके गुरु के पास जा कर उनकी शादियां होती थीं । वे चाहते थे कि इस में सुधार हो । वे लोग क्या चाहते हैं इसके बारे में भी आपको सोचना चाहिए और रास्ता निकालना चाहिए ।

कोई भी कानून हो, किसी भी प्रकार का हो उसको आपको सब कौमों पर लागू करना चाहिए । इतना ही खास तौर पर कहने के लिए मैं खड़ी हुई थी ।

SHRIMATI PARVATHI KRISHNAN (Coimbatore): Madam Chairman I have the pleasure of supporting this Bill and also I am glad that the Minister is going to accept the amendments that I have proposed. But I would like to say one thing and that is that mere bringing of a measure like this is not going to help to eradicate child

[Smt. Parvathi Krishnan]

marriage because as the previous speaker said, I think, it was Shrimati Gowswami, that the Sarda Act was passed many years ago, but still we find child marriage is taking place of very very young children and so on mostly in the rural areas, particularly amongst the weaker sections and the tribal areas. But I remember that when we were discussing the Hindu Marriage Act here in this House, there were Members who came from Rajasthan, who valiently fought for this question of the age being lowered saying that it is a very common practice in some of the communities and even in advanced communities for the girls to be married at a younger age and it goes against the sentiment of the people and so on and so forth. Therefore, the way the Minister has posed it is what gives me the qualms. It is only a question of population control? Is it only a question of seeing that the girls should not be married at an earlier age because they start bearing children at that age? If that is the narrow approach, I have my fears that this Bill will continue only to remain on the Statute book. Because what really is necessary is to understand that we are asking for the girls to be 18 because that is the age when a girl as a person is grown enough to be a knowledgeable mother and to be a good wife and a good housewife. This is the basic point that I look at and that is what will also enable her to understand the advantages of having a small family, enable her to accept the small family norm. These are the things which cannot be done by compulsion. But once she has reached a certain age of maturity, on the one hand she will be a good mother and on the other hand she will also be someone who will be a good and knowledgeable citizen, which means that by the time she reaches that marriageable age, there should be the infrastructure to help her to develop and flower in that manner. In other words the educational system needs to be also reoriented and education has to

reach the farthest corners of our country. It is not only a question of illiteracy, it is a question of eradicating the illiteracy on the one hand and of having a proper educational system on the other hand. For instance, today you see the whole controversy is going on the 10 plus 2 and those who are going into the 11th class this year do not even know what are the job opportunities before them and this involves girls as well as boys. The question of a perspective, a national perspective in which all of us are equally involved is extremely important and therefore, you cannot divorce this problem from the socio-economic problems that face the country today and it has got to fall into a place where this is to be implemented because this is the ideal, but I have absolutely no illusion that it is going to come into being in a very short time. It cannot be achieved unless and until we achieve progress in other fields also, in the social field, in the cultural field and in the educational field.

Another thing, Madam Chairman, is the status of Women Commission Report which has been already very widely quoted. So I do not want to go into that. But what is important is this. One most important recommendation of theirs was the question of registration of marriages, because it links up with this problem. That is why they have stressed it. In India to-day, I don't think we have even ratified the UN Convention on compulsory registration. When the Hindu Marriage (Amendment) Bill was being discussed here, we had raised this point; and we had been given an assurance that this would be brought before the House at a very early date. Therefore, I would appeal to the Minister that in consonance with this bill and in consonance with this perspective he should also go into this matter and bring forward at a very early date, a bill for the compulsory registration of marriages, because it would then go side by side; and I

think that will help. It is no good having this piece-meal legislation. For the last 30 years, we have been having piece-meal legislation one after the other. Some comprehensive bill and perspective should be there.

With all the hilarity of Mr. Vayalar Ravi, I am sure he will not object to the fact that we should have compulsory registration. (Interruptions). He might have registered his marriage. My own marriage was registered long before he was born.

Madam Chairman, while I don't have to appeal to the Minister about the amendment—he has accepted it—I would say that he should take this matter very seriously. It is not only a question of looking whether Police will be able to go with or without a warrant. It is a question of educating our people and raising their cultural and social levels, so that they understand the import of this Bill. For Heaven's sake, let not the emphasis be on population control. It is as though we are saying: "don't get married; and if you get married, when you should meet your husband, and when not." The point is that if the girl is old enough, she will know what her life is, and what her tasks and responsibilities are. If, similarly, the potential father is also old enough to understand his responsibilities, together they will also understand the need for a small family norm, not only in terms of population control but in the interest of the family itself.

And along with this comes the whole idea of social security. When Mr. Ravi spoke, he talked about children being property. I consider them as wealth. People feel: "These are the people who will look after me while I am old." These children are not only the security of the society, but also of the citizen. In some areas, people feel "that a daughter is a daughter all her life; and son is a son till he takes a wife." In another area, only sons are considered as security. They feel "It is only our son

who is going to look after us in our old age."

You want to have a small family norm, so that children will get adequate attention. I think there is another aspect, viz., the social security aspect, for the parents in their old age. Therefore, the social security aspect should also be taken into consideration. Unless and until the State assures the people of the country that in their old age, they will be looked after and not be thrown on the streets. Unless that is there, this whole question of a small family norm is not going to take root in our country. Therefore, I would tell the Minister this—obviously social security is not his field,—and I am talking to him as representing the Government, and not as belonging to one Ministry or the other viz., that an overall policy is necessary, so that you can see that social reform measures like this do get implemented and do become part and parcel of the daily lives of the people of our country.

श्री-राम-किशन (भारतपुर) : चेयरमैन साहिबा, जो विधेयक माननीय कानून मंत्री जी ने रखा है, मैं इसका समर्थन करने के लिये खड़ा हुआ हूँ। जहाँ तक इस बिल का सम्बन्ध है, इसमें विरोध लायक कोई बात नहीं है और/ऐसा भी कोई मुद्दा नहीं है, जिस पर सदन का प्रत्येक सदस्य सहमत न हो। लेकिन इस बिल का जो उद्देश्य है और जिस कारण से इसको सदन में प्रस्तुत किया गया है, इससे सीमित/मात्रा में एक लक्ष्य की प्राप्ति होगी और वह इसलिये भी कि जहाँ तक इस बिल के उद्देश्य का सवाल है, हम यह चाहते हैं कि हमारे देश की जन-संख्या पर नियंत्रण किया जाय, बढ़ती हुई जनसंख्या को रोका जाय। यह एक प्रमुख उद्देश्य है। इसके साथ ही साथ स्वास्थ्य का सवाल भी जोड़ दिया गया है। लेकिन इस सम्बन्ध में मेरा कहना यह है कि हमारे देश की जो आर्थिक और सामाजिक परिस्थितियाँ हैं, उनमें जब तक मौलिक परिवर्तन नहीं किया

[श्री राम किशन]

जायेगा, जिसका जिक्र अभी माननीय सदस्या श्रीमती पार्वती कृष्णन कर रही थीं, कि वह एक बहुत बड़ा मौलिक सवाल है, तब तक स्थिति में सुधार नहीं हो सकता। हमारे देश में शादी केवल सन्तान पैदा करने के लिये ही नहीं बल्कि जीवन की सुरक्षा के लिये भी बहुत आवश्यक समझी जाती है। जिस देश में 35,40 प्रतिशत लोग गरीबी की रेखा के नीचे रहते हों, उन्हें केवल कानूनों के द्वारा इन कर्मों से नहीं रोका जा सकता है।

मैं माननीय मंत्री से चाहूंगा कि जिन हालात में जनता पार्टी आई है, उस समय जनता की जो अपेक्षाएँ थीं, उनको पूरा करने की दिशा में अगर वह कार्य करेंगे तो हमारा सीमित उद्देश्य भी एक विशाल उद्देश्य में परिवर्तित हो जायेगा और जिस उद्देश्य के लिये यह विधेयक लाया गया है उसमें सफलता मिलेगी।

इसके साथ ही साथ कुछ दूसरे सवाल भी जुड़े हुए हैं। माननीय सदस्य श्री बयलार रवि चाहते हैं कि पुरुषों की आयु भी 18 वर्ष कर दी जाये। वह यह किस लिये चाहते हैं उसका दूसरा पहलू भी है। यह नर नारी की समानता का सवाल नहीं है न उनके अधिकार का सवाल है। मेरी राय में बढ़ती हुई आबादी को रोकने के लिये जो वर्तमान उम्र रखी गई हैं, वह भी कम है। पुरुष की उम्र 25 साल और महिला की उम्र 21 साल रखनी चाहिये, वह बहुत आवश्यक है। आज भी शहरी क्षेत्र के सम्पन्न लोगों के बच्चों की शादी देर से होती है लेकिन ग्रामीण क्षेत्र में खासकर पिछड़े वर्ग के लोगों में शादी जल्दी हो जाती है। इसलिए चाहें कानून के माफ़त या समाजिक शिक्षा के माफ़त हमें उन वर्गों के लोगों को चेतन कर के जल्दी उम्र में शादी करने के नतीजे समझाने चाहिये जो कि हमारे समाज को भोगने देंगे। उसमें मुसलमानों का वर्ग सबसे ज्यादा दुखी और पीड़ित है। हमें इन सब बातों पर पूरी तरह से ध्यान रखना होगा।

इसके अलावा दूसरी चीज़ें भी हमें देखनी होंगी। जहाँ हम बाल विवाह को रोकने की कोशिश कर रहे हैं वहाँ विधवा और विधुरों के विवाहों को रोकने के लिये भी कानून लाना चाहिये। एक समय था जब धर्म समाज ने आन्दोलन चलाया और उस समय बास कारण था कि विधवा का दोबारा शादी हो। आज हमारे देश की यह आवश्यकता है कि जो विधवा 40 वर्ष और विधुर 45 वर्ष के हो गये हैं और जिनके तीन बच्चे हैं उनको दोबारा शादी की इजाजत नहीं दी जानी चाहिये। लेकिन इसके पीछे एक सामाजिक सवाल भी खड़ा हो जाता है। कुछ जातियाँ ऐसी हैं जिन में जो विधवा हो जाती हैं वह दुबारा शादी इसलिए करती हैं कि उनके पास आर्थिकता का कोई साधन नहीं होता है। इसलिये हरिजनों, आदिवासियों और पिछड़े वर्गों में शादी को जीवन की सुरक्षा के लिये आवश्यक समझा गया है। अगर हम उनकी सुरक्षा की स्थिति पैदा कर दें तो यह वातावरण बनाया जाना चाहिये कि पुरुष और महिला जो विधवा अथवा विधुर हैं और उनके तीन बच्चे हैं उनको दोबारा शादी की इजाजत नहीं दी जाये। इससे दो तरह के समाधान होंगे। एक तो हमारे समाज में इस प्रकार की शादी में पहले बच्चों का जो जीवन कष्टमय हो जात है उससे बचा जा सकेगा और दूसरे बढ़ती हुई जनसंख्या पर रोक भी लगगी।

एक तीसरा सवाल यह खड़ा होता है कि जब शादी देर से होंगी तो यह बात मानकर चलना चाहिये, जैसे कि सदन में कहा गया है कि हमारे समाज का वातावरण किस तरह पर स्वाधीनता के बाद बिल्कुल पश्चिम की तरह का बना दिया गया है और अंग्रेजियत का इतना प्रभाव है कि यहां बुरी भावनाएं फैलेंगी। एक तरफ ऐसा वातावरण होभा, दूसरी तरफ औद्योगिक सम्पत्ता का विकास होगा, तीसरे शादी देर से होंगी तो अवैध संतान बढ़ेगी। इसलिये अब शादी की उम्र बढ़ाने की बात

सोचते हैं तो अवैध संतान के निराकरण की जिम्मेदारी भी समाज और सरकार को लेनी चाहिये ।

आज हमारे समाज में अवैध संतानों को बहुत घृणा की दृष्टि से देखा जाता है । गलती होती है मां बाप की, लेकिन दंड उन्हें भुगतना पड़ता है । इस स्थिति के निराकरण की जिम्मेदारी भी सरकार को लेनी होगी । शादी को उम्र बढ़ाने के साथ इस प्रकार की संभावनायें प्रकट होगी । उन्हें कोई रोक नहीं सकता है । यह एक वास्तविक रूप है, जिसे हमें स्वीकार करना होगा ।

मंत्री महोदय ने कहा है कि इस कानून के उल्लंघन के मामले को पुलिस इनवेस्टीगेट करेगी, मगर उसे मैजिस्ट्रेट से वारंट लेना होगा । आज हमारे देश के ग्रामों में कुछ वर्गों में बच्चों की 15, 16 या 17 साल की उम्र में शादी होती है । लेकिन उन लोगों के पास उम्र का कोई प्रमाण नहीं होता है—और हो भी नहीं सकता है, क्योंकि आज हरिजन, गिरिजन और आदिवासी आदि जो लोग गरीबी की रेखा के नीचे रह रहे हैं, उन में साक्षरता की औसत आज भी 15, 20 प्रतिशत से भी कम है । मेरा निवेदन है कि उन लोगों के लिए शादी के सम्बन्ध में उम्र का प्रमाण देना कठिन हो जायेगा ।

7 इसलिए यह आवश्यक है कि हमारे देश में जन्म और मौत का रजिस्टर ग्राम पंचायत के पास हो । कुछ राज्यों ने ऐसी व्यवस्था कर भी रखी है । यदि हर राज्य में यह व्यवस्था हो जाये, तो कोई विवाद होने पर कोई भी व्यक्ति ग्राम पंचायत की माफ़त सफ़ाई दे सकेगा कि बच्चे की उम्र कितनी है । अगर ऐसी व्यवस्था नहीं की जायेगी, तो पुलिस के पास कुछ ऐसे अधिकार बच जाते हैं, जिनके द्वारा वह गरीबों को परेशान कर सकती है ।

जहां तक इस विधेयक का सम्बन्ध है, यह स्वागत योग्य है और सभी सदस्य इस का समर्थन करेंगे । लेकिन हमें आवादी की पूरी समस्या के बारे में नये ढंग से सोचना पड़ेगा । खास तौर से विकासशील देशों में, और उनमें भी दरिद्र वर्ग के लोगों में, आबादी की समस्या बहुत गम्भीर है । हमारे देश में सम्पन्न और धनवान् लोगों के यहां संतानें कम होती हैं, जबकि गरीब लोगों के यहां संतानें ज्यादा होती हैं, क्योंकि उन में शरीर के साथ मन पर काबू पाने की शक्ति भी कम होती है ।

इसलिए जरूरत इस बात की है कि गरीबों की निर्धनता को दूर किया जाये, साक्षरता में वृद्धि की जाये, उन्हें परिवार के प्रति जिम्मेदारी समझाई जाये और समाज तथा राष्ट्र की समस्याओं का ज्ञान कराया जाये । अगर जरूरत हो, तो स्कूलों में भी संक्स-शिक्षा का प्रबन्ध करना चाहिए । इस में कोई झिझक नहीं होनी चाहिए । औद्योगिक सभ्यता के परिणाम हमारे सामने आयेंगे और हम उनसे बच नहीं सकते हैं । इस बात की आवश्यकता है कि हम अपने नवयुवकों और नवयुवतियों को प्रशिक्षित करें कि उन की भविष्य की जिम्मेदारी क्या है और अगर उन्होंने उस जिम्मेदारी को न निभाया, तो क्या कुपरिणाम सामने आ सकते हैं । अगर हम इस दिशा में प्रयत्न करें, तो हमें सफलता मिल सकती है ।

9 हमारे समाज में लड़कियों की शादी केवल सुरक्षा की दृष्टि से नहीं की जाती है । हमारे धार्मिक ग्रन्थों और हमारी सांस्कृतिक परम्परा के अनुसार छोटी लड़की की शादी करना बहुत पुण्य की बात है । हमारे नीति शास्त्रों में कहा गया है कि दस साल की लड़की की शादी करने का मतलब है गौरी की शादी का पुण्य-लाभ प्राप्त करना । इसलिए जहां हमें कानून बनाना पड़ेगा, वहां

[श्री राम किशन]

अपनी सांस्कृतिक विरासत में हमें जो बुराईयाँ मिली हैं, हमें उन का भी खण्डन और निराकरण करना पड़ेगा। जब किसी काम को धर्म के साथ जोड़ दिया जाता है, तो मामला विकट हो जाता है। कुछ व्यक्ति किसी अच्छे कदम को भी धर्म के खिलाफ बताकर सरकार के काम को कठिन बना सकते हैं। इसलिए हमें इस देश के धार्मिक ग्रन्थों और धार्मिक समुदायों को दृष्टि में रखते हुए अपने समाज का पुनर्निर्माण करना होगा, ताकि हम उसे एक सही दिशा में ले जा सकें। 10

जहां तक उम्र का सवाल है, मैं समझता हूँ कि इस कानून में जो उम्र रखी गई है, वह काफी नहीं है। आज हमारे देश में चेतना है—शहरों में तो निश्चित रूप से चेतना है। इस लिए इस उम्र को और बढ़ाया जाए। जब समाज के कुछ वर्गों के जीवन का स्तर बढ़ रहा है, पिछले 25 सालों में मृत्यु दर कम हो गई है और जन्म दर घटने के साथ-साथ आदमी की आयु भी बढ़ रही है तो उस समय 21 साल उम्र कम है। 21 साल और 25 साल अगर हम करेंगे तो कुछ निश्चित चीज प्राप्त कर सकेंगे।

एक तीसरी चीज भी है। इसमें कुछ वैज्ञानिकों और जीवशास्त्रियों का दूसरा मत भी है, जल्दी शादी करने और देर में शादी करने में कुछ नफा नुकसान भी गिनाया जाता है। मैं न कोई जीव-शास्त्री हूँ न कोई धार्मिक पुरुष हूँ। मैं केवल इतना समझता हूँ कि जो ये धारणाएँ हैं इन सब धारणाओं को निर्मूल करने के लिए हमें व्यापक साहित्य की जरूरत है। जैसे हमारे पड़ोसी देश इसी तरह के साहित्य के मार्फत और प्रचार के मार्फत एक स्थिति पैदा कर रहे हैं, उसको हमें समझना चाहिए और उनको समझाना

चाहिए। इन्हीं शब्दों के साथ मैं मंत्री जी से कहना चाहूँगा कि जो उम्र की बात उन्होंने रखी है उस को दोबारा ठीक करें।

इसके साथ-साथ एक सुझाव और रखना चाहता हूँ। नौकरियों में चाहे वह सरकारी नौकरियाँ हों या बोर्ड वगैरह की हों उनमें प्राथमिकता देते वक्त गरीब और बेरोजगार लोगों के सम्बन्ध में नीति निर्धारित करते हुए एक चीज का ध्यान और रखना चाहिए कि जो कुंवारे लोग होंगे या जो कुमारियाँ होंगी उनको इन नौकरियों में ज्यादा मौका दिया जाए और जब उन के तीन से ज्यादा बच्चे हो जाएंगे तो उनको मिलने वाली सुविधाओं को कम कर देंगे। इस प्रकार के कुछ कदम हम न उठाए तो हम आबादी पर नियंत्रण पा सकते हैं अन्यथा उम्र से शादी का कोई सम्बन्ध नहीं है। कोई पांच छः साल के भीतर भी पांच छः बच्चे पैदा कर सकता है और कोई तीस साल में एक भी बच्चा नहीं पैदा कर सकता। इन सब बातों को ध्यान में रखना चाहिए।

~~सभापति महोदय~~ जब मैं घंटी बजाती हूँ तो कृपया समाप्त करने का प्रयास करें। राम किशनजी ने लिखा था कि मैं साल भर नहीं बोला हूँ तो साल भर की बात एक साथ ही तो नहीं पूरी करनी है।

*SHRI A. SUNNA SAHIB (Palghat): Madam Chairman, the Child Marriage Restraint (Amendment) Bill, which is under discussion, seeks to raise the minimum age of marriage from fifteen to eighteen for females and from eighteen to twenty-one for males. I extend my wholehearted support to this Bill as there is an urgent need to check the growth of population in the country. The provisions of this Bill if enforced effectively will result in lowering the total fertility rate on account of lesser

span of married life. As the statement of objects and reasons says, it will also result in more responsible parenthood and in better health of the mother and child.

Here we have to bear in mind the prevalent environmental and economic conditions throughout the length and breadth of the country. This assumes grave significance when we legislate for a social cause. The provisions of this Bill will be affecting the entire society, whether it is rural or urban. The penal provisions of the Bill can be easily comprehended by the urban elites. Besides the legal compulsions the people in urban centres are influenced greatly by the social considerations and on their own they endeavour to limit their families.

Madam Chairman, as you are aware, India is not just a garden of fragrant roses only. In fact, our country has the largest rural landscape inhabited by majority of innocent and illiterate people whose very life is an economic burden for them. They are steeped in age-long social customs and traditions. If their shackles of superstition are to be broken, if they are to achieve a semblance of economic and social equality with their brethren in urban centres, our prime aim should be to usher in an era of social revolution in addition to implementing measures for economic regeneration. It is not enough to incorporate something in a legislation. Along with this, the social awareness must be aroused. The people of the country, particularly the rural-folk, must be made to realise the economic necessity of having a small family. They must be made to know that by raising the minimum age of marriage the growth in population can be curbed. As I mentioned at the outset, the people in the rural areas do want to get rid of their social burden by marrying their daughters at an early age. Secondly, because of economic compulsions the children become working force for them. This

nullifies the efforts of the Government in propagating the concept of small family..

I belong to a minority community and I am personally aware that even today among Muslims the girls are married at the age of 10, 13, 14. I do not want to elaborate much on this kind of hereditary social customs in different communities of our country. For that matter, in our country it is considered a sacred duty of the parent to marry the daughter before she matures. I refer to this because I am sure that along with legislative steps other steps must also be taken so that the common people know the efficacy of delayed marriage.

While I support this Bill, I would go one step further and suggest that the minimum age of marriage for a female must be raised to 21 and for the male it must be 25. You know, Madam, that the girl or a boy reaches the age of 21 if he or she has to complete M.A. course, after which only he or she can try to settle in life. Besides the necessity of curbing the growth of population, the economic independence conduces for a happy family. So the basic criterion for this kind of a legislation must be based on an All-India angle, to meet the requirements of entire society in the country and not merely from one point of curbing the growth of population.

What I have suggested may not be necessary at this juncture, but I am sure that the Government will have to take such a step within the Course of a decade. The circumstances will compel the Government to raise the minimum age of marriage for a female from 18 to 21 and for a male from 21 to 25.

I am grateful to you for having given me an opportunity to participate in the discussion on this important piece of legislation having social ramifications.

श्री भोग प्रकाश त्वाणी (बहराइच): सभापति महोदय, मैं इस विधेयक के लिए मंत्री जी को हार्दिक धन्यवाद और बधाई देता हूँ। उन्होंने इस विषय में एक बहुत अच्छा कदम बढ़ाया है। इस विधेयक में पीछे मंत्रीजी ने जो उद्देश्य बताया है, मेरे दृष्टिकोण में वह बहुत छोटा उद्देश्य है लेकिन आज वही बहुत बड़ा उद्देश्य बना हुआ है परन्तु वास्तविक उद्देश्य इससे कहीं ऊँचा है और वह यह है कि मानव एक सुखी परिवार की रचना कर सके। मैं समझता हूँ कोई भी व्यक्ति हो वह अपने जीवन में एक सुखी परिवार चाहता है। सुखी परिवार के लिए एक आवश्यक बात यह है कि वर और वधू दोनों सुयोग्य हों और विवाह के सम्बन्ध में उनमें पूर्ण योग्यता हो। मैं समझता हूँ कि यह पहला लक्ष्य है। पूर्ण योग्यता प्राप्त करने में मैं समझता हूँ कन्या में स्वाभाविक रूप से बहुत जल्दी वृद्धि का विकास होता है। लड़कों की अपेक्षा कन्याएँ ही बहुत जल्दी सुयोग्य बन सकती हैं। लड़कों की अपेक्षा लड़कियों में जल्दी सुयोग्य बनने की क्षमता अधिक होती है। यदि लड़कियों को मौका मिले तो 16 वर्ष की आयु में सुयोग्य बन सकती हैं और लड़के 25 वर्ष की आयु तक सुयोग्य बन सकते हैं। इस आयु में वे जो बात ग्रहण कर लेंगे, जो भी योग्यता प्राप्त कर लेंगे वह उनके लिए अच्छा रहेगा। 25 वर्ष की आयु तक मनुष्य में शारीरिक और बौद्धिक विकास चलता रहता है। यह आयु उनके विकास की आयु रहती है और इसको सुरक्षित रखने की आवश्यकता है। रविजी ने कहा कि 18 वर्ष की आयु में ही भोग क्यों न करें, मैं कहना चाहूँगा कि सम्भवतः वे पाश्चात्य सभ्यता में पले लगते हैं जहाँ पर शादी का एक मात्र लक्ष्य एंजायमेंट रहता है परन्तु भारत वर्ष में शादी का लक्ष्य एंजायमेंट नहीं है बल्कि एक सुखी परिवार और सुखी जीवन का लक्ष्य रहता है तथा समाज को उत्तम संतान देना होता है। फिर तो मैं कहूँगा कि 18 वर्ष की आयु की सीमा ही क्यों रखी

जाये, आजकल तो लड़के 15-16 वर्ष की आयु में ही सड़कों पर खुराफात करने हैं। मैं कहता हूँ 18 वर्ष में यदि उसकी शादी हो जायेगी तो वह स्कूल कालेज और पढ़ाई को ताक पर रख देगा, पढ़ने जायेगा नहीं बल्कि आबारा बन जायेगा। यही अवस्था लड़की की है। लड़की की अवस्था तो और भी दयनीय हो जाएगी। मैं समझता हूँ कि लड़का तो किसी न किसी तरीके से भीख मांग कर, इधर-उधर घूम कर भी कुछ-न-कुछ काम कर लेगा। लड़की बिचारी क्या करेगी अगर वह सुयोग्य नहीं है। अगर पनि नालायक निकल गया, उसे छोड़ कर चला गया, लड़की पढ़ी-लिखी भी नहीं है तो वह अपने पैरों पर भी खड़ी नहीं हो सकेगी। ऐसी हालत में उसे किसी न किसी पर निर्भर रहना पड़ेगा।

एक सामाजिक कार्यकर्ता होने के नाते मैंने अपने जीवन के पिछले तीस-पैंतीस सालों में एक-दो नहीं, हजारों लड़कियों का वेश्या बन कर बैठे हुए देखा है। किस कारण से? वचन में विवाह हो गया, पिछवा हुई या घर छोड़ कर भाग गयीं और पड़ोस दी गयीं वेश्याओं के कोठे पर। यह दशा उन बेचारी लड़कियों की रहती है जो सुयोग्य नहीं बन पायी हैं। इसलिए आवश्यक है कि लड़क और लड़कियों को पहले सुयोग्य होना चाहिए तभी उनका विवाह होना चाहिए ताकि वे अपने जीवन को अलग भी चला सकें।

दूसरे विवाह करने से पहले वर-वधू अपने कर्तव्य के प्रति अच्छी तरह से जागरूक होने चाहिए कि हमारा कर्तव्य क्या है, हमारा गृहस्थ जीवन क्या होगा? वे यह अच्छी तरह से जानते हों कि उन्हें माना-पिता बनने पर किस प्रकार रहना है। उन्हें बच्चों के पालन-पोषण का ज्ञान हो। इसलिए उन्हें अपने कर्तव्य को पूरी तरह से जानना चाहिए।

में समझता हूँ कि विवाह का लक्ष्य शारीरिक सौन्दर्य या उसका उपभोग नहीं है। पाश्चात्य देशों में यह लक्ष्य हो सकता है। भारत में शारीरिक सौन्दर्य न हो कर विवाह के लिए आवश्यक शर्तें हैं गुण, कर्म और धर्म का पालन। जब तक लड़के-लड़कियों में यह ज्ञान नहीं हो जाता तब तक उनका विवाह सफल नहीं हो सकता।

पहले क्या होता था कि नाई या ब्राह्मण जा कर लड़का या लड़की देख आता था और मां-बाप शादी कर देते थे। इस तरह से लड़के और लड़की को एक दूसरे से बांध दिया जाता था और इस तरह से दोनों को एक-दूसरे के साथ अपना जीवन बर्ताव करना पड़ता था। यही विवाह उनके लिये नर्क भी बन जाता था और स्वर्ग भी बन जाता था। हमारी यह परम्परा रही है और हमारी मान्यता भी है कि लड़के और लड़की को अपना साथी स्वतंत्र रूप से चुनने का अधिकार हो तभी विवाह सफल होता है। वे अपना जीवन-साथी स्वयं चुनें, ऐसा हमारा प्रयत्न होना चाहिए।

तीसरी चीज यह जानना चाहिए कि जब तक लड़के और लड़कियाँ स्वावलम्बी नहीं हो जाते तब तक उन्हें विवाह का अधिकार नहीं होना चाहिए। कम से कम लड़का को तो स्वावलम्बी होना ही चाहिए। अगर वह 25 साल तक या 30 साल तक भी स्वावलम्बी नहीं बनता है तो उसे विवाह करने का अधिकार नहीं होना चाहिए। जब लड़के और लड़की पूर्ण रूप से स्वस्थ हो जाएं, उन्नत हो जाएं, वैज्ञानिक दृष्टिकोण से उत्तम संतान के समाज को दे सकें तभी उन्हें विवाह करने का अधिकार होना चाहिए। छोटी आयु में कोई स्वावलम्बी नहीं बन सकेगा।

इसलिए मैं अपने मंत्री महोदय से कहना चाहूंगा कि वे इन अवस्थाओं पर भी विचार

करें। मैं इस बिल के संबंध में अपना संशोधन देना चाहता था लेकिन दे नहीं पाया। मैं समझता हूँ कि लड़के की आयु कम से कम पच्चीस साल रखनी चाहिए। लड़की की आयु आपने 18 रखी है। वह ठीक है। इस आयु में वह योग्यता प्राप्त कर लेगी। यह लड़की की मिनिमम आयु है।

यहां पर एक बात कही गई है और धार्मिक ग्रन्थों की ओर संकेत किया गया है। मैंने भी उनको थोड़ा बहुत देखा है। उनमें कहीं पर भी इस प्रकार के बाल-विवाह का समर्थन नहीं किया गया है। मध्य काल में लोगों ने कुछ ग्रन्थ बना लिये थे और तब कुछ समर्थन इसका कर दिया गया था। लेकिन यह चीज गलत है। बंगाल में तो विवाह गर्भावस्था में ही हो जाते थे। दो स्त्रियों के गर्भ ठहरा, दोनों ने तय कर लिया कि तुम्हारे लड़का हुआ और मेरे लड़की हुई तो शादी कर देंगे और शादी कर दी जाती थी। अगर कहीं लड़का मर गया तो लड़की बेचारी विधवा हो जाती थी। पांच-पांच और चार-चार साल की लड़कियाँ विधवा हुईं मैंने उन्हें देखा था। अनेकों घटनाएं इस प्रकार के बाल-विवाह की मैं जानता हूँ। इस तरह की घटनाएं भी देखने को मिली हैं कि स्टेशन पर दो बारातें आईं, वधूओं को वहां बिठा दिया स्टेशन पर, पास-पास, और जब ट्रेन चली तो एक बारात वाले दूसरी ही लड़की को उठा कर ले गए और बाद में कहीं जाकर पता चला कि यह वधू तो हमारी नहीं है। इस प्रकार की शादियाँ और घटनाएं भी होती हैं।

श्री शारदाजी ने एक स्वप्न को साकार करने के लिए बिल बनाया था। वह बिल 1929 में पेश किया गया था और वह पास हुआ। उस समय चौदह वर्ष लड़की की आयु और 18 वर्ष लड़के की रखी गई थी।

[श्री श्रीम प्रताप त्पाणी]

1949 में उसमें परिवर्तन हुआ। तब लड़की की आयु 15 कर दी गई। लेकिन आप देखें कि आज तक बाल विवाह होते रहे हैं और हो रहे हैं। राजस्थान में सामूहिक रूप से आपने समाचारपत्रों में पढ़ा होगा कि दो सौ बच्चों के माता-पिताओं ने बच्चों को गोदी में बिठा कर उनकी शादियां कर दीं। वे इस बात को पवित्र मानते हैं कि फलां तिथि में और फलां गुरु शादी कराएं। सरकार देख रही है कि यह जो कानून है यह रद्दी की टोकरी में पड़ा रहा है। मुझे भय है कि यह जो कानून आप बना रहे हैं यह भी कहीं रद्दी की टोकरी में न पड़ा रह जाए। यों आपने इस कानून में कहा है कि मैजिस्ट्रेट के वारंट से कार्यवाही होगी और इसको आपने कागनिजेबल ऑफेंस भी बनाया है। इसके लिए आप दंड क्या देते हैं यह नहीं बतलाया। पहले वाले कानून में जो कमी थी उसको आपने ऐसा करके पूरा कर दिया है। उसमें कुछ नहीं था। दो एक्ट हैं जो तमाशा बन कर रह गए हैं। एक दहेज प्रथा को दूर करने के लिए जो कानून बनाया गया था वह और दूसरा बाल विवाह दूर करने के लिए बनाया गया कानून। दोनों बेकार और रद्दी की टोकरी में पड़े हैं। यह गवर्नमेंट की बुद्धि का दीवालियापन प्रकट करता रहा है। आपने इसमें अब सुधार किया है। कागनिजेबल ऑफेंस इसको बनाया है। लेकिन सजा क्या होगी? मैजिस्ट्रेट वारंट देगा या नहीं? क्या ऐसा नहीं हो सकता है कि देहात में पुलिस रिश्वत लेकर कोई केस हॉ न करे। कोई भी आदमी शिकायत करे तो पुलिस को एक्शन लेना पड़े और केस चले माता-पिता के खिलाफ यह चीज होनी चाहिये और मैं इस चीज को मानता हूं।

आप जनसंख्या की वृद्धि को रोकना चाहते हैं। मैं समझता हूं इसके लिए आपको बहुत कुछ और भी करना होगा। बहन जी ने जो बात कही है वह सही है। हमारे यहां बच्चों

की तादाद इसलिए ज्यादा होती है कि माता-पिता बच्चे को अपने परिवार की सुरक्षा के लिए आवश्यक मानते हैं। भारत को विस-फेयर स्टेट आप बनायें जिसमें लोगों के जीवन की सुरक्षा हो, बेकारों को काम करने का अधिकार मिले, उनको बुढ़ापे में पेंशन मिले। अगर ये सब जिम्मेदारियां सरकार ले तो संतानों पर नियंत्रण हो सकता है। नहीं तो बुढ़ापे में कोई पूछने वाला नहीं होगा। उनको बच्चों का सहारा लेना पड़ेगा। कानून के पश्चात् भी बहुत कुछ रेवोल्यूशन आपको लाना पड़ेगा। जैसा बहन जी ने कहा जिस प्रकार की फिल्मों आप बनवा रहे हैं, गाने हमारे बच्चों को सुनवा रहे हैं उससे तो बहुत खराबियां पैदा हो रही हैं। आप डाक्टरों के पास जाकर पता लगा सकते हैं कि नादालिग, कम आयु की लड़कियां कितनी एवार्शन करवा रही हैं। वातावरण गन्दा बना हुआ है। अगर जनसंख्या पर कंट्रोल नहीं किया गया तो देश की स्थिति भयंकर हो जाएगी और हम किसी भी दिशा में प्रगति नहीं कर सकेंगे।

आप कुछ कर रहे हैं, लेकिन स्वास्थ्य मंत्रालय को भी प्रेरणा दीजिये ताकि थोड़ा-बहुत इस दिशा में प्रगति करें।

16.00 hrs.

इस देश में जनसंख्या पर नियंत्रण आवश्यक है। परन्तु साथ ही यह कहना चाहता हूं कि इस विधेयक में जो कुछ और कमजोरियां रह गई हैं उनको भी थोड़ा दूर करने की चेष्टा करें ताकि बाल विवाह करने वाले पकड़ में आ सकें। अन्त में एक बात विधि मंत्री जी से और पूछना चाहूंगा, वह यह कि मैंने जहां तक समझा है, विवाह की प्रथा का धर्म से कोई सम्बन्ध नहीं है। यह आर्थिक प्रश्न है, यह व्यक्ति से सम्बन्ध रखता है, और सरकार की पोलिसी सेक्यूलर है, परन्तु जब मैं विधेयक पढ़ रहा था, तो आश्चर्य में पड़ गया यह पढ़कर कि यह बिल हिन्दू मैरिज एक्ट में परिवर्तन

करेगा, क्रिश्चियन बैरिज एक्ट में परिवर्तन किया जायगा। क्या आपकी दृष्टि में इसाई और हिन्दू ही बच्चे पैदा कर रहे हैं? इसमें क्या संस है? अगर आप का लक्ष्य जनसंख्या पर नियंत्रण करना है तो भारतवर्ष में जितने भी ऐक्ट हैं, कोई भी हो, सब पर लागू करना चाहिये।

SHRI SHANTI BHUSHAN: This Bill applies to all.

श्री श्रीम प्रकाश त्यागी : इस बिल के उद्देश्य और कारण में क्या लिखा है जरा उसको देखिये :

"The Bill seeks to amend the Child Marriage Restraint Act, 1929, to increase the minimum age of marriage from fifteen to sixteen for females and from eighteen to twenty-one for males and to make consequential amendments in the Hindu Marriage Act, 1955, and the Indian Christian Marriage Act, 1872."

SHRI SHANTI BHUSHAN: The principal Act applies to all religions and, therefore, this Child Marriage Restraint (Amendment) Bill which seeks to raise the marriage age to 16 for girls and to 21 for boys applies to all people.

श्री श्रीम प्रकाश त्यागी : अगर सब पर लागू है तो मैं आपको हार्दिक धन्यवाद देता हूँ और इस संशोधन का स्वागत करता हूँ। अन्यथा यह विधेयक लंगड़ा रहता। इन शब्दों के साथ मैं इस बिल का समर्थन करता हूँ।

SHRI VAYALAR RAVI: No, Sir, this amounts to communalism which is very wrong.

श्री नाथू राम मिर्चा (नागौर) : सभापति महोदया, मैं इस कानून का विरोध करता हूँ और वह इसलिये कि अगर पुलिस का इंटरफीयरेंस नहीं होता तो मैं भी चुपचाप बैठा रहता। लेकिन अब इसमें पुलिस को जांच का अधिकार दिया गया है जिससे गांवों में 3560 LS—11.

जबरदस्त झगड़े होंगे। गांवों में शादी का क्या मतलब है? इस बारे में कुछ माननीय सदस्या मणिबेन पटेल बताया। शादी की तीन स्टेज होती हैं गांवों में। सबसे पहले सगाई होती है कि फलां लड़की और लड़का तय हो गया। उसके बाद शादी होती है और फेरे होते हैं और लड़की छोटी उम्र की होने की वजह से ससुराल नहीं जाती है और इस तरह से लड़की और लड़का भ्रमण रहते हैं। जब वह मेरिजबिल एज के होते हैं तब उनका गौना होता है और फिर लड़का और लड़की को मिल्ने के लिये इजाजत होती है और उसके ससुराल भेजा जाता है। 80 फीसदी गांवों में रहने वाली आबादी पर आप इस कानून को लागू करने जा रहे हैं ताकि बच्चे कम पैदा हों और इस प्रकार पौपुलेशन पर रोक होगी। मेरे ख्याल से जो काम करने के हैं वह तो आप कर नहीं रहे हैं और आबादी कम करने के लिये शादी की उम्र बढ़ाने की सोच रहे हैं। तो 21 वर्ष के बाद भी फर्टिलिटी की अवस्था तो रहती ही है, वह तो कम नहीं होगी। इसलिये मेरे ख्याल से इस थ्योरी से आपको सफलता नहीं मिलेगी। इससे गांवों में बड़ी परेशानी होगी। आप मानते हैं कि गांवों में गरीबी है और यह भी मानते हैं कि खेती भी है और सब को बढ़ावा देने के लिये आप प्रगति करना चाहते हैं। जिसमें आपको टाइम लगेगा।

एक बाप के 3, 4 बेटियां हैं। एक करीब 15, 14 बरस की होती है तो उसकी शादी की जाती है और साल दो साल बाद गौना, मुकलावा करके उसके बाद घर जाती है। उसके बाद तीन 4 लड़कियां और होती हैं कोई 7 बरस की, 8 बरस की और 12 बरस की तो इकनामी की दृष्टि से उनकी शादी एक साथ कर दी जाती है लेकिन 6, 7 बरस के बाद उनका गौना बगैरा होता है। इस कानून के बाद आपकी पुलिस गांव गांव में जायेगी और घर-घर में झगड़े होंगे। गहरों

[श्री नाथूराम मिर्धा]

मैं जो सभ्य कहलाते हैं उनके शादी सगाई के 10, 15 दिन बाद ही हो जाती है और लड़की साथ ही पति के घर चली जाती है। हमारे गांव में इस प्रकार की शादी नहीं होती यह सभी काश्तकारों, शङ्खुलकास्ट और शङ्खुलड ट्राइब्ज के यहां होता है। गांव में रहने वाले 70, 80 फीसदी लोग इस नियम को मानते हैं, इस लिये आप का शारदा कानून फेल हुआ यह कानून भी आप जब पुलिस के जरिए लागू करायेंगे तो आपकी सरकार और बदनाम होगी गांव के गरीब लोगों को परेशानी होगी और वह सब कानून को तोड़ेंगे। आप चाहते हैं इस कानून को न तोड़ा जाये, लेकिन लोग कानून को तोड़ेंगे और जब पुलिस वहां जायेगी तो वहां पर रिश्तत बढ़ेगी और करप्शन भी बढ़ेगी। और इस तरह से कानून ज्यादा टूटेगा। इसलिये आप या तो मैरिज की डेफिनिशन तय कर दें, बड़ी उम्र में लड़के-लड़की की शादी का मतलब गौना लिखा हो। अगर कुछ न कुछ करके ठीक नहीं करेंगे तो यह कानून बहुत ज्यादा गांव में नुक्सान करेगा, भ्रष्टाचार बढ़ेगा और लोगों को बहुत परेशानी होगी। गरीब लोगों में एक-एक शादी को कोई अफोर्ड नहीं करेगा कि जब बड़ी लड़की होगी तो शादी करेंगे।

आज हम जोश और उत्साह में गांव की स्थिति को न समझते हुए प्रगतिशील बातें भाषणों में कह देते हैं, सदन में अच्छा मानते हैं लेकिन गांव की आर्थिक स्थिति आज भी बहुत कमजोर है। अगर आप जल्दी शादी को रोकना चाहते हैं तो शादी का मतलब गौना है यह कबोपर कर दें तो कोई दिक्कत नहीं होगी।

मैंने आपको इस बात को समझाने के लिये निवेदन किया है कि आप इसको सोचिये और फिर सही तरीके से इस कानून को बनायें।

अगर सही कानून बनायेंगे तो चलेगा नहीं तो नहीं चलेगा। मैं इतना ही निवेदन करना चाहता हूँ

डा० रामजी सिंह (भागलपुर) : अध्यक्ष महोदया, यह बहुत शुभ सूचना न्याय और विधि मंत्री ने दी कि यह शुभ विधेयक राष्ट्र-व्यापी होगा और किसी धर्म विशेष या जाति विशेष के लिये सीमित नहीं होगा। सचमुच में भ्रम इसलिये था कि इस बिल के उद्देश्यों तथा कारणों के कथन में हिन्दू मैरिज एक्ट 1955 और ईसाई विवाह अधिनियम 1872 का उल्लेख था। बाखिर उनके इस स्पष्टीकरण से सचमुच में एक अच्छी बात आई है।

बाल विवाह का अवरोध तब तक नहीं हो सकता है जब तक एक सामाजिक और सांस्कृतिक सुख और स्वस्थ परिवेश का निर्माण नहीं हो। अभी हमारे पूर्ववर्ती वक्ता ने ठीक ही बताया कि जिस प्रकार शारदा कानून असफल हुआ एक उचित वातावरण के अभाव में उसी प्रकार से यह कानून भी असफल होगा, कानून से गांव में केवल कठिनाइयां बढ़ेंगी, लेकिन इसका अर्थ यह नहीं है कि हम इस कदम से पीछे जायें। वस्तुतः बाल-विवाह का अवरोध करने के लिए एक और आवश्यक अधिनियम बनाने की आवश्यकता है, जो राष्ट्र-व्यापी हो, जिसमें एक-पत्नीव्रत, मानोगमी अथवा एक-विवाह का प्रावधान हो। सभी जातियों और सभी धर्मों के लिए जब तक एक-विवाह का सिद्धांत लागू नहीं होगा, तब तक बाल-विवाह के अवरोध का कार्यक्रम अपूर्ण ही रहेगा।

मैं यह कहने में कुछ लज्जा का अनुभव करता हूँ कि मेरा विवाह 11 वर्ष की अवस्था में हो गया था। आज उत्तर भारत में जो स्थिति और वातावरण है, उस में आज भी

दहेज और तिलक का बाजार गर्म है। जो बच्चियाँ एम० ए० और उस से आगे पढ़ जाती हैं, उन के लिए उपयुक्त वर की तलाश के लिए एक-एक पिता को एक-एक लाख रुपये देने पड़ते हैं। इसी कारण पद्मा जलती है और कांता काश में ज़िन्दा गाड़ी जाती है। जब तक दहेज निवारण के लिए कठोर प्रावधान नहीं होगा, तब तक बाल-विवाह अवरोध का कानून सफल नहीं हो सकता है। हमारी बहन, श्रीमती पार्वती कृष्णन्, ने ठीक ही कहा है कि अगर हम कोई एक कार्यक्रम ले कर चलते हैं, तो उस से समाज की सभी समस्याओं का समाधान नहीं हो सकता है। समाज किसी एक बंद खेमे में नहीं रहता है। जब तक सामाजिक, आर्थिक और सांस्कृतिक क्रान्ति—जिसे सम्पूर्ण क्रान्ति कहा जाता है, वह नहीं होगी, तब तक कोई एक अधिनियम बना देने से काम नहीं चल सकता है।

आज महिलाओं की शिक्षा केवल 8 प्रतिशत है। जब तक उन में शिक्षा का प्रसार नहीं होगा, उन में जागरण नहीं आयेगा, तब तक बाल-विवाह होते रहेंगे। यह कानून बना देना तो ठीक है, लेकिन इस के साथ-साथ महिलाओं की शिक्षा के लिए विशेष प्रावधान करने की आवश्यकता होगी। उसी तरह तिलक और दहेज को बन्द करने के लिए भी और भी कठोर कानून बनाने की जरूरत होगी। लेकिन समाज-परिवर्तन के लिए केवल कानून ही काफी नहीं होता है। केवल कानून से ही समाज नहीं बदल सकता है। इस के लिए सामाजिक और सांस्कृतिक पुनर्जागरण की आवश्यकता है, और यह काम केवल सरकार के द्वारा नहीं हो सकता है। हम चाहेंगे कि इस कानून के साथ-साथ हम समाज और शिक्षा के क्षेत्र में भी कुछ गहराई से विचार करें।

एक और प्रश्न मेरे मस्तिष्क में आता है कि क्या पितृ कुल समाज, पेट्रिआटिकल सोसायटी, में हम अन्याय और उत्पीड़न को कम नहीं कर सकते। मार्क्स ने कहा है कि

मनुष्य जाति में शोषण का प्रथम चरण पुरुषों के द्वारा स्त्रियों के शोषण से प्रारम्भ होता है। यही कारण है कि स्त्रियाँ आज केवल विलास की एक सामग्री और उपकरण के रूप में देखी जाती हैं। इसलिए जब तक पितृ-कुल समाज में परिवर्तन नहीं होगा, तब तक इस व्यवस्था में आमूल परिवर्तन नहीं हो सकता है।

इस बाल-विवाह अवरोध अधिनियम का तो हम हृदय से स्वागत करते हैं, मगर विधि और न्याय मंत्री के सामने मैंने ये रचनात्मक सुझाव इसलिए रखे हैं कि जनता पार्टी ने न केवल शासन चलाने का वादा किया है, बल्कि सामाजिक और सांस्कृतिक परिवर्तन लाने का भी। अतः मैंने जो सुझाव इस सम्बन्ध में रखे हैं, मुझे आशा है कि सरकार उन पर विचार करेगी।

PROF. P. G. MAVALANKAR (Gandhinagar): Madam Chairman, this is a brief and a good Bill and also it is an important Bill because it concerns one of the vital problems and subjects facing our policy—viz. how can social reform and legislation go progressively hand in hand so that one has a healthy effect on the other? Because as the Law Minister himself said in the initial stages—no social legislation can take strides in the right direction or in the desired direction if it is not backed up by increasing social consciousness and public opinion. You cannot at the same time have greater social awakening and more informed public opinion unless you have in a country like ours the social legislation which may help formulation of the public opinion on the lines we desire.

I feel that social legislation such as this is important. Although my friend Shri Mirdha has gone, I do share his apprehension about the difficulty of implementing such a legislation in our vast country particularly in the rural regions. But I would request him to reconsider his approach and ask this question to himself—as we have been

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asking this question to ourselves-- whether it is not right for us to help in educating the public partly by the kind of legislation which the Law Minister has brought today? I entirely agree that legislation in itself does not create any panacea, nor does it create automatically any welfare but surely if you want some kind of welfare to take place in concrete terms, a certain amount of pioneering effort in terms of taking a lead in the matter has to be done by law makers and we have to be grateful to men like Mr. Sarda who for a long time did what we have been considering obvious today and it is true that we have covered a long way since that time. But let us remember with gratitude Mr. Sarda and many of the social reformers like him. I would say, not only Mr. Sarda but men before him beginning from Raja Ram Mohan Roy. May I also add that even some of the British officers, including a Governor General and Viceroys of those days who while governing politically also had an eye on the important aspect of social reform without which your polity could not take proper and democratic roots. From all these angles I welcome this Bill. I only hope and I share the Law Minister's feeling that this kind of social legislation will be continuously and effectively backed by enlightened public opinion and also by responsible social service agencies.

The Minister has made a reference in his Statement of Objects and Reasons, as well as in his initial remarks, problem of population explosion in this country. I am not one of those who believe that we must not take this point of view in consideration while talking about the raising of the marriage age. I am glad that the Janata Government has been conscious of this great need of continuing effectively the policy of population control by which I mean Family Planning, proper parenthoods, without the coercion part of it which was so manifest in an ugly way during the days of emergency. Nobody wants that. At the same time

we do not want to throw everything over-board. Let there be not a number of people born in this country to be absorbed, but let us say that this country can absorb many more people of quality rather than just the quantitative addition to it. That aspect must be kept in mind and, therefore, I welcome this Bill from that angle.

SHRI O. V. ALAGESAN (Arkonam):
How do you differentiate?

PROF. P. G. MAVALANKAR: This is an evidence of the Janata Government's concern and anxiety about the question of population explosion which really we must tackle quickly and effectively. In fact, it is one of the three or four very important challenges faced by our 20th century, in the remaining part of the century, in the next 20 years or so. Now, my friend, Mr. Alagesan says; how do you make a difference between quantity of population and quality of population? Well, the answer is very simple though the implementation is very difficult. And the answer is, you emphasise progressively the processes of education and persuasion and thereby create a responsible and responsive citizenry in this country and if that happens, then, you automatically get even in the increased population a more qualitative population. That will be my answer to my friend's query.

Madam Chairman, therefore, I would say that we must take all sorts of educative, persuasive, legislative measures; and we must also look into the question of punitive steps as well as rewarding steps.

This is not the time nor is this the occasion to go into the details of this matter. But I would like the Law Minister to consider this, not only as the Law Minister, but as part of the whole Government. Let him consider this aspect of the matter also whether in some ways you may not achieve some very desirable objectives by punishing and in some other ways by rewarding or by giving incentives.

That also can be thought of; without necessarily punishing you can do things by providing some incentives and rewards for doing the right things. Say for example, if you have lesser children, well, you have lesser tax; more children, more tax and so on. If that happens, that again can be a great disincentive for having more population.

And, whether we like to believe it or not it is becoming more and more true now that even the so-called ignorant population of this country is—when it comes to economic needs and dire economic situation—coming to realise the importance of small family. But it needs certain backing of social legislation and public opinion.

Now, the problem is, Madam Chairman, how to enforce this kind of a Bill when it becomes an Act—in fact, already it is an Act, with the present lowering of age. Now, there is nothing sacrosanct about age. Some of my friends have argued, make it 25 or make it 30. I don't think that is the answer. And, I am against increasing this age indiscriminately because that would only mean allowing people to have all kinds of immoral and illegitimate and illicit relationships etc. Sex and family life are very sacred things in this country and we cannot allow the natural instincts and the natural factors to be completely ignored, and in our enthusiasm to have less population we cannot go on saying, make it 25, make it 30 and so on. That is not the answer. But why do we agree to this particular rise? It is because it means that both the parties, the man and the woman, the husband and the wife, come of a certain understanding age where a certain maturity helps them to understand the responsibilities and the implications of the wedlock. If that is so, you can do it. I hope the Law Minister will not be drawn into this tempting argument that the higher the age the greater the control of population. That would be again a dangerous thing. That he

should not do. But, coming back to this problem of enforcement, Madam Chairman, I agree that the question is very difficult and very ticklish, particularly so in rural areas. In the rural areas, as Mr. Mirdha himself has pointed out, it is very difficult. In the cities things don't remain concealed for a long time, but in the villages they remain concealed partly because of distances and partly because of mutual understanding: 'You keep quiet, I keep quiet and let us proceed'—that kind of an attitude goes on. Therefore, it is possible there. It is not possible, however, in a city or an urban locality. Therefore I would say at this stage that when it comes to effective implementation of this kind of a legislation not only Government and police and magistrates but also even social service agencies and social workers particularly in the rural areas should see to it that this kind of a thing must be put a stop to, that is to say, the violation of this Act. I would not have the time to go into the question of social and orthodox views and beliefs, and taboos, prejudices and ignorance, wrong informations, illiteracy all of which are factors responsible for this kind of an unfortunate situation that we have in this country.

But, in conclusion, I would say that it is unfortunate also that poverty and ignorance are so combined in our country that the combination of poverty and ignorance is exploited by the establishment whether it is economic establishment, political establishment or even, I would say, the educational establishment—I mean those who have the privileges, the ones who are the haves rather than the have-nots, and I would, therefore, say that we must produce an atmosphere to see that, by and large, the exploitation and explosion of all kinds will stop.

I agree with Kumari Maniben Patel, to which also the Law Minister has given his answer, that this particular legislation applies to all, and yet I agree with her major

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point—we must progressively enact laws which must be applicable uniformly to all citizens of this country because, we believe in secular democracy. I would, therefore, say that a uniform civil code is a must.

Madam, one final word and I have done and that is that the whole subject needs to be viewed not merely from the angle of population control although that is important but it must also be viewed from the point of view of creating a responsible parenthood and creating a responsible citizenry. And last but not the least important point is the growing climate in which the status of women is not only to be protected but also to be respected. It is no use saying that in India we have been protecting and respecting women for all times. That of course we are having in our scriptures etc. It is true and, in a certain way, the Indian women according to Indian traditions have been respected. My point is this that this Bill is an attack in a way on the parental domination, particularly, the father's domination, the male domination, of putting the girl into the marriage market as it were without her consent, without her knowledge, without her understanding etc. I think from that angle also I would say that this subject needs to be looked at from a larger angle. I hope the Law Minister, just as he is coming with a comprehensive Constitutional Amendment will come—let him take a year or two—with a comprehensive legislation for a uniform civil code so that we can reform the Indian citizenry and so that the women, particularly those who are downtrodden and exploited, can come in line and they are respected not just as women with sympathy or pity etc. but they are respected as persons and as human beings. If this is done, I am quite sure, this will be a significant steps in the right direction.

SHRI R. VENKATARAMAN (Madras South): Madam Chairman, at the

outset, I would like to extend my fullest support to this measure and the amendment which I have proposed and accepted by the hon. Minister.

I shall briefly mention one or two points in this connection. Firstly, there were some doubt raised by Members here whether this Bill will be applicable to all communities. The Child Marriage Restraint Act applied to everybody and the Bill before us is an amendment to the Child Marriage (Restraint) Act. In fact Clause (1) of the Child Marriage Restraint Act runs as follows:

'It extends to the whole of India except Jammu and Kashmir and it applies also to all citizens of India' without and beyond India.'

Therefore, there should be no doubt, no question, whether this Bill applies only to Hindus, Muslims, Parsis or Zoroastrians but to everybody in this country so long as they are the citizens of India. Therefore, I welcome this measure. This is really the first step in the Civil Code that we have been contemplating. It is a welcome measure from that point also.

The second point which I would like to mention is this. A number of people said that the Sarda Act has been a dead letter, that the Child Marriage Restraint Act has not been observed fully and that there have been more breaches than the observance of this. I am afraid I cannot subscribe to this view.

It is true that there is not hundred per cent observance of the Child Marriage Restraint Act. Also it is true that the law is not observed completely. Nevertheless, progressively, if you look at the whole period of thirty to forty years, you will find less and less child marriages happening year by year.

In fact, education, social conscience, political awakening, social awakening, all these are contributing step by step

towards raising the age of marriage. There is also another factor which has contributed to the raising of the age of marriage for girls in most of these parts of this country where we find these dowries—financial payments and so on—have got to be made. This pressure on those who are economically unable to find money for these marriages, is again pushing the age of marriage further and further up. This cannot also be denied. In fact when some people said that this Act not served at all, they have seen various instances or cases in which there has been a violation. I am here reminded of a similar argument in respect of prohibition. Madam Chairman, Tamilnadu was one of the earlier States which had introduced prohibition about which you know, and whenever there was a breach it would be publicised. The observance of the law never get publicised. It is only the breach of law that gets publicised. Then everybody starts saying that when there is so much violation of the law it should be scrapped. That way I may say the Indian Penal Code should be scrapped because there are so many violations of the Indian Penal Code all over the country. If a dog bites a man it is no news but if a man bites a dog it is certainly a news. I welcome this publicity because it rouses the social consciousness of the people to criticise the abuses. I do not think this law has been a dead letter as has been said by many people. On the contrary it has been progressively observed more and more and legislation will help because it sets the goal before the country. People will progressively look to that standard and go on observing that law. Merely because there are a few breaches we should not condemn the law. On the other hand, we should exert all our endeavour to see to it that the law is observed.

There is no other reason why I moved this amendment about raising the marriage age in respect of women to eighteen. Apart from marriage being a sacrament, it is also a contract

and under the Contract Law a person gets the right to contract only when he is eighteen. Therefore, the marriage of a girl below eighteen is done on her behalf by somebody else and not done by her. Therefore, it is appropriate that the age of marriage in respect of women should be raised to eighteen and it would be in the fitness of things that young man of twenty-one marries. So, I strongly support this measure. Though it will not solve the problem of population explosion yet it will help to reduce—to some extent—the birth rate if the higher age is fixed and also there will be at least an understanding amongst the couple of a planned parenthood and a responsible parenthood at that age. At a lesser age there may not be that responsible parenthood. I fully support the Bill.

MR. CHAIRMAN: The time allotted for this Bill is over. I have got nearly ten more names. It is just not possible to accommodate any more members. The Minister.

SHRI O. V. ALAGESAN: My party is entitled to some time. The time may be extended.

श्री हुकम चन्द कछवाय (उज्जैन) :
हमें श्री मौका मिलना चाहिये ।

सभापति महोदय : आपका नाम मेरे पास है । आपका पांचवां नाम है । आपको मौका नहीं मिल सकता है ।

श्री हुकम चन्द कछवाय : सारा हाउस चाहता है । इस पर आप समय बढ़ाएं ।

MR. CHAIRMAN: What is the wish of the House? Should the time be extended?

SOME HON. MEMBERS: Yes.

MR. CHAIRMAN: Has the Minister any objection?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI SHANTI BHUSHAN): I have no objection.

श्री दुर्गा चन्द्र (कांगड़ा) : सभापति महोदय, मैं मंत्री जी को इस बिल के लाने के लिये बधाई देता हूँ क्योंकि यह बहुत अच्छा कानून है। लेकिन प्रश्न यह है कि 1929 में शारदा एक्ट बना लेकिन उसका इम्प्लीमेंटेशन ठीक से नहीं हुआ जैसा कि सभी साक्षियों ने कहा कि आज भी रूरल एरियाज में लड़कियों की छोटी उम्र में शादी हो जाती है। तो इसका मतलब यह था कि कानून का इम्प्लीमेंटेशन नहीं हो रहा था। 1949 में एक और तरमीम हुई जिसके मुताबिक लड़की की उम्र 15 साल कर दी गई और अब लड़की की उम्र 18 साल की जा रही है और लड़के की 21 साल। बहुत अच्छा है, ऐसा होना चाहिये क्योंकि बदले हुए हालात के मुताबिक यह मनासिब है। आज लोगों में शिक्षा पाने की होड़ चल रही है इसलिये 18 साल की उम्र ठीक है। अगर किसी को ग्रेजुएशन या पोस्ट ग्रेजुएशन करना है तो लड़की की उम्र वैसे ही 23 साल तक चली जाती है। हम लोग जो भी बात सोचते हैं उनको लेकर देहात में चले जाते हैं और सोचते हैं कि वहाँ के लोग हमेशा ही बैकवर्ड रहेंगे। ऐसा नहीं है। वहाँ भी लड़कियाँ तालीम ले रही हैं और उनमें चेतना आ रही है। यह ठीक है कि देहात में ऐसे हालात हैं। लेकिन वह सदा नहीं रहेंगे। वह बदलेंगे। इसलिये जो उम्र रखी है वह ठीक है। सवाल इम्प्लीमेंटेशन का है। सरकार चाहती है कि जब तक मेजिस्ट्रेट बारनट न दे तब तक पुलिस नहीं पकड़ेगी। लेकिन प्रश्न यह है कि पुलिस वाले दखल तो देंगे जिसका क़ीयाम अच्छा नहीं होता है। इसलिये सरकार को चाहिये कि जो कानून पास करे उसके लिये सही ऐटमस्फियर पैदा करे, लोगों को शिक्षित करे। इस बिल का मकसद बहुत अच्छा है, आबादी कम बढ़ेगी और देर में शादी होने की वजह

से माँ और बच्चे की तन्दरुस्ती भी अच्छी होगी और उनमें समाज के प्रति अपनी जिम्मेदारी समझने की शक्ति होगी। इसलिये मैं सरकार से कहूँगा कि हमारा जो शिक्षा का करीकुलम है उसमें यह चीज आनी चाहिये और बच्चों को सिखाना चाहिये कि सेट मैरिज से क्या-क्या लाभ होते हैं, सरकार के भी कई इंस्टीट्यूशन्स हैं जिनके जरिये लोगों की शिक्षित किया जा सकता है।

एक सुझाव मंत्री जी को और देना चाहता हूँ, जैसा माननीया पारवती कृष्णन ने कहा था कि शादी का रजिस्ट्रेशन भी होना चाहिये। अगर रजिस्ट्रेशन न भी हो तो कम से कम यह तो होना चाहिये कि गांव में पंचायत में जाकर लड़के और लड़की की उम्र दर्ज करा दें ताकि समाज को पता चले कि कानून बना है और लड़की की 18 साल और लड़के की 21 साल की उम्र से पहले शादी नहीं हो सकती है। पंचायत में हमारे गांवों के समझदार लोग होते हैं, सरकार को केवल उनको दिशा देने की जरूरत है। सरकार को दिशा देनी चाहिये और जैसे पंचायत में जन्म और मृत्यु की एंट्री होती है उसी तरह से शादी भी दर्ज हो सकती है। अगर इस प्रकार शादी दर्ज होगी तो पुलिस की दखलदारी का मौका ही नहीं रहेगा। तो उससे लोगों को पता लग जायेगा कि यह भी शिक्षा का एक तरीका है। जब तक इन तरीकों को हमारी सरकार नहीं अपनायेगी, जिस तरह से 1938 में शारदा एक्ट पास हुआ था, उसका थोड़ा असर हुआ था, जितना होना चाहिये था, उतना नहीं हुआ। इसका भी ज्यादा असर नहीं हो पायेगा।

मैं मंत्री महोदय और सरकार से यही कहूँगा कि वह बहुत अच्छा कानून लाये हैं और मैं समझता हूँ कि इसका इम्प्लीमेंटेशन भी ठीक होगा और इसके न्यायवादी भी जैसे हम चाहते हैं वैसे ही निकलेगी। इसमें ही सरकार की बहुत बड़ी सफलता होगी।

SHRI K. MAYATHEVAR (Dindigul): I rise to support this Bill, in a limited sense. Many hon. Members correctly said that the object of the Bill was birth control. One of the great leaders, Raja Ram Mohan Roy also stressed some of the points in the Bill. Some persons say that Sarada Act failed for various reasons, such as economic, social circumstances, failure to educate the people, various religions and communities and various languages in different parts of the country. I ask the hon. Law Minister why he should be miserly in fixing the age; why cannot he arise the age for males from 21 to 25 and for females from 18 to 21? I suggest that he should raise the age-limit. At 21 people are allowed to exercise their franchise. The Malthusian theory is that population increase in geometrical progression while food production increases in arithmetical progression; that is to say in the long run people will not get jobs, food or shelter. On the other hand Cannon's principle is that every person born in this world is not endowed with a belly only; he has two hands and two legs so that he can walk, work and earn and live. What is the theory of the Janata Government and the Law Minister? He is one of the leading lawyers in the Supreme Court. I know he is a sound man. What is his theory? It is not reflected in this Bill. I suggest that the age limit should be raised for males to 25 or even 30. There is no use in having a law only on birth control. We must educate people. More and more money should be allocated to the education department, to social welfare measures connected with this aspect.

I request the hon. Minister to grant more and more money to Mr. Raj Narain, who is holding the Health portfolio, with which we are dealing now and about which we are talking so much and commenting so much. I would like to say—of course, subject to correction—that after your Government came into power at the Centre, the birth rate is increasing or it

has increased subject to correction, once again. I say that. If my comment is correct, what are the reasons for the increase in birth rate after your Government came into power at the Centre? You find out the reasons and plug those loopholes. If you are lethargic about controlling the fastly increasing birth rate, it will be dangerous to the country and to the people of India. You must take a very serious note of this and cut down and stop the further increase of human population.

Some other hon. Members suggested a very good point. I suggest to the hon. Minister to introduce certain compulsory lessons starting from high schools about late marriage and its benefits and this should be taught in all high schools and colleges. You can have one or two lessons and the boys and girls will be very happy to postpone their marriage. Psychologically it will have very good result and will have its consequences on the part of the educated society in the long run. This was suggested not only by us, but by our forefathers, great economists, theoreticians and revolutionary leaders in the past.

So far as our country is concerned, our Indian couple, when asked as to whether they prefer a car or a child, very unfortunately would prefer a child because even now, rightly or wrongly, wisely or not, they think that children are very good wealth. But in Western countries, people prefer car to a child. Now our couple may prefer car also; but they do not avoid child. Of course, they must prefer child, but not so many children.

I suggest finally to the hon. Law Minister to bring forward legislation to make birth-control compulsory. If any Government employee is having more than three children, such persons should not be given any increment. It is true that we cannot change the entire world by law alone; on the other hand it is also true that we cannot change the people without law. If there is no police, nobody will

[Shri K. Mayathevar]

fear to commit theft. Because the Court is there, everybody abides by the law. The Central and State Governments are there to ensure that people conduct themselves within the provisions of law, within the four walls or corners of law. Therefore, law is also essential to rectify, correct and reform the people. Of course law alone is not sufficient, the mental attitude of the people should also be changed. Therefore, I request the hon. Law Minister to introduce compulsory lessons in all high schools and colleges regarding birth control and the benefits of birth control. It will give very good result.

Before I conclude my speech, I would like to say one sentence about compulsory registration of marriages. As a Lawyer who has been practising till the recent past, the Law Minister knows law very well I say this. Hon. Members correctly suggested that marriages, irrespective of religion, whether they belong to Mohammedan community or Christianity or Hinduism irrespective of caste, community and religion, all types of marriages should be compulsorily registered. Then only the poor ladies in the villages will get some relief. At present, when they are deserted by some male members who are anti-social elements, these ladies are unable to get maintenance because it is difficult to establish the marriage according to the provisions of law. So, I suggest that all marriages conducted in any form, should in addition be compulsorily registered. If these suggestions are implemented, there may be some reform in Indian society.

With these words, I support the Bill.

श्री रामजी लाल सुमन (फिरोजाबाद):
समापति महोदया, माननीय मंत्री जी ने आज जो काम किया है अगर उसे व्यवहार में लाया गया तो निश्चित रूप से वह एक जोरदार काम होगा, ऐसा मैं

मानता हूँ। जो विशेष बात है वह यह है कि हमारी कचनी और करनी में एकरूपता स्थापित हो। लड़के की उमर 21 और लड़की की 18, यह जो कानून आज बना है अगर यह व्यवहार में लाया गया तो निश्चित रूप से इस के सुखद परिणाम निकलेंगे। लेकिन मुझे एक बात कहनी है। कानून बनते रहते हैं। लेकिन व्यवहार में क्या होता है। हिन्दुस्तान में एक कानून है कि छुआछूत सामाजिक अपराध है लेकिन उस के बाद भी विगत सत्ता के चलते और संभवतः इस सत्ता के चलते भी कितने लोग छुआछूत में बन्द किए गए यह एक विचारणीय सवाल है। तो कानून बनाने के बाद उस को अमली जामा पहनाने का काम किस स्तर पर किया जाता है यह सब से महत्वपूर्ण बात है।

हिन्दुस्तान का एक अजीब इतिहास है। यहाँ सब से बड़ी आवश्यकता इस बात की है कि हम अपनी पुरानी मानसिकता को बदलें। माननीय मंत्री जी जानते होंगे कि हिन्दुस्तान के पिछड़े इलाकों में अभी भी यह परम्परा विद्यमान है कि जिन लोगों के बच्चे पैदा होते हैं और पैदा होते ही मर जाते हैं। बच्चा पैदा होने के बाद पालने में ही तुरन्त शादी कर दी जाती है। यह भी परम्परा विद्यमान है और इसी पृष्ठभूमि में कुछ लोग ऐसा मानते हैं कि लड़की की शादी रक्षस्वला होने के पूर्व हो जाय तो इस से बड़ा पवित्र कार्य कोई और नहीं होता। तो आज जो मान्यताएं हमारे देश में स्थापित हैं और पुराने संस्कार विद्यमान हैं उन को चाहे वातावरण बनाने के माध्यम से या ऐसी तालीम देने के माध्यम से जब तक बदला नहीं जाता और सही वातावरण तैयार नहीं होता तब तक इस से कोई लाभ नहीं होगा। मैं तो विद्यार्थी आन्दोलन में रहा हूँ और जानता हूँ। उन की यह मांग रखी है कि बोटिंग की आयु 18 वर्ष होनी चाहिए।

अन्य प्रगतिशील देशों में बोट देने की आयु 21 वर्ष से घटा कर 18 वर्ष कर दी गई है। लेकिन अगर आप देहाती अंचल का अध्ययन करें तो आप को पता चलेगा कि वहां पर एक ही सूत्री कार्यक्रम चलता है कि जिस लड़के की शादी हो गई चाहे वह 16 वर्ष का हो या 15 वर्ष का हो उस का बोट बनवा दो। पत्नी का भी बन गया और लड़के का भी बन गया। उमर से उस का कोई ताल्लुक नहीं है। हम जब देहात में जाते हैं तो देखते हैं कि पन्द्रह-पन्द्रह साल और सोलह-सोलह साल के लड़कों के बोट बने हुए हैं और तीस-तीस साल के नौजवानों के बोट कहीं दिखाई नहीं पड़ते। तो हमारे पास आज क्या पैमाना है? हम कैसे आंकें कि अमुक व्यक्ति की आयु क्या है और किस तरीके से उस को बोट देने का हक मिले? हिन्दुस्तान में 90 प्रतिशत से ज्यादा लोग अशिक्षित हैं। जो बच्चे पैदा करते हैं उन को भी मालूम नहीं होता कि हमारा बच्चा कब पैदा हुआ है। तो जब तक आप बड़े पैमाने पर ये आंकड़े नहीं इकट्ठा करेंगे तब तक यह काम हो नहीं सकता। चाहे पंचायतों के माध्यम से या और जो भी माध्यम आप के पास हो लेकिन बहुत बड़े पैमाने पर यह प्रयास आप को करना चाहिए कि जिस से यह मालूम हो सके कि अमुक व्यक्ति की मृत्यु कब हुई और अमुक व्यक्ति कब पैदा हुआ। तभी इस दिशा में जोरदार पहल हो सकती है। मंत्री जी शायद नहीं जानते होंगे, देहात में इस प्रकार की कोई व्यवस्था नहीं है। जैसा मैं कह रहा था कि हिन्दुस्तान में संभवतः जो बड़े लोग हैं वे इस बात को मानते होंगे कि देहज प्रथा समाप्त होनी चाहिए लेकिन मैं पूछना चाहता हूँ, जो हमारे मंत्रिमंडल के सदस्य हैं या दूसरे सदस्य हैं क्या वे उसी शादी में नहीं जाते हैं जिसमें अधिक चक्कणों की होती है और जहां देहज अधिक मात्रा में लिया जाता है? हम लोग जानते हैं कि यह एक सामाजिक अपराध है लेकिन आज 99 प्रतिशत

शादियां ऐसी होती हैं जिन का संबंध देहज से होता है। तो सिर्फ उम्र बढ़ा देना ही काफी नहीं है। उससे जुड़े हुए जो सवाल हैं जब तक आप उनका अध्ययन नहीं करते तब तक आप कोई जोरदार प्रयास नहीं कर सकते हैं।

इसके अतिरिक्त मुझे उन लोगों से बहुत शिकायत है जो 18-21 से बढ़ाकर और ज्यादा आयु रखना चाहते हैं। इस देश की जो दो सबसे बड़ी सविसेज आई ए एस और पी सी एस हैं उसके लिए एक नौजवान का बी० ए० पास होना जरूरी है। बी० ए० पास करने के बाद वह जिले का प्रशासन सम्हाल सकता है और उससे उम्मीद की जाती है कि एक बड़ा अधिकारी बनने के बाद वह विभाग के लिए जोरदार काम करेगा। आज 18 साल का लड़का बी ए पास कर लेता है और 20 साल की आयु में उसमें पारिवारिक सूझ-बूझ आ जाती है। वह शासन चलाने में सक्षम हो जाता है। आप 21 वर्ष की आयु के करोड़ों नौजवानों की भावनाओं का आप प्रतिनिधित्व नहीं करते। यदि आप उम्र को और ज्यादा बढ़ायेंगे तो सामाजिक अपराधों को बल मिलेगा। आज जो सिनेमा की परिपाटी और तड़क-भड़क की राजनीति है उसमें छात्र और कुछ न जानता हो लेकिन इतना जरूर जानता है।

उधर बालों में कंधी हो रही है,
खम निकलता है।

इधर रग रग से खिंच करके
हमारा दम निकलता है ॥

इसलिए आप कोई भी कानून बनायें उससे पहले नौजवानों की भावनाओं को सामने आना चाहिए और 21 वर्ष की आयु को किसी कीमत पर नहीं बढ़ाना चाहिए। यदि आप सामाजिक बदलाव के लिए बहुत खीरपाश काम करना चाहते हैं, स्वस्थ परम्परा

[श्री रामजी लाल सुबन]

परायें डालना चाहते हैं तो कबनी घीर करती में एकता स्थापित करने का प्रयास करें तभी आपकी मंता व्यवहार में आ सकेगी ।

SHRI O. V. ALAGESAN (Arko-nam): Madam Chairman, I thank you for this extended opportunity for discussion of this Bill. I heartily welcome this measure. I am happy to do so because we may have to oppose many things that the Government may place before us later on during this Session.

I shall give certain examples from the epic which may seem to go against what is being done at present. I may tell the House that when Sri Rama and Sri Sita were married, Sri Rama was only 16 and Sri Sita was 12. When sage Vishvamitra was asking Emperor Dasharatha to send his eldest son, Shri Rama, with him. Dasharatha exclaimed:

उन बोजन वर्षों में

"My son is less than 16 years. You want to take him away from me?" So, that was the age at which Sri Rama married. There is a famous Tamil epic called *Silappathikaram* written by a saint called Ilango Adigal. It has been translated into English as *Lay of the Anklet*. There, the hero was Kovalan and heroine was Kannagi. When Kovalan and Kannagi married, Kovalan was only 16 years and Kannagi was 12 years.

SHRI R. VENKATARAMAN (Madras South): That is why he took to a prostitute.

SHRI O. V. ALAGESAN: But he was only 16. Leave the epic times and come to our own times. The Father of the Nation Mahatma Gandhi was only 13 and Kasturba Gandhi was slightly less than 13, when both of them married. But we have travelled a long way since not only those epic days, but even the early eighties of the 19th century when Mahatma Gandhi married and the present times,

late seventies of the 20th century. We have travelled not only since then, but since the days when Shri Harbilas Sharda introduced the first Bill on this matter in this House and he had to fight a long battle because at that time social opinion was very much against him. The Hindu society was steeped in the old ways and in orthodox practices and rites and rituals. So, almost the entire country opposed him.

17.00 hrs.

Now, as I remarked earlier, the grand son of Shri Harbilas Sharda is a sitting Member of this House. I don't find him here now. He should be happy that the principles for which his grand-father fought so bravely, have not only been upheld but are being extended. I know the treatment given to Shri Harbilas Sharda at that time in Tamil Nadu. Many people there thought that he was a woman, because Sharda is a woman's name. They were heaping abuses on Shri Harbilas Sharda, thinking that he was a woman. That was the condition in those days.

Now, as my friend Shri Venkataraman pointed out, not only the compulsion of population is there, but the Indian society as a whole has advanced. The thinking in the Indian society to-day is in tune with the principles of the bill before the House. The social practices and the social needs have changed over these years. But the most important reason that has been cited in the Statement of Objects and Reasons of the Bill, is certainly the reason which should be the prime ground on which we have to enact this measure.

I shall quote an instance. I was born in 1911. India at that time included areas of the present Pakistan and the present Bangladesh. The population of the entire Indian area then was only 25 crores. We attained independence in 1947; and the present Pakistan and the present Bangladesh were excluded. Even with the ex-

clusion of this large area, the population at the time India became independent, i.e., the population of India alone, was 35 crores. What is it now? It is almost 62 crores. It means that on an India of 35 crores, an India of 25 crores—it was the figure at the time of my birth—has been super-imposed. This shows the staggering magnitude of the problem of population control in this country. That is the compulsion which makes the enacting of this measure very necessary.

As far as family planning education goes, on which my friend Shri Mavalankar lays stress, this education—whether through schools or books and other literature—will be necessary even for couples who marry at the age of 21 and 18 respectively, so that they are made to know the consequences of what they will be doing as married couples.

Another and a more extreme point of view was expressed by Shri Mayathevar and others, viz., that the age should be increased to 35 or 25 for boys and 21 for girls. This sort of increasing the age does not quite accord with the Indian conditions. We are so placed in India that when a man reaches his retirement age, all his children should be settled in life. I know of cases where retired people have school-going children. They find it difficult to find the wherewithal to settle them in life. An increase over and above this will not do; and the present Bill is doing just the thing that will go well with our people; and that will be welcomed by our people. With these words, Madam Chairman, I welcome this measure.

श्री हुकम चन्द बख्शबाय (उज्जैन) :
विधि मंत्री जी ने जो विधेयक पेश किया है उसका मैं समर्थन करता हूँ और साथ ही साथ धन्यवाद भी उनको देना चाहता हूँ कि वह एक अच्छे अवसर पर इसको लाये हैं ।

यह कानून तो बन ही जाएगा लेकिन कानून बनने मात्र से सारे देश में बहुत बड़ा परिवर्तन हो जाएगा, ऐसी बात नहीं है । लोगों को शिक्षित करना भी बहुत आवश्यक है । बाल विवाह अनेक प्रान्तों में होते हैं । कहां नहीं होते इसको भी आप जानते हैं । पंजाब, हरियाणा, बंगाल, असम, उड़ीसा, कर्नाटक, गुजरात, तमिलनाडु, केरल और महाराष्ट्र में बहुत कम होते हैं । मध्य प्रदेश, उत्तर प्रदेश, बिहार, राजस्थान में अधिक संख्या में होते हैं । इससे साफ जाहिर हो जाता है कि जहां बाल विवाह कम होते हैं वहां की जनता में काफी जागृति पैदा हुई है, वहां की जनता काफी शिक्षित हुई है और वह इससे जो खराबियां पैदा होती हैं उनको समझने लग गई है । बाल विवाह से क्या दुर्गण पैदा होते हैं, क्या खराबियां पैदा होती हैं इसका प्रचार उन प्रान्तों में अधिक से अधिक कराने की आवश्यकता है जहां यह बीमारी विद्यमान है । इसका बहुत बड़ा असर वहां लोगों के मन पर पड़ेगा । बाल विवाह के विरोध में जो जाघण हुए हैं मैं समझता हूँ कि उन सब के विवाह बचपन में हो गए होंगे । बहुत ही कम लोगों के विवाह अभी हुए होंगे । मंत्री महोदय की भी शादी मैं समझता हूँ कि बीस साल से कम की आयु में हो गई होगी । आज आवश्यकता इस बात की है कि हम शिक्षा के माध्यम से लोगों में ब्रह्मचर्य की भावना पैदा करें । अगर इस प्रकार की लोगों की शिक्षा दी जाएगी तो लोग काफी समझदार होंगे, लोगों में ज्ञान पैदा होगा ।

समाज में जो कुरीतियां हैं उन पर भी प्रतिबन्ध लगाना होगा । हमारी समाज में बहुत सी छोटी छोटी जातियां हैं जो बाल विवाह करना बहुत अच्छा मान कर चलती हैं और इसको उचित ठहराती हैं । वे लोग समझते हैं उनके सामने ही बच्चे का ब्याह हो जाएगा तो बहुत अच्छा होगा । आज समाज में ऐसे बच्चों की शादियां भी कर दी जाती

[श्री हुकम चन्द कछवाय]

हैं जो कमाते भी नहीं हैं। ऐसे अपनेको उदाहरण आपको मिल जाएंगे। दो दो तीन तीन लड़कों की शादियां कर दी जाती हैं जबकि वे नौकरी पर लगे नहीं होते हैं। और इसका नतीजा यह होता है कि बाप को खुद के बच्चों का तो पेट भरना ही पड़ता है और साथ साथ बहुओं का पेट भी भरना पड़ता है। आप अठारह साल की लड़की की शादी करने का विधेयक लाए हैं। मैं आशा करता हूं कि अगला विधेयक आप 18 साल के बच्चों को मत देने का अधिकार प्रदान करने वाला लाएंगे। बहुत बड़ी संख्या में देश में ऐसे नौजवान हैं जो 18 साल के हो चुके हैं और जो अपना मत देना चाहते हैं लेकिन आज उससे वंचित हैं। उनको मत देने का अधिकार दिलाने के लिए आप विधेयक लाएंगे, ऐसी मैं आप से आशा करता हूं।

जिन राज्यों में बाल विवाह की प्रथा अधिक है उन राज्यों को केन्द्र हिदायत दे, संकेत दे कि वे अपने यहां कानून बनाएं और इस चीज पर अंकुश लगाएं। इसके वास्ते यह जरूरी है कि इसके दुर्गुणों का प्रचार अधिक से अधिक हो। साथ ही साथ यह देखना भी बहुत जरूरी है कि ज्यादाती किसी के साथ न हो। जो कंस पकड़े जाएं उनकी ज्यादा से ज्यादा पब्लिसिटी हो। लोगों को बुराईयां बताई जाएं लेकिन ज्यादाती किसी के साथ न हो। अगर आपने पुलिस को छूट दे दी तो वह बहुत अत्याचार करेगी, खूब पैसा खायगी और पैसा कमाने का उसको यह एक अच्छा रास्ता मिल जाएगा। यह चीज नहीं होनी चाहिये। पिछली सरकार के समय जो कानून बने उनको उस सरकार ने रद्दी की टोकरी में पटका, उनकी अवहेलना की लेकिन सरकारी अफसरों ने खूब धन कमाया। एक नहीं हजारों लाखों ने कमाया। मेरा निवेदन है कि इस बिल को आप पास

तो करें लेकिन साथ ही साथ आप प्रचार भी अच्छा करें और लोगों को कुरीतियों को बताएं। लोग नौकरी पर लगे तभी शादी करें, इस बात का विशेष ध्यान रखा जाना चाहिये।

श्री हुकम चन्द नारायण यादव (मधुबनी): लड़के की आयु 21 साल करने के लिए यह विधेयक लाया गया है। इसके पीछे तर्क भी है। जो पुराना वर्णाश्रम धर्म का उस में 25 वर्ष तक ब्रह्मचर्य रखना पड़ता था। शिक्षा प्राप्ति के बाद ही वह विवाह करता था। लेकिन जिस तरह का तर्क यहां दिया जा रहा है विधि मंत्री जी की तरफ से उसको मैं समझ नहीं पाया हूं। उन्होंने कहा है कि चूंकि जन संख्या बढ़ रही है और उस पर रोक लगाने की आवश्यकता है इस वास्ते उम्र को बढ़ाया जा रहा है। इस तर्क को मैं समझ नहीं पाया हूं। एक वर्ष लड़की की उम्र बढ़ा देने से कितने बच्चे देश में कम हो जाएंगे? यह बात मेरी समझ में नहीं आ रही है। मंत्री महोदय इशारा कर रहे हैं तीन का। वह कोई बकरी तो नहीं है, इन्धान है, एक साल में तीन बच्चे कैसे पैदा करेंगे। तो एक वर्ष कम कर देने से कितने बच्चे कम हो जाएंगे, यह मेरी समझ में नहीं आता। हां, बुनियादी सवाल है और वह यह कि अगर जनसंख्या कम करना चाहते हैं तो मैं इस राब का हूं, और यह मैं नहीं कहता बल्कि डा० राम मनोहर लोहिया ने "जाति प्रथा" किताब के पृष्ठ 6 पर लिखा है कि हर शादी शुदा और न और मंद को तीन बच्चे हो जाने के बाद अनिवार्य रूप से अनुरवरीकरण करा देना चाहिये और हर कुमार और कुमारी गर्भाधान न कर सके इसकी सरकार की ओर से उल्लब्ध सुविधा होनी चाहिये। अर्थात् मैं उन्मुक्त यौन का समर्थन करने वाला हूं। कहते हैं कि ऐसी शिक्षा दे जिस से हम ब्रह्मचारी बनें, लेकिन दूसरी तरफ वस्त्र ऐसे पहनते हैं बेल बोटम, टाइट बोटम आदि जिनसे अंगों का प्रदर्शन हो। एक

तरफ़ सम्पूर्ण भोग की सामग्री इकट्ठी करें और दूसरी तरफ़ ब्रह्मचर्य की शिक्षा दें, यह दोनों एक साथ नहीं चल सकते। समाज का वातावरण भी हमें उसी के अनुसार बनाना पड़ेगा। अगर हम कहते हैं कि लड़के के अन्दर वासना की प्रवृत्ति उत्तेजित न हो तो वह वृत्ति कहाँ से तेज होती है? उसके लिये वह संस्कार लेता है, अपने माँ, बाप से, समाज से। स्वयं जो इस कानून को चलाने वाले लोग हैं। क्या वह स्वयं अपने को आत्म-निर्धारित करने को तैयार है, क्या समाज से इस बात को मनवाने के लिये तैयार है?

जहाँ तक शादी का प्रश्न है माननीय मिर्खा जी ने ठीक कहा था कि हम लोग जिस समाज से आये हैं आप लाख कानून बनायें, लेकिन छोटी उम्र में जो बच्चों की शादियाँ होती हैं उसको किस तरह गाँव में रोक सँगे? उसको रोकने का कोई उपाय है? अगर सरकार कानून बनाये तो उसको सख्ती से लागू भी कीजिये कि इससे कम उम्र में शादी होगी तो जेल में बन्द कर दिया जायेगा। लेकिन साथ ही यह भी है कि अगर जेल में बन्द करेंगे तो फिर वही हवा आप के खिलाफ़ बहेगी जो इमरजेंसी में कांग्रेस के खिलाफ़ बही थी। क्योंकि जब तक सामाजिक पृष्ठभूमि तैयार नहीं होगी, जन-मानस तैयार नहीं होगा तब तक कुछ नहीं होगा। आप महात्मा गौतम बुद्ध से लेकर महात्मा गांधी तक का इतिहास देख लो सामाजिक क्रान्ति तो होती रही लेकिन समाज ने उनकी बातों को, उनके आदर्शों को नहीं स्वीकारा, केवल उनके नाम का नारा लगता रहा कि गांधीवाद जिन्दाबाद, तिलकवाद जिन्दाबाद, कबीरवाद जिन्दाबाद होता रहा, लेकिन उनके आदर्शों को जीवन में नहीं उतारा। अगर इसको करना चाहते हैं तो उम्र बढ़ा देने से काम नहीं चलेगा जब तक लोगों में समाज के प्रति उनका क्या उत्तरदायित्व है इस भावना को नहीं जगायेंगे।

जहाँ आप यह कहते हैं कि जिम्मेदारी की भावना आ जाय तो सभापति जी विनोबा जी ने लिखा है कि मैट्रिक में पढ़ रहे बच्चे से पूछा कि पढ़ कर क्या करोगे तो उसने कहा कि इंटर के बाद बताऊंगा, इंटर के बाद पूछा तो कहा बी० ए० के बाद बताऊंगा, बी० ए० के बाद पूछा कि क्या करोगे तो कहा कि एम० ए० के बाद बताऊंगा, और एम० ए० के बाद पूछा तो पढ़ने वाले ने कहा कि अभी तक कोई निर्धारण नहीं किया। तो एम० ए० पास करने वाला स्वयं नहीं जानता है कि उसकी क्या दिशा है। आज विश्वविद्यालय की उच्चतम शिक्षा लेने के बाद भी वह लड़का क्या गारन्टी के साथ कह सकता है कि उसकी जीविका का सही निर्धारण हो चुका है। तो किस तरह आप जिम्मेदारी का भाव ले आयेंगे? किस तरह से योग 15 हो इसी में शिक्षा नीति उलझी हुई है, कोई निश्चित शिक्षा नहीं है। अगर आप जिम्मेदारी जोड़ना चाहते हैं तो यह करना चाहिये कि अगर 25 वर्ष से कम उम्र का कोई लड़का शादी करेगा तो उसे सरकारी नौकरी नहीं मिलेगी, अगर कोई लड़की जल्दी शादी करेगी तो उसे सरकारी नौकरी नहीं मिलेगी, तब कुछ असर हो सकता है। 25 वर्ष जरूर रहना चाहिये इसलिये कि पार्लियामेंट और विधान सभा के जो सदस्य बनते हैं, 21 वर्ष में मतदाता बन जाने के बाद भी, यहाँ चुन कर तभी आ सकते हैं जब उनकी उम्र 25 वर्ष की हो जाये।

यह संविधान में मान लिया गया है कि बहुत जिम्मेदारी का काम 25 बरस से ज्यादा उम्र में सौंपा जाये। 25 बरस उम्र ज्यादा महत्वपूर्ण है।

हमारे श्री रामजीलाल जी ने कहा कि उम्र बढ़ा देने से व्यभिचार भी बढ़ सकते हैं। व्यभिचार और बलात्कार दो शब्द हैं जो कि दोनों बुरे हैं। लेकिन दोनों में अगर किसी एक को पसन्द करना पड़े तो मैं व्यभिचार को

[श्री हुकम देव नारायण यादव]

बसन्द करेगा। आज बलात्कार हो रहे हैं, कान से उपाय हो रहे हैं इसको रोकने के लिये। उसके बजाय अगर लड़के-लड़कियों में थोड़ा व्याभिचार फैल भी जाये तो उसके लिये कोई परवाह नहीं करनी चाहिये लेकिन बलात्कार को तो हर कीमत पर रोकना चाहिये।

बलात्कार और व्याभिचार के प्रेरणास्रोतों को बन्द किया जाये अस्सील पोस्टरों को बन्द किया जाये अस्सील सिनेमाघरों को बन्द किया जाये। नग्न चर्चों के प्रदर्शन को रोकना जाये। जब इस हजार बरस तक तपस्वा करने के बाद विश्वामित्र जैसे ऋषि की तपस्वा भेनका की एक पावस की झंकार से भंग हो गई तो हम लोग आज विश्वामित्र से भी अधिक महान तपस्वी नहीं हैं।

बिधि, ग्याय और कपथी कार्य मंत्री (श्री छाति भूषण) : माननीया सभापति महोदया, मुझे बड़ी प्रसन्नता है कि इस विधेयक को इतना भारी समर्थन सदन के प्रत्येक हिस्से से मिला है। मुझे इस बात की भी बहुत प्रसन्नता है कि जो चर्चा इस विधेयक को लेकर हुई, उसका बिस्तार सिर्फ विधेयक तक ही नहीं रहा, लेकिन काफी लम्बा हो गया, जिसकी शायद आवश्यकता भी थी। जब तक इस देश में एक सामाजिक क्रांति नहीं होगी, इस देश की समस्याओं का हल भी नहीं हो सकता है।

जैसा श्री अलगेसन जी ने राम और सीता का वर्णन किया, जिस प्रकार के राम राज्य का स्वप्न हमारे देश के लोग और महात्मा गांधी भी देखा करते थे, वह स्वप्न सिर्फ कहने से ही पूरा नहीं हो सकेगा, सिर्फ आर्थिक और राजनीतिक क्रांति से नहीं हो सकेगा लेकिन सबसे अधिक महत्व उसमें सामाजिक क्रांति का होगा, ऐसा मैं मानता हूँ।

इस सम्बन्ध में जो बहुत सारे सुझाव दिये गये हैं, उनके लिये मैं आभारी हूँ।

सबसे पहले वह शासन को बहुत मदद देने उसकी नीति निर्धारण में।

कुछ चर्चा चली कि विवाह की आयु कुछ और बढ़नी चाहिये, या कुछ ज्यादा बढ़ गई है, इसको कम करना चाहिये। इस सम्बन्ध में मैं पहले तो यह कहना चाहूंगा कि कानून मंत्रालय को इसमें कुछ ज्यादा तजुर्बा इसलिये है कि जैसा आप जानते हैं इसमें दो मंत्री हैं—एक मैं और एक मेरे सहयोगी श्री नरसिंह जी। तो नरसिंह जी का विवाह 12 वर्ष की आयु में हुआ था और मेरा विवाह 29 वर्ष से ज्यादा उम्र में हुआ था। तो इसमें बहुत ज्यादा उम्र की विवाह वाले भी मौजूद हैं और कम अवस्था में विवाह वाले भी मौजूद हैं। मेरे तो 4 संतान हैं और इनके 6 संतान हैं। इससे एक बात तो मजबूत हो जाती है कि जल्दी थोड़ी उम्र में विवाह करने का और देर से विवाह करने की अवस्था में सीधा सम्बन्ध कितने बच्चों की उत्पत्ति होगी, इसके माथ है।

जब मैंने पहले कुछ निवेदन किया तो उस समय मैंने सिर्फ जनसंख्या की बात को कहा। कुछ माननीय सदस्य और सदस्यगणों ने इस बात पर खेद प्रकट किया कि इस विधेयक की पृष्ठभूमि में सिर्फ जनसंख्या वृद्धि की बात को कहना शायद बहुत काफी नहीं था। अगर मेरी बात से कुछ इस तरह का असर हुआ है कि इस विधेयक का सम्बन्ध सिर्फ जनसंख्या की वृद्धि रोकने से है, तो मुझे इस बात के लिए खेद है। जनसंख्या की वृद्धि के बारे में मैंने इस लिए स्पष्टीकरण किया है कि आज कुछ लोग शायद यह समझते हैं कि जनता पार्टी की सरकार जनसंख्या की वृद्धि को रोकने में विश्वास नहीं करती है, क्योंकि आपातकालीन स्थिति, इमर्जेंसी, के दौरान जनसंख्या-वृद्धि को रोकने का कार्य इस देश में जिस प्रकार हुआ, जनता पार्टी ने उसका विरोध किया। जनता पार्टी ने उसका विरोध इसलिए किया कि मनुष्य और

पशु में भेद है और मनुष्य के साथ पशु की तरह का व्यवहार नहीं किया जा सकता है। लोगों को बिना समझाये-बुझाये, बिना कोई कानून बनाये पकड़ कर ले जाया जाये, और जबर्दस्ती उनकी नसबन्दी कर दी जाये, जनता सरकार इसका स्पष्ट विरोध करती है। जो कोई भी काम करना हो वह मनुष्य और पशु के भेद को समझ कर करना होगा। मनुष्य के साथ मनुष्य का सा बर्ताव करना होगा। जो भी काम करना होगा, वह कानून का सहारा लेकर करना होगा, क्योंकि हम ने रूल आफ़ ला एस्टाब्लिश किया है, जो कि लोकतंत्र के लिए बहुत आवश्यक है।

जनसंख्या का सवाल इतना बड़ा सवाल है कि उसके बारे में हर बात सोचनी होगी कि हम लोगों ने उसके लिए क्या-क्या तरीके अपनाने हैं, ताकि जनसंख्या की असीमित वृद्धि को रोका जा सके। सदन का ध्यान इस ओर आकर्षित किया गया है कि जब भारत स्वाधीन हुआ, तो पाकिस्तान और बंगलादेश को छोड़ कर, उसकी जनसंख्या 30 करोड़ थी, लेकिन अब उसकी जनसंख्या में हर वर्ष आस्ट्रेलिया जैसे महाद्वीप की कुल जनसंख्या के बराबर वृद्धि हो रही है, अर्थात् हर वर्ष भारतवर्ष की जनसंख्या में एक आस्ट्रेलिया और जुड़ जाता है। इससे जाहिर होता है कि आर्थिक या सामाजिक समस्याओं का समाधान कितना मुश्किल होता है। जनसंख्या की वृद्धि को रोकने के लिये जितने भी उपाय किये जायें, वे कम हैं, और वे उपाय किये जाँगे। जैसा कि राष्ट्रपति के अभिभाषण से स्पष्ट है, जनता सरकार इस दिशा में बिस्कुल प्रयत्नशील है।

एक माननीय सदस्य ने कहा है कि जब से जनता पार्टी शासन में आई है, तब से बच्चों की जन्म-दर बहुत ज्यादा बढ़ गई है। लेकिन शायद वह एक वैज्ञानिक सत्य को भूल गये। जो बच्चे जनता पार्टी के शासनकाल में हुए हैं, उनकी शुरुआत तो कांग्रेस के शासन-काल

में हुई होगी। अगर इन दस महीनों में बहुत ज्यादा बच्चे पैदा हुए हैं, तो उसका दोष जनता पार्टी पर कैसे डाला जा सकता है? डा० कर्णसिंह ने उस वक्त कुछ डील दी होगी, जिसके कारण इन बच्चों की शुरुआत हो गई। और अगर शुरुआत हो गई, तो उसमें जनता पार्टी क्या कर सकती है? हाँ, इसके बाद जितने बच्चे इस देश में पैदा होंगे, जिनकी शुरुआत जनता पार्टी के शासन-काल में होगी उसके लिए अगर दोष देने की आवश्यकता पड़े, तो वह एक अलग बात है।

कुछ माननीय सदस्यों ने यह भी कहा कि विधि मंत्री को शिक्षा, सोशल वेलफेयर और मेडिसन के लिए ज्यादा रुपया देना चाहिए। जैसा कि माननीय सदस्यों ने पहले कहा भी है, मुझे लगता है कि विधि मंत्री और वित्त मंत्री का आपस में कुछ कनफ्यूजन हो जाता है। ऐसा मालूम होता है कि माननीय सदस्यों ने मुझे वित्त मंत्री समझ कर यह बात कही है। अब तो वित्त मंत्री आ गये हैं, माननीय सदस्यों को उनसे निवेदन करना चाहिए कि वह शिक्षा, सोशल वेलफेयर और मेडिसन के लिए अधिक रुपया दें।

माननीय सदस्य, श्री नाथूराम मिर्धा, इस समय सदन में नहीं हैं। मैं समझता हूँ कि शायद वही एक सदस्य थे—श्री रवि के अलावा—जिन्होंने इस विधेयक का विरोध किया। श्री रवि की बात तो मैं समझ नहीं पाया कि उन्होंने इस विधेयक का समर्थन किया या विरोध। शायद उन्होंने इसका समर्थन करते हुए विरोध किया, या विरोध करते हुए समर्थन किया। श्री मिर्धा ने कहा कि इस विधेयक में आफेंसिबल को कामनी-जेबल बनाने की बात कही गई है। उन्होंने समझा कि शायद इससे ग्रामीण क्षेत्रों में कुछ परेशानी हो जायेगी, क्योंकि उनके अनुसार भारतवर्ष में पहले सगाई होती है, फिर विवाह होता है और फिर गौना होता है।

[श्री शान्ति भूषण]

उन्होंने कहा कि असली प्रश्न तो गौने के बाद पैदा होता है, लेकिन जिसे विवाह कहते हैं, वह तो पहले ही हो जाता है। लेकिन जहां तक सगाई का ताल्लुक है सगाई को तो विवाह कह ही नहीं सकते हैं। अगर यह तय कर लिया गया कि इस लड़की का विवाह उस लड़के से किया जायेगा, ऐसी कोई बात तय की गई तो वह तो इस विधेयक में नहीं आयेगा। यह तो विवाह करने की बात है। विवाह से कानून के अंदर ऐसा अधिकार मिल जाता है कि दोनों साथ-साथ रहें। अब वे रहें या न रहें, गौना हो, यह तो उनकी स्वेच्छा पर निर्भर करता है। लेकिन मैं समझता हूं कि अगर कोई सगाई हो जाती है तो उससे इस विधेयक के खिलाफ कोई बात नहीं होती। यह बात बिल्कुल साफ है।

बाकी ग्रामीण क्षेत्रों में कोई परेशानी इस विधेयक से न पैदा हो और जैसा कुछ माननीय सदस्यों ने कहा कि शायद पुलिस अतर्कित करे कुछ लोगों को और कुछ उसमें करप्शन फैले और उससे परेशानी हो, इसमें लिए यह नया प्रावधान इस विधेयक में किया गया था कि आफेंस को कार्गिजेशन तो कर दिया जाये लेकिन पुलिस को यह अधिकार न दिया जाय कि किसी को उसमें लिए गिरफ्तार कर सें या थाने ले जा सें। जब तक कि किसी मजिस्ट्रेट का आदेश उसमें लिए न ले जिससे कि ऐसा भी न हो जैसा कि शारदा कानून में लिए हुआ कि शारदा कानून बन तो गया लेकिन उसका पालन करने की किसी ने कोशिश ही नहीं की। क्योंकि जब तक उसमें ऊपर कोई दण्ड की बात नहीं होती है और दण्ड का भय नहीं होता है तब तक उसका पालन नहीं होता। यह ठीक है कि सिर्फ कानून से और विधेयक से किसी सामाजिक समस्या का हल नहीं हो सकता। लेकिन जैसा कि कहा गया कानून, सोशल लेजिस्लेशन और सामाजिक चेतना इन

दोनों को साथ-साथ कदम मिला कर चलना जरूरी है और एक का दूसरे पर प्रभाव पड़ता है। अगर कानून होता है तो उससे सामाजिक चेतना आती है और सामाजिक चेतना होती है तो कानून बनाने में वह सहायक होती है। अब कौन सा पहले शुरू किया जाय, कौन सा बाद में शुरू में किया जाय इस विवाद में तो मैं समझता हूं कि पढ़ने की आवश्यकता नहीं है। और यही कारण है कि अगर यह भी समझा जाय कि विवाह की आयु 25 होनी चाहिए लड़कों के लिए और 21 होनी चाहिए लड़कियों के लिए तब भी सब कुछ तो एक साथ नहीं हो सकता। अगर कोई बहुत लम्बी छलांग एक साथ लगाने की कोशिश करेगा तो गिर पड़ेगा, सफल नहीं हो सकता। इसलिए एक कदम इस प्रकार का उठाया जाय कि जितना कदम उठाया जाता है उतना उठ जाय। इसीलिए जैसा मैंने निवेदन किया कि अभी तक विवाह की आयु लड़कियों के लिए 15 थी और लड़कों के लिए 18 थी, तो दोनों में तीन-तीन वर्ष की वृद्धि कर के कन्याओं की 15 से 18 वर्ष और लड़कों की 18 से 21 वर्ष करने का प्रावधान किया है जिस से सामाजिक चेतना में भी ऐसा न हो कि एक दम से इतना बढ़ा दिया कि इसके खिलाफ ही इतना जनमत तैयार हो जाय कि यह तो बड़ी ज्यादाती हो रही है, 15 से बढ़ा कर 25 कर दिया या 35 कर दिया या 40 कर दिया। तो ऐसा कानून चलने वाला नहीं है। जैसा मैंने कहा सामाजिक चेतना और कानून दोनों को साथ-साथ कदम से कदम मिला कर चलना होगा, थोड़ा-थोड़ा हिस्सा कर के करना होगा। यह बात आगे सोची जा सकती है कि विवाह की आयु क्या बढ़े क्योंकि जैसा कहा गया कि लड़कों को अपने पैरों पर खड़ा हो जाना चाहिए और इसलिए अगर 25 वर्ष की आयु लड़कों की हो तो ठीक रहेगा और लड़कियों के लिए भी जैसा आज कल चल रहा है कि वे भी पढ़ना चाहती हैं और अपने पैरों पर खड़ी होना चाहती हैं तो उनकी 21 वर्ष की जाये, तो आगे जब यह कानून

सफल हो जाय 18 और 21 वर्ष की आयु का और सारे भारतवर्ष में ऐसा हो सके कि कोई व्यक्ति सोचे भी न 21 वर्ष से पहले अपने लड़के की शादी करने या 18 वर्ष से पहले लड़की की शादी करने की बात, तब वह समय आयेगा कि इस पर और सोचा जा सकता है कि उस आयु को और बढ़ाया जा सकता है या नहीं।

और भी प्रश्न उठाया गया मोनोगेमी का या डावरी वगैरह का। तो मैं समझता हूं कि यह तो ठीक है कि सामाजिक क्रान्ति के लिए बहुत सारे आवश्यक कदम उठाने हैं और उठेंगे लेकिन यह समझना कि सब कदम एक साथ उठ सकते हैं या कोई काम्प्रीहेंसिव सोशल लेजिस्लेशन ऐसा हो सकता है जिसमें एक साथ सारी व्यवस्था हो जाय, यह समझना भूल होगी। कम से कम मैं तो इस बात को मानने वालों में से हूं कि जितना भी थोड़ा भी जिस समय किया जा सकता है उसको इस बात के लिए मुल्तवी न किया जाय कि जब तक सब करने की सामर्थ्य, एक साथ सम्पूर्ण क्रान्ति करने की सामर्थ्य न आ जाय तब तक हम कुछ करने की भी कोशिश न करें। मैं ऐसा नहीं मानता हूं। मैं समझता हूं कि हमेशा एक एक कदम उठा कर ही कुछ किया जा सकता है। एक साथ सब कुछ नहीं किया जा सकता है।

कुछ यह भी कहा गया कि विडोव और विडोवर्स की शादी के ऊपर भी कोई रोक लगनी चाहिए 40 या 45 वर्ष की आयु के सम्बन्ध में। मैं नहीं समझता कि अभी ऐसी कोई आवश्यकता इस बात की है कि जो विधुर हों या विधवाएं हों उनके ऊपर भी कोई शादी की रोक लगायी जाय। उस प्रश्न को श्री भलगेसन जी ने ही साफ कर दिया जिसके बारे में माननीय सदस्यों को बहुत चिन्ता थी कि यह कानून या विधेयक ऐसा तो नहीं है जो कुछ धर्म मानने वालों पर लागू हो और दूसरों पर लागू न हो। मुझे

बड़ी प्रसन्नता है कि उन्होंने इस बात को साफ कर दिया कि यह कानून सभी के ऊपर एक साथ लागू होगा। हिन्दू मैरिज एक्ट और क्रिश्चियन मैरिज एक्ट का इसलिए जिक्र आया कि उन एक्टों में भी 18 और 15 वर्षों का जिक्र था इसलिए उन कानूनों को भी साथ-साथ संशोधित करने की आवश्यकता थी वरना जो कानून बदला जा रहा है वह तो चाइल्ड मैरिज रेस्ट्रेंट एक्ट को इस संशोधन के द्वारा बदला जा रहा है और सभी धर्म के मानने वालों पर, जो भी भारतवासी हैं, साथ-साथ लागू होता है।

श्री वायलार रवि ने जो कहा, शायद उन्होंने यह समझा कि मताधिकार और विवाह का अधिकार—यह दोनों प्रश्न जुड़े हुए हैं। उन्होंने शायद यह समझा कि जो आयु मताधिकार के लिए ठीक है वही विवाह के लिए भी ठीक है। इस समय वे यहां पर नहीं हैं, उनको शायद यह परेशानी हो, जैसा यहां पर किसी ने बतलाया कि उनका विवाह 19 वर्ष की आयु में हुआ था तो शायद उन्होंने सोचा हो जैसे कांग्रेस शासन काल में रिट्रास्पेक्टिव इफेक्ट दे दिया जाता था वैसे ही अब भी रिट्रास्पेक्टिव इफेक्ट देने की बात हो लेकिन ऐसी कोई बात नहीं है। (व्यवधान) यदि उनके हिसाब से मताधिकार और विवाह को शामिल कर लिया जाये तो क्या हर पांच साल में मताधिकार आता है उसी प्रकार से विवाह का अधिकार भी दिया जायेगा? कहा जा रहा है कि मताधिकार के लिए उम्र घटाई जाये और विवाह के लिए उम्र बढ़ाई जाये। इस प्रकार यह दोनों परस्पर विरोधी बातें हैं और मैं नहीं समझता उनका एक दूसरे से संबंध करने की कोई आवश्यकता है। मैं समझता हूं उनका कोई सीरियसली ऐसा मत नहीं था बल्कि वे तो इस बिल का समर्थन करना चाहते थे और कुछ कहना चाहते थे।

एक बहुत महत्वपूर्ण बात स्टैंड्स आफ वीमेन के बारे में कही गई है। इस सम्बन्ध

[श्री शान्ति भूषण]

मैं मैं एक ही बात कहना चाहूंगा कि यह शासन स्टेटस आफ वीमेन के बारे में बहुत चिंतित है और जो कुछ भी किया जा सकता है उसको करने के लिए प्रयत्नशील है। इस सम्बन्ध में मैं केवल यही कहना चाहूंगा कि जैसे लेडीज के हाई कोर्ट के जज के एप्वाइंटमेंट की बात थी—हाल में किसी ने मुझ से पूछा तो मैं ने बतलाया कि पिछले 30 वर्षों के शासन काल में कांग्रेस ने तीन लेडीज को हाईकोर्ट का जज बनाया लेकिन जनता पार्टी के शासन ने दस महीने में ही पांच लेडीज को हाई कोर्ट का जज बना दिया। इससे यह जाहिर होता है कि सरकार स्टेटस आफ वीमेन के लिए बड़ी प्रयत्नशील है और वह चाहती है कि महिलायें जिन्होंने इस देश के स्वतंत्रता संग्राम में बड़ा भारी भाग लिया था वे इस देश के हर उच्च पद पर पहुँचें। लेकिन इस बिल में अगर यह अपेक्षा की जाये कि इसमें भी कुछ इस तरह की बात लाई जायेगी तो मैं समझता हूँ वह वांछित नहीं होगा।

श्रीमती विभा घोष गोस्वामी (नवद्वीप):
कमीशन आन वीमेन ?

श्री शान्ति भूषण : जहाँ तक इस विधेयक का ताल्लुक है, उसका कमीशन आन वीमेन से कोई ताल्लुक नहीं है। कमीशन आन वीमेन की जो बात है उसका इस विधेयक से कोई सम्बन्ध नहीं बनता है। बाकी स्टेटस आफ वीमेन के लिए, जैसा मैंने कहा, जनता पार्टी की सरकार पूरी तरह से सजग है और जो कुछ भी सम्भव प्रयत्न होगा उसको वह जरूर करेगी।

इन शब्दों के साथ मैं सभी माननीय सदस्यों को धन्यवाद देता हूँ कि उन्होंने इस विधेयक का पूरा समर्थन किया।

MR. CHAIRMAN: The question is:

"That the Bill further to amend the Child Marriage Restraint Act, 1929, and to make certain consequential amendments in the Indian Christian Marriage Act, 1872, and the Hindu Marriage Act, 1955, be taken into consideration."

The motion was adopted.

MR. CHAIRMAN: Now, we take up clause-by-clause consideration.

Clause 2 Amendment of section 2)

SHRI R. VENKATARAMAN: I have given notice of an Amendment.....

MR. CHAIRMAN: Before that, there is a Government Amendment. Mr. Shanti Bhushan may move his Amendment.

SHRI R. VENKATARAMAN: I am on a point of order. In List No. 2 Amendment No. 3. should be moved before Amendment No. 7 can be moved.

MR. CHAIRMAN: I have noted your point of order. May I bring it to your notice that Rule 84 provides as follows:

"Amendments of which notice has been given shall, as far as practicable, be arranged in the list of amendments, issued from time to time, in the order in which they may be called. In arranging amendments raising the same question at the same point of a clause, precedence may be given to an amendment moved by the member in charge of the Bill.

I have therefore given precedence to the Minister .

SHRI SHANTI BHUSHAN: I move:

Page 1, line 11,—for "sixteen" substitute "eighteen" (7)

MR. CHAIRMAN: The question is:

Page 1, line 11,—

for "sixteen" substitute "eighteen" (7)

The motion was adopted.

MR. CHAIRMAN: The question is:

"That Clause 2, as amended, stand part of the Bill."

The motion was adopted.

Clause 2, as amended, was added to the Bill.

Clauses 3 to 6 were added to the Bill.

The Schedule

SHRIMATI PARVATHI KRISHNAN: I beg to move:

THE SCHEDULE
[See Section 6]

Page 2, line 22—

for "sixteen" substitute "eighteen" (4)

SHRI R. VANKATARAMAN: I beg to move:

Page 2,—

for lines 24 to 36 substitute—

"(ii) the proviso shall be omitted." (5)

Page 2, line 39—

for "sixteen" substitute "eighteen" (6)

SHRI SHANTI SHUSHAN: I beg to move:

Page 2—

for lines 13 to 40 substitute—

Year	No.	Short title	Amendments
(1)	(2)	(3)	(4)
1872	15	The Indian Christian Marriage Act, 1872.	In section 60— (i) in condition number (1), for the words "eighteen years" and "fifteen years", the words "twenty-one years" and "eighteen years" shall respectively be substituted; (ii) the proviso shall be omitted.
1955	25	The Hindu Marriage Act, 1955.	(1) In section 5,— (i) in clause (iii), for the words "eighteen years" and "fifteen years" the words "twenty-one years" and "eighteen years" shall respectively be substituted; (ii) clause (vi) shall be omitted. (2) Section 6 shall be omitted. (3) In Section 12, in sub-section (1), in clause (c), for the words and figure "is required under section 5", the words, figures and brackets "was required under section 5 as it stood

1	2	3	4
			immediately before the commencement of the Child Marriage Restraint (Amendment) Act, 1978" shall be substituted.
		(4)	In section 18,—
		(i)	for the brackets, letters and word", (v) and (vi)", the word, brackets and letter "and (v)" shall be substituted;
		(ii)	in clause (b), the word "and" occurring at the end shall be omitted;
		(iii)	clause (c) shall be omitted' (8)

May I just mention a correction in amendment No. 8 to the Schedule. On page 2 of List 3, cause 3 will read;

'In section 12, in sub-section (1), in clause (c), for the words and figures "is required under section 5", the words, figures and brackets "was required under section 5 as it stood immediately before the commencement of the child Marriage Restraint (Amendment) Act, 1978" shall be substituted.'

With your permission, I have made this slight correction.

MR. CHAIRMAN: What have you to say to amendments No. 4, 5 and 6?

SHRI SHANTI BHUSHAN: I do not accept them.

MR. CHAIRMAN: I shall now put amendments No. 4, 5 and 6 to the vote of the House.

Amendments Nos. 4, 5 and 6 were put and negatived.

MR. CHAIRMAN: I shall now put amendment No. 8, as amended by Shri Shanti Bhushan to the vote of the House.

SHRI MOHD. SHAFI QURESHI (Anantnag): Because the other similar amendments have been negatived by the House, his amendment will also stand negatived.

SHRI R. VENKATARAMAN: The same amendment cannot be moved again.

SHRI SHANTI BHUSHAN: It is not the same amendment. So far as amendment No. 8 is concerned, it is entirely different.

SHRI R. VENKATARAMAN: My amendment says: for 'sixteen' substitute 'eighteen'.

MR. CHAIRMAN: That is amendment No. 7 to clause 2. That has already been made part of the Bill.

SHRI SHANTI BHUSHAN: So far as amendment No. 8 is concerned, it is entirely different from the amendments which have been given by the hon. Members. This amendment says:

"for lines 13 to 40 substitute—

'THE SCHEDULE....

Instead of the original Schedule, a new Schedule is sought to be substituted. There is no such amendment given by you.

SHRI R. VENKATARAMAN: On a point of Order.

श्री हुकम चन्द कछवाय : मेरा एक व्यवस्था का प्रश्न है। उनका संशोधन अस्वीकृत हो गया है। उस पर वह बोल नहीं सकते हैं। उसका वह उल्लेख भी नहीं कर सकते हैं।

सभापति महोदय : व्यवस्था का प्रश्न उन्होंने भी उठाया है और उसको मैं सुन रही हूँ।

श्री हुकम चन्द कछवाय : उनका संशोधन गिर गया है, पास नहीं हुआ है। वह बोल नहीं सकते हैं उस पर। मैं यह जानना चाहता हूँ कि किस नियम के अन्दर वह बोल रहे हैं? उनके संशोधन पर आपने मत लिया और वह गिर गया। अब उस पर वह चर्चा नहीं कर सकते हैं।

सभापति महोदय : उनका तो गिर गया है। लेकिन इन्होंने जो मूव किया है उसके बारे में वह व्यवस्था का प्रश्न उठा रहे हैं।

SHRI R. VENKATARAMAN: My amendment No. 4 says:

"Page 2, line 22,—

for 'sixteen' substitute 'eighteen'"

MR. CHAIRMAN: You are a little mixed up. The amendment moved by him is different from yours and your amendments have been negatived by the House. Let us proceed further.

SHRI R. VENKATARAMAN: I am saying, it is not. You made a mistake....

MR. CHAIRMAN: I have heard your point of order.

SHRI R. VENKATARAMAN: You have not.

MR. CHAIRMAN: Let me hear others now.

SHRI R. VENKATARAMAN: My amendment No. 4 says.... (Interruptions)

श्री हुकम चन्द कछवाय : जो गिर गया है उस पर अगर चर्चा की जाती है तो वह बीज रेकार्ड पर नहीं आ सकती है।

सभापति महोदय : मुझे आपकी सहायता की जरूरत होगी तो मांग लूंगी, अभी आप मुझे काम करने दीजिये।

SHRI A. C. GEORGE (Mukandapuram): He is reading out the amendment.

SHRI R. VENKATARAMAN: How can I show the similarity unless I read the amendments.... Now I read both the amendments. My amendment No. 4 says:

"Page 2, line 22,—

for "sixteen" substitute "eighteen"

श्री हुकम चन्द कछवाय जब उनका संशोधन गिर गया फिर आप क्यों उनकी बात को रेकार्ड पर ला रही हैं? यह दिल्कुल अव्यवस्थित है।

SHRI R. VENKATARAMAN: Now in amendment No. 8 the same words are there:

for the word 'fifteen' the word 'eighteen' shall be substituted.

MR. CHAIRMAN: I have understood you. Now let me give you my answer.

The amendment moved by Shri shanti Bhushan is substitution of the complete Schedule and therefore it is a different amendment. Your amendment has already been taken into consideration and has been negatived by the House and so you cannot go back to it. Mr. Kachwai is right in that. Therefore, I am ruling it out of order.

SHRI R. VENKATARAMAN: Just only one word, Madam. I say the proviso must be deleted. This has been negatived. He also says that the proviso must be deleted. Then how can the amendment be negatived.

MR. CHAIRMAN: You should have done that earlier. This is a different amendment. I have accepted it.

SHRI R. VENKATARAMAN: It is not a different amendment.

THE MINISTER OF FINANCE AND REVENUE AND BANKING, (SHRI H. M. PATEL): You are challenging the ruling of the Chair?

MR. CHAIRMAN: Will you please take your seat? I am not allowing you.

SHRI R. VENKATARAMAN: If you want to shut me out, I cannot help it.

श्री उम्रसेन (देवरिया) : जब आपने व्यवस्था दे दी फिर वह कैसे बोल रहे हैं ?

MR. CHAIRMAN: When I am standing, you cannot also stand. Will you please take your seat? I have heard you.

SHRI R. VENKATARAMAN: No.

SHRI MOHD. SHAFI QURESHI: On a point of order. You cannot shut him like this.

वह अमेंडमेंट नम्बर 8 पर बोल रहे हैं, आप उनकी बात सुन लीजिये और अगर गलत समझ आये तो उसको रद्द कर दीजिये। आप इनको सुनती ही नहीं हैं कि वह क्या कहना चाहते हैं।

We are only trying to help the Minister. But you are violating the procedure. The whole procedure is wrong. You can name me but you cannot dictate like this. You must listen to him. What do you mean by this?

SHRI A. C. GEORGE: You just understand it. We are helping him.

SHRI R. VENKATARAMAN: In my amendment No. 5 I have said the proviso be omitted....

MR. CHAIRMAN: Mr. Venkataraman, I had it put to the House. It

has been negatived. It cannot be re-discussed. What is this?

SHRI MOHD. SHAFI QURESHI: You have to listen to him.

MR. CHAIRMAN: Will you please sit down?

SHRI MOHD. SHAFI QURESHI: I will not. You cannot run the House this way. You please give your ruling.

SHRI H. M. PATEL: How dare you speak like this?

श्री मोहम्मद शाफी कुरेशी : हम इस तरह से हाउस नहीं चलने देंगे।

MR. CHAIRMAN: I have given my ruling, Mr. Venkataraman.

SHRI MOHD. SHAFI QURESHI: On a point of order. There is no quorum in the House.

MR. CHAIRMAN: Let the quorum bell be rung.....Now the quorum bell is being rung.

SHRI H. M. PATEL: We have some convention.....

SHRI MOHD. SHAFI QURESHI: You are a third rate I.C.S. officer. you are not aware of conventions.

SHRI H. M. PATEL: We would not accepted it. This is a point of order. (Interruptions)

SHRI O. V. ALAGESAN: You should give a ruling on'y after you have heard him.

MR. CHAIRMAN: I have heard him.

SHRI R. VENKATARAMAN: You have not heard me. You give me two minutes to go on record. In my amendment No. 5, I said that the proviso shall be omitted. In Shri Shanti Bhushan's amendment No. 8 the same clause—that the proviso shall be omitted—comes. Once my amendment has been negatived, this particular amend-

ment is out of order. It has been negatived. It cannot be put again.

That is my point. You decide in whatever manner you like.

SHRI SHANTI BHUSHAN: The contention of the hon. member is that if there is an amendment moved by one hon. member and there is another amendment moved by another hon. member, in spite of the fact that the two amendments are not identical, if there is some little thing common, namely, if he wants deletion of something and the word 'and' is also there and in the other amendment which is moved, is the same thing, 'and' is there, but the purpose of two amendments is entirely different, his contention is that it is identical and cannot be taken up. If the hon. member may just have a look at the amendment which I have moved, the amendment says:

for Lines 13 to 40

Substitute 'The Schedule'.—Now the new Schedule. Now this new Schedule is very different from the old Schedule which was given in the original Bill. So many new things are there which have been added in the new Schedule which were not there in the old Schedule.

So far as amendment moved by hon. member was concerned the scope was very very restricted. It was only intended to make some little change but much bigger and wider change is sought to be made by the amendment which has been moved to the Schedule. Therefore, the scope of the two amendments is entirely different. Merely because some little thing is common does not mean that the amendment has the same scope as the amendment moved by the hon. member.

MR. CHAIRMAN: The question is:

Page 2,—

for lines 13 to 40 substitute—

"THE SCHEDULE

[See section 6]

Year	No.	Short title	Amendments
(1)	(2)	(3)	(4)
1872	15	The Indian Christian Marriage Act, 1872	In section 60,— (i) in condition number (1), for the words "eighteen years" and "fifteen years", the words "twenty-one years" and "eighteen years" shall respectively be substituted; (ii) the proviso shall be omitted.
1955	25	The Hindu Marriage Act, 1955	(1) In section 5,— (i) in clause (iii), for the words, "eighteen years" and "fifteen years", the words "twenty-one years" and "eighteen years" shall respectively be substituted; (ii) clause (vi) shall be omitted. (2) Section 6 shall be omitted. (3) In section 12, in sub-section (1), in clause (c), for the words and figures "is required under section 5", the words, figures and brackets "was required under

(1)

(2)

(3)

(4)

section 5 as it stood immediately before the commencement of the Child Marriage Restraint (Amendment) Act, 1978" shall be substituted.

(4) In section 18,—

(i) for the brackets, letters and word "(v) and (vi)", the word, brackets and letter "and (v)" shall be substituted;

(ii) in clause (b), the word "and" occurring at the end shall be omitted;

(iii) clause (c) shall be omitted.'(8)

The motion was adopted.

MR. CHAIRMAN: The question is:

"That the Schedule, as amended, stand part of the Bill."

The motion was adopted.

The Schedule, as amended, was added to the Bill.

Clause 1 (Short title and commencement)

Amendment made:

Page 1, line 4,—

for "1977" substitute "1978"
(2)

(Shri Shanti Bhushan)

MR. CHAIRMAN: The question is:

"That Clause 1, as amended, stand part of the Bill."

The motion was adopted.

Clause 1, as amended, was added to the Bill.

Enacting Formula

Amendment made:

Page 1, line 1,

for "Twenty-eighth" substitute—

"Twenty-ninth" (1)

(Shri Shanti Bhushan)

MR. CHAIRMAN: The question is:

"That the Enacting Formula, as amended, stand part of the Bill."

The motion was adopted.

The Enacting Formula, as amended, was added to the Bill.

The Title was added to the Bill.

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI SHANTI BHUSHAN): I beg to move:

"That the Bill, as amended, be passed."

MR. CHAIRMAN: Motion moved:

"That the Bill, as amended, be passed."

SHRIMATI PARVATHI KRISHNAN (Coimbatore): Madam Chairman, I have listened very carefully to the reply of the hon. Minister, and, of course, to all the bio-data that he gave about himself and his colleagues

—most interesting no doubt, but not material to the Bill. And I am very surprised and sorry, Madam, to say that he has paid absolutely no attention to some serious suggestions which were made from this side of the House including that about the compulsory registration of marriages, which is a very important part of the whole matter.

And, secondly, Madam, I am also very sorry to note—and I regret that very much—that the Minister did not think in terms of accepting an Amendment; but on the other hand, he brought his own Amendment, of raising the age of women from 16 to 18.

But, I am happy, in any case, that this Bill is being passed. And I am happy that he—in the midst of his multifarious activities and busy as he is with his family as he told us—did find time to pay attention to public opinion in this country and particularly that of the women's organisations and has raised the marriageable age of women from 16 to 18. Thank you.

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI SHANTI BHUSHAN): Madam Chairman, as for the suggestion that has been made, it is not as if no attention has been paid to it. In fact, I was grateful—perhaps I was speaking in a different language; but I had said that I was grateful—for all the valuable suggestions which had been made. What I have said was that so far as the scope of the Bill is concerned, it is very limited. It seeks to amend the *Child Marriage Restraint Act*.

SHRIMATI PARVATHI KRISHNAN: I know that it is limited. Let him give an assurance because this falls in his sphere. It is his Ministry that has to deal with it.

SHRI SHANTI BHUSHAN: The suggestion which has been made will certainly receive consideration, but I am not in a position to give an assurance right now because that is a problem which needs careful consideration as to what will be the administrative set-up, what will be the difficulties, and in what way it has to be done, and so on, and secondly, it was not a matter which was directly relevant or pertinent to the scope of the Bill. Therefore I had not dealt it with at length, but I have welcomed all the various suggestions which had been made.

MR. CHAIRMAN: The question is:

“That the Bill, as amended, be passed.”

The motion was adopted.

17.58 hrs.

BUSINESS ADVISORY COMMITTEE ELEVENTH REPORT

SHRIMATI PARVATHI KRISHNAN (Coimbatore): I beg to present the Eleventh Report of the Business Advisory Committee.

17.58 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Wednesday, February 22, 1978/Phalguna 3, 1899 (Saka).