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**Tuesday, March 6, 1973  
Phalguna 15, 1894 (Saka)**

# **LOK SABHA DEBATES**

**Seventh Session  
(Fifth Lok Sabha)**

**LOK SABHA SECRETARIAT**

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# CONTENTS

No. 12, Tuesday, March 6, 1973/Phalguna 15, 1894 (Saka)

	COLUMNS
Oral Answers to Questions:	
Starred Questions Nos. 203 to 208, 211, 212 and 214	1—31
Written Answers to Questions:	
Starred Questions Nos. 201, 202, 209, 210, 213 and 215 to 220	31—37
Unstarred Questions Nos. 2001 to 2028 and 2030 to 2200]	37—188
Calling Attention to Matter of Urgent Public Importance	
Reported death of four colliery workers in firing at Kargali (Bihar)	188—216
Papers laid on the Table	216—17
Estimates Committee	
Thirtieth Report	217
Public Accounts Committee	
Sixty-ninth Report	218
Supplementary Demands for Grants (General), 1972-73	
Statement Presented	218
Matter under Rule 377	
Short Supply of foodgrains to ration shops in Tripura	218—19
Requisitioning and Acquisition of Immovable Property (Amendment) Bill	220—49
Motion to consider, as passed by Rajya Sabha	220
Shri Bhola Paswan Shastri	220—22
	241—45
Shri Jagadish Bhattacharyya	223—24
Shri Dinesh Chandra Goswami	224—26
Dr. Ranen Sen	226—28
Shri Nathu Ram Mirdha	228—31
Shri E. R. Krishnan	231—33
Prof. Narain Chand Parashar	233—36

The sign + marked above the name of a member indicates that the question was actually asked on the floor of the House by that Member.



Shri R. R. Sharma . . . . .	236—37
Shri M. C. Daga . . . . .	237—39
Shri B. V. Naik . . . . .	239—41
Clauses 2 and 1	
Motion to pass . . . . .	246
Shri Jyotirmoy Bosu . . . . .	246—47
Shri S. M. Banerjee . . . . .	248—49
Motion <i>re.</i> Increase in Prices of Foodstuffs and other Essential Commodities . . . . .	249—305
Shri B. K. Daschowdhury . . . . .	249—64
Shri H. M. Patel . . . . .	254—58
Shri Shyam Sunder Mohapatra . . . . .	258—60
Shri Shyamnandan Mishra . . . . .	260—67
Shri B. R. Shukla . . . . .	267—68
Shri B. V. Naik . . . . .	269—71
Shri Dinesh Chandra Goswami . . . . .	271—74
Shri Yeshwantrao Chavan . . . . .	274—87
Shri Jyotirmoy Bosu . . . . .	287—99
Railway Budget, 1973-74—General Discussion	305—22
Shri Mohammad Ismail . . . . .	305—10
Shri D. N. Tiwary . . . . .	310—18
Shri K. M. Madhukar . . . . .	318—22
Shri R. P. Yadav . . . . .	322
Business Advisory Committee Twenty-fifth Report . . . . .	322

# LOK SABHA DEBATES

## LOK SABHA

Tuesday, March 6, 1973/Phalgun 15,  
1894 (Saka)

The Lok Sabha met at Eleven of the  
Clock

[MR. SPEAKER in the Chair.]

### ORAL ANSWERS TO QUESTIONS

#### Railway Projects for Kerala Involving an expenditure of Rs. 37 crores

\*203. SHRI VAYALAR RAVI:  
Will the Minister of RAILWAYS be  
pleased to state:

(a) whether the Railway Board has

recently approved a number of Pro-  
jects for Kerala involving an expen-  
diture of Rs. 37 crores; and

(b) if so, the broad outlines of each  
of them?

THE DEPUTY MINISTER IN THE  
MINISTRY OF RAILWAYS (SHRI  
MOHD. SHAFI QURESHI): (a) Yes,  
Sir.

(b) A statement showing the works  
recently sanctioned/approved in  
Kerala State is laid on the Table  
of the House.

### Statement

(In Crores of Rupees)

S. No.	Particulars of work	Length (in KM)	Cost Rs.	Date of sanction
1	B.G. line from Tirunelveli to Trivandrum via Nagercoil with a branch to Kanayakumari.	164.02 (length in Kerala State about 30 KM)	14.45 (Approx. cost of work in Kerala about Rs. 2.75 crores)	12-4-72
2	Ernakulam-Trivandrum Section—Conversion from M.G. to B.G.	220.14	13.60	20-12-71
3	Doubling of Walayar—Kanjikode part of the Madukkarai-Kanjikode Doubling	12.35	1.20 (approx.)	17-10-69
4	Doubling between Kanjikode-Olavakkot	13.64	1.17	10-6-71
5	Alwaye-Eranakulam	19.50	1.95	4-7-69
6	Doubling between Mullurcarai-Wadakkan- chari and Pudukad-Irinijilakuda.	18.00	2.23	16-8-72
7	Doubling between Olavakkot-Shoranur	44.20	3.50	Approved for 1973-74

1	2	3	4	5
8	Balance single line portions on the Shoranur-Alwaye Section . . .	68.65	6.95	Do.
9	Provision of U.H.F. spur links between . . .		0.08	Do.
	(i) Olavakkot-Trichy-Salem and			
	(ii) Olavakkot-Erode (Only Olavakkot is in Kerala, the other stations being in Tamil Nadu).			

SHRI VAYALAR RAVI: The statement does not reveal the facts Items No. 7, 8 and 9 which are approved for 1973-74 are in fact old schemes, not new. I want to know whether it is a fact that during the last 25 years except Ernakulam-Quilon line, no other line has been sanctioned in Kerala? Considering this, will the Government consider the demand of the people of Kerala to construct a new line from Kayangulam to Ernakulam via Alleppey?

SHRI MOHD. SHAFI QURESHI: I do not think there is any use going over the last 25 years. The question is, about the projects sanctioned now for Kerala, for new projects we have to take up first. When the survey reports are received, they will be examined and those schemes which are found economical and otherwise feasible will be taken up.

SHRI VAYALAR RAVI: Sir, my question is whether the Railway Board has "recently" approved of some schemes. They have given in the statement schemes sanctioned in 1969, 1970 etc. About 1973-74 there is nothing in Kerala except one doubling programme which was sanctioned years ago. Considering all this, will Government consider establishing at least a wagon-building factory in Kerala?

SHRI MOHD. SHAFI QURESHI: There is no such proposal at present under the consideration of Government.

SHRI C. K. CHANDRAPPA: In view of the fact that the statement given by the Minister reveals quite an unsatisfactory picture I want to know whether Government would consider in future at least to provide some new lines in Kerala. He said that if it is economically feasible he would agree. For the last 25 years, nothing of that sort has happened. At least in the fifth plan, will Government give some new line, whichever it may be, in Kerala?

SHRI MOHD SHAFI QURESHI: The railway plans are not envisaged on a State basis. My hon. friend talked about lines in Kerala and asked whether any proposal has been sent by the State Government. After the economic and other studies are completed, if any line is found to be necessary for the development of that area, it would certainly be taken up.

MR. SPEAKER: Does Shri Lakkappa want Mysore to be connected with Kerala?

SHRI K. LAKKAPPA: Sir the the only line that integrates our country is the railway line. Will the expenditure of Rs. 37 crores contemplated for railway projects in Kerala satisfy the aspirations and requirements of railway lines in Kerala?

SHRI MOHD. SHAFI QURESHI: It is very difficult to say. But our idea is to satisfy the economic needs and developmental needs of the State.

**SHRI K. LAKKAPPA:** After spending Rs. 37 crores on railway lines in Kerala, what is the requirement of money for railway lines in Kerala?

**MR. SPEAKER:** He has completely changed his question.

**SHRI MOHD. SHAFI QURESHI:** This would not completely satisfy the requirements of the area.

**SHRI C. H. MOHAMMED KOYA:** Out of the total 11 per cent profits of the Southern Railways 30 per cent are contributed by the railway lines in Kerala. In view of this, will the hon. Minister favourably consider the laying of new railway lines in Kerala?

**SHRI JYOTIRMOY BOSU:** How many fresh railway lines have been installed in Kerala during the last five years? What is the total length?

**SHRI MOHD. SHAFI QURESHI:** The Statement shows the projects that were taken up during the last five years. These projects cost about Rs. 37 crores.

**SHRI JYOTIRMOY BOSU:** What is the total length of new railway lines in Kerala?

**SHRI MOHD. SHAFI QURESHI:** I require notice for this question.

**सहारनपुर और रुड़की में रिटायरिंग  
रूम की व्यवस्था**

\*204. **श्री मुल्की राज सैनी :** क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सहारनपुर व रुड़की रेलवे स्टेशनों पर रिटायरिंग रूम की व्यवस्था नहीं है ;

(ख) क्या सहारनपुर रेलवे स्टेशन पर हाल ही में कुछ नए कमरे बनाये गये हैं ; और

(ग) यदि हाँ, तो क्या सरकार का विचार इन कमरों को रिटायरिंग रूम में बदलने का है ?

**THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI):** (a) Retiring Rooms have not been provided at Saharanpur and Roorkee Railway Stations.

(b) No, Sir.

(c) Does not arise!

**श्री मुल्की राज सैनी :** अध्यक्ष जी, मेरी जानकारी में है कि सहारनपुर में कुछ कमरे खाली हैं लेकिन उनका उपयोग अनडिजायरेबिल एलिमेन्ट्स जुआ सट्टा खेलने में करते हैं तो क्या माननीय मंत्री जी दोबारा वहाँ से जानकारी प्राप्त करेंगे और उन कमरों का सदुपयोग रिटायरिंग रूम की शक्ल में करने की व्यवस्था करेंगे ?

**श्री मुहम्मद शफी कुरेशी :** अगर माननीय सदस्य की यह इत्तला सही है तो उन कमरों का जायज इस्तेमाल किया जायेगा ।

**श्री मुल्कीराज सैनी :** अध्यक्ष जी, रुड़की की आवादी बढ़ी है, वहाँ पर विश्वविद्यालय है, छावनी है, सी० वी० आर० आई० का सेन्टर है और दूसरे कई रिसर्च सेन्टर्स हैं और स्टेशन बहुत दूर है तो क्या माननीय मंत्री जी रुड़की में रिटायरिंग रूम की व्यवस्था करेंगे ?

**श्री मुहम्मद शफी कुरेशी :** रुड़की में 1974-75 के लिए एक सिंगल बेडरूम, दो एक डबल बेडरूम और 6 बेड्स की डारमिटरी बनाने का म बनाया जा चुका है ।

**श्री राजेन्द्र प्रसाद यादव :** क्या मंत्री महोदय को जानकारी है कि रिटायरिंग रूम में जो सामान दिया जाता है उसका वहाँ पर कोई चार्ट नहीं होता और पैसेन्जर्स को इस की जानकारी नहीं होती कि वहाँ के लिए कितना सामान दिया जाता है । मेरी तो पर्सनल जानकारी यह है कि कोई भी सामान नहीं

दिया जाता। क्या वहाँ पर सामान का चार्ट लगाया जायेगा ताकि पैसंजरी को मालूम हो सके उस को क्या सामान मिलना चाहिये और वह वास्तव में उन को दिया जाये ?

**अध्यक्ष महोदय :** आप का तो जनरल सवाल है ।

**श्री राजेन्द्र प्रसाद यादव :** यह रिटायरिंग रूम से सम्बन्धित सवाल है ।

**अध्यक्ष महोदय :** अभी रिटायरिंग रूम नहीं है चार्ट कहाँ लगाया जायेगा ?

**श्री राजेन्द्र प्रसाद यादव :** मैं जानना चाहता हूँ कि मंत्री महोदय को इस की जानकारी है या नहीं ?

**श्री मुहम्मद शफी कुरेशी :** यह अच्छी चीज है, चार्ट रक्खा जायेगा ।

#### Plan submitted by U.P. on Power Crisis

\*205. SHRI S. M. BANERJEE: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether the Chief Minister and Irrigation Minister of U.P. have submitted a plan to meet the power crisis in U.P.; and

(b) if so, whether Centre has agreed to help the State Government in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA): (a) No comprehensive plan to meet the power shortage in Uttar Pradesh was received. A proposal from the Minister for Finance and Power, Uttar Pradesh for installation of  $4 \times 25$  MW gas turbines immediately in Uttar Pradesh has been received.

(b) The proposal is under consideration.

SHRI S. M. BANERJEE: In reply to a question raised on the Call Attention Notice regarding a proposal by the U.P. Government to import generators and turbines to produce 400 MW of power, the hon. Minister said that it was under consideration and that it would be finalised very soon. May I know from the hon. Minister whether this has been finalised and, if not, what are the reasons for the abnormal delay when there is a serious power crisis in U.P.

THE MINISTER OF IRRIGATION AND POWER (DR. K. L. RAO): I am glad to say that the import of two machines to produce 400 MW of power has been finalised and approved.

SHRI S. M. BANERJEE: I would like to know whether the State Government has demanded any financial aid to overcome the serious power crisis throughout the State where industrial units are working at half the capacity and, if so, what financial aid is likely to be given by the Central Government to U.P. Government to overcome this difficulty.

DR. K. L. RAO: It is true that U.P. has to add 3 million KW of power in order to make up the shortage and meet the demand in the Fifth Plan. For that, they will require a large amount of money, nearly Rs. 600 crores. I do not think their Plan provision will provide for that. So, the question has to be reviewed in future. So far nothing has been settled as yet. But it may be necessary to add some assistance to the U.P. funds in order to meet their demand for power.

**श्री नरेन्द्र सिंह बिष्ट :** उत्तर प्रदेश के बिजली के संकट को दूर करने के लिये जो बुलन्दशहर में नरोरा ऐटामिकपावर स्टेशन की स्थापना का मुझाव है उस की क्या स्थिति है ? अगर यह बनाया जाय तो उत्तर प्रदेश

की पावर प्रब्लेम हल हो जायेगी। मैं उस की लेटेस्ट पोजीशन जानना चाहता हूँ।

DR. K. L. RAO: The hon. Member may kindly address that question to the Atomic Energy Department. As far as I know, that is still at a preliminary stage. It will take about 8—10 years before the project begins to give power. So, the present power shortage has to be met by other resources.

श्री शारदधरे राय : क्या मंत्री महोदय को इस बात की जानकारी है कि प्राइम मिनिस्टर को सलाह देने के लिए जो एम० पी० की ऐटमिक एनर्जी ऐडवाइजर कमेटी बनी है उस ने अपनी 29 जनवरी की पिछली मीटिंग में इस बात का मुझाव किया था कि (1) छोटे छोटे पावर प्लान्ट बनाये जायें, (2) थर्मल पावर पर ही विशेष जोर दिया जाये, (3) नरौरा ऐटमिक पावर प्लान्ट बनाने में जल्दी की जाये और (4) मिर्जापुर जेन में, यू० पी० और मध्य प्रदेश के वार्डर पर, सिंगरेली कोल-माइन्स के पास, जहां बहुत बड़े कोल भंडार का पता लगा है, 5,000 मेगावाट का थर्मल पावर प्लान्ट लगाया जाये। क्या सरकार को इस बात का पता है? यदि हां, तो विद्युत् मंत्रालय इस विषय में क्या कर रहा है, और इस पूरी योजना को पूरा करने में कितना समय लगेगा?

DR. K. L. RAO: As I submitted, U.P. has to add 3 million KW of power to meet the additional demand during the Fifth Plan. For that, the projects have got to be constructed. Besides there are two projects, one at Jhansi and the other at Gorakhpur. These are yet to be sanctioned. There is a large amount of sanctioned work already on hand in U.P., as much as 2 million KW of power, with which they can proceed and construct the power stations.

SHRI PARIPOORNANAND PAI-NULI: Is the hon. Minister aware of the fact that one of the reasons for the power crisis in Uttar Pradesh is the fight between technocrats and bureaucrats and if so, what are the steps proposed to be taken to solve the problem?

DR. K. L. RAO: I did not exactly follow the hon. Member, but if I understand him to mean some change in the State Electricity Board, it is being done.

श्री सरजू पांडे : मैं माननीय मंत्री जी को धन्यवाद देता हूँ कि उन्होंने हमारे यहां बिजली का नया प्लान्ट बनाने की आज्ञा दी है। मैं जानना चाहता हूँ कि इस वक्त जो बिजली की शॉर्टेज है, जिस की वजह से सारे किसान परेशान हैं और कारखाने बन्द हैं, हमारे यहां की सबसे बड़ी ओपिग्रम फैक्ट्री पावर के बिना बन्द है, जिस से हम को फारेन एक्सचेन्ज मिलता है, उस के सम्बन्ध में फौरी तौर पर सरकार क्या कार्यवाही करने जा रही है ताकि इस शॉर्टेज को पूरा किया जा सके?

अध्यक्ष महोदय : चीफ मिनिस्टर ने जो लिखा है उस के बारे में सवाल पूछा गया है और आप ओपिग्रम फैक्ट्री में चले गये।

श्री सरजू पांडे : पावर के बिना ओपिग्रम फैक्ट्री बन्द पड़ी है।

श्री नरसिंह नारायण पांडे : अभी जो सेंट्रल पावर कमीशन बना था जिस के चेयरमैन यू० पी० के पावर मिनिस्टर हैं उस ने यू० पी० की पावर शॉर्टेज को कम करने के बारे में कुछ रिकमेन्डेशन्स दी हैं। क्या मंत्री महोदय को इस की जानकारी है? यदि हां, तो सरकार उन के बारे में क्या विचार कर रही है या क्या कार्यवाही कर रही है ताकि यह शॉर्टेज दूर हो सके?

**DR. K. L. RAO:** The Committee that has been appointed is not about shortage of power but it is about whether we should import some equipment from outside in order to meet our targets, and that Committee is having its discussions.

#### **Consumption of Petroleum by Petroleum based Fertilizer**

\*206. **SHRI R. P. DAS:** Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) the annual consumption of petroleum by all petroleum based fertiliser plants when all the present projects start working; and

(b) the percentage of the petroleum requirements which will be met through imports?

**THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI D. K. BOROOAH):** (a) The annual requirement of petroleum products for use either as fertiliser feedstock or as fuel for petroleum based fertilizer plants, which are either currently in operation, or are in different stages of construction/firmed up, is estimated at 3.9 million tonnes by the end of the Fifth Plan.

(b) In the context of the plans being drawn up for the expansion of our refining capacity by 1978-79, it is expected that the requirement would be met by and large from indigenous production.

**SHRI R. P. DAS:** In view of the larger consumption and imports of petroleum, I would like to know from the hon. Minister whether this could be minimised by restricting the consumption by the Railways and also the senseless use by the Government, semi-Government and private users.

**SHRI D. K. BOROOAH:** As per our plan we have to produce by 1978 about 2.5 million tonnes. For that we need more petroleum refining capa-

city. So, restriction of petroleum products for fertiliser plants has not been very clearly decided upon. But, certainly we are trying to find alternative sources for fertilisers like coal. In fact, three coal-based factories have already been sanctioned and in respect of two of them civil works have already been started.

**SHRI JYOTIRMOY BOSU:** The question was about restriction of consumption.

**SHRI D. K. BOROOAH:** It is difficult to restrict consumption of petroleum because the demand is going up by leaps and bounds. But, as I said, it will be in the interests of the nation if we could also find alternative sources for fertilisers.

**SHRI R. P. DAS:** Kindly indicate the imports yearwise since 1969-70 and whether the volume of imports in this respect is getting higher and higher making the Government more and more dependent on the foreign suppliers.

**SHRI D. K. BOROOAH:** Is it in respect of feedstock for fertilisers or petroleum products?

**SHRI DINEN BHATTACHARYYA:** Total.

**SHRI JYOTIRMOY BOSU:** Petroleum and petroleum products.

**SHRI D. K. BOROOAH:** So far as petroleum products are concerned, the increase is not very noticeable, but so far as import of crude is concerned, it is certainly increasing.

**SHRI DINEN BHATTACHARYYA:** He asked the figures year by year of the imported crude and the petroleum products.

**SHRI D. K. BOROOAH:** The figures are not available with me.

**SHRI P. GANGADEB:** I would like to know whether the Government has worked out the comparative advantage of importing naphtha and ammonia and if so, what are the details.

SHRI D. K. BOROOAH: The new policy is there. All the new fertiliser factories should be not based on naphtha but on fuel oil. So far as fuel oil is concerned, we are not using much of it now. But the coming refineries are mostly going to be on fuel oil. I do not have the relative figures about Naptha and ammonia but naphtha is certainly very expensive, twice as expensive as fuel oil.

SHRI BHAGWAT JHA AZAD: The answer to part (a) of the question is that the annual requirement of petroleum products for use as fertiliser feedstock or as fuel for fertiliser plants is 3.9 million tonnes and it will be met when all the present projects start working. But, the other day, the Minister has laid a statement on the Table of the House which indicated that most of the projects in this Ministry are falling behind the targets, not by a couple of years, but by decades. May I know whether by and large the requirements will be fulfilled when all the projects will start functioning and what is the care he has taken in this regard?

SHRI D. K. BOROOAH: It is a fact that some of them have slid back but not by decades. So far as Durgapur is concerned, it is going to be commissioned shortly. Cochin is having a few teething troubles but I think that also will go into production and Barauni, I think, will also go into production soon.

SHRI DINEN BHATTACHARYYA: What about Haldia?

SHRI D. K. BOROOAH: Construction of Haldia fertilizer factory has not been started as yet; but civil works have started.

SHRI DINEN BHATTACHARYYA: When will it be completed?

श्री हकम चंद कछवाय : मंत्री महोदय ने बताया कि कुछ शोध-शालाएं खोलने जा रहे हैं तो कितनी और कहां कहां खोलने जा रहे

हैं और इस में कितना समय लगेगा [इन को चालू होने में और इस पर कितना खर्च करने वाले हैं ?

श्री देवकान्त वसू : रिफाइनरीज के बारे में आप पूछ रहे हैं । तो अभी तो हाल में मधुरा में बढ़ाने को कहा है और गोवा रिफाइनरी के बारे में निर्णय लेने वाले हैं । हल्दिया रिफाइनरी का काम इसी साल में समाप्त होने की संभावना है ।

श्री हकम चंद कछवाय : कितना समय लगेगा इन के चालू होने में और इन पर कितना खर्च करेंगे ?

श्री देवकान्त वसू : इसके लिए तो नोटिस चाहिए ।

SHRI DINESH CHANDRA GOSWAMI: Arising out of the answer given by the hon. Minister, there are some reports which have come out recently that apart from coal and petroleum there are many indigenous commodities which can be used for the purpose of fertilizer plants. May I know whether the Government is making any study on this aspect, to reduce the consumption of petroleum?

SHRI D. K. BOROOAH: The basic raw material is coal. For quite some time to come we will have to depend on coal as the alternative source for feedstock in fertiliser factories.

SHRI D. BASUMATARI: The hon. Minister stated about the refineries at three places. But he has not mentioned about the refinery at Bongai-gaon. What is the position there? I want to know whether the civil work has started.

SHRI D. K. BOROOAH: The refinery has already been sanctioned and I suppose this year we will start some of the preliminary works there.



### Disposal of Public Complaints against Railway Staff

\*207. SHRI NARENDRA SINGH BISHT: Will the Minister of RAILWAYS be pleased to state:

(a) the procedure regarding disposal of public complaints against the Railway staff; and

(b) whether staff is not given an opportunity to cross-examine the complainant before taking a decision on his complaint?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) and (b). A statement is laid on the Table of the Sabha.

#### Statement

(a) All public complaints are disposed of after due investigation which includes examination of records and where necessary by taking evidence of railway staff and witnesses if any. Where no conclusion can be arrived at without confronting the complainants and witnesses with the person complained against or where the complaint is of a serious nature confronted enquiries are also held.

(b) It is not physically possible to permit staff complained against to cross-examine the complainant in each and every case before taking a decision on the complaint but before imposing any punishment on staff they are given every reasonable opportunity to defend themselves. However, when a confronted enquiry is held staff are given an opportunity to cross-examine the complainant.

SHRI NARENDRA SINGH BISHT: You have stated that when a confronted enquiry is held staff are given an opportunity to cross-examine the complainant. But in practice it is otherwise. Will you issue orders that those things are adhered to?

SHRI MOHD. SHAFI QURESHI: The staff are always having this op-

portunity to cross-examine the complainant.

श्री नरेन्द्र सिंह बिष्ट : कभी कभी यह देखा गया है कि जो कम्प्लेंट कोई पैसेंजर करता है तो उस पर कोई एक्शन नहीं लिया जाता, न उस कम्प्लेनेन्ट को मालूम होता है कि क्या एक्शन लिया गया। तो क्या आप ऐसी व्यवस्था करेंगे कि कम्प्लेनेन्ट को अपनी शिकायत के बारे में सूचना मिले कि उस पर क्या कार्यवाही की गई ?

श्री मुहम्मद शफी कुरेशी : जो आदमी शिकायत करता है उस के पास एक कारबन कापी शिकायत की रहती है और शिकायत करने के बाद जो इन्क्वायरी की जाती है, जो एक्शन लिया जाता है उस एक्शन की खबर उस को दी जाती है। लेकिन जो सजा दी जाती है उस की खबर उस को नहीं दी जाती।

श्री ईश्वर चौधरी : मैं जानना चाहूंगा कि ऐसी कितनी शिकायतें रेलवे कर्मचारियों के बारे में जनता और विशेषकर संसद सदस्यों की आई हैं और संसद सदस्यों के भी कहने पर आप जो एन्क्वायरी कराते हैं उसकी सूचना नहीं देते हैं, तो ऐसे कितने मामले हैं और इन मामलों में शीघ्रातिशीघ्र कदम उठाने के लिए आप क्या कार्यवाही कर रहे हैं ?

श्री यश्वन्त महोदय : यह तो प्रोसीजर के बारे में था। आपने फीगर्स लेनी है तो सेप्रेट नोटिस दीजिए।

श्री ईश्वर चौधरी : इसमें कोई विशेष जानकारी की बात नहीं है।

अध्यक्ष महोदय : आप प्रश्न का पढ़िए, अच्छी तरह से फिर वाद में चांस दूंगा।

SHRI S. M. BANERJEE: Whether it is a fact that in the case of complaints received from the Members

of Parliament—whether right, wrong or frivolous—immediate action is taken without giving an opportunity to the railway employee to explain? If so, why is this extra-ordinary procedure being followed?

**SHRI MOHD. SHAFI QURESHI:** There is no separate procedure for Members of Parliament so far as complaints are concerned. But the presumption is that an Hon. Member of Parliament will lodge a correct complaint.

**SHRI S. M. BANERJEE:** I have got several complaints where the complaints have been found frivolous and the railway employees have been punished unnecessarily. Why the railway employees should not be given the same opportunity as other people?

**MR. SPEAKER:** He has already replied.

**SHRI KARTIK ORAON:** I would like to know from the Government whether they are aware of a complaint made by me and my hon. friend Shri P. K. Ghosh against a ticket collector?

**MR. SPEAKER:** If you want to ask your own question then send a separate notice. Here it is a question of procedure.

**SHRI MOHD. SHAFI QURESHI:** The complaints which are received by the railways are of two kinds. In the complaints where the complainant wants to cross-examine the witness or the accused person wants to cross-examine the complainant, an ample opportunity is given to the railway employees under the procedure.

**SHRI S. M. BANERJEE:** No, Sir. It is not correct.

**SHRI KARTIK ORAON:** This is a very serious matter. We lodged the complaint one year back but we have not heard anything about it so far.

**SHRI MOHD. SHAFI QURESHI:** I will look into that.

**श्री मोहम्मद खुदा ब.श :** सालाना कितने मसले आपके सामने आते हैं और उनकी जांच करने के बाद कितने सब्सटैंशिएट होते हैं ? सब्सटैंशिएट होने के कायदे क्या हैं ?

**अध्यक्ष महोदय :** यह सवाल प्रोसीजर के बारे में है । अगर आपने फीगर्स लेनी हैं तो नोटिस दीजिए ।

**SHRI DINEN BHATTACHARYYA:** May I know whether it is a fact that in the big stations and especially the suburban sections, the complaint of the public is regarding the late running of trains, and if so, in those cases, what procedure is adopted, and how the inquiry is made and on whom the fault is pin-pointed?

**SHRI MOHD. SHAFI QURESHI:** When the complaint is of a general nature like the late running of trains or lack of cleanliness at the stations, the person who makes the complaint writes his name, and every effort is made in those particular sections to see that train are speeded up. Of course, overcrowding is there, and we do not deny this fact. But where the complaint is of a particular nature....

**SHRI DINEN BHATTACHARYYA:** Late running is a particular type of complaint. In those cases on whom is the fault pinpointed?

**SHRI MOHD. SHAFI QURESHI:** Action is taken on the complaint.

**Threat to Howrah-Farakka Railway Line due to Erosion caused by the Padma**

\*208. **SHRI JYOTIRMOY BOSU:** Will the Minister of RAILWAYS be pleased to state:

(a) whether erosion, caused by the Padma in Jangipur sub-division of

Murshidabad District, West Bengal, is on the point of threatening Howrah-Farakka Railway line; and

(b) if so, what steps are being taken to save this line?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) No, Sir.

(b) Does not arise.

SHRI JYOTIRMOY BOSU: The sub-divisional officer, Jangipur had given an official note, mentioning the National Highway No. 34, the Howrah-Farakka railway line, the feeder canal at Ballarpur and at Farakka Thana and the towns of Dhuliyan and Aurangabad as being threatened by erosion. While the highway is only about 200 yards at Hazarpur and at Nainsuk, the railway line is less than 500 yards from Sekupura. I would like to know whether it is a fact that the sub-divisional officer has given an official note on the above lines, and if so, what steps Government have taken on this note and what they propose to do in future?

THE MINISTER OF RAILWAYS (SHRI L. N. MISHRA): I am not aware of the report of the sub-divisional officer. This railway line is supposed to have threat at two points: one is from the river Bhagirathi, which is 475 feet from the railway line; the other is from the river Ganga where the river is about 1900 feet from the line.

So far as the first one is concerned, there has been no erosion for the last ten years, and according to the engineers and experts, there is no threat to the railway line there. Similarly, there is no threat of erosion from the river Ganga also. But precautionary measures have been taken, and boulders in sufficient quantities are there, and the workers are there, and if there is any threat to the railway line, precautionary steps will be taken.

SHRI JYOTIRMOY BOSU: If you would be kind enough to permit Dr. K. L. Rao to tell us the position in regard to this, because this purely concerns....

MR. SPEAKER: Then, let him address his question to Dr. K. L. Rao and not to the Railway Minister.

SHRI JYOTIRMOY BOSU: Now that I have been advised, I shall do so in the future. But since Dr. K. L. Rao is present here, I want....

MR. SPEAKER: I am not allowing him. This question is addressed to the Railway Minister. I am not allowing any question to be addressed to the Irrigation and Power Minister now.

SHRI JYOTIRMOY BOSU: Then, I shall ask the Railway Minister. May I know whether it is a fact that the West Bengal Government was asked to give a project report giving the estimated cost for stoppage of erosion and they have failed to give the project cost so far and if so, the steps proposed to be taken by Government to expedite the same?

SHRI L. N. MISHRA: I would require notice of that question. Speaking from the railway point of view, there is no danger to this line, and as stated, if there is any danger, sufficient precautionary steps have been taken and will be taken. I am not aware of what he has stated in regard to the West Bengal Government.

SHRI JYOTIRMOY BOSU: Let him make himself a little more knowledgeable.

MR. SPEAKER: Let him not make such observations, because the hon. Minister is giving a definite reply.

DR. RANEN SEN: In spite of the denial of the hon. Minister, may I know whether he is aware of the fact that in the West Bengal Legislative Assembly, the Minister concerned, Mr.

Khan Chaudhuri himself made a statement that there had been severe erosion threatening the railway line as well as the national highway, and if so, whether the hon. Minister of Railways has taken it seriously and has contacted the West Bengal Government to know the actual facts?

SHRI L. N. MISHRA: The concerned agencies have been contacted and in fact, I got the note this morning, and I find that there is no threat from the Bhagirathi and the Ganga at the moment, and if there is,...

MR. SPEAKER: His question was very specific, namely that the Minister concerned had made a statement in the State Legislative Assembly.

SHRI L. N. MISHRA: I am not aware of that statement. But our own people went there, and we have got the report of the railway engineers.

#### **Accident in BDR Railway (Under South Eastern Railway)**

\*211. SHRI DINEN BHATTACHARYA: Will the Minister of RAILWAYS be pleased to state:

(a) whether there was an accident in B.D.R. Railway (under South Eastern Railway) on the 23rd December, 1972;

(b) the total number of deaths as a result of the accident; and

(c) whether any enquiry was ordered in the matter and if so, the findings thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Yes, Sir.

(b) Two.

(c) This accident has been inquired into by the Additional Commissioner of Railway Safety, South Eastern Circle, Calcutta. According

to his provisional finding the derailment was due to the failure of railway staff and it appears that defects in the track and the rolling stock also contributed to the accident.

SHRI DINEN BHATTACHARYA: The Minister has given the reply—I do not know who has briefed him—in a very stereotype manner. A memorandum has already been submitted by the South-Eastern Railwaymen's Union, Bankura branch, to the Additional Commissioner of Railway Safety and there the employees themselves have stated that the very engine which was involved in this accident was a condemned engine, and in spite of that that same engine was again running in that line and due to that the accident took place. What is the Minister's reply to this?

SHRI MOHD. SHAFI QURESHI: The finding of the Additional Commissioner of Railway Safety is:

"Having taken all the evidence and the conditions at site into consideration so far, I have come to the conclusion that the derailment of 5 Up Mixed train between Brindabanpur and Srirampur Halt stations of Bankura-Rainagar NG section of Adra Division at km. 28/8-9 on 23rd December 1972 took place as a result of the train having been run at an excessive speed. It appears that the defects in the track and the rolling stock have also contributed".

So it was not only that the track and the rolling stock were defective, but the main thing was that *prima facie* the driver did not observe the speed regulations, and speeded up the train as a result of which the derailment took place.

SHRI DINEN BHATTACHARYA: Was it a condemned engine?

SHRI MOHD. SHAFI QURESHI: That was not a condemned engine.

**SHRI DINEN BHATTACHARYYA:** Is this line a narrow gauge line and has Government any plan to convert it into a BG line and extend it up to Rarkeshwar on the Eastern Railway?

**SHRI MOHD. SHAFI QURESHI:** This is a narrow gauge line. There is no proposal either to convert it to BG or to extend it further.

**SHRI KRISHNA CHANDRA HALDER:** Is the Minister aware that the railway track was not maintained properly and that it is an old one and that not only was the engine used in this case a condemned engine but the age of the track and inadequate maintenance of it was also responsible for this? I want to know from the hon. Minister whether he is aware or not, that the railway authorities are maintaining the railway track properly.

**SHRI MOHD. SHAFI QURESHI:** I have stated in my reply that the rolling stock and the track were not in good condition. Now, we are replacing the sleepers and also improving the track.

**SHRI A. P. SHARMA:** The hon. Minister has said that according to the observation of the enquiry officer the driver exceeded the speed limit. May I know whether any speed limit was imposed in that section and what was the extent to which that speed limit was exceeded? (*Interruption*) I am asking a definite question whether there was a speed limit imposed and, if it was so, what was the speed limit and to what extent it was exceeded.

**SHRI MOHD. SHAFI QURESHI:** The fact that he has exceeded the speed limit indicates that there was a limit on the speed.

**SHRI A. P. SHARMA:** What was the speed? (*Interruption*)

**MR. SPEAKER:** Order please. Dr. Ranen Sen.

**SHRI A. P. SHARMA:** Sir, I have asked him a specific question. What was the speed limit imposed? By how much did he exceed?

**MR. SPEAKER:** He has no idea. Next question.

### **Idle Capacity in Burmah Shell Refinery at Trombay**

**\*212. DR. RANEN SEN:** Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether the attention of the Government has been drawn to the news item appearing in 'Hindustan Times' dated the 6th February, 1973 under the heading "Country's largest refinery has much idle capacity"; and

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

**THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI D. K. BOROOAH):** (a) and (b). Burmah-Shell has claimed that it has an unutilised capacity of around 1.75 million tonnes per annum. Burmah Shell Refinery is already operating at around 3.75 million tonnes per annum against its licenced capacity of 2.00 million tonnes per annum. The question of utilising additional capacity claimed to be available at the refinery will be considered by the Government at the appropriate time when demand for products in the economic supply area of the Bombay Refineries will justify such utilisation.

**DR. RANEN SEN:** This attitude of the foreign oil companies and the refineries is well known to us. In view of the attitude they have taken, in regard to the supply of crude, may I know whether it is a fact that this Burmah-Shell refinery has got a total capacity of 5.25 million tonnes for the production of petroleum products but they do not generally produce more than 3.6 million tonnes, that their marketing division is also sabotaging

and that they are marketing only 19 per cent of the total Indian consumption though they are asked to do more and, if so, may I know what steps the Government propose to take in this regard to check these vagaries of the foreign oil refinery?

**SHRI D. K. BOROOAH:** If the hon. Member suggests that they should be allowed to produce more than what they are producing, that can be considered only when we are satisfied that the economic supply area near Bombay justifies this. They are now producing 3.75 million tonnes. Although they have asked for expansion we have not permitted it. Formerly, their licensing capacity was two million tonnes, but in January, 1963, they were permitted to expand in view of the national emergency existing at that time. So far as marketing is concerned, they do according to the plan which is fairly well known.

**DR. RANEN SEN:** About marketing, he said it is fairly well known; fairly well known to whom, and what is that? Probably it is fairly well known to the Minister. Anyway, my second question is this. Is it also a fact that even today these foreign oil refineries are not prepared to take crude from outside their own procurement zone and that is why this conflict between the attitude of the Government of India and that of the oil companies persists and, if so, has the Government made it clear to them that since they are not getting more prices for their crude they have to take the crude, whatever is brought by the Government of India, from outside?

**SHRI D. K. BOROOAH:** Yes, Sir, they have always taken crude from their own agents. Now they have asked for a higher price, but we have not agreed to it. In fact, negotiations are going on. The point of utilisation of crude, from whatever source it may come to this country, is also being discussed with them.

**SHRI B. V. NAIK:** Even though on ideological grounds it can be considered as private or public sector and on national chauvinistic grounds it could be considered on the basis of indigenous and foreign concerns, and as long as they are within the territory of India at the appropriate time, they are subject to nationalisation, will the hon. Minister tell us that this question of idle unutilised capacity will be seen in the context of the shortage of petroleum and petroleum products as well as kerosene in this country and full utilisation of capacity will be ensured at least in the coming years?

**SHRI D. K. BOROOAH:** Certainly it is difficult to avoid ideological grounds. We want the oil refineries to be in the public sector. Regarding the utilisation of the installed capacity of this particular refinery in Bombay we have to take into account the necessity, the capacity and the requirement and the transportation problem of that supply area. We have found there are other areas where the demand for petroleum products is higher and therefore, refineries have to be located there. In the overall economic consideration, it is considered to be more suitable to have refineries in those areas where there is greater demand for these products as in the north-western part of India. Therefore, it does not sort of act as a curtailment of production to which the hon. member referred.

**SHRI S. N. MISHRA:** Why has expansion been refused to this refinery?

**SHRI D. K. BOROOAH:** I have already said that we are not satisfied that the requirement of the supply area of this refinery justifies its expansion.

**SHRI C. K. CHANDRAPPA:** In view of the answer given by the minister and the many difficulties he has pointed out relation to the foreign oil companies demands, why does not the Government decide to nationalise

the foreign oil refineries? What stands in the way of nationalisation?

SHRI D. K. BOROOAH: Discussions are going on with the Esso about this problem, whether we should buy it outright or acquire substantial shares.

SHRI C. K. CHANDRAPPA: I asked about nationalisation, not buying.

MR. SPEAKER: Don't go too far in these matters of policy.

### आन्दोलनों के दौरान रेलवे सम्पत्ति की रक्षा

\*214. श्री ईश्वर चौधरी :

श्री सतपाल कपूर :

क्या रेल मंत्री यह बताने की कृपा करेंगे कि विभिन्न राज्यों में आन्दोलनों के दौरान रेलवे सम्पत्ति को नष्ट होने से बचाने के लिये सरकार द्वारा क्या कार्यवाही की गई है, अथवा की जा रही है ?

रेल मंत्रालय में उप-मंत्री ( श्री मुहम्मद शाफी कुरेशी ) : एक विवरण सभा-पटल पर रख दिया गया है ।

### विवरण

1. रेलों की सुरक्षा शाखा राज्य पुलिस की कार्यकारी और आमूचना शाखाओं के साथ निकट सम्पर्क रखती है और वे रेल चालन तथा महत्वपूर्ण संस्थापनों की सुरक्षा को दुष्प्रभावित करने वाले मामलों के बारे में सूचना का आदान-प्रदान करते हैं ।

2. जब गड़बड़ी की आशंका होती है तो यथास्थिति राज्य पुलिस या रेलवे सुरक्षा दल द्वारा भेद्य स्थलों की रक्षा और भेद्य खण्डों में रेल पथ पर गश्त लगाने का काम प्रारम्भ किया जाता है ।

3. जिन क्षेत्रों में अशान्ति पैदा होने की संभावना होती है उन के रेलवे स्टेशनों पर सुरक्षा व्यवस्था को सुदृढ़ करने के अलावा,

प्रभावित खण्डों पर गाड़ियों की मार्गरक्षा के लिए सरकारी रेलवे पुलिस और रेलवे सुरक्षा दल द्वारा कार्रवाई की जाती है ।

4. ज़रूरत होने पर, रेलवे स्टेशनों के निकट और शैक्षणिक संस्थाओं के आस-पास के रेल पथ पर स्थानीय पुलिस गश्त की व्यवस्था करती है ।

5. रेल सम्पत्ति जैसी राष्ट्रीय परिसम्पत्तियों के विनाश के घातक प्रभावों पर जनता का ध्यान आकर्षित करने के लिए कदम उठाये गये हैं । इस सम्बन्ध में, रेलवे बोर्ड और क्षेत्रीय रेलों द्वारा प्रेस विज्ञप्तियों विशेष/लेखा विवरणिकाएं जारी की जाती हैं । अधिकारियों और अन्य व्यक्तियों द्वारा रेडियो वातांश भी प्रसारित की जाती हैं ।

6. यह विषय राष्ट्रीय रेल उपयोगकर्ता परामर्श परिषद् की बैठकों में भी उठाया जाता है और इस सम्बन्ध में उन से सहयोग मांगा जाता है ।

7. रेल सम्पत्ति के विनाश के लिए दण्ड व्यवस्था को और अधिक निवारक बनाने के उद्देश्य से भारतीय रेल अधिनियम, 1890 में संशोधन करने का प्रस्ताव है ।

श्री ईश्वर चौधरी : स्टेटमेंट में कहा गया है कि

“जब गड़बड़ी की आशंका होती है तो, यथास्थिति, राज्य पुलिस या रेलवे सुरक्षा दल द्वारा भेद्य स्थलों की रक्षा करने और भेद्य खण्डों में रेल पथ पर गश्त लगाने का काम प्रारम्भ किया जाता है ।”

दूसरे यह कहा गया है कि

“जिन क्षेत्रों में अशान्ति पैदा होने की संभावना होती है, उन के रेलवे स्टेशनों पर सुरक्षा व्यवस्था को सुदृढ़ करने के अलावा, प्रभावित खण्डों पर गाड़ियों की मार्गरक्षा के लिए सरकारी रेलवे

पुलिस और रेलवे सुरक्षा दल द्वारा कार्रवाई की जाती । ”

जैसा स्टैटमेंट में है अगर वह सारी व्यवस्थायें होतीं तो जो घटना घटी वह न होती । इस से साबित होता है कि सारी चीजों पर अमल नहीं किया जा रहा है स्टैटमेंट के अन्त में कहा गया है कि :

“रेल सम्पत्ति के विनाश के लिये दण्ड को और अधिक निवारक बनाने के उद्देश्य से भारतीय रेल अधिनियम, 1890 में संशोधन करने का प्रस्ताव है । ”

मैं जानना चाहता हूँ कि इस प्रस्ताव की मुख्य बातें क्या हैं और दण्ड व्यवस्थाओं में सजा और जुर्माना क्या होगा तथा यह संशोधन कब होगा ?

श्री मुहम्मद शफी कुरेशी : जैसा जबाब में पहले ही जाहिर है, इस मामले में गौर हो रहा है और सब चीजों को जायजा लेने के बाद ही मैं बतला सकूंगा कि किस किस्म की तरसीम होनी चाहिये ।

श्री ईश्वर चौधरी : जब दण्ड की व्यवस्था कठिन की जायेगी तो सजा क्या होगी और जुर्माना क्या होगा ?

श्री मुहम्मद शफी कुरेशी : जिन कदर जुर्म की नवैयत ज्यादा होगी उसी कदर सजा भी ज्यादा होगी ।

SHRI NAWAL KISHORE SINHA : It is a very serious question. We read in the newspapers perhaps, the hon. Minister will also tell us the same thing that we lost about Rs. 20 crores to 30 crores worth of railway property during the Andhra agitation. The loss of freight to the Railways must be many times more. There was the RPF with no reputation to lose but it failed to protect and the GRP was collaborating with the agita-

ters. If the attacks are made like this on national properties like that of railways and P&T, it is not enough to inform the State Government and depend on them for protection of national property. Is there any proposal under consideration of the Railway Ministry that under such circumstances the industrial security force and the CRP should be requisitioned forthwith and deployed for protection of railway property in disturbed areas?

THE MINISTER OF RAILWAYS (SHRI L. N. MISHRA): We are planning or thinking that the railways should have their own protection force. We are convening a conference of the Chief Ministers of the States concerned. The proposal is that the railways should have their own force to guard their property.

SHRI VASANT SATHE: In view of the colossal loss that has taken place, why the existing CRP and RPF were not properly deployed by the railways, particularly in the disturbed areas, knowing full well that there will be attack and burning of railway property?

SHRI L. N. MISHRA: If the hon. Member wants the CRP to be stationary, it is very difficult.

श्री हुकम चन्द कछवाय : किसी भी प्रदेश में कोई भी आन्दोलन हो किसी भी मांग को ले कर तो उसका सारा गुस्सा रेलवे पर उतारा जाता है । इसको ध्यान में रखते हुए सरकार ने घोषणा की थी कि जिस प्रदेश में रेलवे को हानि होगी उसका सारा मुआवजा उस राज्य में लिया जाएगा । मैं जानना चाहता हूँ कि इस प्रस्ताव को आप कब तक कार्यान्वित करने वाले हैं । आन्दोलन प्रारम्भ होने के पहले ही जब आपको मालूम है कि सारा गुस्सा रेलवे पर उतारा जाएगा तो आन्दोलन अथवा प्रारम्भ ही क्यों होने देते हैं और पहले ही उस समस्या का हल क्यों नहीं कर देते हैं ।



श्री मुहम्मद शफी कुरेशी : ऐसी कोई बात हमारी कंसिडरेशन में नहीं है । आपके इस सुझाव पर हम गौर करेंगे ।

#### WRITTEN ANSWERS TO QUESTIONS

##### Water Dispute among States

\*201. SHRI R. K. SINHA:

SHRI S. A. MURGANANTHAM:

Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) the names of States amongst which there are water disputes pending at present;

(b) the amount of water not being utilised because of the disputes; and

(c) the steps taken by Government to settle the water disputes?

THE MINISTER OF IRRIGATION AND POWER (DR. K. L. RAO): (a) to (c). A statement is laid on the Table of the House. [Placed in Library. See No. LT-4390/73.]

##### दरियागंज रेलवे स्टेशन (पूर्वोत्तर रेलवे)

##### का विद्युतीकरण

\*202. श्री महादीपक सिंह शाक्य : क्या रेल मंत्री यह बताने की कृपा करेंगे कि

(क) क्या पूर्वोत्तर रेलवे के दरियागंज रेलवे स्टेशन (जिला ऐटा, उत्तर प्रदेश) के विद्युतीकरण सम्बन्धी प्रस्ताव पर उनके मंत्रालय की स्वीकार समिति की दूसरी बैठक में विचार किया गया था और मंत्री महोदय द्वारा उसे स्वीकार कर लिया गया था ;

(ख) क्या अभी तक स्टेशन का विद्युतीकरण नहीं किया गया है ; और

(ग) यदि हां, तो इस कार्य के कब तक पूरा हो जाने की संभावना है ?

रेल मंत्रालय में उपमन्त्री श्री मुहम्मद शफी कुरेशी) (क) जी हां ।

(ख) जी हां ।

(ग) 1973-74 में काम पूरा हो जाने की आशा है ।

##### Bihar Government's Scheme regarding power shortage

\*209. SHRI RAMAVATAR SHASTRI: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether the Government of Bihar have sent any scheme to him for meeting the power shortage;

(b) if so, the main features thereof; and

(c) the reaction of the Central Government thereto?

THE MINISTER OF IRRIGATION AND POWER (DR. K. L. RAO): (a). The Power shortage in Bihar is marginal. The Government of Bihar have not submitted any scheme to meet this shortage.

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

##### Upper Krishna Project as National Project

\*210. SHRI C. K. JAFFER SHARIEF: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether the State Government of Mysore have requested the Central Government to take up the Upper Krishna Project as a national project; and

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

THE MINISTER OF IRRIGATION AND POWER (DR. K. L. RAO): (a) Yes, Sir.

(b) The overall question of financing those irrigation projects in the various States, accelerated construction of which can help to create significant additional irrigation potential

in the near future is being looked into by the Planning Commission.

### Slow Speed of Passenger Trains on Trunk Routes

\*213. SHRI RAJDEO SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware of the slow speed of the passenger trains even on the Trunk Routes; and

(b) the average time taken in reaching a distance of 150 K.M. by the passenger trains on the Trunk Routes;

(c) the steps proposed to be taken to increase the speed of these trains?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) to (c). Sir, a sample analysis of running time of certain trunk route passenger trains has revealed that the Passenger trains on the Broad Gauge trunk routes cover a distance of 150 Kms. approximately in 5 hrs. and 45 Mts. and on the Metre Gauge in 6½ hours. The average speed of Passenger trains is necessarily low as compared to that of Mail/Express trains primarily due to their all-stopping character. However, at the time of revision of each Time Table, schedules of Passenger trains including those on the trunk routes are reviewed and they are speeded up to the extent feasible.

### Appeal for Construction of Double Line in Sealdah-Bangaon Section (Eastern Railway)

\*215. SHRI PRIYA RANJAN DAS MUNSI: Will the Minister of RAILWAYS be pleased to state:

(a) whether any request has been received by the Railway Administration to make a provision for double line on the Sealdah-Bangaon section

of Eastern Railway for the convenience of passengers;

(b) if not, whether the Ministry is aware of the problem already; and

(c) the decision taken by the Ministry in the matter?

THE MINISTER OF RAILWAYS (SHRI L. N. MISHRA): (a) to (c). Representations have been received for doubling of the Sealdah Bangaon section. Sealdah to Dum Dum is already a quadruple line section. A techno-economic survey for doubling the portion between Dum Dum and Barasat (15.2 km) has been carried out and the survey report is under consideration.

### Allegedly Bad Management at Sindri

\*216. SHRI CHANDRA SHAILANI: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether Government's attention has been drawn to the news item appearing in the 'Economic Times' dated the 5th January, 1973 under the caption "Bad Management is Sindri's Woe";

(b) whether Government have conducted any enquiry into the allegations made therein; and

(c) if so, the main findings?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI D. K. BOROOAH): (a) Yes, Sir.

(b) and (c). The matters raised in the news item are under examination in consultation with the Fertilizer Corporation of India.

लोक सभा और विधान सभाओं के लिए निर्वाचनों में अनुपाती प्रतिनिधित्व की प्रक्रिया अपनाता

\*217. श्री शिव कुमार शास्त्री : क्या विधि, मंत्रालय, और कौन सी कार्य मंत्री यह बताने की कृपा करेंगे कि

(क) क्या निर्वाचन आयोग ने विपक्षी दलों की इस मांग को ठुकरा दिया है कि लोक सभा और राज्य विधान सभाओं के चुनावों में अनुपाती प्रतिनिधित्व की व्यवस्था लागू की जाये;

(ख) क्या सरकार ने पूरे मामले की जांच की है; और

(ग) यदि हां, तो इस पर सरकार की क्या प्रतिक्रिया है ?

विधि, न्याय और कम्पनी कार्य मंत्रालय में राज्य मंत्री (श्री नोतिराज सिंह चौधरी) : (क) निर्वाचन आयोग ने, भारत में 1971-72 के दौरान पांचवें साधारण निर्वाचन के संबंध में अपनी रिपोर्ट में यह विचार प्रगट किया है कि "सूची-प्रणाली या अनुपाती प्रतिनिधित्व की कोई और प्रणाली लोक सभा और राज्य विधान सभाओं के निर्वाचनों के लिए भारत के लिए उपयुक्त निर्वाचन प्रणाली नहीं होगी।" यह रिपोर्ट 27 फरवरी, 1973 को मदन के समक्ष रखी गई थी।

(ख) और (ग). सरकार का विचार अनुपाती प्रतिनिधित्व लागू करने के लिए निर्वाचन प्रणाली को परिवर्तित करने का नहीं है।

#### Production of Lubricating Oils

\*218. SHRI S. N. MISRA: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) the names of the Public Undertakings producing lubricating oils in India;

(b) whether the production is sufficient; and

(c) if not, from which country it is obtained and on what basis?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI D. K. BOROOAH): (a) Barauni Refinery of the Indian Oil Corporation, and Madras Refineries Ltd.

(b) No, Sir.

(c) Deficit in lubricating oils during 1972 was met by imports from USA, UK, Rumania, Singapore, Thailand, France, Curacao and Taiwan, on competitive tendering basis and in terms of Trade Plan agreements. In the case of proprietary brands, purchases are made from the concerned company.

#### Cases of Thefts on Western Railway

\*219. SHRI NAWAL KISHORE SHARMA: Will the Minister of RAILWAYS be pleased to state:

(a) the total number of thefts committed on the Western Railway in the State of Rajasthan with particular reference to Jaipur Division during the last three years;

(b) the total loss suffered by the passengers and the Railway; and

(c) the number of cases in which the stolen goods have been recovered?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) to (c). A statement is laid on the Table of the House. [Placed in Library. See. No. LT-4391/73.]

#### Construction of Over-Bridge at Safdarjang Airport

\*220. SHRI SHASHI BHUSHAN: SHRI M. RAM GOPAL REDDY:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the construction of the Safdarjang over-bridge is likely to be completed within the stipulated period;

(b) if not, the reasons for delay; and

(c) the number of times the estimates were revised and the present estimates thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI:) (a) and (b). The Railway's portion of the work on bridge proper was planned to be completed by 30th June 1973. Delay by about a month is anticipated because the work had to be stopped last month due to non-receipt of information from the New Delhi Municipal Committee regarding the final road level to be adopted. This information has since been received and work is now in progress.

It is understood that the work on the road approaches being executed by the New Delhi Municipal Committee is likely to be completed by November, 1973.

(c) The Railway's estimate for the bridge proper amounting to Rs. 11.67 lakhs has not so far been revised.

**CBI investigations into transactions of O. & N.G.C.**

2001. SHRI BISHWANATH JHUNJHUNWALA: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) the total number of case that the CBI has investigated involving transactions of the O. & N.G.C. during the last three years;

(b) the number of reports submitted, their reports have been received years and the number pending; and

(c) the nature of action taken in each case?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI DALBIR SINGH): (a) 50.

(b) and (c). Out of these 50 cases taken up for investigation by the CBI, their reports have been received

in 39 cases and 10 cases are pending investigation. In one case, the suspect died while the enquiry was pending.

Of the 39 cases, in which investigations were finalised by the CBI, one case was closed, 2 have been sent to Court and action to send two other cases to Court is in progress. Out of the remaining 34 cases, departmental action has been taken in 12 cases and in 22 cases departmental action is being taken by O&NGC.

#### Express on Publicity works by Companies

2002. KUMARI KAMLA KUMARI: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state.

(a) whether Government propose to put a ceiling on the expenses on publicity in so far as companies belonging to large industrial houses are concerned; and

(b) if so, the broad outlines thereof?

THE MINISTER OF STATE IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI D. R. CHAVAN): (a) No, Sir.

(b) Does not arise.

#### Payment of compensation to Ministry Share Holders of Sick Mill

2003. SHRI N. K. SANGHI: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether Government have assessed the minority share holdings of the sick mills taken over by Government and if so, the total extent of the holdings; and

(b) whether any scheme has been drawn up for payment of compensation to the minority share-holders, even if the liabilities exceed the

assets due to mismanagement of the mills?

THE MINISTER OF STATE IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI D. R. CHAVAN): (a) and (b). Information is being collected and will be laid on the Table of the House.

#### **Tenders of Naphtha**

#### **Tenders of Naphtha**

2004. SHRI G. Y. KRISHNAN: Will the Minister of PETROLEUM AND CHEMICALS be pleased to refer to the reply given to Unstarred Question No. 221 on the 14th November, 1972 regarding legal action against foreign tenderers of Naphtha and state:

(a) whether the Indian Oil Corporation has instituted any legal action against the foreign tenderers who failed to supply the contracted 1.5 lakh tonnes of naphtha; and

(b) if so, the present position of the case?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI DALBIR SINGH): (a) and (b). The Indian Oil Corporation has referred the matter to their solicitors for legal opinion. Suitable action will be taken by the IOC after considering the advice of the solicitors.

#### **New Railway Lines in Kerala During 1973-74**

2005. SHRI VAYALAR RAVI: Will the Minister of RAILWAYS be pleased to state:

(a) which are the new Railway lines in Kerala for which surveys have been in progress or already completed; and

(b) the new lines Government propose to take up for construction during the Fifth Plan in order of preference?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Railway development is not envisaged on state-wise or region-wise concepts. However, the following projects which fall partly or wholly in Kerala State were surveyed:

- (i) Tellicherry-Mysore—237 Kms.
- (ii) Kayamkulam-Ernakulam—97 Kms.
- (iii) Trivandrum-Cape Comorin—100 Kms.
- (iv) Kuttipuram-Ernakulam via Guruvayur and Granganore—128 Kms.
- (v) Trichur-Kollengod—68.04 Kms
- (vi) Chalakudi-Valparai—71.49

Out of these, work on construction of line Trivandrum-Cape Comorin has commenced and is in progress.

(b) Proposals for the Fifth Five Year Plan have not yet been finalised.

#### **Number of Employees in Fertilizers and Chemicals Limited, Travancore**

2006. SHRI VAYALAR RAVI: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) the total number of employees in the Fertilizers and Chemicals Limited, Travancore in Kerala and their category-wise break up together with the respective scales of pay; and

(b) the total amount of wage bill of the Company per year and how it compares with the total value of production?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI DALBIR SINGH): (a) and (b). A Statement is laid on the Table of the House. [Placed in Library. See No. LT-4392/73.]

मध्य प्रदेश में अतिरिक्त एककों की स्थापना

2007. श्री हुकम चन्द कछवाय  
श्री आर० बी० बडे :

क्या सिंचाई और विद्युत् मंत्री यह बताने की कृपा करेंगे कि

(क) क्या मध्य प्रदेश में विद्युत् की बढ़ती हुई मांग की पूर्ति के लिए मध्य प्रदेश बोर्ड का विचार 120 मेगावाट एवं 200 मेगावाट के अतिरिक्त एकक स्थापित करने का है और उसने केन्द्रीय सरकार से प्राथमिकता देने का अनुरोध किया है; और

(ख) क्या केन्द्रीय सरकार का विचार इन एककों को स्थापित करने के लिए प्राथमिकता देने का है ?

सिंचाई, और विद्युत मंत्रालय में उपमंत्री (श्री बालगोविन्द वर्मा) : (क) जी, हां ।

(ख) मध्य प्रदेश राज्य विजली बोर्ड द्वारा पहले से आदेश दिए गए 13वें सेट के स्थान पर कोरवा तापविद्युत् केन्द्र विस्तार के लिए हैवी इलैक्ट्रिकल्स इंडिया लिमिटेड से 120 मेगावाट के सातवें यूनिट को अलाट किया गया है जिसकी डिलिवरी सितम्बर, 1974-फरवरी, 1975 में होनी है ।

उत्तरपूर्व सीमान्त रेलवे में अपराधों की घटनाएं

2008. श्री हुकम चन्द कछवाय :  
क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(1) गत पांच मास में उत्तरपूर्व सीमान्त रेलवे में चलती गाड़ियों में

अपराधों की कितनी घटनाएं रजिस्टर की गईं;

(ख) इनमें से हत्या की कितनी घटनाएं हुईं; और

(ग) बढ़ते हुए अपराधों को रोकने के लिए सरकार क्या कदम उठाने जा रही है ?

रेल मंत्रालय में उपमंत्री (श्री मुहम्मद शफी कुरेशी) : (क) 157

(ख) कोई नहीं ।

(ग) हाल में, पूर्वी राज्यों अर्थात् असम, बिहार, उड़ीसा, उत्तर प्रदेश और पश्चिम बंगाल में गाड़ियों और रेलवे परिसरों में ऐसे अपराध की घटनाओं में हो रही वृद्धि से चिन्तित होकर इस सम्बन्ध में विचार-विमर्श एवं उपचारात्मक कार्रवाई करने के लिए मंत्री ने इसी महीने, इन राज्यों के गृह मंत्रियों और पुलिस के महानिरीक्षकों की एक बैठक बुलायी है ।

पूर्वोत्तर रेलवे द्वारा ढोया गया माल

2009. श्री हुकम चन्द कछवाय :  
क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या गत पांच महीनों में उत्तर पूर्वी रेलवे द्वारा कितना माल ढोया गया; और

(ख) इस से कितना राजस्व अर्जित हुआ?

रेल मंत्रालय में उपमंत्री (श्री मुहम्मद शफी कुरेशी) : (क) अगस्त, 72 से दिसम्बर, 73 तक पूर्वोत्तर रेलवे द्वारा 42.4 लाख मीट्रिक टन राजस्व उपार्जक माल यातायात ढोया गया ।

(ख) उससे 9.34 करोड़ रुपये की आमदनी हुई ।

### **Plans for Co-ordination of State Electricity Board**

2010. SHRI N. K. SANGHI: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether during the discussions at the annual session of the Institution of Engineers held in Bombay in January, 1973, it was contended that the provisions of the Electricity Act, 1970 and the Electricity Supply Act, 1948 were inadequate to enforce financial or commercial discipline on the business of electricity;

(b) whether it was also suggested there that the Centre should set up a central directing machinery to lay down guidelines for short-term and long-term plans and to co-ordinate the working of the various State Electricity Boards; and

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

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA): (a) and (b). The Institution of Engineers of (India) Bombay Branch has informed that the points relating to the necessity for amending the provisions of the Indian Electricity Act, 1910 (there is no electricity Act of 1970) and the Electricity (Supply) Act, 1948 as well as the necessity for co-ordinating the working of the various State Electricity Boards were suggested in a lecture during the annual session of the Institution.

(c) In order to meet the growing demand for power, the installed generating capacity is likely to be increased from about 20 millions KW at the end of the Fourth Plan to about 40 million KW at the end of the Fifth Plan. In the context of such large development programme and the need for providing economic power supply through large power stations and integrated operation of power systems the question of restructuring the electricity supply industry is under study.

### **Absorption of Retrenched Employees of S. and T. Department (South Eastern Railway)**

2011. DR. SARADISH ROY: Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 3989 on the 12th December, 1972 regarding absorption of retrenched employees of S and T Department (South Eastern Railway) and state:

(a) whether seniority of service was considered for re-employment of 47 employees and if not, the reasons therefor;

(b) how many more of the retrenched employees have been re-employed so far; and

(c) by what time all the retrenched employees are expected to be re-employed?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESH): (a) Yes, except in one case, where the senior construction labourer was not re-appointed as meanwhile police had registered a criminal case against him.

(b) 30.

(c) There are no immediate prospects for their re-engagement.

### **Derailment of Two Trains by Agitators in Andhra Pradesh**

2012. SHRI ARVIND M. PATEL: Will the Minister of RAILWAYS be pleased to state:

(a) whether two trains, one Katpati-Pakala Passenger and another a goods train, were derailed by Andhra Agitators on 4th and 6th February, 1973;

(b) if so, the number of persons killed and injured;

(c) the amount of compensation paid to them; and

(d) the action taken by Government against the persons found responsible?

**THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI):** (a) Presumably the reference is to the derailment of train No. 122 Down Tiruchirappalli-Renigunta Fast Passenger between Bommasamudram and Ramapuram stations on Katpadi-Renigunta section of the Southern Railway on 5th February 1973 and the derailment of No. 2521 Up Diesel goods between Guntakal and Bantanhal stations on the South Central Railway on 6th February 1973. Both these accidents are suspected to have been caused by unauthorised interference with the permanent way by some unknown persons.

(b) While in the first accident no one was killed but 15 persons were injured, there were no casualties in the second accident.

(c) No compensation has been paid so far.

(d) Since no staff has been held responsible for these accidents, the question of taking action against any railway staff does not arise.

#### **Commissioning of Aluminium Smelter Plant at Korba and Supply of Power Therefor**

2013. SHRI R. V. BADE: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether with the expected commissioning of the Smelter Plant of the Korba Public Sector Aluminium Plant by early 1975, there will be a large deficit of power in Madhya Pradesh;

(b) whether to meet the load of the Aluminium Plant in particular, the Madhya Pradesh Government has proposed extension of Kerala Thermal Station and that the State Government requested the Government of

India for giving priority for the delivery of 1 × 120 MW unit of erection at Korba; and

(c) if so, whether the promised priority for the 4th Unit from HEL, Bhopal has since been conformed?

**THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA):** (a) The estimated power deficit in Madhya Pradesh in early 1975 is of the order of 92 MW, taking into account the requirements of the Aluminium Plant.

(b) and (c). The Korba Thermal Power Station is being extended. The State Government had requested for priority allotment of one set of 120 MW. The 67th 120 MW. unit from HEL, Bhopal expected to be delivered in September, 1974—March, 1975, has been allotted to the Station. The requirements are being further reviewed in the light of progress of other related works.

#### **Promotion/Reversion/ Transfer of personnel in Ratlam Division**

2014. DR. LAXMINARAIN PANDEYA: Will the Minister of RAILWAYS be pleased to state:

(a) whether promotions, reversions or transfers of personnel in Ratlam Division are decided by Bombay Division as per orders of CCS (E) CCG letter No. E 839/4/15/5, dated the 12th October, 1972 to DS (E) BRC and E.S. (E) BCT/RTM; and

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

**THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI):** (a) and (b). Instructions were issued by the Headquarters' Office, Western Railway, Bombay, vide letter No. E839/4/15/5 dated 13th October, 1972, that any vacancy occurring after 13th October, 1972 in Baroda and Ratlam Divisions



should be earmarked for transfer of TTEs had earlier been transferred from Baroda and Ratlam Divisions to Bombay Division and they had questioned for retransfer to the parent Divisions. However, there have been representations against the above instructions and one of the employees has obtained a Court injunction against the orders. The matter is sub-judice at present.

**Delay in completion of Projects due to fault of contractors**

2015. SHRI E. V. VIKHE PATIL: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) the names of various power projects which were scheduled to be completed during the Fourth Plan period but are likely to be delayed beyond that period;

(b) to what extent such delay has been caused due to the fault of contractors; and

(c) the financial implications of the delay in completion of these projects?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA): (a) As per the statement laid on the Table of the House. [Place in Library. See No. LT-4393/73].

(b) and (c). The delay in the execution of the projects has been mainly due to:—

(i) Delay in the supply of main generating equipment and other accessories by indigenous manufacturers.

(ii) Retardation of civil works on some projects due to shortage of essential materials like steel, cement, gases etc.

(iii) Delay in receipt of replacement parts from abroad.

(iv) Labour unrest and shortage of highly skilled workers.

(v) Inadequacy of funds available for certain projects. It is not possible to assess the financial implications of delays attributable to contractors on account of the above causes.

**Liquidation of Companies owned by Tatas, Birlas and Sahu Jain**

2016. KUMARI KAMLA KUMARI: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether the Tatas, Birlas and Sahu Jain have been announcing liquidation of Companies manipulating the shares by transferring them from one Company to another at arbitrary prices causing loss of Government revenues; and

(b) if so, the steps taken by Government to check them from doing so;

THE MINISTER OF STATE IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI D. R. CHAVAN): (a) and (b). The information is being collected and it will be laid on the Table of the House.

**Rise in Minimum Age for Marriage**

2017. SHRI R. K. SINHA:  
SHRI M. C. DAGA:

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

(a) whether Government have since considered the views obtained from the State Governments and various Ministries over the matter of raising the minimum age for marriage.

(b) if so, the decision of Government in this respect; and

(c) if not, the further time likely to be taken by Government in examining the views and taking a final decision?

THE MINISTER OF STATE IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI NITIRAJ SINGH CHAUDHURY)

(a) Yes, Sir.

(b) and (c). The proposals for raising the minimum age for marriage are being finalised

Getting up of Fertilizer Tattary at Mirzapur (Uttar Pradesh) and Palamau (Bihar)

2018. KUMARI KAMLA KUMARI WiU the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether the Ministry proposed to start fertilizer factories in Mirzapur District of Uttar Pradesh and Palamau District of Bihar to supply fertilizer to the farmers of the Districts;

(b) if so, the main features thereof; and - 'lj

(c) if not, the Steps to be taken to fulfil the demand of farmers in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI DALBIR SINGH): (a) to (c). Studies are presently under way in regard to possible locations where additional fertilizer capacity would be created during the Fifth Five Year Plan. The studies would also cover suitable sites in Uttar Pradesh and Bihar.

Steps taken to reduce the cost of Basic Drugs

2019. SHRI K. BALADHANDA-YUTHAM: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state the steps taken to reduce the cost of basic drugs manufactured in the country?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND

CHEMICALS (SHRI DALBIR SINGH); Reduction in cost of production of basic drugs can be secured by fuller utilisation of installed capacities, by research and development to reduce process costs and by adoption of the most advantageous technology available to Us in new projects. The Government are implementing measures to aUow fuller utilisation of capacities wherever considered feasible. Licensing applications involving foreign technologies are scrutinised by technical experts to ensure induction of most suitable technology available to us. Government have also been encouraging production units in the country to take up research and development activities as part of their manufacturing programme.

Seminar on Plastics

2020. SHRI GIRIDHAR GOMANGO; SHRI PRABHUDAS PATEL

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

(a) whether a two-day Seminar on plastics was held in Bombay in 1973; and

(b) if so, the matters discussed and conclusions arrived at the Seminar?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICAL (SHRI DALBIR SINGH): (a) and (b). The All India Plastics Manufacturers' Association organised Seminars on "Plastics in 70's and Plastics End Uses" as part of its Silver Jubilee Celebrations from 1st to 3rd February, 1973 at Bombay. Matters concerning the plastics industry, such as raw material availability, processing machinery, marketing strategies exports and financial assistance to exporting industries etc. were discussed at the Seminars. There was exchange of ideas on several points and suggestions made by the participants.

**Nylon Plant in Mangalore**

2021. SHRI G. Y. KRISHNAN: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether any proposal has been sent by the State of Mysore for Central Government's approval for Rs. 12 crores Nylon Plant to be set up in Mangalore; and

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

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI DALBIR SINGH):

(a) Yes, Sir.

(b) The proposal has been approved by the Government of India, subject to certain conditions.

**Meeting of Chief Ministers of Northern States to Discuss Their Dam**

2022. SHRI P. GANGADEB:  
SHRI B. S. BHAURA:

Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether he convened a meeting of the Chief Ministers of the Northern States on the 25th December, 1972 to discuss the question of Their Dam; and

(b) if so, the subjects discussed and decisions arrived at?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA):

(a) and (b). A meeting of Chief Ministers of the concerned States namely, Jammu & Kashmir, Himachal Pradesh, Punjab, Rajasthan and Haryana was held on the 24th December, 1972. At this meeting, all the inter-State aspects of the Their Dam Project, including the acquisition of land and rehabilitation of persons to be displaced, sharing of cost and benefits amongst the beneficiary States and the agency for execution of the project were discussed.

The important recommendations made were:

(i) the scheme should be taken up by the centre for execution;

(ii) the cost chargeable to irrigation shall be borne by the beneficiary States and the cost allocable to power shall be borne by the Centre;

(iii) for the execution and administration of the project, a Board will be set up by the Central Government in which all the concerned States will be duly represented;

(iv) sharing of power benefits will be further examined and discussed by the Chief Ministers subsequently to arrive at a mutually agreed solution. However, if no agreement is reached, the matter shall be referred to the Prime Minister whose decision will be accepted; and

(v) the burden of rehabilitation shall be shared by all beneficiary States according to the benefits accruing to each. Each displaced family would be allotted 12.5 acres of land for rehabilitation, for which each State will make available land to the extent of its share of burden.

**Delay in Furnishing Information to Monopolies Commission**

2023. SHRI JAGANNATH MISHRA: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether certain companies either refuse or inordinately delay the submission of information proposed by the Monopolies Commission from time to time; and

(b) if so, the action proposed against such defaulting companies?

**THE MINISTER OF STATE IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI D. R. CHAVAN):** (a) In one case the applicant company did not furnish to the Monopolies and Restrictive Trade Practices Commission the requisite information but contended that the information asked for is not relevant and has requested the Commission for a personal hearing.

(b) Report of the Commission is awaited.

**Cases Pending with Monopolies Commission**

**2024. SHRI M. S. SANJEEVI RAO:** Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) the number of cases pending at present with the Monopolies Commission; and

(b) the reasons for delay in processing these cases.

**THE MINISTER OF STATE IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI D. R. CHAVAN):** (a) Eleven proposal under Chapter III of the Act referred to the Monopolies and Restrictive Trade Practices Commission for further inquiries are pending with it at present.

(b) Sub-section (2) of Section 30 of the Monopolies and Restrictive Trade Practices Act lays down a time limit of 90 days for the Commission to make reports except when the Commission for special reasons recorded by it in writing, is of opinion that reports cannot be made by it within the said period of ninety days. Reports on five proposals are not yet due. It appears that in five of the remaining six cases the main reason is that inter-connections are to be established and the necessary information is still being collected by the Commission for examination. Besides, the decision of the Calcutta High Court before whom a writ petition has been moved by one

of the undertakings allegedly inter-connected, is awaited. In one of these five cases, the applicant company did not furnish the requisite information and asked for a personal hearing. In one case, the Commission is still gathering some information from the applicant company and various others including some Government departments.

**Strike Ballot Decision by South Eastern Railwaymen**

**2025. SHRI SAMAR MUKHERJEE:** Will the Minister of RAILWAYS be pleased to state:

(a) whether South Eastern Railwaymen took a decision for a strike ballot on 8th May, 1972;

(b) if so, their demands; and

(c) the steps Government propose to take to meet their demands?

**THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI):** (a) The Working Committee of the South Eastern Railwaymen's Union decided on 9th May, 1972 to conduct a strike ballot on 12th July, 1972.

(b) A statement is attached.

(c) Such issues are generally settled through discussions in the meetings of the Negotiating Machinery and Joint Consultative Machinery at different levels. The demands in question have been dealt with on these lines and such action as is feasible has been initiated.

*Statement*

1. Immediate publication of Pay Commission Report and revision of pay scales on the basis of need based minimum wage.

2. Payment of bonus to Railwaymen.

3. Stoppage of retrenchment of Casual Labour and their absorption in permanent posts.

4. Grant of Project Allowance to Railwaymen working in certain places like Bastar, Ranchi etc.

5. Stoppage of surrender of posts and reversions.

6. Reduction in duty hours of staff.

7. Stoppage of victimisation of Trade Union Workers.

8. Immediate payment of arrears claim of staff.

9. Abolition of Contract System of Labour.

10. Stoppage of atrocities by Police and R.P.F.

11. Employment of sons of Railwaymen.

12. Restoration of all Trade Union rights.

13. Introduction of Social Security Scheme for Railwaymen.

14. Grant of City Allowance to employees working at Kharagpur/Tatanagar etc.

15. Withdrawal of proposal for curtailment of existing travel facilities.

16. Revision of yard-stick of workload of Ministerial Staff and other categories and payment of overtime for additional work

### मध्य प्रदेश को मिट्टी के तेल की सप्लाई

2026. डा० लक्ष्मी नारायण पाण्डेय :

क्या पेट्रोलियम और रसायन मंत्री यह बताने की कृपा करेंगे कि

(क) वर्ष 1971-72 में और 1972-73 के लिए मध्य प्रदेश सरकार ने कितने मिट्टी के तेल की मांग की; और

(ख) सरकार ने कितना तेल सप्लाई किया है ?

पेट्रोलियम और रसायन मंत्रालय में उपमंत्रि (श्री बलवीर सिंह) (क) और

(ख) : सूचना एकत्र की जा रही है और सभा पटल पर रख दी जायेगी।

### Increase in Assets of Monopoly Houses

2027. SHRI D. B. CHANDRA GOWDA: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether assets of Monopoly Houses have increased during the last few years; and

(b) if so, whether Government have enquired into the reasons therefor and if so, the outcome of the enquiry?

THE MINISTER OF STATE IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI D. R. CHAVAN): (a) Yes Sir. The assets of the Monopoly Houses as constituted by ILPIC have generally increased during the last few years.

(b) The increase in assets has been due to a number of reasons namely increases in reserves, borrowings and paid-up capital.

### मैसर्स ग्लोब मोटर्स, दिल्ली

2028. श्री ईश्वर चौधरी : क्या विधि, न्याय और धम्पनी कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या मैसर्स ग्लोब मोटर्स, जिनका कार्यालय झंडे वाला, नई दिल्ली में था तथा जिन्होंने लोगों के काफी पैस जमा कर रखे थे, का कार्यालय अब यहाँ नहीं है तथा हजारों लोग इसी कारण परेशान हैं;

(ख) यदि हाँ, तो सरकार को पता है कि यह कार्यालय अब कहाँ स्थित है; और

(ग) लोगों की जमाराशि समय पर उन्हें मिले, इसके लिए सरकार क्या प्रयत्न कर रही है ?

विधि, न्याय तथा कम्पनी कार्य  
मंत्रालय में राज्य मंत्री (श्री  
डी० आर० चव्हाण) : (क) और

(ख) ग्लोब मोटर्स लिमिटेड ने  
कम्पनी रजिस्ट्रार, नई दिल्ली को, कम्पनी  
अधिनियम की धारा 146 के अन्तर्गत,  
अपने पंजीकृत कार्यालय की स्थिति का,  
26-10-1972 से 1/1 झंडेवालान,  
नई दिल्ली से, 10 रानीबाग, पुरानी रोहतक  
रोड, दिल्ली एवं 30-10-1972 से  
इस पिछले स्थान से, जी-14, एन० डी०  
एस०ई० भाग-2 नई दिल्ली-49 को  
स्थानान्तरित करने का नोटिस दिया।

(ग) कम्पनी ने उच्च न्यायालय  
द्वारा स्वीकृत व्यवस्था की योजनानुसार,  
अपने जनाकर्त्ताओं को जमा राशि के 50  
प्रतिशत के बराबर अदायगी चार किस्तों में  
कर दी है।

#### Loan Outstanding against Anand Bazar Patrika

2030. SHRI JYOTIRMOY BOSU:  
Will the Minister of LAW, JUSTICE  
AND COMPANY AFFAIRS be pleas-  
ed to refer to the reply given to Un-  
starred question No. 1218 on the 4th  
August, 1970 and state:

(a) the amount of loans outstanding  
for payments by M/s. Anand Bazar  
Patrika Private Limited, Calcutta as  
on December 31, 1972;

(b) whether the company has been  
granted any fresh loan between Janu-  
ary 1, 1970 and January 1, 1973 from  
the Bank and if so, the amount there-  
of and how this fresh loan has been  
appropriated;

(c) the names of new companies  
floated by this Company during the  
last 3 years; and

(d) the main line of business of  
each of the new companies and sources  
of finance of the companies floated by  
this company?

THE MINISTER OF STATE IN THE  
MINISTRY OF LAW, JUSTICE AND  
COMPANY AFFAIRS (SHRI D. R.  
CHAVAN): (a) to (d). The informa-  
tion is being collected and will be laid  
on the Table of the House.

#### बिहार में जाली कम्पनियां

2031. श्री रामभावतार शास्त्री :  
क्या विधि न्याय और कम्पनी कार्य मंत्री  
यह बताने की कृपा करेंगे कि :

(क) कम्पनी अधिनियम के अन्तर्गत  
इस समय बिहार में काम करने वाली  
कम्पनियों की कुल संख्या कितनी है;

(ख) क्या सरकार ने कम्पनियों को  
ऋण भी दिया है : यदि हां, तो कितना;  
और

(ग) क्या कुछ कम्पनियां जाली पाई  
गई हैं; और यदि हां, तो उनके नाम क्या  
हैं और इस प्रकार की जालसाजी करने  
वालों के विरुद्ध क्या कार्यवाही की गई  
है तथा म कार ने इस प्रकार की जालसाजी  
को रोकने के लिए क्या कार्यवाही की है ?

#### विधि, न्याय और कम्पनी कार्य मंत्रालय में राज्य मंत्री (श्री डी० आर० चव्हाण)

(क) कम्पनी अधिनियम के अन्तर्गत  
[जी एन हिस्सों द्वारा सीमित, 485 कम्पनियां  
30 सितम्बर, 1973 तक बिहार राज्य में  
कार्यरत थी।

(ख) कम्पनी कार्य विभाग के पास  
सूचना नक्कल उपलब्ध नहीं है।

(ग) कम्पनी कार्य विभाग के पास  
कोई सूचना नहीं है।

### **Purchase of Shares of Shaw Wallace and Company**

2032. SHRI SHYAM SUNDER MOHAPATRA: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether purchase of shares of Shaw Wallace Company has been frozen for three years;

(b) if so, the reasons therefor; and

(c) who owns the maximum of shares of the Company in India?

THE MINISTER OF STATE IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI D. R. CHAVAN): (a) and (b). The Company Law Board has passed an Order under section 250(4) of the Companies Act, 1956 declaring that any transfer of shares held by the following four bodies corporate in M/s. Shaw Wallace and Co. Ltd., Calcutta, shall be void for a period of three years with effect from 18th December, 1972:—

1. R. G. Shaw and Co. Ltd., (2,20,999 equity shares);
2. Shaw Darby and Co. Ltd., (58,666 equity shares);
3. Shaw Scott and C. Ltd., (60,000 equity shares);
4. Thames Rice Milling Co. Ltd., (46,666 equity shares).

The above four bodies corporate against whom the orders have been passed hold together about 39 per cent of the shares of the company. The order has been passed since it was apprehended that there is likely to be a transfer of this block holding which may bring about a change in the Board of Directors which may be prejudicial to the interest of the company.

(c) As per the latest Annual Return filed by the company with the Registrar, the top three Indian shareholders of the company are given below:

(i) Mercantile Bank Agency Private Ltd., Calcutta 66,666 shares.

(ii) Life Insurance Corporation of India—55,200 shares.

(iii) Unit Trust of India—45,821 shares.

### **Purchase of shares of Shaw Wallace and Co.**

2033. SHRI SHYAM SUNDER MOHAPATRA: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether an enquiry has been conducted in regard to the purchase of a large number of shares of Shaw Wallace Company in England by an Indian named Shri Kalyan K. Basu;

(b) if so, the result of the enquiry?

THE MINISTER OF STATE IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI D. R. CHAVAN): (a) and (b). The Enforcement Directorate are conducting certain enquiries in this regard.

It may take some more time to know the results.

### **Material used in construction of Safdarjang over-bridge**

2034. SHRI M. M. JOSEPH: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have made any inquiry in the matter of material used for construction of Safdarjang over-bridge in New Delhi; and

(b) if so, the results thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) The Railway is constructing the bridge proper across the railway line while the approaches on either side are being

constructed by the New Delhi Municipal Committee. There is no complaint for the material used for the Railway's portion of the work. As such, no inquiry has been made.

(b) Does not arise.

**Investigation into Consignments booked underweight from Delhi Station to Howrah by Parcel Staff, Delhi Main Station**

2035. SHRI MAHADEEPAK SINGH SHAKYA: Will the Minister of RAILWAYS be pleased to state:

(a) whether investigations were ordered by Central Intelligence Bureau, Railway Protection Force Branch, Northern Railway for the consignment of fresh peas and carrots booked underweight from Delhi to Howrah by the Parcel staff working at Delhi main station in the year 1972;

(b) whether the investigations have been completed and reports received and examined by the administration; and

(c) if so, the action taken against the defaulters?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Yes.

(b) and (c). Commercial Department of Northern Railway is examining the enquiry reports with a view to take action against the defaulters.

**Inquiry into the Defects of Cochin Division of FACT**

2036. SHRI VAYALAR RAVI: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether there have been major erection defects in the whole erection system of the Cochin Division of FACT which have not been rectified despite the efforts made during the last one and a half years;

3616 L.S.—3.

(b) whether the production has already been delayed by two years resulting in an annual loss of production worth Rs. 25 crores; and

(c) whether Government propose to conduct a thorough enquiry in the present condition of the plant, and if so, the terms of enquiry?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI DALBIR SINGH): (a) and (b). The plant was mechanically completed in July 1971 and during the pre-commissioning trials certain erection defects were noticed in the Reformed Gas Mains. The defects have since been rectified, but the plant could not be commissioned immediately thereafter on account of certain unforeseen problems and mechanical failures mainly in some of the imported equipment. The loss in production on account of this delay in commissioning is estimated at 165,000 tonnes of urea. This is on the basis that a fertilizer plant would operate at 50 per cent of its rated capacity in the first year of its commissioning.

(c) the various problems which have delayed the commissioning of the plant have been carefully identified and appropriate remedial steps have been, or are being, taken in regard to them. No other enquiry is called for at this stage.

**Delay in Goods Traffic due to defective Engines**

2037. SHRI S. M. BANERJEE: Will the Minister of RAILWAYS be pleased to state:

(a) whether a good number of engines, diesel, steam and electric, are not in working order;

(b) whether this is one of the reasons for delay in goods traffic; and



(c) if so, the steps taken by Government to rectify the defects in the engines?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) In the case of steam and diesel locomotives the number of locomotives not in working orders is generally within the permissible allowance for carrying out repairs and preventive maintenance schedules.

The number of electric locomotives not in working order is also within the permissible allowance provided for except when locomotives seriously damaged in accidents have caused setback as on Eastern and South Eastern Railways.

(b) No.

(c) The rectification of defects on engines and execution of repairs is a regular process. This includes those damaged in accidents for which special steps are taken to repair.

### **Curbing corruption in Railways**

2038. SHRI S. M. BANERJEE: Will the Minister of RAILWAYS be pleased to state:

(a) the step being taken to curb corruption in Railways;

(b) whether the trade union have been taken into confidence to help the Government in this regard; and

(c) if not, the reason therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) A statement is attached.

(b) and (c). Any complaints of corruption or malpractice or any suggestion regarding drive against corruption made bona fide by Trade Union, are looked into and appropriate action taken thereon.

### *Statement*

Government are fully seized of the problem of corruption on Indian Railways. During the last two decades two high-powered Committees enquired into the problem of corruption on Railways. The Vigilance Organisation on the Indian Railways in its present form has its origin in the recommendations made by one of the above two Committees viz., the Railway Corruption Enquiry Committee (Kripalani Committee) which enquired into the problem of corruption on Railway during 1953—55. Another Committee known as the Santhanam Committee on prevention of corruption appointed in 1962, studied the problem of corruption in the Central Government including the Railways. On the basis of the recommendations of the Santhanam Committee the Vigilance Organisation on the Indian Railways was considerably reorganised and adequately strengthened on 1964-65.

2. The Vigilance Organisation on the Railways and the Railway Board not only investigates complaints and information received by it against railwayment of corruption and malpractices but also conducts on its own separately as well as in conjunction with the S.P.E., preventive checks into the various aspects of Railways working which are susceptible to corrupt practices. The Vigilance Organisation on the Zonal Railways and in the Railway Board maintains close liaison with the Special Police Establishment. The organisation also follows up disciplinary action instituted on the results of the investigations by the Vigilance and the Special Police Establishment. In cases against gazetted officers, the investigations and subsequent disciplinary proceedings are finalised consultation with the Central Vigilance Commission.

3. About 10,000 preventive checks are conducted by the Organisation in

a year. Apart from having action taken against the staff considered responsible for malpractices and irregularities established during investigations and checks, the Vigilance Organisation also brings to the notice of the departmental authorities loopholes in procedures and lacunae in rules revealed during the investigations and checks, so that the departments may take action to plug loopholes and to eliminate lacunae so as to reduce the scope for malpractices.

4. The tempo of checks will continue to be maintained so as to keep up the effectiveness of Vigilance drive with ultimate objective of rooting out corruption.

#### **Allotment of Seats Instead of Sleepers to Passengers whose Sleeping Accommodation in 2-Tier is confirmed**

2039. SHRI NARENDRA SINGH BISHT: Will the Minister of RAILWAYS be pleased to state:

(a) whether a passenger whose sleeping accommodation in 2-tier is confirmed on the chart prepared by the Reservation Staff but who before making payment of the sleeping charges requests for sitting accommodation gets sitting accommodation instead of the sleeper; and

(b) if so, the brief outline of the rules in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Purchase of journey ticket and payment of reservation fee and sleeper surcharge are conditions precedent to confirmation of reservation in sleeper coaches.

(b) Does not arise.

**पुनपुन नदी की बाढ़ से रक्षा के लिए बिहार के लिए योजना**

2040. श्री रामावतार शास्त्री: क्या सिंचाई और विद्युत् मंत्री यह बता

की कृपा करेंगे कि :

(क) क्या बिहार सरकार ने पुनपुन नदी की बाढ़ से रक्षा और सिंचाई के लिए कोई समेकित योजना भेजी है;

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

(ग) क्या केन्द्रीय सरकार ने उसकी क्रियान्वित के लिए धन भी मंजूर किया है; और यदि हां, तो कितना ।

**सिंचाई और विद्युत् मंत्रालय म उपमन्त्री (श्री बालगोविन्द वर्मा) :** (क) जी नहीं । बिहार सरकार ने पुनपुन नदी में बाढ़ों से सुरक्षा के लिए केवल स्कीम प्रस्तुत की है ।

(ख) पुनपुन में बाढ़ों से सुरक्षा के लिए स्कीम में नदी तथा इसकी सहायक नदियां बंधों और मोरहर के दोनों तटों पर कुल 198 किलोमीटर लम्बाई में तट बंधों का निर्माण करना परिकल्पित है । इसके अतिरिक्त 22 किलोमीटर की लम्बाई में वर्तमान तटबंधों को ऊंचा करना तथा सुदृढ़ करना भी प्रस्तावित है इस स्कीम में पतवा के निकट सड़क और रेल पुलों के नीचे अतिरिक्त जल-मार्गों की व्यवस्था भी परिकल्पित है । इस स्कीम की अनुमानित लागत 9.66 करोड़ रुपये है तथा इस से 0.74 लाख हैक्टर क्षेत्र की सुरक्षा होगी ।

(ग) पुनपुन नदी पर तटबंधों की स्कीम बिहार में प्राथमिकता प्राप्त बाढ़ नियंत्रण स्कीमों में से एक है जिसके लिए केन्द्र ने चौथी योजना के अंतिम वर्षों के दौरान योजना के बाहर विशेष वित्तीय सहायता प्रदान करने पर सहमति दे दी है । इस स्कीम की हाल ही में गंगा बाढ़ नियंत्रण आयोग को तकनीकी सलाहकार समिति ने

जांच की थी और यह निश्चय किया गया था कि स्कीम पर विचार करने से पूर्व कुछ और जानकारी एकत्रित की जानी चाहिए। केन्द्र ने अभी तक इस स्कीम के लिए कोई धनराशि अवमुक्त नहीं की है क्योंकि इस पर स्कीम के स्वीकृत किए जाने के पश्चात ही विचार करना होगा।

**Prescription of life-saving drugs by  
Railways Doctors in Hospitals**

2041. SHRI RAMAVATAR SHASTRI: Will the Minister of RAILWAYS be pleased to state:

(a) whether costly medicines are not being prescribed by the Railway Doctors for the patients especially outdoor patients but their substitutes are prescribed instead;

(b) whether in recent year the amount spent on medicines in Eastern Railway has been curtailed to half as a measure of economy though the number of patients has increased; and

(c) if so, whether Government propose to keep sufficient quantity of life saving drugs in Hospitals in Eastern Railway and whether the Doctors will not be forbidden to prescribe such medicines to the needy patients?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) and (b). No.

(c) Does not arise.

**Re-Imbursement of Tuition Fees upto  
Degree Classes to Railways Employees**

2042. SHRI RAMAVATAR SHASTRI: Will the Minister of RAILWAYS be pleased to state:

(a) whether the tuition fees paid by sons and daughters of Railway

employees upto Higher Secondary/Pre-University/First year of two years I.A./I.Sc., course are reimbursed to the Railway employees;

(b) whether Government propose to reimburse to the Railway employees the tuition fees paid by their children upto the degree class; and

(c) if so, when?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Yes.

(b) No.

(c) Does not arise.

**Assistance for Nagarjun Sagar Project in Andhra Pradesh**

2043. SHRI C. K. JAFFER SHERIEF: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether the Nagarjun Sagar Project in Andhra Pradesh has been getting special assistance from Central Government;

(b) if so, whether Central Government propose to treat the Upper Krishna project also in the same way; and

(c) if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA): (a) No special Central assistance has been given for Nagarjunasagar project during this year.

(a) and (c). The question of accelerating some selected major irrigation projects in the country, whose construction can help to create significant additional irrigation potential in the next three years is being looked into by the Planning Commission. Upper Krishna is one of the projects being examined in this connection.

### Restrictions on Holding Mass Meeting in Railway Colony of Chittaranjan Locomotive Works

2044. SHRI DINEN BHATTACHARYYA: Will the Minister of RAILWAYS be pleased to state:

(a) whether any decision has been taken by Government to isolate the Railway colony of Chittaranjan Locomotive Works by raising walls and ditches; and

(b) whether restrictions have been imposed on all citizens and Railway workers for entering and holding mass meetings in the Railway Colony?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) No. The boundary wall and trenches around Chittaranjan township have, however, been provided to provide additional security arrangements against theft and robbery.

(b) No. However, Chittaranjan being a protected place under the West Bengal Maintenance of Public Order Act 1970, entry and exit are regulated by permits. Also, permission is required to be taken for holding mass meetings.

### Construction of Quarters and their Allotment to Employees in Delhi Area (Northern Railway)

2045. SHRI RAJDEO SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) the number of Railwaymen registered on various priority Lists for allotment of Government accommodation, separately, in Delhi area and the maximum time of waiting for the last man in each list.

(b) the number of quarters constructed in Delhi Area in 1972-73 and proposed to be constructed in 1973-74 and what additional measures are proposed to be taken to augment construction in Delhi area; and

(c) what is the total amount of house rent allowance paid to workers yearly in Delhi area as a result of non-provision of accommodation by Government?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI):

### Statement

(a) Category	Total No. of staff Registered as on 20-2-1973		Date of Registration of the last man on the priority list					
			ESSENTIAL			NON-ESSENTIAL		
	Essential	Non-Essential	For Type III and above	For Type II	For Type I	For Type III and above	For Type II	For Type I
1. Class III	3340	10795	Jan. 72	May 65	Not Applicable	June 68	Dec. 52	Not applicable
2. Class IV	4883	5174	Not applicable	Not applicable	Nov. 62	Not applicable	Not applicable	Sept. 54

(b)	Class III New Replace- ment	Class IV New Replace- ment		
(i) Quarters constructed during 1972-73	39	32	175	32
(ii) Quarters under construction during 1972-73	236		96	160
(iii) Quarters proposed to be constructed during 1973-74	32	16	32	256

The construction of quarters is planned according to the availability of funds.

(c) Approximately Rs. 77 lakhs per annum

**Handing of Delivery Cases by Safaiwali in Railway Central Hospital, New Delhi**

2046. SHRI RAJDEO SINGH: Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 3918 on the 29th August, 1972 regarding handling of Delivery Cases by Safaiwali in Railway Central Hospital, New Delhi and state:

(a) whether the enquiry has since been completed and if so, the findings thereof;

(b) the action taken against the hospital authorities found guilty; and

(c) the steps proposed to be taken to avoid recurrence of such cases?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Yes. It has been revealed during the course of enquiry that, the delivery, episiotomy operation, stitching as also administration of the injections, in the case of Smt. Gulzari, wife of Shri Magu Ram, Gangman, all were done by the qualified Nurse herself and that the Safaiwali had no role to play in these. Earlier the patient had been examined after admission by the Lady Doctor to ensure that it was a case of normal delivery. For normal confinements a trained Nurse is competent to conduct the delivery.

(b) Does not arise.

(c) Steps have however been taken to reiterate instructions that there is no attempt by any staff other than the authorised to do any kind of treatment.

**दानापुर डिब्बोजन (पूर्व रेलवे) के पम्प ड्राइवरों को अतिरिक्त कार्य करने पर समयोपरि भत्ता देना**

2047. श्री ईश्वर चौधरी : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या दानापुर डिब्बोजन में काम करने वाले पम्प ड्राइवरों से 12 घंटे की इयूटी ली जाती है;

(ख) क्या उनके स्थान पर काम करने वाले खलामियों को 8 घंटे से अधिक इयूटी के बाद समयोपरि भत्ता दिया जाता है; और

(ग) यदि हां, तो क्या सरकार पम्प ड्राइवरों को भी समयोपरि भत्ता देगी और यदि नहीं तो क्यों ?

रेल मंत्रालय में उप-मंत्री (श्री मुहम्मद शफी कुरेशी) : (क) दानापुर मण्डल में काम करने वाले पम्प ड्राइवरों को जब एक या पास-पास स्थित अधिक पम्प चलाने

होते हैं तो उनका वर्गीकरण 'अनिवार्यतः सविरामी' कर्मचारियों के रूप में किया जाता है और उन्हें प्रतिदिन 12 घंटे की ड्यूटी पर लगाया जाता है जबकि भिन्न-भिन्न जगहों पर स्थित अनेक पम्प चलाने वाले ऐसे ही कर्मचारियों को "सतत" कर्मचारियों के रूप में वर्गीकृत किया जाता है और कार्य घंटा विनियम के उपबन्धों के अनुसार उन्हें प्रतिदिन 8 घंटे की ड्यूटी पर लगाया जाता है ।

(ख) जी हां ।

(ग) वर्तमान नियमों के अधीन काम के घंटों और समयोपरि के भुगतान के प्रयोजनार्थ एवजी कर्मचारियों का वर्गीकरण उसी रूप में होना चाहिए जिसमें कि उन कर्मचारियों का हुआ हो जिन्हें वे सप्ताह के अधिकांश भाग के लिए मुक्त करें और जब यह अवधि बराबर-बराबर हो तो एवजी कर्मचारियों को "सतत" कर्मचारी माना जायेगा । अतः उपर्युक्त विनियम का ध्यान रखे बिना खलासियों को समयोपरि भत्ता देना अनियमित कार्य-वाई थी । यह सुनिश्चित करने के लिए कदम उठाये जा रहे हैं कि दानापुर मण्डल में पम्प ड्राइवरों के स्थान पर काम करने वाले खलासियों के सम्बन्ध में इन उपबन्धों का सही-सही अनुपालन हो ।

**दानापुर डिब्बीजन में गया रेलवे स्टेशन पर ऊपरी पुल**

2038. श्री ईश्वर चौधरी : क्या रेल मंत्री यह बनाने की कृपा करेंगे कि :

(क) क्या सरकार से दानापुर डिब्बीजन में गया रेलवे स्टेशन पर एक और ऊपर पुल बनाने की प्रार्थना की गई है;

(ख) क्या सरकार को ज्ञात है कि वहां एक ही पुल होने से यात्रियों को बहुत तंगी होती है; और

(ग) यदि हां, तो उस पर सरकार की क्या प्रतिक्रिया है ?

**रेल मंत्रालय में उपमंत्री (श्री मुहम्मद शफी कुरेशी) : (क) और (ख) . जी हां ।**

(ग) गया स्टेशन पर दूसरा ऊपरी पैदल पुल बनाने का प्रस्ताव निष्पादन हेतु 1973-74 के बजट में पहले ही शामिल कर लिया गया है ।

**"M.P.s., Flay Fertilizer Corporation Directors"**

2049. SHRI CHANDRA SHAILANI: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether Government's attention has been drawn to news-item appearing in the "Times of India" dated the 22nd September, 1972 under caption "2 M.P.s., Flay Fertilizer Corporation Directors";

(b) whether allegations therein have been examined, if so, the outcome thereof; and

(c) Government's reaction thereto?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI DALBIR SINGH): (a) Yes, Sir.

(b) and (c). The various points mentioned in the said report are under examination.

**Saloons for use of Railway Officers**

2050. SHRI S. N. MISRA: Will the Minister of RAILWAYS be pleased to state:

(a) how many saloons exist all over the country for the use of the Railway officers as on 31st December, 1972;

(b) what is the total haulage in milles done by such officers' saloons from 1st January, 1972 to 31st December, 1972; and

(c) the class of officers who have used them and the purpose for which they have been used?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) The approximate number of Bogie Inspection Carriages as on 31-3-1972 is as under:

Broad Gauge	132
Metre Gauge	162
Narrow Gauge	36

Bsides these there are a number of Inspection Carriages on the Indian Railways and their number is being ascertained.

(b) and (c). The information is being collected and will be laid on the table of the Sabha.

**Work-to-Rule Notice given by Guards of North Eastern Railway**

2051. SHRI NAWAL KISHORE SHARMA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the attention of Government has been drawn towards a news item appearing in the 'Indian Express' dated the 8th February, 1973 under the caption "North Eastern Railway Guards to work-to-rule" wherein it has been mentioned that the Guards of North Eastern Railway had resorted to work-to-rule;

(b) if so, the nature of demands put forth by the Guards in their notice;

(c) the divisions of the Railway which were affected as a result of work-to-rule by the Guards; and

(d) how Government propose to meet the demands of the Guards?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Yes.

(b) The chief demands made by the unrecognized All India Guards' Council are listed in the attached statement.

(c) All Divisions of the Railway.

(d) Such issues are raised from time to time by recognised labour organisations and are settled through discussion in the meetings of the Negotiating Machinery and Joint Consultative Machinery at different levels.

**Statement**

- (1) Direct transaction of cash between Station Master and Cashier and dealing of cash safe at Divisional Headquarters.
- (2) Consolidated kilometrage allowance for SQT Guards.
- (3) Elimination of responsibility of running train thefts and yard thefts from Guards and undue harassment by Railway Protection Force Officials under Section 409 I.P.C.
- (4) Division-wise train working and strength accordingly.
- (5) Provision of equipped crew-vans in all double manned trains.
- (6) Provision of quarters to essential staff and Guard's pool quarters to Guards only.
- (7) Supply of uniforms due for last 2 years.

(8) Waiting duty allowance to leave reserve Guards and minimum kilometrage allowance to all Guards, when either the train or the booking is cancelled due to administrative reasons.

(9) Employment to the wards of Guards who die before the date of retirement.

#### Steps to increase production of Cooking Gas

2052. SHRI NAWAL KISHORE SHARMA:

SHRI B. S. CHOWHAN:

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state the steps taken or proposed to be taken to increase the production of cooking gas in the country during the next two years?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI DALBIR SINGH): The production of cooking gas or liquified petroleum gas (LPG) in the refineries in the country has been steadily on the increase. The production was 195,000 tonnes in 1971 and 227,000 tonnes in 1972. It is anticipated that the production during 1973 will be about 280,000 tonnes. The Cochin refinery which was not producing LPG so far has put up facilities for production of LPG to the extent of 28,000 tonnes during the year 1973. One of the major constraints in the marketing of LPG is the non-availability of cylinders. Efforts are, however, under way to make available LPG to as large a number of consumers as possible.

#### Re-Appointment or Re-Employment of Retired Judges

2053. SHRI SHASHI BHUSHAN:  
SHRI B. R. SHUKLA:

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

(a) the number and names of judges of higher judiciary appointed to or re-employed in posts of profit after their retirement during the last three years and the nature of posts on which they were appointed or re-employed;

(b) the reasons for which the judge were appointed on such posts;

(c) whether Government propose to put a ban on such appointments; and

(d) if so, when and if not, the reasons therefor?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI H. R. GOKHALE): (a) A statement giving the names of retired Judges of the Supreme Court and High Courts who were given assignments during the last three years upto the beginning of December, 1972, the details of the assignments, and the period of the assignments is laid on the Table of the House. [Placed in Library. See No. LT-4394/73].

(b) Retired Judges are usually appointed to positions involving functions of a judicial or quasi-judicial nature. It is not always possible to requisition the services of serving Judges to hold such positions. Nor is it always desirable to do so in view of the arrears in the High Courts.

(c) and (d). No. Sir. If a ban is imposed on the re-employment of Judges it would not be possible to utilise their ripe judicial experience, which often is needed, for enquiries, tribunals etc., in view of what has been stated in (b) above.

#### Not enough policemen to check crimes at Railway Stations

2054. SHRI SHASHI BHUSHAN:  
SHRI H. M. PATEL:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the attention of Government has been invited to the news



item appearing in the 'Hindustan Times, dated the 1st December, 1972 under the heading 'Not enough policemen to check crimes at Railway Stations';

(b) the extent to which the crimes of various kinds have increased in Delhi and New Delhi Railway station during the last three years;

(c) the effective steps taken by Government in this respect to bring the incidents of crimes to a minimum?

**THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI):** (a) Yes.

(b) Crime at Delhi and New Delhi Railway Stations has not increased during last three years;

(c) The police takes necessary action to curb the incidence of crime by implementing preventive measures at their disposal. Policemen are posted at the platforms at the time of arrival/departure of the trains.

In addition to intensive patrolling, deployment of sources and collection of intelligence, etc., is also being made use of to check the activities of known criminals and to keep crime under control.

#### **Mathura Oil Refinery**

2055. **SHRI SHASHI BHUSHAN: DR. H. P. SHARMA:**

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

(a) the stage at which the construction of proposed oil refinery at Mathura is at present;

(b) whether the site for the purpose has since been selected and if so, the name thereof; and

(c) the effective steps taken for the implementation of the project?

**THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI DALBIR SINGH):** (a) to (c). The site for the proposed oil refinery at Mathura has

been selected. It lies south of Bad Railway Station on the broad gauge railway line from Mathura to Bhainsa village.

Steps have been taken to initiate advance action in respect of survey, soil investigation, water-supply, etc. The State Government has been approached to acquire land for the refinery. Work on preparation of preliminary processing schemes has been commenced. Modes of implementation of the project are being evolved in consultation with the various concerned organisations.

Construction work will start after the land is acquired and the modes of implementation of the project are finalised.

#### **Period of relaxation to Engine Crew of Mail/Express Trains**

2056. **SHRI DINESH JOARDER:** Will the Minister of RAILWAYS be pleased to state:

(a) what is the standard by which a Railway worker is classified as 'Intensive';

(b) whether Engine Crew has been declared 'Intensive' and if so, their number, Railway-wise; and

(c) whether the Engine Crew of all Mail and Express trains have any period of relaxation once they 'sign on' duty?

**THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI):** (a) to (c). According to Section 71A(d) of the Indian Railways Act, 1900, the employment of a railway servant is classified as 'Intensive' if it is of a strenuous nature involving continued concentration or hard manual labour with little or no period of relaxation. Further, two factors must be present, namely (i) strenuous nature of the work tending to cause mental or physical strain, and (ii) continuous application to such work with little or

no periods of relaxation. The Adjudicator, who examined this matter, observed that the running duty is interspersed with stoppages and the conditions laid down for classifying staff as 'Intensive' were not fulfilled in the case of Running staff. Accordingly Engine Crew have not been declared 'Intensive'.

**Election Commission's Report on the Fifth General Elections**

2057. SHRI P. M. MEHTA:  
SHRI P. GANGADEB:

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

(a) whether the Election Commission has submitted its report on the Fifth General elections held in 1971-72;

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

(c) whether Government have examined all the recommendations and if so, their reaction thereto?

THE MINISTER OF STATE IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI NITIRAJ SINGH CHAUDHARY: (a) Yes, Sir.

(b) The Report was laid on the Table of Lok Sabha on February 27, 1973.

(c) The recommendations are being examined.

**International Railway Conference held in New Delhi in February, 1973**

2058. SHRI P. M. MEHTA:  
SHRI P. GANGADEB:

Will the Minister of RAILWAYS be pleased to state:

(a) whether Pakistan did not attend the International Railway Conference

which was held in New Delhi on the 4th February, 1973;

(b) how many countries attended the Conference; and

(c) what were the subjects discussed and decisions taken in the Conference?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) to (c). A meeting of the *Ad hoc* Group of International Union of Railways (U.I.C.)/International Railway Congress Association (I.R.C.A.) was held in New Delhi on 5th and 6th February, 1973. Pakistan did not attend this meeting.

Besides, Secretaries General of U.I.C. and I.R.C.A., and a representative of Latin American Railways Associations—three countries including India attended this meeting.

The meeting was organised in connection with the implementation of the conclusions reached at the International Colloquium held in Paris in June 1972, on the subject of sharing of railway knowledge. At the meeting held in New Delhi, a questionnaire was drawn up for circulation to several Railways to elicit their reactions and to finalise the means and methods to achieve the objective of sharing of railway knowledge.

**Opinion on the Conditions of Coaches**

2059. SHRI P. M. MEHTA:  
SHRI K. LAKKAPPA:

Will the Minister of RAILWAYS be pleased to state:

(a) whether more than three lakhs Railway passengers recorded their opinion on the conditions of coaches in the Opinion Books in November, 1972;

(b) whether this system of obtaining a feed back from the passengers to facilitate corrective action was introduced by the Railways in September 1971; and

(c) if so, the main purpose of this scheme and the extent to which the Railways and passengers have been benefitted?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) In the month of November, 1972, 35,094 passengers recorded their opinions in the Opinion Books, but for the period from April 1972 to November, 1972 (both months inclusive) more than 3 lakhs railway passengers recorded their opinion in the Opinion Books.

(b) Yes.

(c) The main purpose of this scheme is to get "customers" opinion on the cleanliness of the coaches and the correctness of the amenity fitting, etc. in the coaches by which these passengers were booked to travel with a view to provide more and more improved service. Based on the Opinion Books which are studied at the level of the Depot Officials, Depot Supervisory Staff, the Officers and reviewed at the Administrative level of the railways, corrective action is being taken as per suggestions recorded.

#### **Setting up of a Thermal Plant in Punjab**

2060. SHRI RAM PARKASH: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether a new thermal plant is proposed to be set up in Punjab; and

(b) if so, the quantum of Central assistance proposed for the plant?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA): (a) No proposal has been received for setting up a new Thermal Station in Punjab.

(b) Does not arise

#### **Orissa Government Proposal for Opening of Jakhapura-Banapani Railway Line**

2061. SHRI DEVENDRA SATPATHY;  
SHRI CHINTAMANI PANIGRAHI:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the proposal of Government of Orissa for opening Jakhapura-Banspani Railway Line has been considered by the Railway Ministry; and

(b) if so, what is the decision taken and progress made so far?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) and (b). Engineering and Traffic Surveys were carried out during 1964-65 for the construction of the Banspani-Jakhapura rail link as a part of a new line from Banspani to Paradeep. However, based on the recommendations of the Committee of Secretaries for Export of Iron Ore the construction of Cuttack-Paradeep portion was sanctioned and the proposal for the Banspani-Jakhapura rail link was deferred as it was not then found to be financially viable. A Study Group has since been appointed by the Government for development of Malangtoli deposits and for indicating the transport infrastructure required therefor. The Report of this Study-Group is awaited. In the meantime Preliminary Engg. cum-Traffic survey for the construction of a Railway line from Banspani-Jakhapura, has been included in the Budget for 1973-74.

A decision regarding the construction of this line will be taken after the survey is completed and the results thereof, as well as the recommendations of the Study Group, become available.

#### **Orissa Government Representation for Supply of Wagons to Mining Industry in Orissa**

2062. SHRI DEVENDRA SATPATHY: (SHRI SURENDRA MOHANTY:

Will the Minister of RAILWAYS be pleased to state:

(a) whether for want of supply of Railway wagons, the Mining Industry in Orissa has suffered a set back;

(b) whether the Government of Orissa have submitted a representation to the Government of India for supply of Railway wagons in sufficient number for carrying mineral products; and.

(c) if so, what steps Government have taken?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a). Not known to this Ministry.

(b) Yes.

(c) All efforts have been made to step up wagon supply for loading ores in Orissa. The actual loading is, however, dependent on exports through different ports and the requirements of steel plants. The demands for export and of steel plants are being fully met.

#### Manufacturing Capacity and Requirement of Wagons

2063. SHRI SAT PAL KAPUR: Will the Minister of RAILWAYS be pleased to state:

(a) the present requirement of wagons in the country;

(b) how it compares with the requirement of wagons in the country during the last three years, year-wise;

(c) the present manufacturing capacity of wagons in the country and the number of wagons actually manufactured; and

(d) how Government propose to meet the full demand of wagons and time by which the full demand of wagons will be met?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) and

(b). Assessment of wagons requirements is done for a Five Year Plan period as a whole depending upon the increase in traffic expected during the plan period. According to the Mid-Term Appraisal, the wagon holdings in terms of four-wheelers at the end of the Fourth Five Year Plan were expected to be a total 5,21,056 against 4,85,022 at the beginning of the Fourth Plan.

(c) (i) The present installed capacity of the 13 wagon builders on whom orders for wagons are outstanding is 27,815 wagons in terms of 4-wheelers.

(ii) The number of wagons manufactured and delivered to the Railways during the 4th Plan is given below:—

Year	By private wagon builders	By Railway workshops	Total
1969-70	12001.5	2917.0	14918.5
1970-71	8964.5	2160.5	11125.0
1971-72	6543.5	1989.5	8532.5
1972-73	7299.0	1493.5	8792.5

(upto Jan.' 73)

(d) The following steps have been taken to increase wagons production to enable demands being met fully:

(i) Adequate advance orders for wagons have been placed.

(ii) Shortfall in indigenous availability of steep and wheelsets is being met by imports.

(iii) Adequate supply of important wagon components like centre buffer couplers, roller bearing axle boxes etc., is being arranged to match the production.

(iv) The targets of wagon production in the three Railway Workshop, viz; Amritsar (Northern Railway), Golden Rock (Southern Railway), and Samastipur (North Eastern Railway), have been increased from about 2,000 to 4,000 per year in terms of 4-wheelers.

As traffic goes on increasing the need for wagons also will increase and hence provision of more wagons will have to be made continuously.

**Manufacture of Non-Essential Consumer Goods by Foreign Drug Companies**

2064. SHRI SAT PAL KAPUR:  
SHRI BISWANATH JHUN-  
JHUWALA:

Will the Minister of PETROLEUM AND CHAMICALS be pleased to state:

(a) whether Government have received certain manufacturing companies have started manufacturing cosmetics and non-essential consumer goods;

(b) if so, names of the foreign drug manufacturing Companies;

(c) whether Government had given them the necessary permission; and

(d) if not, the action proposed to be taken by Government against such companies?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI LALBIR SINGH): (a) No, Sir. The complaint was in respect of an Indian firm with 50 per cent foreign equity that it was producing a non drug item.

(b) The names of foreign firms (with foreign equity of more than 50 per cent.) who also manufacturing non drug items are indicated below:

<i>Name of the firm</i>	<i>Non drug items manufactured</i>
Alkali & Chemical Corporation of India Ltd.	Paints, Rubber Chemicals, Organic Fungicides, Polyethylene, Caustic liquor, Liquid chlorine, Hydrochloric acid, Alfloc water treatment products, BHC Technical & Liquid insecticides.
Beecham Ltd.	Cosmetics.
Cyanamid Ltd.	Animal feed and pesticides.
Glaxo Laboratories Ltd.	Foods and Laboratory Chemicals.
Johnson & Johnson of India Ltd.	Cosmetic, Industrial tapes, powders, Sanitary-protection products, Tooth brushes.
May and Baker Ltd.	Photographic products, Laboratory chemicals, Horticulture products.
Pfizer Ltd.	Food products and animal feed supplements.
Richardson & Hindustan Ltd.	Menthol & peppermint oil.
Sandoz India Ltd.	Agrochemicals, Dyes and Chemicals.
Smith & Nephew Ltd.	Cosmetics.
Ciba of India Ltd.	Textile auxiliary products, Pesticides, Tooth-paste, powders and creams.
Bayer India Ltd.	Insecticides & Pesticides.
Boots Company Ltd.	Animal health products, Agro chemical products.
Reckitt & Colman of India Ltd.	Boat Polish, Floor furniture polish, MetaP Silvo polish, Toiletries, Cosmetics, Ultramarine blue powder and pearl barley.
E. Merck Ltd.	Fine Chemicals.
Chesebrough Ponds	Cosmetics.
Angle Thal Corporation	Cosmetics.
Burroughs Wellcome & Co.	Cosmetics.
Dental Products of India	Dental materials.

(c) Yes, Sir, except in respect of two firms.

(d) The matter is under consideration.

सरकारी तथा निजी क्षेत्रों में बनाये  
[गये बैगनों की निर्माण लागत

2065. श्री हरी सिंह : क्या रेल मंत्री  
यह बताने की कृपा करेंगे कि :

(क) क्या रेलवे बैगनों का सरकारी  
तथा निजी दोनों क्षेत्रों में निर्माण होता है ;

(ख) यदि हां, तो प्रत्येक क्षेत्र की  
बैगन निर्माण क्षमता और एक ही प्रकार के  
बैगन की प्रति बैगन उत्पादन लागत क्या है ;  
और

(ग) लागत में अन्तर के क्या कारण है ?

रेल मंत्रालय में उपमंत्री (श्री मुहम्मद  
शफ़ी कुरेशी) : (क) माल डिब्बे गैर-सरकारी  
क्षेत्र और रेल कारखानों दोनों में बनाये  
जाते हैं ।

(ख) माल डिब्बा निर्माण क्षमता

गैर-सरकारी क्षेत्र : गैर-सरकारी क्षेत्र में  
माल डिब्बा निर्माण के लिए लाइसेंस प्राप्त  
16 यूनिटों की कुल लाइसेंस-गत क्षमता,  
चौपहियों के हिसाब से, 40,869 माल  
डिब्बे हैं, उनकी कुल प्रतिष्ठापित क्षमता  
31,059 है ।

रेल कारखाने : माल डिब्बों का निर्माण  
3 रेल कारखानों में किया जाता है ।  
1972-73 में इन 3 यूनिटों में, चौपहियों  
के हिसाब से 2,000 माल डिब्बों का उत्पादन  
प्रत्याशित है । 1973-74 में इस क्षमता  
को बढ़ाकर 4,000 किया जा रहा है ।

उत्पादन लागत : पिछले तीन वर्षों  
में, माल डिब्बों की दो सामान्य किस्मों  
की आधारित कीमतें जिन पर गैर-सरकारी  
माल डिब्बा निर्माताओं को ठेके दिये  
और रेल कारखानों में निर्माण की  
वास्तविक औसत लागत नीचे दी  
गयी है :

(1) आधारित कीमतें जिन पर गैर  
सरकारी माल डिब्बा निर्माताओं को ठेके  
दिए गए

(पोर्ट टाउन माल डिब्बा निर्माताओं पर लागू)

कार्यक्रम वर्ष/आधार तिथि

1969-70 1970-71 1971-72.

(1-4-1968) (1-4-69) (1-4-70).

रु०

रु०

रु०

किस्म

(क) बी ओ एक्स

52,400 56,400 63,500.

(ख) बी सी एक्स

54,900 कोई आदेश कोई आदेश  
नहीं नहीं

टिप्पणी : उल्लिखित आधारित कीमतों के  
अतिरिक्त आधारित की अपेक्षा इस्पात  
और मजदूरी में चढ़ाव भी स्वीकार्य  
है ।

(II) रेल कारखानों में माल डिब्बों के निर्माण की औसत लागत

निर्माण वर्ष

1969-70    1970-71    1971-72

रु०                    रु०                    रु०

किस्म

(क) बी ओ एक्स

—                    56,613                    56,154

(ख) बी सी एक्स

55,889                    59,446                    —

(ग) जिन कीमतों पर गैर सरकारी माल डिब्बा निर्माताओं को ठेके दिये जाते हैं वे विशेष तिथि (आधार तिथि) को प्रचलित इस्पात की कीमतों और मजदूरी पर आधारित होती हैं। आधारित कीमतों के अतिरिक्त इस्पात की कीमतों और मजदूरी में चढ़ाव भी स्वीकार्य है। गैर-सरकारी माल डिब्बा निर्माताओं द्वारा स्वीकृत कीमत में, स्वभावतः मुनाफे का एक तत्व भी शामिल होगा। जहां तक रेल कारखानों का सम्बन्ध है, प्रत्येक वर्ष के सामने दिये गये आंकड़े, उस वर्ष पूरे किये गये माल डिब्बों के समूह के सम्बन्ध में रेल कारखानों द्वारा उठायी गयी वास्तविक औसत लागतों के प्रतिनिधी हैं। इन आंकड़ों में परिलक्षित सामान, इस्पात और कलपुर्जों की लागत का सम्बन्ध निर्माण पूरा होने की वास्तविक तिथियों से पहले की अवधि से है। रेल कारखानों की लागत के नवीनतम उपलब्ध आंकड़ों से यह प्रकट है कि वे प्रायः उसी परिधि में आते हैं जिसमें गैर सरकारी माल डिब्बा निर्माताओं को अदा की गयी लागतें।

Broad Gauge Line from Bangalore to Tripati

2066. SHRI DHARAMRAO AFZAL-PURKAR: Will the Minister of RAILWAYS be pleased to state;

(a) whether there is any proposal under the consideration of Government to construct direct broad gauge train from Bangalore to Tirupati; and

(b) if so, the broad outlines thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) No.

(b) Does not arise.

Major and Medium Irrigation Projects Taken up and completed during last 3 years

2067. SHRI BHOLA MANJHI: Will the Minister of IRRIGATION AND POWER be pleased to state;

(a) how many major and medium irrigation projects have been taken in hand in the country during the last three years;

(b) how many of these projects have been completed; and

(c) the total expenditure incurred on these projects so far?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA): (a) and (b). In the Fourth Plan, priority is accorded to completing the irrigation projects spilling over from the earlier plans. However, 11 new major and 49 medium irrigation schemes were accepted in the last three years. They are in initial stages of construction and will be mostly completed during the fifth Plan.

(c) About Rs. 22 crores.

**Production of Chemical Fertilizers**

2068. SHRI BHOLA MANJHI:  
SHRI H. M. PATEL:

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

(a) the total annual production of chemical fertilizer in the country;

(b) the quantity produced by fertilizer plants in the private sector; and

(c) the additional quantity of fertilizers expected to be produced by public and private plants, separately during the Fifth Plan period?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI DALBIR SINGH):

(a) (In '000 tonnes)

	1971-72	1972-73 (upto January 1973)
Nitrogen	952	875
Phosphate	278	271

(b) (In '000 tonnes)

	1971-72	1972-73 (upto January 1973)
Nitrogen	509	473
Phosphate	208	179

(c) The fertilizer requirement is estimated at 5.2 million tonnes of Nitrogen and 2.2 million tonnes of P<sub>2</sub>O<sub>5</sub> by 1978-79 and studies are under way in regard to the setting up of additional fertilizer capacity at suitable locations to meet this requirement. Some proposals have also been received in this connection from certain private entrepreneurs and these are being evaluated.

3616 LS-4.

**Power pump sets for irrigation Facilities in District Sambalpur**

2069. SHRI P. GANGADEB: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether during 1973-74 the agricultural land adjacent to the Hydro-Electric power lines passing from Barkote to Deogarh in the District of Sambalpur will receive power-pump sets for irrigation facilities in the said cultivable land; and

(b) whether construction of transmission and distribution lines has been sanctioned and works started for that purpose?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA): (a) and (b). As intimated by the Orissa State Electricity Board, programme for installation of Lift Irrigation Points for 1973-74 has not yet been finalised and no proposal has so far been made for drawing distribution lines for providing electricity to Lift Irrigation Points in this area.

**Implementation of Straight Duty Roster of Assistant Station Masters' Delhi Division (Northern Railway).**

2070. SHRI HUKAM CHAND KACHWAI: Will the Minister of RAILWAYS be pleased to state:

(a) the number of Asstt. Station Masters grade Rs. 130—Rs. 240 qualified in goods in Delhi Division;

(b) whether this number is sufficient for introducing Straight Duty Roster of Asstt. Station Masters in Delhi Division; and

(c) if so, the reasons for not implementing the Straight Duty Roster?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) 95.

(b) No.



(c) Does not arise.

**Course for Promotion of A.S.M. to S.M. Grade Rs. 205—280 on Northern Railway**

2071. SHRI HUKAM CHAND KACHWAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is no promotion course for the promotion of Assistant Station Masters grade Rs. 205 to Rs. 280 to Station Masters Rs. 205 to Rs. 280 in Central Railway;

(b) whether the seniority of Assistant Station Masters grade Rs. 205 to Rs. 280 and Station Masters grade Rs. 205 to Rs. 280 is combined; and

(c) if so, the reasons why promotion course has been prescribed on Northern Railway?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Yes.

(b) Seniority of Station Masters and Assistant Station Masters in scale Rs. 205—280 is combined on the Central Railway but not on the Northern Railway.

(c) Channels of promotion of non-gazetted staff are prescribed by each Railway Administration according to its own requirements and in consultation with organised labour. On the Northern Railway the appointment of assistant Station Masters grade Rs. 205—280 to posts of Station Masters grade Rs. 205—280 is treated as a promotion and as such a promotion course has been prescribe.

**Production of Crude Oil in Assam**

2072. SHRI K. MALLANNA: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) the present production of crude oil from the oil fields of the Oil and Natural Gas Commission in Assam;

(b) the production of the crude oil from the oil fields during the period 1971-72;

(c) the number of wells working at present in this region; and

(d) whether Government have chalked out any programme to increase the production of crude oil from the oil fields in Assam and if so, the broad outlines thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI DALBIR SINGH): (a) At present, ONGC is producing 0.37 million tonnes per annum of crude oil from its oil fields in Assam.

(b) During the year 1971-72, 0.332 million tonnes of crude oil were produced from the ONGC's Assam fields.

(c) There are at present 52 such wells.

(d) ONGC has chalked out a programme for increase in crude oil production from its Assam fields, which envisages crude oil production of 0.47 million tonnes during the year 1973-74, gradually increasing to 2.10 million tonnes by the year 1977-78.

**Board Gauge Line From Hassan to Mangalore**

2073. SHRI K. MALLANNA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have since taken any decision to construct broad gauge Railway line from Hassan to Mangalore;

(b) if not, the reasons therefor; and

(c) the time by which the decision is likely to be taken in this regard?

THE DEPUTY MINISTRY IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) to (c). Construction of the line from

Hassan to Mangalore as B.G. is under consideration. A decision will be taken early.

**Judges appointed in the Supreme Court and High Courts**

2074. SHRI MUKHTIAR SINGH MALIK:  
SHRI C. K. CHANDRAPPA:

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

(a) the names of Judges appointed in the Supreme Court and each of the High Courts in the country during the last two years;

(b) whether there are a number of vacancies in these courts; and

(c) if so, the dates since when these vacancies lie unfilled and the steps taken or proposed to be taken by Government to fill these up?

THE MINISTER OF STATE IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI NITIRAJ SINGH CHAUDHURY): (a) and (b). A statement showing the names of Judges appointed in the Supreme Court and in each of the High Courts during the last two years and a statement showing the number of vacancies in each of these courts as on 1st March 1973 are laid on the Table of the House. [Placed in Library. See No. LT-4395/73].

(c) The vacancies arose from various dates consequent on retirements or increase in the Judge strength, the earliest date being 24th May, 1971. Proposals to fill vacancies in certain High Courts have been approved by the President and the appointments will be notified shortly. Proposals to fill certain other vacancies have been received and are being processed. The State authorities from whom proposals are yet to be received have been reminded to expedite their recommendations.

**More Railway Sections to be electrified during next three years**

2075. SHRI MUKHTIAR SINGH MALIK: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have taken any decision to electrify some more sections in the country during the next three years;

(b) if so, the names of sections on all the Railways which will be electrified during the period; and

(c) the time likely to be taken for the completion of electrification work and the funds allocated by Government for the purpose?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Yes.

(b) and (c) Work is in progress on the following sections included in the 4th Plan. The probable periods of completion of these schemes have been indicated against each:

Section	Probable period of completion
1. Virar-Ahmedabad (W. Railway)	1973-74
2. Panskura-Haldia (S.E. Railway)	1973-74
3. Tundla-Delhi (Northern Railway)	1975-76
4. Waltair-Kirandul (S.E. Railway)	1975-76
5. Madras-Vijayawada (S&S. C. Railways)	1976-77
6. Madras-Trivellore (S. Railway)	1976-77

Funds to the extent of Rs. 16.43 crores have been allocated for electrification schemes during the year 1973-74. Further funds to the extent of Rs. 54.72 crores will be required for completion of these schemes.

**Issue of 1st Class Railway passes to Persons Having interest in Social Service, Religious and Cultural Activities**

2076. PROF. NARAIN CHAND PARASHAR: Will the Minister of RAILWAYS be pleased to state:

(a) the categories of persons, other than Members of Parliament, railway employees and Armed Forces personnel to whom the Railway passes are available for travelling by 1st Class; and

(b) the names of the persons who have been granted these passes for their special interest in social service, religious and cultural activities?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Persons/organisations are issued passes who deserve them on the basis of the work that they do either for the railway or the country.

(b) A statement is laid on the Table of the House. [Placed in Library. See No. LT-4396/73].

**Railway Line in Kashmir Valley**

2077. PROF. NARAIN CHAND PARASHAR:  
SHRI JAGANNATH MISHRA:

Will the Minister of RAILWAYS be pleased to state:

(a) whether there is a proposal to set up a Railway line in Kashmir Valley;

(c) if so, whether the proposal has been sanctioned; and

(c) if so, the amount of expenditure involved and the time required for its completion?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) to (c). Preliminary Engineering-cum-Traffic Survey for construction of an electrified M.G./B.G. rail line between Baramulla and Qazigund via Srinagar at the cost of the State Go-

vernment, is in progress. Further consideration to this project will be given after the results of the surveys become known. The cost of the project will also be available after completion of the Survey.

**बिहार की महानन्दा सिंचाई योजना पर कार्य**

2078 श्री ज्ञानेश्वर प्रसाद यादव :  
क्या सिंचाई और विद्युत मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या बिहार राज्य में महानन्दा सिंचाई योजना पर कार्य शुरू हो गया है; और

(ख) यदि हां, तो इस योजना पर कुल कितनी राशि खर्च होगी और उक्त परियोजना कब तक पूरी हो जाएगी ?

सिंचाई और विद्युत मंत्रालय में उप-मंत्री (श्री बालगोविन्द बर्मा) (क) और (ख). बिहार सरकार से पता किया गया है कि उन्होंने अभी तक महानन्दा सिंचाई स्कीम तैयार नहीं की है ।

**बरोनी उर्वरक कारखाने में उत्पादन**

2079. श्री ज्ञानेश्वर प्रसाद यादव :  
क्या पेट्रोलियम और रसायन मंत्री यह बताने की कृपा करेंगे कि :

(क) बरोनी उर्वरक कारखाने में उत्पादन कब से शुरू हो जायेगा;

(ख) इसकी वार्षिक उत्पादन क्षमता क्या होगी;

(ग) क्या उक्त कारखाने में उत्तर भागलपुर एवं अन्य स्थानों के आई० टी०आई० प्रशिक्षित युवकों का रोजगार प्राप्त होगा; और

(घ) यदि हां, तो किस अनुपात में ?

पेट्रोलियम और रसायन मंत्रालय में उप-मंत्री (श्री दलबीर सिंह) : (क) वर्तमान संकेतों के अनुसार, कारखाने में अक्तूबर, 1973 तक परिचालन परीक्षण शुरू होने की आशा है तथा इस के पश्चात् लगभग 6 महीनों में वाणिज्यिक उत्पादन शुरू हो जाएगा ।

(ख) प्रति वर्ष लगभग 3.3 लाख मीटरी टन यूरिया ।

(ग) और (घ). जी हां, बशर्ते कि उम्मीदवार निगम के भर्ती नियमों के अनुसार योग्य समझ गये ।

समस्तीपुर मंडल (पूर्वोत्तर रेलवे) में चतुर्थ श्रेणी से तृतीय श्रेणी में पदोन्नति हेतु 1971 और 1972 में हुई विभागीय परीक्षा का परिणाम

2080. श्री ज्ञानेश्वर प्रसाद यादव : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या पूर्वोत्तर रेलवे के समस्तीपुर मंडल में विभिन्न विभागों में काम कर रहे चतुर्थ श्रेणी के कर्मचारियों की चतुर्थ श्रेणी से तृतीय श्रेणी में पदोन्नति हेतु विभागीय परीक्षा 1971 और 1972 में की गई थी; और

(ख) यदि हां, तो उत्तीर्ण उम्मीदवारों की सूची का प्रकाशन अब तक न किये जाने के क्या कारण हैं ?

रेल मंत्रालय में उप-मंत्री (श्री मुहम्मद शफी कुरेशी) (क) जी हां ।

(ख) 1971 में प्रवरण के लिए जो कार्रवाई शुरू की गयी थी, उसे रह कर देना पड़ा क्योंकि 1-6-1971 से प्रवरण की प्रक्रिया में संशोधन कर दिया गया था ।

उसके बाद 1972 में प्रवरण के लिए कार्रवाई की गयी जिसे अभी अन्तिम रूप दिया जाना है । कुछ कर्मचारी जो प्रादेशिक सेवा में ड्यूटी पर थे और नवम्बर, 1972 में मौखिक परीक्षा में नहीं बैठ सके थे उनकी परीक्षा शीघ्र ही ली जायेगी ।

#### Formation of Railway Stores Panel

2081. SHRI SUKHDEO PRASAD VERMA: Will the Minister of RAILWAYS be pleased to state:

(a) whether a Railway Stores Panel has recently been formed; and

(b) if so, the constitution and functions thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) and (b). The Government have constituted a Committee, known as "Committee on Inventory Management on Railways". The Committee consists of the following members:—

#### Chairman

1. Shri Mohd. Shafi Quareshi, Deputy Minister for Railways.

#### Members

2. Shri K. S. Sundara Rajan, Financial Commissioner, Railways.
3. Shri H. M. Chatterjee, Member, Mechanical, Railway Board.
4. Shri R. Rajagopalan, Chief Cost Accounts Officer, Ministry of Finance.
5. Shri M. V. Kamath, Special Director Finance, Tube Investments of India, Madras.
6. Shri A. Chandmal, Deputy General Manager, (Materials and Finance), Tata

Engineering and Locomotive  
Co., Jamshedpur.

*Secretary*

7. Shri R. Srinivasan, Joint  
Director Railway Stores,  
Railway Board.

The Committee will review the policy and procedures on the Indian Railways for Inventory control and procurement of stores, including stores procured through the Director General, Supplies and Disposals, with the object of ensuring material availability and at the same time keeping inventories at the optimum level.

**Improvement in the Terms and Conditions of Service of Junior Judiciary.**

2082. SHRI K. BALADHANDA-YUTHAM: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether the Law Commission has appealed to the Union Government to advise the State Governments to make a substantial improvement in the existing terms and conditions of service of the junior judiciary; and

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

THE MINISTER OF STATE IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI NITIRAJ SINGH CHAUDHARY):

(a) Yes, Sir. The Law Commission in its Fifty-Fourth Report on the Code of Civil Procedure has made such a suggestion.

(b) No decision has been taken so far on the proposal by the Government.

**Innovations in Railway Coaches**

2083. SHRI K. BALADHANDA-YUTHAM: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal to make certain innovations in the existing Railway coaches with a view to carry more passengers; and

(b) if so, the broad outlines thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Yes.

(b) In order to increase the passenger carrying capacity of the existing first class and third class sleeper coaches the existing luggage compartments in these are being removed and the space thus released utilised to provide more accommodation for the passengers.

The existing dining cars are being progressively converted into pantry-cum-passenger coaches with accommodation being provided in the passenger compartments for first class or third class passengers.

The existing second class coaches are being progressively converted into third class coaches thereby increasing their carrying capacity for passengers.

In replacement of existing first class coaches with 22/24 berths, for short and medium distance travel it is proposed to introduce as a trial first class chair cars with accommodation for 48/60 passengers. This will relieve accommodation on the train for attaching more third class in lieu of multiple first class coaches.

**Higher Prices of Petroleum and diesel in India**

2084. SHRI SHANKER RAO SAVANT: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether the prices of petroleum and diesel in India are higher than those in most of the other Asian countries;

(b) whether the foreign oil companies in India are not-co-operating with Government in reducing the prices of petroleum and diesel; and

(c) if so, the action taken or proposed to be taken in the matter?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI DALBIR SINGH): (a) The prices of petrol and diesel oil in India are lower than in some Asian countries and higher than in some others.

(b) and (c). Ceiling selling prices of bulk refined petroleum products like petrol and diesel oil are fixed by the Government taking into account the recommendations made by the Oil Prices Inquiry Committees appointed by the Government from time to time for this purpose. All the oil marketing companies operating in India, including the foreign oil companies, have been observing the ceiling selling prices fixed by the Government.

#### Working of Power Plants

2085. SHRI Y. ESHWARA REDDY:  
SHRI S. A. MURUGANANTHAM:

Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether the power plants are not working to their optimum capacity; and

(b) if so, what steps have been taken to ensure maximum utilisation of the installed capacity of the power plants?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VARMA): (a) and (b). There has been reduced power generation from Hydro Stations due to shortage of water in Hydel Reservoirs on accounts of deficient monsoons and

shortfall in power generation from Atomic Power Stations due to the necessity for changing of fuel elements. Except for a few stations in the Southern and Eastern Regions, the performance of thermal power stations in the country has generally been satisfactory. Better quality of coal to thermal power stations in the Eastern Region, where units were getting damaged due to use of inferior quality of coal, has been arranged. Repairs to units have been expedited and proper spares arranged. Two expert teams have been set up for visiting the power stations and suggesting improvements in operation and maintenance.

#### Alternative Rail Routes to Avoid Dislocation during Agitations

2085. SHRI Y. ESHWARA REDDY:  
SHRI BHAGWAT JHA  
AZAD:

Will the Minister of RAILWAYS be pleased to state:

(a) whether he in his recent talk with Pressmen in Trichur, Kerala had suggested provision of alternative routes to avoid dislocation of train services due to agitations; and

(b) if so, the main features of the suggestion under consideration?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) The statement of the former Minister of Railways at Trichur as reported in the press referred to the proposal for a new railway line from Bombay along the West Coast, which, if constructed, would provide an alternative route for rail communications to the South during agitations.

(b) The position in regard to this line is that Reconnaissance-engineering-cum-traffic survey for new line from Apta to Mangalore has been completed and the report has been

received. The proposal is under consideration. Arrangements have been made to start the earth work from Apta to Dasgaon (108 kms) as drought relief. Detailed Survey for the reach Dasgaon to Mangalore is also being taken up.

#### **Irrigation Schemes for Fifth Plan by Andhra Pradesh**

2087. SHRI Y. ESWARA REDDY: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether the Andhra Pradesh Government have suggested any new irrigation schemes for the State to be taken up during the Fifth Plan period;

(b) if so, what are the schemes suggested; and

(c) whether Centre has approved the schemes?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA): (a) to (c). Details of Fifth Plan irrigation programme in the States have not yet been finalised.

#### **Output of Petroleum Based Fertilizer Plants**

2088. SHRIMATI BIBHA GHOSH GOSWAMI: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) what is the licensed output of all Petroleum based fertilizer plants including those that are now under construction; and

(b) what will be the share of F.C.I. in the above?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI DALBIR SINGH): (a) About 23 lakh tonnes (in terms of nitrogen) as on the 1st January 1973.

(b) About 27 per cent.

#### **Intensified Drive for Oil Exploration**

2089. SHRI M. KALYANASUNDARAM: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether the gap between availability and the demand for petroleum products which was of the order of just under 12 million tonnes in 1970 is expected to increase to 36.5 million tonnes by 1980;

(b) whether this has necessitated an intensified drive for oil exploration in both on-shore and off-shore regions; and

(c) if so, the steps taken by Government to launch such an intensified drive for oil exploration?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI DALBIR SINGH): (a) Crude oil deficit in 1980 is estimated at around 37 million tonnes—assuming the current rate of production.

(b) Yes, Sir.

(c) The Oil and Natural Gas Commission has drawn up a five year plan of operations (1973-74 to 1977-78) with a view to establishing additional recoverable reserves of 64 million tonnes of crude oil and development of annual production capacity of about 8 million tonnes of crude oil by 1977-78. Additionally, the ONGC is launching a programme for offshore drilling in the deep waters of the Gulf of Cambay, adjoining the Arabian Sea. Preparatory steps are in hand and the first well is expected to be spudded some time during this year. To accelerate the pace of exploration work in off-shore areas, the Government will also consider proposals for interested foreign companies on a "General Contract" type of arrangement. The ONGC will also continue to seek exploration ventures abroad.

The Oil India Limited, in a bid to find more oil in the areas already allotted to it, is operating on the basis of a long-term plan which includes exploration for oil in certain areas in Assam and Arunachal Pradesh.

**Progress made with regard to Co-ordination between Railways and Roads Transport in Handling Goods Traffic**

2090. SHRI M. KATHAMUTHU: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is ample scope for better coordination between Railways and roads transport in handling the country's goods traffic;

(b) if so, whether any effort is being made in this direction; and

(c) if so, the outcome thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Yes.

(b) Yes.

(c) The development of rail and road transport engages the close and continuous attention of the Ministries of Railways and Transport and the Planning Commission. The Transport Development Council at the Centre, headed by the Union Minister for Shipping and Transport with the Union Minister for Railways and the Transport Ministers of States as members and Planning Commission looks into major problems and policies with regard to transport development and coordination. In some of the States Transport Advisory Committees/Boards, in which Railways are also represented, look into coordination.

Integrated rail-cum-road transport is being increasingly provided by Indian Railways by operating Out Agencies, Street Collection and Delivery Services, Freight Forwarder Services, and Container Services.

The State Transport Authorities give consideration to the Railways' view point in allotting licences on new routes.

**Modernisation of Railway Stations**

2091. SHRI G. Y. KRISHNAN: Will the Minister of RAILWAYS be pleased to state:

(a) the number and names of the stations which were taken up by Government for modernisation during 1972-73; and

(b) how many of them have been completed and the time by which the rest are likely to be modernised?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) and (b). Information is being collected and the same will be laid on the table of the Sabha as soon as it is compiled.

**Elimination of Begging in Railways**

2092. SHRI G. Y. KRISHNAN: Will the Minister of RAILWAYS be pleased to state:

(a) Whether Government have arrested some beggars involved in theft cases in the Railways last year; and

(b) if so, what steps Government have taken to eliminate begging at the Railway Stations and in Railway trains?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Yes;

(b) The steps taken to eliminate beggars from Railway premises and trains are:—

(i) Ticket checking staff are provided at the gates to prevent entry of beggars into Railway Stations.



- (ii) Beggars found travelling in trains are detrained and evicted from stations and prosecuted whenever possible.
- (iii) Frequent raids are conducted separately and jointly by ticket checking staff, G.R.P. and R.P.F. to remove beggars from Railway premises and trains.
- (iv) Appeals are made through public address system to the travelling public to desist from giving alms to the beggars at the Railway stations and in trains;
- (v) Posters on the nuisance created by beggars in trains and Railway premises are displayed; and
- (vi) The beggars' nuisance is brought to the notice of the State Governments at various levels and meetings are held regularly to eradicate the same.

**Conversion of F.C.I. into a Holding Company**

2093. SHRI G. Y. KRISHNAN:  
SHRI NAWAL KISHORE  
SHARMA:

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

(a) whether Government have decided on the conversion of the Fertilizer Corporation of India into a holding company; and

(b) if so, the broad outlines of the decision taken?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI DALBIR SINGH): (a) No, Sir. No such decision has yet been taken by Government.

(b) Does not arise.

**गुजरात, आसाम और पंजाब में तेल भंडार**

2094. श्री चन्दूलाल चन्द्राकर :  
श्री विश्वनारायण शास्त्री :

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

(क) क्या सरकार को गुजरात, आसाम और पंजाब में तेल का भंडार मिला है ;

(ख) क्या भूगर्भ-शास्त्रियों ने इन भंडारों से तेल निकालने की सात योजनाओं को अन्तिम रूप दिया है; और

(ग) यदि हां, तो उसकी मोटी रूप रेखा क्या है ?

पेट्रोलियम और रसायन मंत्रालय में उप-मंत्री (श्री दलबीर सिंह) : (क) गुजरात तथा असम में तेल के काफी भंडार खोजे गये हैं। पंजाब में तेल का कोई भंडार नहीं पाया गया है।

(ख) और (ग). उपरोक्त क्षेत्रों में और अन्वेषण करने के लिए तेल तथा प्राकृतिक गैस आयोग ने एक विस्तृत पांच-वर्षीय कार्यक्रम बनाया है। इसके लिए देश के विभिन्न भूगर्भीय थालों में अतिरिक्त भंडारों का पता लगाने के लिए भूगर्भीय तथा भूभौतिकीय तथा अन्वेषी व्ययन जारी रखना पड़ेगा।

आयल इंडिया लिमिटेड भी असम के कुछ उन क्षेत्रों में, जो गत समय में उसे पट्टे पर दिये गये थे, सर्वेक्षण जारी रखने तथा और अन्वेषी व्ययन करने का विचार कर रही है।

**Sea water for irrigation purposes**

2095. SHRI VEKARIA:

SHRI D. P. JADEJA:

Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether any experiment has been made to use sea water for irrigation purposes; and

(b) if so, the result of the experiment?

THE DEPUTY MINISTER OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA): (a) and (b). No field experiment have been done for using Sea Water for irrigation in India.

**Supply of generation unit of Heavy Electricals, Bhopal to Gujarat**

2096. SHRI VEKARIA:

SHRI D. P. JADEJA:

Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether Gujarat Government placed an order on Heavy Electricals, Bhopal in 1965 for the supply of generation unit for Ukai Hydro Power station;

(b) if so, whether the generation unit has not been supplied till now;

(c) whether Gujarat Government have requested the Central Government for permission to import such generation unit; and

(d) if so, the reaction of Central Government thereto?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA): (a) Yes, Sir.

(b) Complete generating units have not so far been supplied by Heavy Electricals, Bhopal.

(c) and (d). The Gujarat Government had in 1964, proposed to import the set, but with a view to conserve

foreign exchange and to attain the maximum possible degree of self reliance the import of generating plant is banned. All the State Electricity Boards/State Governments have been advised to obtain their requirements as far as possible from indigenous manufacturers such as Heavy Electricals (India) Ltd. Bhopal.

**Double track from Delhi to Ahmedabad**

2097. SHRI VEKARIA: Will the Minister of RAILWAYS be pleased to state the reasons why Government do not propose to double the Delhi-Ahmedabad Railway line?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QUERESHI): A traffic survey is in progress for the conversion of the Delhi-Ahmedabad M.G. section into BG. The survey is expected to be completed by March, 1973. The need for converting the section to broad gauge, or alternatively laying a double line (M.G.) would be known after the survey report is received.

**Introduction of Diesel Cars**

2098. SHRI S. A. MURUGANANTHAM: Will the Minister of RAILWAYS be pleased to state:

(a) the routes on which the diesel cars are now running;

(b) whether Government propose to introduce more such services on other routes; and

(c) if so, an account thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QUERESHI): (a) Diesel rail cars are now running in Jullundur and Rajahmundry areas on the broad gauge, Tiruchirappalli, Mysore, Kanpur and Varanasi areas on the metre gauge and Simla-Kalka and Burdwan-Katwa sections on the narrow gauge.

(b) and (c). Two proto-type Broad Gauge Diesel rail car units and 6 Narrow Gauge diesel rail car units are on order to be utilised on Jullundur Hoshiarpur and the Bangarapet Narrow Gauge sections respectively. The question of selecting some more sections for introduction of rail car services during the Fifth Plan is also under consideration.

**Compensation paid to Oustees of  
Pong Dam**

2099. SHRI VIKRAM MAHAJAN: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) the question of compensation which has been paid to the oustees of Pong dam area till February, 1973; and

(b) by which date the balance is likely to be paid?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA: (a) A sum of Rs. 20.05 crores till February, 1973, has been paid to the oustees of Pong Dam.

(b) Payment of balance will be made after the awards are announced by the Land Acquisition Officers. However, most of the land acquisition work is proposed to be completed by July, 1973 and payments will also be made concurrently.

**Rehabilitation of ex-Railway Electrification Staff in Maintenance Organisation of M.T.P. Calcutta**

2100. SHRI KRISHNA CHANDRA HALDER: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have made a plan at this stage as to how the maintenance organisation of the Metropolitan Transport Project will be organised in future;

(b) if so, what would be the total strength of the staff required, category-wise, for the purpose;

(c) wherefrom the staff will be taken for such maintenance organisation; and

(d) whether Government are planning to rehabilitate the Ex-Railway Electrification staff permanently in such maintenance organisation of MTP Calcutta?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Not yet.

(b) The Techno-economic Feasibility Report has forecast a total requirement of more than 3600 staff for this purpose.

(c) The construction organisation which consists also of ex-Railway Electrification Staff will be quite large and the absorption of the construction staff should be thought of first.

(d) Does not arise in view of reply to (a).

**Unsafe passenger service on Bankura-Damodar River Railway**

2101. SHRI KRISHNA CHANDRA HALDER: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have received a representation from the public that running of passenger services on Bankura-Damodar River Railway is unsafe and that wagons are being used for carrying passengers;

(b) if so, the action taken thereon by Government;

(c) whether Government have also received any proposal to convert the aforesaid line into broad gauge and to extend it upto Durgapur; and

(d) if so, the decision taken by Government?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI

MOHD. SHAFI QURESHI): (a) No. However, a representation in this regard has been received from the South Eastern Railwaymen's Union.

(b) After taking over the management of this Railway from Mcleod and Co., its permanent way has been improved and the strength of its engines and passenger coaches augmented.

(c) Yes.

(d) Due to paucity of funds and inadequate traffic justification, it is difficult to consider the conversion of B.D.R. railway and its extension to Durgapur.

#### **Execution of Medium Irrigation and Power Projects in Orissa**

2102. SHRI JAGANNATH MISHRA: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether Government propose to provide additional funds outside the plan for execution of certain medium irrigation and power projects in the Orissa State; and

(b) if so, the names of such projects and the total assistance proposed?

THE DEPUTY MINISTER IRRIGATION AND POWER (SHRI BALGOVIND VERMA): (a) and (b). The Government of Orissa have been urging that special central assistance outside the State Plan framework may be provided to them for irrigation projects in their State. The question of providing such assistance for six medium irrigation project namely Salin, Ghodahadom Bahuda (Stage I), Utti, Baghua and Dahuka, as well as the Mahanadi delta project whose accelerated construction can help to create significant additional irrigation potential in the next three years being looked into by the Planning Commission.

#### **Grant of status of class IV to Railway Porters & Vendors**

2103. SHRI MUHAMMED SHERIEF:

SHRI B. K. DASCHOWDHURY:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the National Federation of Railway Porters and Vendors urged the Centre to give the porters and vendors the status of class IV employees and recognise their unions; and

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

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): The resolutions adopted by the National Federation of Railway Porters and Vendors in their annual conference held on 14th and 15th July, 1972 at Jaipur include demands for recognition of their Federation and for granting the licensed porters and vendors certain facilities comparable to those provided to class IV Railway staff.

(b) Only Unions of Government employees are eligible for recognition. As licensed porters and vendors are merely licensed to operate at Railway stations, they cannot be accorded the status or privileges available to class IV employees and any unions formed by them cannot be granted recognition.

#### **Generation of energy at Rihand Dam**

2104. SHRI PRABODH CHANDRA: Will the Minister of IRRIGATION AND POWER be pleased to state the total amount of energy generated at Rihand Dam at present and the cost of production per unit?

THE DEPUTY MINISTER OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA): During 1971-72, 965.00 million units were generated

at Rihand Dam. The cost of generation was 3.73 paise/kwh.

### **Doubling of Railway Lines in Northern India**

2105. SHRI BIRENDRA SINGH RAO: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have finalised the programme for doubling of some Railway Lines in the Northern India;

(b) if so, the names of Railway Sections which are likely to be doubled during the next three years in the Northern India;

(c) whether some Railway lines are also proposed to be extended, and if so, the names of the sections on the Northern Railway lines which will be extended during the next 3 years; and

(d) the financial implications thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QUERESHI): (a) and (b). Doubling of lines is a continuous work, as doubling of a section is resorted to when all other cheaper means of increasing the capacity of the existing single line section fails to meet with the traffic requirements. On the Northern Railway doubling of Shakurbasti-Rohtak section is in progress and expected to be completed in 1974. Doubling of 3 patches totalling 50.86 km on the Ghaziabad-Saharanpur Section is included in the Budget for 1973-74.

(c) Following proposals for extension of lines/restorations on Northern Railway are under consideration:—

- (i) Jagadhri-Chandigarh - Ludhiana link;
- (ii) Nangal Dam-Talwara link;
- (iii) Jammu-Udhampur link;
- (iv) Rohtak-Bhiwani link;
- (v) Shahdara-Saharanpur separate B.G. line; and

(vi) Gohana-Panipat restoration;

Survey for items (i) and (ii) are in progress while Surveys for items (iii) and (iv) are yet to be carried out. Survey carried out earlier for Shahdara-Saharanpur separate B.G. line vide item (v) has been updated and the report is under examination. As regards item (vi), Traffic Survey for this restoration carried out during 1971 revealed that the project was not financially viable. However, a Preliminary appreciation was recently carried out and the report just received from the Northern Railway is under examination. Further action will be taken on these proposals after the surveys are completed and reports thereof are examined from all angles. It is, therefore, too early to indicate which of these proposals will find a place in Railway's programme for the next three years or so.

(d) Does not arise.

### **Utilisation of River Waters after the expiry of ten year term under Indo-Pakistan Treaty on Indus Waters**

2106. DR. H. P. SHARMA: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether enormous amount of river waters that fell to India's share under the Indo-Pakistan treaty on Indus Water, still continue to flow down to Pakistan, and are not utilised by India, years after the expiry of the ten year term in 1970;

(b) if so, what progress has so far been made to utilise the irrigation and power potential innate in these river waters to the country's advantage and the reasons for the non-utilisation of this potential for so many years; and

(c) by what time it is likely to be possible to utilise this potential fully?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA): (a) to (c). Under the Indust-

Waters Treaty 1960, the waters of the three Eastern Rivers (the Sutlej, the Ravi and the Beas), with a total average inflow of about 33 Million Acre ft. of waters, have been allocated to India. At present, all the waters of the Sutlej, and those of the Beas and the Ravi during 9-10 months in a year, constituting nearly three-fourths of the total inflow, are being utilised. The balance representing primarily the flood waters of the Beas and the Ravi flow down to Pakistan during the monsoon months July to September. Most of these waters will also be utilised with the completion of the storage on the Beas at Pong, the Beas-Sutlej Link and the Rajasthan Canal. All these works are in an advanced stage of construction. This would leave a balance of about 1 MAF in an average year, which would be harnessed with the construction of a storage on Ravi, proposals for which are at present under consideration.

The works under construction will be substantially completed as under:—

1. Pong Dam on the Beas—July 1973 (Dam proper)
2. Beas-Sutlej Link—June 1974 (Pandoh dam and diversion works).
3. Rajasthan Canal—1973-74 (Stage-I).

#### **Small and medium Irrigation Schemes in Rajasthan**

2107. DR. H. P. SHARMA: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) the schemes submitted by Rajasthan Government for developing medium irrigation facilities in that State for the ensuing year, 1973-74;

(b) the cost thereof and the Central assistance sought for the same;

(c) whether the same have been approved by Government, if so, with what modifications, if any; and

(d) if not, the reasons for the delay in according the approval?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA): (a) to (d). The following two new schemes have been proposed by the State Government:

	<i>Estimated cost</i>	<i>Ultimate benefits</i>
1. Panchana Rs. 1.03 lakhs		5.7th.hec.
2. Wagli Rs. 95.27 lakhs		2.4th.hec.

These are under technical examination.

Irrigation is a State subject and central assistance to States is given in the form of block loans and grants for the State Plans as a whole and is not related to any individual head or sector or project.

#### **Construction of Hydro-Electric Project on River Karnali by Nepal**

2108. DR. H. P. SHARMA: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether the proposal for purchasing power from Nepal's giant hydro-electric project proposed to be built on river Karnali was discussed during the recent visit of the Prime Minister to that country.

(b) whether any definite agreement was reached with Nepal in this regard;

(c) whether India has offered any technical or other assistance to that country for early completion of the project; and

(d) if so, the main features thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA): (a) Yes, Sir.

(b) No, Sir.

(c) No request for assistance has been received so far.

(d) Does not arise.

**Revival of former S. S. Light Railway and its conversion into Broad Gauge**

2109. DR. H. P. SHARMA: Will the Minister of RAILWAYS be pleased to state:

(a) the stage at which the proposal to revive the Railway services on the section previously served by the Shahdra-Saharanpur Railway; and

(b) whether there is any scheme to replace the existing narrow gauge Railway line by broad gauge one, if so, the gist thereof, its cost and the phases in which it is proposed to be executed?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) and (b). The feasibility and financial implications of laying a new narrow gauge line or a metre gauge line or a broad gauge line are being examined. On completion of this examination and in the light of further discussions with the Government of Uttar Pradesh, a decision would be taken whether to revive the Railway in its former gauge or in a wider gauge.

**Death of Railway workers due to Accidents and Police Firing and compensation paid**

2110. SHRI AJIT KUMAR SAHA: Will the Minister of RAILWAYS be pleased to state:

(a) the number of Railway workers who died as a result of accidents and Police Firing separately during the Calendar year 1972; and

(b) whether all such workers have been paid compensation and if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) During the year 1972 fifteen railway employees were killed in train accidents in 1947 but the work was stopped sub-

in the categories of collisions, derailments, level crossing accidents and fires in trains on the Indian Government Railways.

The figures regarding the number of Railway workers killed in Police firings will be collected and placed on the Table of the Sabha.

(b) The information is being collected and will be laid on the Table of the Sabha.

**Attaching the Daltonganj-Patna Bogie with Bombay Mail**

2111. KUMARI KAMLA KUMARI: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government propose to attach the Daltonganj-Patna bogie with Bombay Mail at Dehri-on-Sone to enable the passengers to reach Patna in early morning; and

(b) if so, the time by which this arrangement will be introduced?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) No. There is, at present, no proposal to attach Barwadih-Patna through coach, which clears traffic from Daltonganj also, with Bombay Mail.

(b) Does not arise.

**Completion of Railway line between Barwadih and Chirimiri**

2112. KUMARI KAMLA KUMARI: Will the Minister of RAILWAYS be pleased to state the time by which the 103 Mile rail line being constructed between Barwadih in Palamau and Chirimiri in M.P. will be completed and the trains will start running?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): The construction of a rail link between Barwadih and Chirimiri line was undertaken

sequently due to difficult ways and means position and also because it transpired that the anticipated traffic would not materialise on the section. The construction of this line will be considered only when definite schemes about the development of the coal fields in the area become available.

**Decision on Report of Tribunal headed by Shri N. M. Miabhoy**

2113. SHRI ROBIN SEN: Will the Minister of RAILWAYS be pleased to state;

(a) the date on which the Tribunal headed by Shri N. M. Miabhoy submitted its award;

(b) what has been the decision of Government thereon; and

(c) if no decision has been taken, the cause of the delay and when a decision is likely to be taken?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) 8th August 1972.

(b) and (c). The Government have considered and accepted the recommendations of the Miabhoy Tribunal—1969 in respect of Night Duty Allowance, revision of scales of pay of Keymen and Gangmates, special pay to Foremen 'A', upgradation of certain categories of workshop staff and those of Drivers and Guards working on long-distance passenger trains.

The other recommendations of the Tribunal are under active consideration of the Government.

**Change in duties of Ministerial and non-Ministerial Staff in Claims and Prevention units of Headquarters' Office (Northern Railway)**

2114. SHRI DHAN SHAH PRADHAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether staff both ministerial and non-ministerial in the Claims and

Prevention Units of Northern Railway Headquarters' office are working on the same job for the last 10 years without any change of duties from one unit to another, if so, reasons therefor;

(b) whether such staff after their promotion are also forced to work on the same jobs and posts and are not put to share higher responsibilities, if so, reasons therefor; and

(c) the steps taken or propose to be taken by the administration in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) to (c). Most of the staff, both ministerial and non-ministerial are continuing in the same Branch for a long time. So far they have been transferred only on promotion. However, it has now been decided to change the staff from Claim Prevention Section to Claims Section and *vice versa* gradually when vacancies arise in future.

**Execution of Sealaulim Irrigation Project in Goa**

2115. SHRI RAM BHAGAT PASWAN: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether the execution of Sealaulim Irrigation Project in Goa has been delayed; and

(b) if so, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VEHMA): (a) and (b). The Salauli Project was accepted by the Planning Commission in December, 1971. Preliminary works on the project are now in hand. Projects of this magnitude require 5 to 6 years for their completion.



वर्ष 1970, 1971, और 1972 के दौरान हिन्दी में अनुदित कानून की पुस्तकें

2116. श्री मूलचन्द डागा : क्या विधि, न्याय और कम्पनी कार्य मंत्री यह बताने की कृपा करेंगे कि वर्ष 1970, 1971, और 1972 के दौरान अनुदित कानून की पुस्तकों के नाम क्या हैं ?

विधि, न्याय और कम्पनी कार्य मंत्रालय म राज्य मंत्री (श्री नीतिराज सिंह चौधरी) : वर्ष 1970, 1971 और 1972 के दौरान किसी भी विधि पुस्तक का हिन्दी में अनुवाद नहीं किया गया है। हिन्दी में मानक विधि पुस्तकें तैयार करने के लिए आरम्भ की गई स्कीम की मुख्य बात ऐसी विधि पुस्तकों का हिन्दी में अनुवाद करना है, जिन्होंने उनमें चर्चित विषयों पर गौरव-ग्रन्थों का दर्जा प्राप्त कर लिया है। खुले विज्ञापन द्वारा आवेदन-पत्र आमंत्रित किए जाने के बाद ऐसे सक्षम व्यक्तियों का पैनल बना लिया गया है, जो ऐसी विधि पुस्तकों का हिन्दी में अनुवाद करने के लिए उपयुक्त समझे गए हैं। अनुवाद के लिए चुनी गई पुस्तकों के अनुवाद-अधिकार सम्बन्धित विदेशी/भारतीय प्रकाशकों से प्राप्त करने के सम्बन्ध में कार्यवाही आरम्भ की जा चुकी है। प्रत्येक मामले में अनुवाद-अधिकारों से सम्बन्धित निबन्धनों और शर्तों पर बातचीत कर लिए जाने और मामला तय कर लिए जाने के बाद ही अनुवाद का कार्य हाथ में लिया जाएगा।

जैसलमेर, राजस्थान में तेल अथवा गैस की खोज

2117. श्री मूलचन्द डागा : क्या पेट्रोलियम और रसायन मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या राजस्थान के जैसलमेर जिले में पिछले चार वर्षों से हो रहे खोज कार्य के परिणामस्वरूप तेल अथवा गैस मिलने की कोई संभावना है; और

(ख) इस क्षेत्र में हो रहे खोज कार्य पर अब तक सरकार कुल कितनी धनराशि खर्च कर चुकी है ?

पेट्रोलियम और रसायन मंत्रालय में उपमंत्री ( श्री दलबीर सिंह ) :

(क) यद्यपि इस क्षेत्र में कम गहरे कूओं के व्यघन ने अब तक कोई वाणिज्यिक महत्व के तेल/गैस के संचय सूचित नहीं किये हैं ; तथापि भूगर्भीय एवं भूभौतिकीय सर्वेक्षणों के परिणाम के आधार पर, गहरें कूओं के व्यघन के लिए कई स्थलों को छोड़ दिया गया है। इस स्थिति में इस क्षेत्र में तेल/गैस मिलने की संभावना को नहीं छोड़ा जा सकता है।

(ख) 31 मार्च, 1972 तक राजस्थान के जैसलमेर जिले में तेल के अन्वेषण पर किया गया कुल व्यय 63.97 लाख रुपया था।

रेलवे सम्पत्ति को नुकसान पहुंचाने वाले व्यक्तियों के विरुद्ध कार्यवाही

2118. श्री मूलचन्द डागा :

क्या रेल मंत्री यह बताने की कृपा करेंगे कि क्या उन व्यक्तियों के विरुद्ध कोई कार्यवाही की गई है जिन्होंने आन्ध्र प्रदेश में हाल के आन्दोलनों के दौरान रेलवे सम्पत्ति को नुकसान पहुंचाया और यदि हां, तो उन लोगों के नाम क्या हैं और उनके

विरुद्ध क्या कार्यवाही की गई है और यदि नहीं, तो इसके क्या कारण हैं ?

रेल मंत्रालय म उपमंत्री (श्री मुहम्मद शफी कुरेशी) : सूचना इकट्ठी की जा रही है और सभा-मटल पर रख दी जायेगी ।

# **Congestion in Third Class due to Abolition of Second Class compartments**

2119. SHRI RANABAHADUR SINGH:

SHRI DHARAMRAO AFZAL-PURKAR:

Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have studied the effect of abolition of Second Class compartments;

(b) whether it has led to congestion in Third Class compartments; and

(c) if so, the steps taken by Government to relieve congestion in the Third Class bogies?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Yes.

(b) No. On the other hand, the abolition of second class would result in more accommodation being available in the third class.

(c) Does not arise.

# **New Railway Lines in Madhya Pradesh during Fifth Plan Period**

2120. SHRI R. S. PANDEY: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have finalised a plan to lay new Railway lines in the various regions of the country during the Fifth Plan; and

(b) if so, the particulars of new Railway lines to be laid in Madhya Pradesh during the Fifth Plan period?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) No.

(b) Does not arise.

# **Congestion on Delhi and New Delhi Railway Station**

2121. SHRI R. S. PANDEY: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is too much congestion on the Old and New Delhi Railway Station and incoming and outgoing passengers are put to inconvenience on this account;

(b) whether Government have worked out any plan to develop these two stations in order to meet the growing rush of passengers; and

(c) if so, the main features thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) to (c). There is congestion at Delhi and New Delhi Railway Stations only during peak hours, and some inconvenience is also felt by the incoming and outgoing passengers due to congestion on the approach roads. The two stations do not have scope for further expansion on account of being situated in a built up area. The survey for providing a third terminal is in progress.

# **Footpath Alongside Railway Bridges No. 175 and 176 between Alwaye and Chauvara**

2122. SHRI A. K. GOPALAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have received any memorandum for provision of footpath alongside the Railway Bridges No. 175 and 176 between Alwaye and Chauvara in Southern Railway; and

(b) if so, the action taken by Government?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Yes.

(b) Under the rules, Railways provide footpath on a railway bridge for public use only in the State Government or the authority concerned bears the costs involved, and provided technically and operationally such a footpath is feasible.

The Government of Kerala have already been requested to indicate if they are prepared to bear the costs i.e. initials as well as recurring maintenance, etc., involved in providing footpaths on these two bridges.

#### **Setting up of a Power Generation Board for Central Power Projects**

2123. SHRI ANNASAHAB GOT-KHINDA: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether a decision has been taken on the question of setting up a Power Generation Board for the Central Power Projects;

(b) the salient features of the scheme; and

(c) The projects, for Power Generation in the Central sector during the Fifth Plan period to supplement generation by the States?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA): (a) and (b). The question of setting up a Power Generation Board or other suitable organisation for the Central Power Projects is under consideration of Government and no decision in the matter has yet been taken.

(c) The projects proposed by this Ministry for inclusion in the Fifth Plan

in the Central Sector are:—

#### **Northern Region**

(1) Badarpur Thermal Extension (400 MW).

(2) Atomic Power Station at RAPP (400 MW).

(3) Dulhasti (330 MW).

(4) Baira-Siul Hydro (180 MW).

(5) Salal Hydro (270 MW).

#### **Western Region:**

(1) Tarapur Atomic Power Station Extension (200 MW).

#### **Southern Region:**

(1) Kalappakkam Atomic Power Station (400 MW).

(2) Kalappakkam Atomic Power Station Extension (400 MW).

(3) New Nuclear Station (200 MW).

#### **Eastern Region:**

(1) Damodar Valley Corporation Thermal Projects (640 MW).

(2) Tenughat Thermal Power Project (400 MW).

(3) North-Bengal Thermal Power (240 MW).

(4) Pumped Storage Hydro—DVC (200 MW).

(5) Koel-Karo Hydel Project (120 MW).

#### **North-Eastern Region:**

(1) Loktak Hydro-electric Project (70 MW).

(2) Loktak Hydro-electric Project Extension (35 MW).

(3) Kameng Hydro (200 MW).

#### **Setting up of Floating Power Stations**

2124. SHRI BAKSI NAYAK: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether Government propose

to set up floating power station;

(b) if so, the country from which the equipment for such power stations is likely to be imported; and

(c) the extent to which the floating power stations would help increase power supply in the country?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA): (a) The possibilities for setting up floating power stations in the country are at present under preliminary examination.

(b) and (c). These matters will be worked out depending on the nature and content of the projects to be evolved, their fuel requirements, load capabilities etc.

#### **Rajdhani Express from Delhi to Ahmedabad**

2125. SHRI D. P. JADEJA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government propose to run Rajdhani Express from Delhi to Ahmedabad; and

(b) if so, when?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) No.

(b) Does not arise.

#### **Indigenous Electronic System for Controlling Locomotive Speed and power**

2126. SHRI P. K. DEO: Will the Minister of RAILWAYS be pleased to state:

(a) whether an indigenous electronic system for controlling locomotive speed and power has been evolved in India;

(b) the organisation which evolved this device; and

(c) whether this device has been experimented and if so, what was the result?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Yes, on the lines of a device which was being imported from the United States.

(b) This device was evolved jointly by Diesel Locomotive Works Varanasi; Heavy Electricals (India) Ltd., Bhopal; Central Electronic Engg. Research Institute, Pilani and Electronic Corporation of India Hyderabad.

(c) Yes, the results of the experiments and trials on the locomotive have been successful.

#### **रतलाम डिब्बीजन के गरोट रेलवे स्टेशन पर बिजली तथा टेलीफोन सुविधा की व्यवस्था करना**

2127. डा० लक्ष्मीनारायण पाण्डेय: क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या रतलाम डिब्बीजन के गरोट रेलवे स्टेशन के पास ही बिजली की लाइन होने के बावजूद, उस स्टेशन पर बिजली नहीं है और न ही स्टेशन पर कोई टेलीफोन है; और

(ख) यदि हाँ, तो उक्त स्टेशन पर बिजली तथा टेलीफोन सुविधाओं की व्यवस्था करने में क्या कठिनाई है ?

रतलाम स्टेशन में उपमन्त्री (श्री मुहम्मद शफी कुरशी) : (क) जी हाँ,

(ख) बिजली सप्लाई प्राधिकारियों द्वारा बहुत अधिक सर्जिस कनेक्शन प्रभार मांगे जाने के कारण, गरोट स्टेशन के

विजलीकरण का अभी तक विचार नहीं किया गया है।

डाक-तार विभागीय टेलीफोन की व्यवस्था के लिए मण्डल इंजीनियर (टेलीफोन), इन्दौर से पहले ही मांग की जा चुकी है।

गैर-सरकारी कम्पनियों द्वारा बाजार में आयात की बिक्री

2128. डा० लक्ष्मीनारायण पांडेय : क्या पेट्रोलियम और रसायन मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या वेस आयल केवल प्रतिरक्षा उद्देश्यों के लिए ही सप्लाई किया जाता है;

(ख) क्या प्रतिरक्षा विभाग को वेस आयल की सप्लाई का कार्य स्वास्तिक पेट्रोलियम आटो इण्डस्ट्रीज़, सेन्द्रल, आयल कंपनी तथा जय भारत लुब्रीकेन्ट्स को सौंपा गया था ;

(ग) क्या उक्त गैर सरकारी कम्पनियों ने वेस आयात को बाजार में वेच दिया था; और

(घ) यदि हां, तो इस सम्बन्ध में सरकार द्वारा क्या कार्यवाही की गई ?

पेट्रोलियम और रसायन मंत्रालय में उपमंत्री ( श्री बलबीर सिंह ) : (क) जी नहीं।

(ख) जी नहीं।

(ग) प्रश्न नहीं उठता।

(घ) प्रश्न नहीं उठता।

भारतीय नौवहन निगम द्वारा भारतीय तेल निगम का माल न ले जाया जाना

2129. डा० लक्ष्मीनारायण पांडेय : क्या पेट्रोलियम और रसायन मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या भारतीय तेल निगम ने अपना माल भेजने का काम भारतीय नौवहन निगम को न दे कर किन्हीं गैर-सरकारी नौवहन एजेंसियों को दिया है; और

(ख) यदि हां, तो इसके क्या कारण हैं ?

पेट्रोलियम और रसायन मंत्रालय में उपमंत्री ( श्री बलबीर सिंह ) : (क) और (ख). भारतीय तेल निगम, अपना माल भेजने के लिए भारतीय नौवहन निगम और गैर सरकारी नौवहन एजेंसियों दोनों से जहाज किराये पर लेते हैं। किन्तु गैर-सरकारी नौवहन एजेंसियों के जहाज किराये पर केवल तभी लिये जाते हैं जब भारतीय नौवहन निगम, भारतीय तेल निगम की आवश्यकताओं के अनुरूप उपयुक्त टैंकर टन्नेज पर्याप्त संख्या में देने में असमर्थ होता है।

दिल्ली में मिट्टी के तेल की कमी

2130. श्री भारत सिंह चौहान : क्या पेट्रोलियम और रसायन मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या गत 12 महीनों में दिल्ली में मिट्टी के तेल की गम्भीर कमी है; और

(ख) यदि हां, तो इसके क्या कारण हैं और इस सम्बन्ध में सरकार का क्या कार्यवाही करने का विचार है ?

पेट्रोलियम और रसायन मंत्रालय में उप-मंत्री (श्री दलबीर सिंह) : (क) जी नहीं। तो भी, दिल्ली के कुछ भागों में मिट्टी के तेल की छुट-पुट कमी रही है।

(ख) अब तक, उत्पाद की उपलब्धता की स्थिति आमतौर से अच्छी रही है। फिर भी, कभी-कभी मुख्यतः परिचालन के कारण स्थानीय कमियां हुई हैं। जहां ऐसी कमियां होती हैं, वहां मिट्टी के तेल की सप्लाई बनाये रखने के लिए समय-समय पर विशेष प्रबन्ध किये जाते हैं और साधारणतः सप्लाई की स्थिति को संतोष-जनक स्तर पर रखा जाता है।

दिल्ली के लिए जलाने का कोयला (साफ्ट कोक) ढोने के लिए वैगनों की मांग

2131. श्री भारत सिंह चौहान : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) गत तीन वर्षों में प्रति मास दिल्ली में जलाने का कोयला (साफ्ट कोक) ढोने के लिए कितने वैगनों की मांग की गई; और

(ख) 1972-73 में मांग की पूर्ति किस सीमा तक की गई है?

रेल मंत्रालय में उपमंत्री (श्री मुहम्मद शफी कुरेशी) : (क) और (ख). जनवरी, 1972 से पूर्व दिल्ली को सोफ्ट कोक का आवंटन उन मांगों के अनुसार किया जाता था जो उन विभिन्न लाईसेंसधारियों के पक्ष में प्रस्तुत की जाती थी जिनके लिए पश्चिम बंगाल-बिहार क्षेत्रों की विभिन्न कोयला खानों को निर्धारित सोफ्ट कोक के समग्र कोश के अन्तर्गत दिल्ली राज्य द्वारा सिफारिश की जाती थी। जनवरी, 72 से दिल्ली राज्य का प्रतिमाह सोफ्ट कोक के 1500 मान डब्बों का कोटा नियत किया गया था।

जनवरी, 72 से फरवरी, 73 तक अवधि के दौरान माह वार आवंटन नीचे दिया जा रहा है :

	कार्यक्रम	आवंटन
<b>1972</b>		
जनवरी	1500	1107
फरवरी	"	1675
मार्च	"	1488
अप्रैल	"	1254
मई	"	927
जून	"	1279
जुलाई	"	1072
अगस्त	"	1512
सितम्बर	"	1738
अक्तूबर	"	1496
नवम्बर	"	1083
दिसम्बर	"	1127
<b>1973</b>		
जनवरी	"	1521
फरवरी	"	1069

**Functions of Central Water and Power Commission in the field of Planning and execution of power plants**

2132. SHRI SAROJ MUKHERJEE: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) the original role envisaged for C.W.P.C. and the functions and responsibilities of C.W.P.C. as today in the field of planning, design and execution of power plants especially Thermal Power Plants; and

(b) whether the present role of C.W.P.C. is different from what it was envisaged earlier and if so, the reasons for the change?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND

**POWER (SHRI BALGOVIND VERMA):** (a) and (b). The functions of the Central Water and Power Commission are contained in the late Ministry of Natural Resources and Scientists Research Resolution No. EL-1-201(5), dated the 21st April, 1951, a copy of which is laid on the Table of the House. [Placed in Library. See No. LT-4379]. There has been no change in the functions of the Commission.

#### **Bringing Power Fuel Oil Prices for Fertiliser**

**2133. SHRI SAROJ MUKHERJEE:**  
**SHRI YAMUNA PRASAD**  
**MANDAL:**

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

(a) whether Government are considering a scheme to give concessions to the fertiliser industry by bringing down the fuel oil cost; and

(b) if so, the broad outlines thereof?

**THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI DALBIR SINGH):** (a) and (b). Government have decided to exempt fuel oil from excise duty when used as feedstock for production of fertilizers. Certain other measures for price adjustment of fuel oil are also under consideration so as to improve the economics of a fuel oil based fertilizer plant. These measures are expected to promote the use of fuel oil as feedstock for fertilizer production both in the public as well as in private sectors.

#### **Diversion of power supply from surplus States**

**2134. SHRI D. B. CHANDRA GO-WDA:** Will the Minister of **IRRIGATION AND POWER** be pleased to state:

(a) the steps taken by Government to divert power supply from the

surplus States to those States which are facing acute power shortage for the last four months; and

(b) the names of those States and broad outlines regarding the power assistance provided to them?

**THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA):** (a) and (b). Some surplus power has been available during the year in Delhi and Himachal Pradesh in the Northern Region, Madhya Pradesh in Western Region and Kerala in the Southern Region. Delhi has been supplying 8-10 lakh units per day to Haryana and Bassi in Himachal Pradesh about 4-5 lakh units per day to Punjab, Madhya Pradesh has been supplying about 10 lakh units per day to Northern Region. Kerala is supplying about 3 lakh units per day to Tamil Nadu. Bihar/D.V.C. is supplying about 5 lakh units per day off peak power to Uttar Pradesh.

#### **Cases pending with Delhi Courts**

**2135. SHRI D. B. CHANDRA GO-WDA:**  
**SHRI BISHWANATH JHUN-**  
**JHUNWALA:**

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

(a) whether attention of Government has been drawn to the news item appearing, in the *Hindustan Times* dated the 28th December, 1972 under the caption "over 1.5 lakh cases pending in Courts (Delhi)"; and

(b) if so, Government's reaction thereto and the steps taken by Government in this regard?

**THE MINISTER OF STATE IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI NITIRAJ SINGH CHAUDHARY):** (a) Government have seen the news item referred to.

(b) The bulk of the pending cases relates to police challans pertaining to

traffic offences. To liquidate the arrears of this type of cases the number of regular traffic courts has been increased from two to four and the Magistrates concerned have been directed to show better output. They have also been instructed to make use of the provisions of section 130 of the Motor Vehicles Act so that the cases covered by the said section could be disposed of by the accused paying the fine without attending the court for trial. Better arrangements are being devised for the service of processes on the accused persons and witnesses. The result is encouraging and the number of pending traffic cases is going down every month.

At present two officers are dealing with Hindu Marriage cases almost exclusively and it is hoped that their disposal will positively meet the institution of this type of cases. If it is found that the pendency of such cases calls for more Judges, their number will be increased.

Twenty-five more officers have been appointed to the Delhi Judicial Service recently. Twenty-one out of them have already joined and the rest are likely to join shortly. With the addition of these officers, the disposal of cases is expected to pick up and the arrears will decline.

#### **Separate Fast trains for R.M.S. vans and parcel vans**

2136. SHRI D. B. CHANDRA GOWDA: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal under the consideration of Government to run separate fast trains for R.M.S. vans, slip coaches and parcel vans so that passenger trains could carry more passengers; and

(b) if so, the main features thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) and (b). A proposal in this regard is being formulated in consultation with Zonal

Railways keeping in view section capacity and capacity at terminals to handle these additional trains.

#### **Creation of Permanent Posts for Gangmen in Khurda Road Division (South Eastern Railway)**

2137. SHRI ARJUN SETHI: Will the Minister of RAILWAYS be pleased to state:

(a) what are the difficulties that stand in the way of creation of permanent posts on authorised scale of pay for Gangmen working in the Khurda Road Division of South Eastern Railway for the past ten years; and

(b) the proposal under the consideration of Government in this regard at present?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) and (b). About 1500 permanent posts of Gangmen have been created during the last ten years in Khurda Road Division according to the requirements of track maintenance. The position is reviewed from time to time. An examination of the requirements is in progress at present.

#### **Revision in rate of Commission to Agents of Flag Stations of South Eastern Railway for sale of Tickets,**

2138. SHRI ARJUN SETHI: Will the Minister of RAILWAYS be pleased to state:

(a) what is the rate of commission allowed to the agents of the Flag Stations of the South Eastern Railway on the sale of the tickets;

(b) whether Government propose to revise the rates upwards; and

(c) if so, when?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI



MOHD. SHRFI QURESHI): (a) Flag Station are worked Departmentally and not by agents. Obviously, the reference is to half stations which are worked by halt agents. These halt agents on all the Railways including South Eastern Railway are paid at a rate not exceeding 15 per cent on total sale proceeds so that it may yield a Commission of about Rs. 150/- per month.

(b) No.

(c) Does not arise.

**Project on Food Control Scheme for Subarnarekha River in Orissa**

2139. SHRI ARJUN SETHI: Will the Minister of IRRIGATION & POWER be pleased to state:

(a) whether any project has been prepared about the flood control scheme for Subarnarekha river in Orissa State; and

(b) if so, the broad features thereof with cost estimate and when it will be completed?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA): (a) The Orissa Government have prepared a project report for construction of embankments on both banks of the river Subarnarekha in Orissa State from West Bengal-Orissa border up to the sea.

(b) The project, estimated to cost Rs. 10.48 crores, envisages construction of new embankments in a length of 75 kms. and raising and strengthening of existing embankments in a length of 20 kms. It also envisages remodelling of the existing drainage channels in a length of about 33 kms. and provision of drainage and inundation irrigation sluices in the embankments. The project is expected to benefit an area of 0.8 lakh ha.

A Committee of Technical Experts has been appointed by the Centre to examine the possibilities of constructing storage reservoirs in the catchment of the Subarnarekha in the States of Bihar, West Bengal and Orissa and to recommend long term measures for flood control in the Subarnarekha basin as a whole. The project in Orissa will be finalised after the Committee submits its report which is likely to be submitted by June, 1973.

**Cluster Programme of Tube Wells and Survey for Under-ground Water in Subarnarekha-Burabalong River Basin**

2140. SHRI ARJUN SETHI: Will the Minister of IRRIGATION AND POWER be pleased to refer to the reply given to the Unstarred Question No. 3965 on the 9th December, 1970 regarding Cluster Programme of Tube-Wells and survey for under ground water in Subarnarekha and Burabalong river basin and state:

(a) whether any further action on cluster programme of tube-wells and survey of under-ground water in Subarnarekha-Burabalong river basin has been taken; and

(b) if so, the action taken and its present position?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA): (a) and (b). The State Government have reported that 350 Sq. miles in Burabalong basin and 420 Sq. miles in Subarnarekha basin have been surveyed for groundwater and that 22 tubewells in the Burabalong basin and 42 tubewells in the Subarnarekha basin have been installed.

**Revenue earned by Government from Book Stalls at Railway Stations**

2141. SHRI HARI KISHORE SINGH: Will the Minister of RAIL-

WAYS be pleased to state:

(a) the number of private firms having book stalls on the Railway stations in the country;

(b) the number of book stalls owned or operated by each firm; and

(c) the total revenue to Government from such firms, firm-wise?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) 41 firms (This figure does not include the contracts given to individuals as distinct from firms).

(b) A statement is laid on the Table of the House. [*Placed in Library. See No. LT-4398/73*].

(c) The information is being collected and will be laid on the Table of the Sabha.

#### **Import of Crude Oil from Persian Gulf**

2142. SHRI HARI KISHORE SINGH:

DR. H. P. SHARMA:

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

(a) whether there is any proposal under the consideration of Government to import crude oil from the Persian Gulf States; and

(b) if so, the broad outlines thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI DALBIR SINGH): (a) and (b). There are proposals in this regard to establish alternative sources of crude oil. It is premature at this stage to indicate details thereof. Arrangements have already been made to purchase certain quantities of crude oil from Iraq.

#### **Death of Railway Workers due to Public Agitation**

2143. SHRI GADADHAR SAHA: Will the Minister of RAILWAYS be pleased to state:

(a) the number of Railway workers who died as a result of public agitations unconnected with Railway working during 1972;

(b) whether Government have given any compensation to the workers who died as a result thereof; and

(c) if so, the amount thereof and if not, the reason therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) One Railway employee working in the Cabin at Nidubrolu Station on the South Central Railway, died of injuries sustained on 22nd November, 1972 as a result of his Cabin being set on fire by the agitators.

(b) and (c). *Ex-gratia* relief to the extent of Rs. 8,650 has already been paid to the family of the deceased from the Railway Minister's Welfare and Relief Fund and other funds operated on the Zonal Railways. The case regarding payment of compensation for a sum of Rs. 9,000 to the dependents of the deceased employee is being processed actively and the amount will be deposited with the Commissioner for Workmen's Compensation shortly.

#### **Supply of Light Diesel Oil**

2144. SHRI MADHURYA HALDAR: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether apart from fixing quotas of States for the supply of light diesel oil, Government supply light diesel oil to some industries or organisations directly;

(b) if so, names of industries and organisations; and

(c) the quantity of the oil supplied to them?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI DALBIR SINGH): (a) to (c). The information is being collected and will be laid on the table of the House.

**Man-days lost due to strike by workers of Single and Telecommunication Department of South Central Railway (Southern Railway)**

2145. SHRI MADHURYA HALDAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether there was a strike by the workers of Signal and Telecommunication Department of South Central Railway in 1972.

(b) if so, the number of man-days lost, the terms of settlement of the strike and whether the terms of settlement have been implemented; and

(c) if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) to (c). About 400 daily rated casual workers of the Signal and Telecommunication Department employed at Kazipet did not turn up for duty during the period from 20th July 1972 to 9th August, 1972. On 23rd July, 1972, the workers were told that their grievances would be looked into by the local Railway Administration. Each demand has been considered and appropriate action taken, including enhancement of daily wages in the case of some categories of workers and absorption in Class IV of such of the workers as were found suitable for the purpose.

**Upward Trend in Oil Prices in International Market**

2145. SHRI INDRAJIT GUPTA: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether there has been an upward trend in oil prices in the international oil market in recent years;

(b) whether the powerful international oil cartels were trying to pass on to the consumer countries the entire burden of tax-paid, costs of petroleum and crude; and

(c) if so, whether India is taking any steps in co-operation with other oil importing developing countries to meet the challenge of the oil cartels and to work out long-term projects for the exploration, production and supply of oil with the assistance of friendly countries

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI DALBIR SINGH): (a) and (b). Yes, Sir.

(c) The steps being taken are for establishment of alternative sources of supply of crude oil, intensification and acceleration of oil exploration in the country's onshore and offshore areas, and establishment of joint ventures for oil exploration abroad.

**Establishment of National Academy of Judicial Training**

2147. SHRI INDRAJIT GUPTA: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether the Law Commission has suggested the establishment of a National Academy of Judicial Training; and

(b) if so, what decision has been taken thereon?

THE MINISTER OF STATE IN THE MINISTRY OF LAW, JUSTICE AND

COMPANY AFFAIRS (SHRI NITIRAJ SINGH CHAUDHARY): (a) Yes Sir. The Law Commission in its Fifty Fourth Report on the Code of Civil Procedure has recommended the establishment of such an Academy.

(b) No decision has been taken so far on the proposal by the Government.

**Additional Facilities Required by Eastern Railway to Handle Increase in goods Traffic**

2148. SHRI INDRAJIT GUPTA: Will the Minister of RAILWAYS be pleased to state:

(a) whether any study has been undertaken by the Railway Board to assess the additional facilities that would be required by the Eastern Railway to handle the anticipated increase in goods traffic in the Fifth Plan period;

(b) if so, what are the results thereof; and

(c) what steps are being taken to provide the required additional facilities to the Eastern Railway?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) to (c). The assessment of traffic during the Fifth Plan and the facilities required therefor is still in progress. Necessary action will be taken to provide facilities through Annual Plans after these exercises are completed.

**Assistance to Mahanadi and Luna-Chitrothpala Irrigation Schemes for Orissa**

2149. SHRI SURENDER MOHANTY: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether the Government of Orissa were promised necessary financial resources for the irrigation

schemes of Mahanadi and Luna-Chitrothpala deltaic area; and

(b) if so, whether the promised amount has since been released?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA): (a) and (b). The question of accelerating the work on Mahanadi delta and other major irrigation projects in the country which can help to create significant additional irrigation potential in the next three years is being looked into by the Planning Commission.

**Irregularities in Staff Matters in Electric Loco Shed at Bhilai (South Eastern Railway)**

2150. SHRI MOHAMMAD ISMAIL: Will the Minister of RAILWAYS be pleased to state:

(a) whether any irregularities in staff matters in Electric Loco Shed at Bhilai, South Eastern Railway have been brought to the notice of Government;

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

(c) if no action has been taken the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) to (c). Certain alleged irregularities were brought to notice by the Hon'ble Member. These were carefully examined but the allegations of irregularities were not sustained. A reply was accordingly given to him.

**Grant of Lien to Staff of South Eastern Railway (Electrification)**

2151. SHRI MOHAMMAD ISMAIL: Will the Minister of RAILWAYS be pleased to state:

(a) whether a number of employees working in South Eastern Railway (Electrification) do not have liens in any of the Open Line Railways;

(b) whether this is an accepted policy of Government to provide them with liens; and

(c) if so, what is the specific target date for the concerned staff so when South Eastern Railway (Electrification) will be provided with lien?

**THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI):** (a) Yes.

(b) Yes, subject to the availability of vacancies in the grade and post on the Open Line Railways for which they are found suitable after screening.

(c) It is not possible to fix a target date for this purpose, more so when some of the concerned staff are abstaining from appearing before the Screening Committee.

#### **Supply of Coal to Thermal Power Stations**

**2152. SHRI C. JANARDHANAN:** Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether some thermal power stations in the country are facing coal shortage;

(b) whether this shortage has affected their power generation capacity and if so, to what extent; and

(c) what steps have been taken to ensure adequate supply of coal to the thermal power stations?

**THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA):** (a) to (c). The power generation from hydro stations has been drastically reduced since September/October, 1972 due to inadequate rainfall during 1972. There was also a shortfall of power generation from

Atomic power stations. Since the shortfall of power from Tydro and Atomic stations and the increased demand of power as a natural growth has to be met by stepping up power generation from thermal Stations to the maximum extent possible, the coal consumption has shot up sharply. Consequently, the collieries in the Public and Private sectors had been facing difficulties to meet the sudden increased demand of coal supply to the thermal power stations, although they have been trying to meet this increased demand of coal supply. Similarly, the Railways had been facing the difficulties in making sufficient wagons available for transportation of coal to thermal power stations. At a few thermal power stations, due to depleted coal stock position, the entire power demands of the area could not be met to the extent possible. In order to meet this situation, the concerned departments of the Government of India have been pooling up their resources for adequate coal supply to the thermal power stations. In January, 1973, a Control Room has been set up in the Railway Board where representatives of the Ministries of Steel and Mines, Ministry of Irrigation and Power and the Railway Board have been holding meetings daily to watch coal consumption and coal supply position and where needed to rush coal on an emergent basis to avert any crisis.

#### **Flood Control Measures**

**2153. SHRI C. JANARDHANAN:** Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether the flood control measures so far taken cover only about one-third of the area which is subject to frequent floods; and

(b) if so, what steps are being taken to protect the remaining area from floods?

**THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VER-**

MA): (a) The flood control measures taken so far have provided reasonable protection to an area of about 65 lakh ha which is about 1/3 of the total area roughly estimated to be liable to damage by floods.

(b) In order to provide flood protection to the maximum possible area as early as possible it is proposed to increase the tempo of flood control programme. The State Governments have been asked to prepare comprehensive plans for flood control works and fix up the priority of works to be taken up in the 5th Five Year Plan.

The details of the proposals are to be finalised when the comprehensive plans are prepared and relative priorities determined by the State Governments. The Central Water and Power Commission have roughly estimated on the basis of available data that the programme of achieving the target of reasonable protection of fifty per cent of the flood prone areas would cost about Rs. 540 crores in the period from 1971—81.

With the object of reducing the recurring flood damage in the seriously flood affected States of Bihar, Orissa, Uttar Pradesh and West Bengal, certain priority works have also been taken up during the last two years of the IV Plan.

Flood Control Commissions have been set up for the Brahmaputra Valley in Assam and the North Bengal rivers by the State Governments of Assam and West Bengal respectively for the preparation of comprehensive plans and their implementation in a coordinated and effective manner. The Government of India have set up the Ganga Flood Control Commission for the preparation of a comprehensive plan of flood control in the Ganga basin and arranging its implementation in a coordinated manner through the concerned State Governments.

### **Release of Foreign Exchange to Foreign Oil Companies for Import of Crude**

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2154. SHRI N. K. SANGHI: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether Government have recently changed the mode of release of foreign exchange to foreign oil companies for import of crude;

(b) the reasons for this change and the advantages thereof; and

(c) whether the present procedure entails higher import price being incurred per barrel of crude than the previous system of allocation?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI BALBIR SINGH): (a) to (c). No Sir. The Government is continuing to release foreign exchange to foreign oil companies for import of crude oil on an *ad hoc* basis.

### **Quota For Pass and P.T.O. Holders for Mail/Express Trains**

2155. SHRI K. SURYANARAYANA: Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 4853 on the 19th December, 1972 regarding justification for reservation quota for Railway Officers and state:

(a) whether while Railway Pass Holders corner a good chunk of 1st Class and ACC seats in principal mail and express trains throughout the country, the ticket-holders are kept in the waiting list;

(b) whether the Railway Board has considered the desirability of earmarking a quota for such Pass and P.T.O. Holders on all the principal mail and express trains so that the ticket-holders are not subjected to inconvenience and the Railways do not lose revenue; and

(c) if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) No. Reservation of accommodation for passengers including Railway Pass holders on trains in all classes is done on "first come first served" basis. No preferential treatment is given to the Railway Pass holders in the matter of reservation and they are given accommodation in trains according to their turn.

(b) and (c). No specific quota is proposed to be fixed for reservation of rail accommodation on Passes and P.T.Os. However, during periods of rush, suitable restrictions are imposed by Railways for reservation on Privilege Passes/P.T.Os. on important trains to avoid inconvenience to ticket holders as far as possible. Government look upon grant of concessions like Passes and P.T.Os. to Railway servants as something to which they are legitimately eligible as part of their service conditions and as such the question of any loss being suffered on this account does not arise.

#### **New Machinery to Improve Labour Relations in Railways**

2156. SHRI C. K. CHANDRAPPA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Railways are thinking of setting up a new kind of machinery for improving the labour relations in Railways, as suggested by the Union Minister of Railways in a signed article in 'Blitz', Republic Day Special, dated the 27th January, 1973; and

(b) if so, the broad outlines of the new machinery?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) The forum known as "Corporate Enterprise Group of Management and Labour"

referred to in the article has already been set up.

(b) The broad objectives of this forum are as under:—

- (i) to evaluate the functioning of the railways and exchange data and ideas on ways and means for improving the efficiency and viability of the enterprise,
- (ii) to apprise the investment programmes, particularly in regard to housing and welfare services,
- (iii) to identify areas and devise action-oriented methods for maximising organisational effectiveness, the use of technology and towards building up the image of the Railways as a service organisation.

#### **Funds for Completion of Projects in Kerala**

2157. SHRI C. K. CHANDRAPPA: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether there is a proposal for providing special funds for the Kerala State in the last two years of the Fourth Plan for advance action on the irrigation and power projects to be completed during the Fifth Plan; and

(b) if so, the main features thereof and the decision taken thereon?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA): (a) and (b). The question of accelerating the work on selected major irrigation projects, including some irrigation projects of Kerala, whose accelerated construction can help to create significant additional irrigation potential in the next three years, is being looked into by the Planning Commission.

**Conversion of Rupsa-Talband Line into Broad Gauge**

2158. SHRI CHINTAMANI PANIGRAHI: Will the Minister of RAILWAYS be pleased to state:

(a) whether the proposal for conversion of Rupsa-Talband line in Orissa to broad gauge has advanced further; and

(b) when this conversion work is going to be undertaken?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) and (b). Traffic Survey Report for the conversion of Rupsa-Talband N.G. rail line into B.G. is under examination. According to the survey report, the project is estimated to cost Rs. 3.79 crores yielding a return of only 2.53 per cent. However a decision will be taken after the report is examined from all aspects.

**Execution of Upper Indravati Project in Orissa**

2159. SHRI CHINTAMANI PANIGRAHI: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether investigation of Upper Indravati Project in Orissa has been finalised by now;

(b) if so, the salient features thereof; and

(c) when this project is going to be executed?

THE DEPUTY MINISTER OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA): (a) The Government of Orissa has reported that the investigations of the Indravati project are still under progress.

(b) and (c). These will be known only after the investigations are completed and project report prepared by the State Government.

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**Cooling Water Required for Power Stations**

2160. SHRI R. P. ULAGANAMBI: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) the names of power stations which have been experiencing difficulty in obtaining the required quantity of cooling water and since when and the reasons therefor; and

(b) the steps taken by Government to augment the supply of cooling water to those stations?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA): (a) The Ennore Power Station in Tamil Nadu experienced difficulty in obtaining the requisite quantity of cooling water due to sand bar formation at the channel inlet. The Basin Bridge Power Station in Tamil Nadu had also limitations in the supply of cooling water.

(b) With the use of sand pumps, bull-dozers and scrapers, the availability of cooling water supply to the Ennore Power Station in Tamil Nadu has been increased. Action is being taken to augment cooling water supply to Basin Bridge Power Station in Tamil Nadu.

**Utilisation of Water by Power Houses**

2161. SHRI R. P. ULAGANAMBI: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) the volume of water each hydel reservoir attached to Power Houses in public sector has had during the last three years; and

(b) the total volume of water utilised by each power house during that period for generation of power?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA): (a) The maximum quan-



tity of water stored in the hydel reservoirs of major hyrdo electric projects during the last three years is as under :

Name of Project	1970- 71 (figures live in million cubic metres)	1971- 72 indicate storage capacity	1972- 73 live capacity
Bhakra	4460	6770	3880
Gandhi Sagar*	6140	6640	4240
Rihand*	4100	8970	6800
Sharavathi*	4275	3310	2365
Hirakud	5820	5820	5820
Koyna*	1868	1891	1650

\*The live storage includes carry over storage for storing waters available in years of good rainfall to years of low rainfall.

(b) The total volume of water utilised by the above Power Houses during the three years is approx.

(Figures in Million cubic Metres)

	1970- 71	1971- 72	1972- 73
Bhakra	11150	12000	Figures for 1972-73 will be available after end of March 1973.
Gandhi Sagar	3545	4370	
Rihand	6250	7060	
Sharavathi	3450	3670	
Hirakud	8710	9730	
Koyna	2980	3215	

The above water utilisation includes water in storage in the reservoirs at the end of the monsoon and also the post-monsoon flow.

NOTE: With regard to (a), the live storage capacity indicated corresponds to the maximum level of reservoir reached in the correspond-

ing years. With regard to (b), the volume of water utilised has been calculated approximately from the figures of actual generation from the projects during the years indicated therein.

#### Non-Availability of Spare Parts for Power Houses

2162. SHRI R. P. ULAGANAMBI: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) how many Power Houses in the public sector could not function to their optimum capacity due to non-availability of spare parts during the last two years;

(b) the reasons for non-availability of spare parts in each case; and

(c) the steps which were taken and are proposed to be taken to obtain the spare parts in case of each such Power House?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA): (a) and (b). Generally Power Stations in the country have not suffered on account of non-availability of spare parts. Fast wearing spares are generally available at all Power Houses. In case of major breakdowns, parts have to be specially manufactured, repaired or imported. Indigenous substitutes of imported spares are being utilised by Power Stations which in some cases may not be of proper quality and as a result some power Stations have not been functioning to optimum capacity.

2 Units of 75 MW at Durgapur and Bokaro, 1 Unit of 30 MW at Korba, 1 Unit of 50 MW at Patratu, 1 Unit each of 62.5 MW at Satpura and Talcher have not been functioning for some-time due to necessity of major repairs in the case of Korba and Patratu and for spare parts for Durgapur and Bokaro.

(c) The Generators for Korba and Patratu are being repaired by BHEL at their works. Spare parts for Durgapur and Bokaro have been arranged and units are expected back in operation in March and June, 1973. Quality of indigenous substitutes for imported spares is constantly under review and is being improved. Public sectors manufacturing plants are considering the possibility of manufacturing a large number of spare parts and taking up heavy repairs of generating units. Foreign Exchange is being allotted for importing original original spares wherever necessary.

#### Coal and Oil Requirement for Public Sector Power Houses

2163. SHRI R. P. ULAGANAMBI: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) the total requirement of coal and oil by public sector power houses for their optimum functioning;

(b) the quantity which was supplied to such power houses during the last three years;

(c) the periodicity of the supply with quantity in each case; and

(d) the parties which were responsible for supplying coal and oil to the power houses?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA): (a) Total requirement of coal and oil during 1973-74 has been assessed as under:—

Coal : 30.37 million tonnes.

Oil : 2.00 million tonnes.

(b) The following quantity was supplied during the last three years :

1970-71	1971-72	1972-73 (Jan.—)Dec.)
		(Million tonnes)
Coal: 12.93	16.08	18.25
Oil : 1.317	1.444	1.575

(c) As per statement laid on the Table of the House. [Placed in Library. See No. LT-4399/73].

(d) Coal supply.

1. M/s. National Coal Development Corporation.

2. M/S Bharat Coking Coal Limited.

3. M/S Singareni Collieries Limited.

4. Coal washeries for supply of middlings.

5. Private Collieries/Custodian General of Coal Mines Authority (after nationalisation).

#### Oil supply

1. M/s. Indian Oil Corporation Limited.

2. M/S Burma Shell Refineries.

3. M/S ESSO Refineries.

4. M/S Caltex Oil Refineries.

5. M/S Madras Refineries.

#### Generation of Power

2164. SHRI E. V. VIKHE PATIL: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) by how many kilowatts the power generation is behind schedule at present in the country; and

(b) the reasons therefor and the steps taken or proposed to be taken to achieve the target during the current plan?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA): (a) The Fourth Five Year Plan envisaged augmentation of installed generating capacity from 14.3 million kW to 23.1 million kW after retirement of some old and obsolete sets. The latest review indicates that there may be a shortfall of 3 to 3.5 million kW in the Plan target.

(b) The reasons for the shortfall are delay in execution of Projects due to delay in the supply of equipment by indigenous manufacturers,

non-availability of essential materials like steel, cement, etc., to the required extent, delay in civil works, labour unrest and delay in receipt of replacement parts from abroad.

Constant reviews of the Projects under construction are being taken at various levels with the indigenous manufacturers for the timely supply of plant and equipment. Additional funds for early completion of the Projects, have been provided. Monitoring groups have been appointed to monitor the progress of Projects and take remedial measures to avoid delays. Improved methods of project management are being adopted.

**Contractors Responsible for Completion of Badarpur Thermal Power Project**

2165. SHRI E. V. VIKHE PATIL: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) the causes which have delayed the timely completion of Badarpur Thermal power project;

(b) names of contractors who were responsible for completion and commissioning of the project;

(c) whether there was escalation clause in the contracts of these parties if so, whether it was given effect to in the case of these contractors; and

(d) the amount by which each party was compensated?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA): (a) The main reasons for the delay are :

Difficult site conditions, delay in the construction of main power houses building due to no-availability of the required structural steel sections, major civil works contractors not adhering to the targetted dates of completion, delays in supplies of plant and equipment, delay in the

construction of a railway siding, interruptions in the supply of steel, cement and other materials on account of the Indo-Pak conflict and general shortage of scarce materials like cement, steel, oxygen/acetylene gas etc.

(b) The required information is given in the statement laid on the Table of the House. [Placed in Library. See No. LT-4400/73].

(c) In most of the civil contracts to an in some of the contracts for the supply and erection of equipment, there is a price escalation clause which provides for escalated payments to the contractors if, during the progress of the works, the price of any material incorporated in the works or wages of labour increases as a direct result of any fresh law or statutory rule or order. It is being given effect to, wherever necessary, in terms of the provisions of the contract.

(d) Escalation in cost of material has been claimed by one contractor only so far, namely, Messrs. Bharat Industrial Works, and a sum of about Rs. 3.25 lakhs has been paid to them in terms of the provisions of the contract.

**Survey for location of potential sites for development of Hydro Projects**

2166. SHRI E. V. VIKHE PATIL: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether any survey has been made in Western Ghats area of Mysore, Maharashtra and Kerala States to locate the potential sites for development of Hydro Project; and

(b) if so, the outcome thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA): (a) and (b). Preliminary survey of the hydro electric potentialities of the Western Ghat areas of

Kerala, Maharashtra and Mysore, carried out during the period from 1953 to 1959 by the Central Water and Power Commission, has revealed that the total hydro power potential of the schemes to be located along the Western Ghats is 4.96 million kW. at 60 per cent load factor. The State-wise details are as under:—

Mysore	1.54 million kW.
Maharashtra	0.76 million kW.
Kerala	2.66 million kW.

4.96 million kW.

#### Setting up of two groups of consultants to improve the performance of power stations

2167. SHRI E .V. VIKHE PATIL: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) the composition of the two groups of consultants deputed to visit power stations located in various States and to suggest measures to be taken to improve their performance; and

(b) whether they have made any suggestions in respect of any of the power stations visited by them so far?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA): (a) The composition of the two Groups is as under:

#### I. Thermal Group.

1. Shri K. R. Radakrishnan, Retired Chairman, Tamilnadu State Electricity Board.
2. Shri C. Laxmipathy, Retired Chief Engineer, Andhra Pradesh State Electricity Board.

3. Shri L. J. Sane, Retired Chief Engineer, Madhya Pradesh State Electricity Board.

#### II. Hydro Group.

1. Shri K. L. Vij, Retired Vice-Chairman, Central Water & Power Commission.
2. Shri G. S. Gyani, Retired Member, Bhakra Management Board.
3. Shri V. Ganapathy, Retired Technical Member, Kerala/State Electricity Board.

(b) The Thermal Group has so far visited Talcher (Orissa), Barauni (Bihar), Gurunanak (Punjab), Rourkela (Orissa), I.P. Station (Delhi) thermal power stations and submitted their reports.

#### Amenities in Jayanti Express to be provided in other Express trains

2168. SHRI S. C. SAMANTA:  
SHRI SHIV KUMAR  
SHASTRI:

Will the Minister of RAILWAYS be pleased to state:

(a) whether at the time of introduction of Jayanti Express he stated that the amenities being provided in the Jayanti Express, will be made available in other Express trains as well; and

(b) the dates from which these facilities will be provided in other express trains and in what phases?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a). No. It was however, stated that it will be our endeavour to introduce long distance trains on this model on other important routes.

(b) Does not arise.

**Extension of Bina-Bombay Janata Express upto Lucknow**

2169. SHRI S. C. SAMANTA: Will the Minister of RAILWAYS be pleased to state:

(a) the date from which the Bina-Bombay Janata Express, extended to run between Lucknow and Bombay V.T. will start its first journey from Lucknow;

(b) whether the train will run all the seven days of a week; and

(c) whether it will be composite train consisting of first class and other classes or it will be purely a third class train?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) 3-4-1973.

(b) No.

(c) It will be purely a third class train.

**Expenditure incurred by Railway Board on publication of All India Railway Time Table**

2170. SHRI S. C. SAMANTA: Will the Minister of RAILWAYS be pleased to state:

(a) what are the reasons that the Railway Time Tables are not being published every six months as has been the practice so far, irrespective of the fact that the timings of Railway trains do change considerably every six months; and

(b) what is the total cost of publication and distribution including the services utilised for the purpose, of the All India Railway Time Table published by the Railway Board?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) On considerations of need and economy.

(b) Approximately Rs. 1,09,906.

**“स्टाफ एमनिटीज” और “रेलवे यूजर्स एमनिटीज” शीर्षकों के अन्तर्गत दिये गये धन का उपयोग न करना**

2171. श्री चन्द्रिका प्रसाद : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) गत तीन वर्षों में ‘स्टाफ एमनिटीज’ और ‘रेलवे यूजर्स’ एमनिटीज’ शीर्षकों के अन्तर्गत अलग-अलग कितना रुपया बजट में रखा गया है और इन कार्यों के लिए कितना रुपया वास्तव में उपयोग किया गया ; और

(ख) धन उपलब्ध होते हुए भी उसे उपयोग में न लाये जाने के क्या कारण हैं ?

रेल मंत्रालय में उपमंत्री (श्री मुहम्मद शफी कुरेशी) : (क) एक विवरण सभा पटल पर रखा है। [ग्रन्थालय में रखा गया। देखिये संख्या एल० टी-4401/73]

(ख) बजट में व्यवस्थित रकम और वास्तविक खर्च के बीच अन्तर मामूली है।

**डाक गाड़ियों की गति बढ़ाने की योजना**

2172. श्री चन्द्रिका प्रसाद : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या पन्द्रह वर्षीय योजना में डाक और एक्सप्रेस गाड़ियों की (जनता एक्सप्रेस सहित) गति बढ़ाने की कोई योजना सरकार के विचाराधीन है ;

(ख) यदि हां तो कितनी गति बढ़ाने का विचार है; और

(ग) यदि नहीं, तो इसके क्या कारण हैं ?

रेल मंत्रालय में उपमंत्री ( श्री मुहम्मद शफी कुरेशी ) : (क) से (ग) आने वाले 15 वर्षों में डाक-एक्सप्रेस गाड़ियों की रफ्तार बढ़ाने के लिए समग्र आयोजन के प्रयोजन से रेल संचालन के सभी पहलुओं से सम्बन्धित आधार सामग्री एकत्र करने का काम शुरू किया जा चुका है। 15 वर्षीय योजना को अन्तिम रूप देने से पहले डाक और एक्सप्रेस गाड़ियों की अनुमत रफ्तार सहित विभिन्न पहलुओं का अध्ययन किया जायेगा।

### रेलगाड़ियों के डिब्बों के विभिन्न दर्जे

2173. श्री चन्द्रिका प्रसाद : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या रेल गाड़ियों के दर्जों के विभिन्न डिब्बों की संख्या तथा स्थानों के प्रकार को पन्द्रह वर्षीय योजना में कम करने का विचार है; और

(ख) यदि हां, तो इस प्रस्ताव की मुख्य बातें क्या हैं ?

रेल मंत्रालय में उपमंत्री ( श्री मुहम्मद शफी कुरेशी ) : (क) और (ख) : यह विनिश्चय पहले ही किया जा चुका है गाड़ियों में दूसरे दर्जे का स्थान समाप्त कर दिया जाये। दर्जों की संख्या घटाने के सम्बन्ध में इस समय कोई अन्य प्रस्ताव विचाराधीन नहीं है।

### Construction of Badarpur Thermal Power Station

2174. SHRI DALIP SINGH: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) the progress so far made in constructing the first stage of Badarpur Thermal Power Station;

(b) whether it is progressing according to the schedule;

(c) if not, the causes of delay; and

(d) the steps taken by Government to remedy the situation and bring about speedy execution of the works at Badarpur Thermal Power Station?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI B A L G O V I N D VERMA): (a) The first stage of the Badarpur Thermal Power Station comprises the installation of three units of 100 MW each. About 95 per cent of the work relating to the first unit of 100 MW has been completed and the remaining works are expected to be completed in the next 2 to 3 months. The facilities for Unit I will be utilised in common for Unit II and III as well. About 75 per cent of the works relating to the erection of boilers for Unit II and about 50 per cent for Unit III have been completed. The foundations for the turbo-generator and auxiliaries for Unit II have already been completed and these for Unit III are in an advanced stage of construction.

(b) There has been some delay in the construction of the project with reference to the original schedule.

(c) The main causes for the delay are:

Delay in according of administrative approval, difficult site conditions, delay in construction of main power house building due to non-availability of the required structural steel sections, major civil works contractors not adhering to the targetted dates of completion, delays in supplies of plant and equipment, delay in the construction of railway siding interruptions in supply of steel, cement and other materials on account of Indo-Pak conflict and general shortage of scarce materials like cement, steel, oxygen/acetylene gas etc.

(d) Frequent review meetings were held with the contractors/suppliers at the highest level and every effort is constantly being made at all stages to remove bottlenecks which are hampering the progress of the works. Assistance was given to the contractors for the procurement of steel from the priority quota as well as by diversion from other projects to tide over temporary difficulties. Similar assistance was also rendered for obtaining cement, oxygen/acetylene gas from other projects, whenever necessary. The supply of plant and equipment has been expedited.

#### **Extension of Patratu Thermal Power Plant**

2175. SHRI DALIP SINGH: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether Government are considering extension of Patratu Thermal Power Plant; and

(b) if so, the main features thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA): (a) Yes, Sir.

(b) A proposal for the extension of the Patratu thermal power station by the addition of two more units of 110 MW each at an estimated cost of Rs. 4.270 lakhs has been received from the Bihar State Electricity Board. This is under technical scrutiny.

#### **Speeding up of trains**

2176. SHRI P. VENKATASUBBAIAH: Will the Minister of RAILWAYS be pleased to state:

(a) whether a number of trains has been speeded up recently;

(b) if so, the average cut in time; and

(c) the steps envisaged for future speeding up of trains? \*

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) and (b). In the Time-Table which came in force from November '72, a total of 134 trains have been speeded up by 15 minutes or more, the maximum acceleration being 165 minutes.

(c) At the time of revision of Time-Tables, the schedules of passenger carrying trains are reviewed with a view to speeding them up within the existing conditions of track and traction.

#### **Self-sufficiency in Coach Building**

2177. SHRI M. S. SANJEEVI RAO: Will the Minister of RAILWAYS be pleased to state:

(a) whether Railways have achieved self-sufficiency in Coach Building; and

(b) if not, by what time Railways will be able to achieve self-sufficiency?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) and (b). By and large, the Railways requirements during the 4th Plan will be met. However, to meet our increased requirements in the future, proposals are under consideration for augmenting the capacity for coach building.

#### **Opening of petrol pumps in Bihar**

2178. SHRI R. P. YADAV: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether any survey has been carried out by Government to find out the extent of employment opportunities for young men that can be created by opening more petrol pumps and if so, the outcome thereof; and

(b) the number of such petrol pumps which have been sanctioned and opened by Indian Oil Corporation in the State of Bihar during the last three years?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI DALBIR SINGH):

(a) Indian Oil Corporation makes a periodical assessment of customer potential in various towns/areas for planning the expansion of its retail net work for various petroleum products including motor spirit. Apart from this, no specific survey has been carried out by the Government or the JOC for assessing the employment potential through the creation of more petrol pumps.

At the instance of the Government IOC has, however, introduced a scheme whereby its retail outlets, kerosene/light diesel oil and Indane gas agencies were being awarded preferentially to unemployed engineers/graduates belonging to the low income group families. This scheme was, however, kept in abeyance immediately after the hostilities in December 1971 and since then IOC has been giving the first priority in awarding its retail outlets and agencies to disabled Defence personnel, widows/dependents of those killed or missing in action and ex-servicemen.

(b) The total number of IOC's retail outlets commissioned in Bihar during the last three years is shown below—

1970—17

1971—14

1972—16

#### **Bokaro Thermal Power Station**

2179. SHRI R. P. YADAV: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether Bokaro Thermal Power station is not working to its full capacity;

(b) if so, the steps taken to examine the feasibility of its working to its full capacity;

(c) whether only one of the three plants is in operation and the other two have gone out of order because of constant use of sub-standard quality of coals due to the collusion of the engineers and subordinate staffs; and

(d) whether C.B.I. investigation is proposed to be made to find out the causes of the non working of the other two plants?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA):

(a) Out of 3 x 57.5 MW and 1 x 75 MW units installed at Bokaro Thermal Power Station, the 75 MW unit has been taken out for major repairs due to a generator fault.

(b) The 75 MW unit is under repairs and is expected back into operation by June, 1973.

(c) Due to use of poor quality of coal, the units have to be taken out frequently for maintenance.

(d) No, Sir. The causes are of a technical nature.

#### **Confirmation of employees having served for more than Five Years (North Eastern Railway)**

2180. SHRI BHOGENDRA JHA: Will the Minister of RAILWAYS be pleased to refer for the reply given to Unstarred Question No. 4078 on the 12th Decembe, 1972 regarding Confirmation of employees on North Eastern Railway and state:

(a) whether information regarding the total number of employees having served for more than five years and not yet confirmed in the North Eastern Railway has since been collected, Division-wise;

(b) if so, the gist thereof; and

(c) if not, the time by which it will be collected and laid on the Table of this House?



THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) to (c). The required information is given in the Statement laid on the Table of the House: [Placed in Library. See No. LT-4402/73].

**Recruitment of S. & T. Inspectors in excess of quota (Western Railway)**

2181. SHRI CHANRIKA PRASAD: Will the Minister of RAILWAYS be pleased to state:

(a) whether against direct recruitment quota of 25 per cent vacancies of S. & T. Inspectors, the Western Railway has nearly recruited 25 Engg. Graduates;

(b) if so, whether it is in excess of the stipulated ratio; and

(c) what is the total strength of Inspectors in Gd. 335-425 in S. & T. Department and the reasons why excessive direct recruitment has been made?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) No.

(b) No.

(c) Total strength in grade Rs. 335—425 is 66. From 1969 fifteen direct recruits have been taken strictly on the basis of 25 per cent of vacancies anticipated in this grade.

**Result of selection of ASTEs (Class II) Western Railway**

2182. SHRI CHANDRIKA PRASAD: Will the Minister of RAILWAYS be pleased to state:

(a) whether the last selection for the post of ASTEs (Class II) in Western Railway was held in 1970 and the result has not been declared as yet;

(b) whether Western Railway has inducted some class II officers in

S. & T. Department from other Railways to fill the vacancies affecting the promotion chances of staff in Western Railway; and

(c) what steps are proposed to be taken to protect the interest of Western Railway staff?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Yes. A provisional panel will be notified shortly.

(b) Two Officers were transferred from other Railways in the exigencies of work.

(c) The interest of Western Railway staff already stands safeguarded in that a panel of 14 Class II Officers is to be formed; 19 Class III staff of Western Railway have been promoted and posted to officiate as Assistant Signal and Telecommunication Engineers (Class II) on *ad-hoc* basis.

**Execution of Development Schemes of Railway in Sunderban Areas of West Bengal**

2183. SHRI SAMAR GUHA: Will the Minister of RAILWAYS be pleased to state:

(a) whether during Prime Minister's recent visit to the Sunderban areas of West Bengal on the 23rd January, 1973, representations were made to her for developing Railways in that area;

(b) whether Government have undertaken or propose to undertake schemes for developing Railway system in that area; and

(c) if so, the broad outlines of the schemes and the time-table for execution thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Yes.

(b) and (c). In the Memorandum submitted to the Prime Minister a request for a rail link from Lakshmi-kantapore to Narjkhana via Kakdwip

has been made. The earlier request from the West Bengal Government and the public was for a rail link from Lakshmikantapore to Kakdwip, via Kulpi. Accordingly, it was decided to carry out a Traffic Survey for this rail link upto Kakdwip along with three other rail links suggested by the West Bengal Government in the Sunderbans area. Further consideration to these proposals will be given after the survey is completed.

**Power for religious and other functions**

2184. SHRI SAMAR GUHA: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether despite persistent power crisis in the country large scale abuse of power is continuing for lighting and other purposes in course of religious and other functions all over the country;

(b) if so, whether Government have taken or propose to take steps to rationalise use of extra power for religious and other social functions and ceremonies; and

(c) if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA): (a) to (c). In the context of prevailing power shortage conditions in several parts of the country, the States have been requested to conserve electricity to the maximum extent possible by discouraging and restricting consumption of electricity to the minimum on ceremonial occasions such as marriages etc.

**Inefficient working of Thermal Stations due to Lower Hydel Generation**

2185. SHRI S. R. DAMANI: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether the thermal stations are not working efficiently thereby adding to the shortage of power caused by a lower hydel generation; and

(b) if so, the short-term and long term measures initiated to get over the crisis?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA): (a) With the exception of a few Stations in the Southern and Eastern Regions, the performance of thermal stations in the country has generally been satisfactory.

(b) Arrangements have been made/are being made for the supply of adequate quantities of cooling water and fuel to the thermal stations in the Southern Region. In the Eastern Region adequate and better quality of fuel is being supplied. Repairs to equipment are being expedited by the supply of proper type of spares. Groups of Experts have been appointed to monitor the performance and suggest further remedial measures for improving the performance of the Stations.

**Off-shore oil exploration by Oil India Ltd.**

2186. SHRI S. R. DAMANI: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether Government have granted permission to Oil India Ltd. to carry out off-shore oil exploration;

(b) if so, the terms offered;

(c) the names of the parties with whose collaboration Oil India Ltd. will carry out the work; and

(d) the reasons for which O. & N.G.C. is not able to undertake the work?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI DALBIR SINGH): (a) No, Sir.

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

(d) While the ONGC will undertake exploration work, including exploratory drilling, in offshore areas, it has been decided by the Government also to consider foreign collaboration for oil exploration in offshore areas, in view of the likely increase in the gap between the country's anticipated requirements of crude oil and the expected indigenous production in the coming years, developments in the world oil situation and the lack of adequate indigenous expertise.

**Rules for taking over and making over charge by booking clerks for ticket tubes and blank paper tickets**

2187. SHRI ONKAR LAL BERWA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Railway administration has laid down any rules and regulations for taking over and making over charge by the Booking Clerks on Indian Railways, for the Ticket tubes and Blank Paper Tickets; and

(b) if so, the broad outlines thereof and if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) (a) Yes.

(b) Broadly, the Booking Clerk whose shift of duty is over is required to note the closing numbers of the tickets in the Daily Trains Cash Book, to calculate the number and value of

the tickets sold by him and to tally the cash on hand with the value of the tickets sold. The Booking Clerk taking over duty is required to verify correctness of the closing numbers and the cash taken over by him before commencing to book passengers. Suitable time is allowed to the booking clerks for this purpose during which the booking window is kept closed.

**Schedule of Powers vested with different Officers for entering into Contract with Public Traders**

2188. SHRI ONKAR LAL BERWA: Will the Minister of RAILWAYS be pleased to state the Schedule of Powers vested with the different Railway Officers on Indian Railways for entering into Contract with the Public or Traders?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): The Ministry of Railways (Railway Board) have delegated powers to the General Managers of the Zonal Railways to enter into contracts in respect of sanctioned works and purchases of stores upto a limit of Rs. 50 lakhs for each contract. The General Managers have powers to redelegate to the lower authorities viz. Heads of Departments, Deputy Heads of Departments, Divisional Superintendents and Divisional Officers such powers as they deem fit in consultation with their Financial Advisers and Chief Accounts Officers. This redelegation varies from Railway to Railway. The variation is broadly as under.

*Extent of redelegation*

	To Heads of Departments	To Dy. Heads of Departments Divisional Superintendents	To Divisional Officers
For entering into Works Contracts	Varies from Rs. 5 lakhs to Rs. 25 lakhs	Varies from Rs. 50,000 to Rs. 10 lakhs.	Varies from Rs. 5,000 to Rs. 5 lakhs.
For entering into Stores Contracts	Varies from Rs. 10,000 to Rs. 1 lakh.	Upto Rs. 50,000	Upto Rs. 50,000

**Periodical Transfers of Railway Employees**

2189. SHRI ONKAR LAL BERWA: Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 1297 on the 8th August, 1972 regarding periodical transfers of Railway employees and state:

(a) whether Railway Administration proposes to transfer Class III Staff in a large scale during this year; and

(b) if so, the broad outlines of the proposal?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) No.

(b) Does not arise.

**Weightage of service for seniority purposes for absorption in alternative appointment in Class III posts**

2190. SHRI ONKAR LAL BERWA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railway Board, vide its letter No. E.(NG) II-62EE dated 26th November, 1970, has issued instructions that the weightage of the previous service in the new post should now be granted for the purpose of seniority in case of a Railway employee who is absorbed in an alternative appointment in Class III service; and

(b) if so, the rules in regard to this and the categories of the Railway employees for whom this becomes applicable?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) No instructions have been issued granting railway employees absorbed in alternative appointments weightage of previous service in the new posts for seniority.

(b) Does not arise.

**Completion of protective Flood Control Bunds under Farakka Barrage Scheme**

2191. SHRI TRIDIB CHAUDHURY: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether the protective flood control bunds projected for the left-bank of Ganga in the District of Malda under the Farakka Barrage Scheme have been completed according to schedule; and

(b) if not, the reasons for delay?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA): (a) and (b). The work on the construction of Left Auxiliary Afflux Bund of the Farakka Barrage Project, which is meant to protect an area of about 210 square miles in the Malda District, has not yet been started as the West Bengal Government has expressed difficulty in acquiring the land along the alignment proposed by the Technical Advisory Committee of the Project.

**Study of erosion of Ganga down stream Farakka by Indo-Bangladesh Joint River Commission**

2192. SHRI TRIDIB CHAUDHURY: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether the problem of severe erosion of the right bank of Ganga down stream Farakka has been studied by the Indo-Bangladesh Joint River Commission or had been discussed with the study team from Bangladesh which visited West Bengal last month under the sponsorship of the Joint River Commission; and

(b) what other problems have so far been studied by the Joint River Commission and by subsidiary bodies of the Commission?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA): (a) No, Sir.

(b) The problems studied by the Commission and its Study Groups include the flood warning arrangements in the region, the drainage problem of the Agartala town in Tripura and of the Dantbhanga Beel in West Bengal, the flooding around the Sagar-khali dam in Bangladesh and the flood problem of the Sylhet, Cachar and adjoining areas in the two countries. The design aspects of the proposed barrages on the Tista and the flood problem in the northern regions of West Bengal and Bangladesh are also receiving their attention.

**Probe into purchase of property of Assam Tea Company by O. and N. G. C.**

2193. SHRI BISWANARAYAN SHASTRI: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether a Central Bureau of Investigation enquiry was ordered to probe into the shady deal of purchasing the Assam Tea Company property by the Oil and Natural Gas Commission at Nazira;

(b) if so, the findings of the enquiry; and

(c) the steps taken by Government?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI DALBIR SINGH): (a) to (c). An enquiry into the transaction relating to the purchase of the Nazira Estate by the Oil and Natural Gas Commission from Assam Company Limited was conducted by the Central Bureau of Investigation. According to the report submitted by the CBI there was no direct evidence available to show any corrupt motive in the transaction. However, certain omissions and lack of business-like conduct of negotia-

tions were noticed on the part of the then Chairman, ONGC and three other officers of the Commission. In pursuance of the advice of the Central Vigilance Commission Government's displeasure has been conveyed to the then Chairman, ONGC. The ONGC has also been advised to take suitable action against the three officers under them.

**Oil Refineries not working to the installed capacity**

2194. SHRI M. RAM GOPAL REDDY: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether refineries in India are not working to their installed capacity;

(b) if so, the reasons therefor; and

(c) what steps Government propose to take to ensure that the refineries work to their installed capacity?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI DALBIR SINGH): (a) to (c). There are nine refineries in India, five in the public sector and four in the private sector. Out of the five public sector refineries, the refineries at Koyali, Gauhati and Madras worked at more than their installed capacity. The installed capacity of the Cochin Refinery is 2.5 million tonnes per annum. As against this, the refinery processed 2.35 million tonnes of crude during the year 1972. There was a slight drop in the throughput of the Cochin Refinery on account of interruptions in power supply, an accidental fire in a crude oil tank, repairs to certain units due to lightning etc. The installed capacity of the Barauni Refinery is 3 million tonnes per year. The throughput of the refinery during 1972 was about 2.29 million tonnes, which was all the indigenous crude oil that could be supplied. A scheme for processing of imported crude in addition to indigenous Assam crude at the Barauni Refinery has been taken up. This scheme

is expected to be completed by March 1975 and will enable the refinery to reach a processing capacity of 3.4 million tonnes per year. As an interim measure, the processing of imported North Rumaila crude transported through the Haldia-Barauni pipeline has been started which will enable the refinery to have additional crude-runs of 0.5 to 0.7 million tonnes per year.

The licensed capacity of the four private sector refineries is 5.075 million tonnes but these refineries processed about 7.33 million tonnes of crude oil during 1972. The three private sector refineries of B Shell, Esso and Caltex claim a spare capacity of about 3 million tonnes. The question of utilising the additional capacity claimed to be available at these refineries will be considered by the Government at the appropriate time, when the demand for products in the economic supply area of these refineries will justify such utilization.

**Stoppage of Supply of Power to Rajasthan as a result of raid by farmers on Power House in Punjab**

2195. SHRI M. RAM GOPAL REDDY: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether recently a Power House in Punjab was raided by certain farmers who stopped the supply of the agreed quantity of power to Rajasthan; and

(b) if so, what steps Government propose to take to prevent recurrence of such incidents?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA): (a) Yes, Sir. Dharra at Muktsar interrupted power supply to Sri Ganganagar.

(b) The demand was for adequate power supply for agriculture operations. Quantum of power supply to Nangal Fertilizer Factory has been reduced from 98 MW to 60 MW to meet increased agricultural demands.

**Schemes undertaken to augment Power Supply in Delhi**

2196. SHRI M. RAM GOPAL REDDY: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) what are the schemes undertaken to augment the power supply in the Union Territory of Delhi; and

(b) what progress has been made in respect of these schemes?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA): (a) and (b). The increasing power requirements in Delhi are proposed to be met by allocating 1/3rd of the power generated by the 300 MW Badarpur Thermal Power Project which is expected to be commissioned during 1973-74. It is proposed to expand the station by another 400 MW during the Fifth Plan to meet further demands and additional power from this will then be available for Delhi. 50 MW of Power have also been earmarked for supply to Delhi from the Central Sector Projects of Baira Siul (20 MW) and Salal (30 MW) Hydro Electric Projects which are under construction in Himachal Pradesh and Jammu and Kashmir respectively. These schemes are expected to be commissioned during 1974-75 and by the end of the Fifth Plan respectively.

**New investment in the Private Sector**

2197. SHRI K. S. CHAVDA: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) the annual new investment in the Private Sector during the last three years; and

(b) the share of the 20 large monopoly houses in that?

THE MINISTER OF STATE IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI D. R.

CHAVAN): (a) and (b). The information is being collected and will be laid on the Table of the House.

#### **Import of power generating sets**

2198. SHRI D. D. DESAI: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether several states have demanded the import of power generating sets; and

(b) whether Government have computed National loss in terms of money and unemployment due to the delays in manufacturing and supplying of such equipments by the two state-monopoly manufactures of power generating sets and if so, the outcome thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA): (a) Yes, Sir. Some states have approached the Central Government for the import of Power Generating sets.

(b) No, Sir.

#### **Recognition of Officers Association by Fertilizer Corporation of India**

2199. SHRI NAVAL KISHORE SHARMA: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether his Ministry have directed the Fertilizer Corporation of India to recognize Fertilizer Corporation of India Officers' Association;

(b) whether it has been recognised and granted working facilities; and

(c) if not, the reasons thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI DALBIR SINGH): (a) No, Sir.

(b) No, Sir.

(c) The matter is presently under the consideration of the Corporation.

#### **Bad Debt in F. C. I.**

2200. SHRI R. P. YADAV: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) total amount of bad debts in Marketing Division of the Fertilizer Corporation of India during the last two years; and

(b) the break-up of the amount party-wise and State-wise?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI DALBIR SINGH): (a) and (b). The information is being collected and will be laid on the Table of the House.

#### **12.01 hrs.**

#### **CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE**

REPORTED DEATH OF FOUR COLLIERY WORKERS IN FIRING AT KARGALI (BIHAR)

SHRI KRISHNA CHANDRA HALDER (Ausgram): Sir, I call the attention of the Minister of Steel and Mines to the following matter of urgent public importance and I request that he may make a statement thereon:—

'The reported firing on colliery workers in Kargali in Giridih District of Bihar as a result of which four workers were killed and many injured.'

THE MINISTER OF STEEL AND MINES (SHRI S. MOHAN KUMAR-MANGALAM): Sir, Pure Dhori Colliery is near the Kargali Colliery of National Coal Development Corporation in the Bokaro-Kargali area.

This is a seasonal mine. located in the bed of the Damodar river and is closed for about 4 months in a year. Pure Dhori Colliery including Angawali Mouza Mine had at the time of the recent take-over of its management about 570 workers.

However, as against the strength of the colliery of about 570 workers on the date of the take-over, the previous owner and the contractors had fraudulently inducted more than 2500 additional workers after the take-over and claimed that the manpower of the colliery was about 3,200 workers. The Custodian's view was that it would not be possible for him to make payment to all these persons and that payment could be made only to the genuine workers.

On 2-3-73 at about 11.30 a.m. two persons, Janki Misra and Roshan Rajwar, who claimed to be workers of Pure Dhori Colliery and not belonging to any Trade Union led a crowd of about 200 persons to the Kargali Rest House of the N.C.D.C., where the Custodian holds his office. They demonstrated for payment of wages for 4 weeks for the work which they claimed to have been done by them under contractors in an unauthorised manner against and in violation of the prohibition imposed by the Director General of Mines Safety under the Mines Act. The Custodian however insisted that it would not be possible for him to pay workers other than those genuinely on the rolls of the colliery.

These two leaders of the crowd entered the residential portion of the Rest House and threatened to assault the Custodian, who lodged a complaint with the Magistrate and the Police. The Police put those two persons under arrest. Subsequently, the Custodian, after discussing the matter with the officers of the colliery agreed to arrange payment on the basis of survey measures of the work. Meanwhile, the crowd swelled to a number of 3,000 persons, including a number of 'goondas' carrying arms like Kud-

lis, Guptis, etc. The crowd demanded the release of the two arrested persons. The Magistrate advised them to approach the Sub-Divisional Magistrate as he himself did not have the power to grant the bail. The crowd then became completely unruly and violent and rushed to the Rest House premises, and started throwing brickbats and stones which hit the Magistrate and policemen and damaged the Rest House building. As a result of this the Magistrate and 14 policemen were injured.

The Police made a lathi charge but could not ward off the attacking crowd. The situation became very serious with an obvious threat to the lives of the Custodian and the Magistrate. Therefore, the Magistrate then ordered firing at about 3.00 p.m. which most unfortunately led to the death of 4 persons and injury to about 3 persons. The four persons killed in the firing, included a student of Class VII, aged about 12 years, named Prahlad Naik son of Lakhon Climpman an employee of the Kargil Colliery of NCDC.

No trade union representatives were present at the time of the incident which seems to have taken place on the instigation of the displaced contractors who failed to pay the workers. The Trade Union leaders were, however, contraced that very night and in the early hours of the night of 2/3 March, at a meeting of all Union leaders with the Deputy Custodian-General and the District Authorities, it was agreed that compensation will be paid to the families of the victims and one relative of each family will be employed by the C.M.A. (Coal Mines Authority).

These payments have been arranged by the Custodian @ Rs. 5000/- to the families of each deceased and Rs. 500/- for the injured persons. The Government of Bihar has appointed Shri Ramasubramanyam, Commissioner of Chotanagpur Division to enquire into the incident.



[SHRI S. MOHAN KUMARA-MANGLAM]. Before I close, I would like to express my deep sorrow at what has happened and to convey my condolences to the next of kin of those who lost their lives.

SHRI KRISHNA CHANDRA HALDER: The statement made by the hon. Minister is not satisfactory. I want to say that on 2-3-1973 about a thousand coalmine workers of Kargali held demonstration before the Custodian of the Coal Mines Authority demanding payment of wages for four weeks for the work done by them in some mines under a private contractor. They had worked in mines which had been subsequently closed under Section 22 of the Mines Act by the Director General of Mines Safety as the raising was done illegally.

It is alleged that the contractor had posted his hired 'goondas' near the Custodian's office, and the goondas attacked, with lethal weapons, the workers who were demanding the arrears of wages from the contractor. It was the Government's duty to take action on the contractor for non-payment of the dues to the workers. Instead of assuring the workers that their grievances would be looked into, the Government officials connived with the contractor and his hired goondas attacked the workers with lethal weapons. A number of workers were severely injured, and in self-defence they tried to stop the attack of the goondas. The police, which all the time stood as silent spectators, resorted to brutal lathi-charges and firing on the workers. According to the union sources, the police fired 40 rounds, killed seven persons and injured many. Prahlad Nayak, a school boy aged twelve years, was also killed in the police firing. This is an example of the brutal firing by the police. Bullets and lathi-charges were the Government's reply to the starving workers who were demanding their wage arrears.

Sir, it is an inhuman act. In these mines, coal was being raised illegally

by the contractor for which the workers are in no way responsible.

I want to know categorically why the persons responsible for illegal operation of mines were not arrested and why the contractor was not forced to pay to the workers their due arrears. When the goondas resorted to brutal attacks on the workers, why did the police, which was stationed there, not arrest the goondas? I also want to know from the hon. Minister whether records of these mines are kept properly or they were destroyed. Further, I want to know for how many days are these arrears due to the workers and what is the total amount to be paid to the workers. Instead of arresting and punishing the goondas, the police killed seven persons. Is there any conformity with the 'Garibi Hatao' programme? Is this the road to socialism?

I want to know whether the Government is prepared to suspend the Magistrate and the police responsible for this indiscriminate firing. I also want to know from the Minister whether adequate compensation—the amounts mentioned are not adequate compensation, in my opinion—would be paid to the families of the victims.

I demand an all-Party Parliamentary Committee to inquire into the incident. I want to know whether the Government is prepared to institute an inquiry by an all-Party Parliamentary Committee or not.

SHRI S. MOHAN KUMARAMANGALAM: According to the information which is in my possession, there was no question of goondas attacking the workers at all. On the contrary, it would appear that the goondas were the hirelings of the contractors and were utilised to attack the Custodian and the Police. That is how events developed.

The hon. Member evidently has no concrete information about what is happening there, because if he had, he would not have asked me whether

there were any records at all, because there are no records. The previous owner kept no records. All that we know about the number of workers working in that mine was that when the mine was taken over by the Custodian on 30th-31st January 1973, there were 570 odd workers working in that mine, but no records were kept whatsoever..... (Interruptions)

No records were kept. That is what I stated, and I repeat it. If the hon. Member knows the contractors well, he is welcome.

So far as the question of goondas attacking the workers is concerned, I am informed that the goondas did not attack the workers, because the whole aim of the contractors was to inflame the workers against the Custodian, whereas it was the contractor and the owner who were cheating the workers and also fraudulently including them as real workers in that mine, which they were not. They were also instigating these workers to go against the Custodian demanding that the Custodian must pay for work which they have not done for the Custodian at all.

The hon. Member will appreciate, if he is interested in the facts, that the total amount of coal taken out of the mine was 191 tonnes and taking the average OMS, which must be anything from .4 to .5, the total number of workers could not be more than 400 to 500 in the mine. At present, we are facing the difficulty of a number of different contractors in different areas trying to fraudulently induct workers into mines who are not genuine workers at all and we are facing a number of difficulties arising out of this. Unfortunately, in this particular locality, this erupted into the event which took place on the 2nd March.

The hon. Member inquired about the arrears of the workers it is impossible for me to answer him at all because about the arrears, that is to say the monthly payment to the workers who were being employed by the owners in illegal mines— not in the legal mines in that colliery—there is

no record at all and therefore, there is no question of my being able to give any answer.

The hon. Member feels that the compensation is inadequate. I do not know on what basis he has formed this judgment. My only justification in saying that the compensation is adequate is that the compensation was fixed after consultations with the representatives of the Trade Unions who, I would think normally, would not accept any inadequate compensation.

श्री धनशाह प्रधान (शहडोल) :  
अध्यक्ष महोदय, प्रारम्भ में मैं उन मृतक मजदूरों को, जिन्होंने अपने इन मन्दिरों में अपना बलिदान दिया, देश के मजदूरों की ओर से श्रद्धांजलि अर्पित करता हूँ। तत्पश्चात् मैं यह निवेदन करना चाहता हूँ कि यह बड़े शर्म की बात है कि उन निर्दोष और निहत्थे मजदूरों पर गोली चलाई गई, जिन्होंने देश के निर्माण के लिए अपना जीवन लगाया है। यह मानवता के उपर एक कलंक है और एक ऐसा अपराध है, जिस को देश के मजदूर कभी क्षमा नहीं करेंगे। यह एक अनोखी घटना है। क्या सरकार जांच कर के यह पता लगायेगी कि किन कारणों से पुलिस द्वारा उन मजदूरों पर गोली चलाई गई? उन मासूम श्रमिकों पर पुलिस द्वारा अन्धाधुन्ध गोली चलाई गई, कई राउंड गोली चलाई गई।

मैं यह जानना चाहता हूँ कि उन मजदूरों के परिवारों को मुआवजे के रूप में व सहायता में कितनी धनराशि दी गई है? क्या उन श्रमिकों का यही अपराध था कि वे अपना चार सप्ताह का वेतन मांग रहे थे? क्या गोली चलाने से पूर्व उन्हें तितर-बितर होने के लिए कहा गया था? मृतकों के परिवारों को अब तक क्या तात्कालिक सहायता दी गई है? क्या सब सम्बन्धित क्षेत्रों के मजदूरों के प्राडक्शन बोनस

**[श्री धनशाह प्रधान]**

और एक्टिव एलाउंस आदि पिछले पूरे बकाया का भुगतान कर दिया गया है जो भूतपूर्व मैनेजमेंट छोड़कर चले गये हैं ?

मैं यह भी जानना चाहता हूँ कि सरकार मृतकों के बाल-बच्चों के पालन पोषण के लिए क्या व्यवस्था कर रही है ? मैं निवेदन करना चाहता हूँ कि यदि वे नाबालिग बच्चे हैं, तो जब तक वे स्वयं जीविका कमाने योग्य नहीं हो जाते हैं, तब तक के लिए उन के पालन-पोषण की व्यवस्था की जानी चाहिए। सरकार सदन को यह विश्वास दिलाये कि अब भवेष्ट में इस प्रकार की घटना नहीं होगी। कुछ विद्रोही तत्व ऐसी घटनायें करा कर देशव्यापी हड़ताल कराने की कोशिश करेंगे, जिस से देश की प्रगति रुक सकती है। इस लिए सरकार को इस सम्बन्ध में बहुत सोच-समझ कर कार्य करना चाहिए और मजदूरों के साथ सहानुभूति-पूर्वक बर्ताव करना चाहिए।

मैं मंत्री महोदय को छिदवाड़ा, सरगजा और शहडोल के कोयला खान मजदूरों की हालत बताना चाहता हूँ। जिस वक्त कस्टोडियन खानों के निरीक्षण हेतु आये, तो मैं उन से मिला। लेकिन उन्होंने मुझ से बात करने से इन्कार कर दिया और कहा कि यदि मिलना हो, तो मेरे आफिस में आइये। मैं बताना चाहता हूँ कि कस्टोडियन मजदूरों के बीच खाई पैदा कर रहे हैं और उन को आपस में लड़ा रहे हैं। उन के आने के बाद मजदूरों के लिए मिनेमा, क्लब और खल-कूद को बन्द कर दिया गया है। ज. वॉनम फरवरी में मिलना चाहिए, वह मार्च-अप्रैल में देने के लिए कहा गया है। प्रोडक्शन वॉनम के कारण मजदूरों में आपस में सम्पादन होता है कि वे अधिक उत्पादन करें और अधिक कोयला निकालें। यह

पैसा न दे कर प्रोडक्शन बन्द कर दिया गया है।

गोरखपुरी लेबर के साथ जो अत्याचार होते हैं, उन के बारे में सदन में कई बार प्रश्न उठाए गए हैं, लेकिन उस ओर कोई ध्यान नहीं दिया गया है। ठेकेदारी प्रथा के बारे में भी इस सदन में प्रश्न उठाए गए हैं, लेकिन आज तक उस विषय में कोई विचार नहीं किया गया है। मैं मांग करता हूँ कि ठेकेदारी प्रथा को समाप्त किया जाये और गोरखपुरी लेबर के साथ जो अत्याचार होते हैं, वे बन्द किये जायें।

मैं जानना चाहता हूँ कि मंत्री महोदय इन मजदूरों के सम्बन्ध में क्या कदम उठा रहे हैं। मैं चाहता हूँ कि देश में कोयला-खान उत्पादन बढ़ाने के लिए एक राष्ट्रव्यापी कार्यक्रम बनाया जाये, जिस में सरकार और मजदूर भागीदार हों। ठेकेदारी प्रथा को समाप्त किया जाये। उद्योगों में कर्मचारियों के सह-नियंत्रण की दृष्टि से प्रत्येक राष्ट्रीयकृत उद्योग में मजदूरों के चुने हुए प्रतिनिधियों के माध्यम से एक संयुक्त प्रबन्ध समिति गठित की जाये।

अन्त में मैं निवेदन करना चाहता हूँ कि कोयला-खान राष्ट्रीयकरण, मजदूरों के लिए एक भयंकर गुलामी से छुटकारा पाने का साधन हो, तभी वह उपयोगी हो सकता है। मजदूरों ने अपने अध्यवसायी और उत्सर्गप्रिय कर्णधारों की देखरेख में, और जनता के संयुक्त प्रयासों तथा त्याग की सहायता से, यह गुलामी का जुआ बिना किसी बाहरी सहायता के उतार फेंकने का निश्चय किया है। यह स्वागत-योग्य तभी हो सकता है जब कि उसका पालन सही दिशा में व सही लोगों के हाथ में हो जिन्हें राष्ट्रीयकरण प्रिय है। किन्तु

साथ साथ मेरा यह भी निवेदन है कि सरकार देश में कोयला-खान मजदूरों को पूरा संरक्षण दे और उन की समस्याओं को विवेकपूर्ण ढंग से हल करे, अन्यथा उनका सब्र सीमा पार कर जायेगा ।

SHRI S. MOHAN KUMARAMAN-GALAM: I entirely appreciate the comments made by the hon. Member regarding the unfortunate loss of lives in this tragic incident. But I am not in a position to agree with him when he says that firing took place indiscriminately, because according to whatever information is in our possession, the situation had become very dangerous. There was no question of just unarmed people being there. As I said in the statement which I made before the House at the outset, a number of goondas carrying arms had joined the crowd and in fact, were right in front and were threatening to attack, and stones and brick-bats were being thrown. So, it was not a question of a peaceful set of people being set upon by the police and firing taking place indiscriminately. In any event, a very senior officer of the Bihar Government, namely the Commissioner of Chotanagpur Division, Mr. Ramasubramanyan has been appointed to investigate into the incident and to give his report.

So far as the question of the sufferings of the families of those who had lost their lives is concerned, we are trying to do our best. As I mentioned earlier, Rs. 5000 is being paid or has been paid to the family of each deceased, and in addition, one member of the family of each of the deceased is being given employment by the Coal Mines Authority. This was after discussion with the trade unionists. I was hoping that hon. Member might express a word of appreciation for the speed with which we have acted in a matter like this.

I do not think that more can really be expected. I do not think that the trade unionists who accepted this position and agreed with us on the night of the 2nd and the 3rd, immediately

after the incident, would ask for anything more, and I think that it is not too much to ask of even those who may be political opponents that they could appreciate the action being taken so promptly.

We are as interested in the welfare of the workers as they are, and it is certainly not the monopoly of anybody to become the defender of the workers all the time.

Regarding the position in the Shahdol, area, I had myself visited that area, and I do not think that it is correct when the hon. Member states that the workers are not being paid what they should be. If he has any facts, apart from general allegations which are easy to make, I would be grateful if he would send them to me.

I know about this question of the alleged closure of the recreation club. I presume he is referring to the Nowrozabad colliery. But to my knowledge, that recreation club has not been closed, but I shall investigate and check whether his information is correct or mine.

He has used very strong language about the atrocities being meted out to the labourers. They have been and they were meted out throughout by the contractors and by the old mine-owners. That is one of the principal reasons why nationalisation of coal mines was demanded, and that is one of the principal reasons why the take-over of coal mines was put through. I would most earnestly mention this to all Members of the House here that it is not surprising naturally that the mine-owners having been deprived of something which they have enjoyed for decades together, and after having prevented nationalisation which was recommended as far back as 1937, for 36 years, are not going to take the action of the Government lying down. That is why I have stated with a full sense of responsibility that behind this entire incident that took place on that day was the hand of the ex-mine-owners and the contractors.

[Shri Mohan Kumar Manglam]

Finally, the hon. Member would be happy to know that production, since the 30th January, 1973, in the month of February has gone up to an average of 143,000 tonnes a day, from a figure of 117,000 tonnes a day as it was in the month of January. I do not claim that this is all an increase in production; it represents also a large amount of production that was not brought into the books by the ex-mine-owners in order that they could make money out of non-payment of cess, royalty and so on. But I do claim that the workers are giving their fullest cooperation; every single measure or action taken by the authority today is being taken in consultation with the trade unions. I think this is something of which we on this side of the House can be proud.

श्री धनशाह प्रधान : डेकेदारी प्रथा  
के बारे में नहीं बताया ।

**SHRI S. MOHAN KUMARAMANGALAM:** The trade unions with whom we have discussed this, who belong to all schools of thought, have accepted the position that the immediate task of the Coal Mines Authority is to regularise the services of the two lakh odd permanent workers. This is an enormous task. It cannot be done by sitting in an office and passing orders on paper. Every single individual has to be identified and we have to make sure whether he is or he is not a permanent worker. Only after we have done this, we can take up the question of the abolition of the contract system.

We are committed to the position that all work that should be done departmentally will be done departmentally and not through the contract system. But we cannot take up this matter until we have first settled this initial stage of regularising the regular permanent workers. The trade unions have agreed that the departmentalisation of contract workers can be taken up after we have finished regularisation of permanent workers.

**Shri Bhogendra Jha (Jai-nagar):** It is good that the Minister realises that the vested interests in the coal mining industry are not going to take the nationalisation of coal mines lying down. But it is really strange that he does not realise that many of the officers have been in league with those owners and those very contractors. Many of them have been under double payment.

We know several instances where NCDC coal was rejected found unfit but when that very coal was auctioned and purchased by the private contractors, it was accepted by many public sector undertakings including DVC and some thermal power projects. So there has been a regular thing going on like this and many officers have been receiving double payment. It is an instance of close liaison between the owners, contractors and some officers. If the Minister very innocently believes that the officers have done all they could to avoid this tragedy, I am sorry I cannot agree and I think even the House should not agree. I hope the Minister will, after verifying the facts, correct himself.

As far as I know, this aspect of the thing is true that the number was not 570 or something around like that but it was approximately around 600 or 700 or something like that. It is also a fact that the previous owner and the present contractor have manipulated the number. Is it a fact that in the middle of February, Rs. 80,000 were illegally paid to those 'illegitimate' workers claiming to be workers? Is it a fact that after actually the payment was made the contractor and the previous owner went back to those very so-called workers, and took back the major part of the money from them? Is it also a fact that a part of that money went to some officers of the Coal Authority? If not, I want to know why Rs. 80,000 were paid. Am I correct in this or not? If it was paid, what action has been taken against those officers?

If it is true, we certainly welcome it, that speedily some relief has been

given and the rest promised. But here I find that in both ways the public sector is suffering. They paid Rs. 80,000 illegally and the illegitimacy of the claim was legitimised. Afterwards those very people honestly felt that if they create more trouble and more violence, then they could get paid. Again Rs. 5,000 are now being paid. Again these officers are responsible. But the public sector has to pay. So both ways the public sector is penalised. On the one hand, the crime has been committed and they are being left scot-free.

It is stated by Government of Bihar, their officials, that the firing was justified. If the Government of Bihar feels like that, and we know that the Chief Minister yesterday made such a statement in the Assembly and there was a walk-out in that context, when the Chief Minister committed himself that the firing was justified and that there is no point in enquiring by any Commissioner who is definitely not going to falsify the Chief Minister, no officer of the Bihar Government now, after the Chief Minister's open commitment in the Assembly, can be depended upon for any impartial enquiry. So, that must be ruled out, because the Chief Minister has openly committed himself, and after that commitment, there is no question of an enquiry by the Bihar Government.

Here, I would like to know certain aspects of the case. In the statement, it has been narrated that an agreement was arrived at on the basis of the work done. We know it is an open-cast mine and only seasonal mining takes place. There are certain facts which have to be made known to us here, to the House and to the public at large. At Dhanbad, we have got the Director of Mines Safety and just nearby this illegal mining was going on. So, we want to know how such illegal mining had been done, and whether the Steel Ministry was going to make a speedy survey of such illegal mines and

whether any steps were taken against the Director of Mines Safety posted at Dhanbad, near whom this illegal mining was going on. Some facts about these must be given to the House.

MR. SPEAKER: This a particular motion concerning the firing. It is not a very general debate on all the issues.

SHRI BHOGENDRA JHA: I am pointing out the missing links.

MR. SPEAKER: Missing links are found everywhere. You had better ask your question.

SHRI BHOGENDRA JHA: So, besides, that, I want to know whether such claims have been allowed at other mines also, because it is our information that in many places such illegitimate claims have been made. At many places such payments have been made at the cost of the public sector for which the taxpayers of the country are going to foot the bill. So, I want to know why the magistrate who was competent to order the firing was not ordered to release those persons on bail then the agreement was arrived at.

The pertinent point is, when the agreement was arrived at, it was announced to the workers. The workers demanded the release of the two persons who had committed no crime or violence except that they were in that crowd. Certainly they should have been released on bail by the magistrate who had ordered the firing but he did not release them on bail. What action has been taken against that magistrate and the police party? According to the statement, the magistrate told them that he was not in a position, and he was not empowered to release them on bail.

Secondly, the firing took place, and the Minister says that it was not an uncontrolled firing. But then, how is it that one Prahlad Naik, a 12-year old boy, who had been to a shop to

[Shri Bhogendra Jha]

purchase some vegetables for his mother, and who was not part of the demonstration, was killed at the shop itself? Then, we would like to know whether it was a controlled firing, and whether tear-gas shells were exploded before the firing was resorted to, to warn the people; or whether any blanket firing was resorted to. Before the firing took place, our information is that no tear-gas shells were exploded and no such warning was given and only firing took place.

Here, I want to know one thing. As Shri Halder said, the workers were lathi-charged. I want to know and I want to ask the Minister whether he has any facts in his possession to tell us whether some contractors, along with the police, who charged the workers with lathis actually pursued the people, the workers and others to about 50 yards and thus precipitated a crisis. On the one hand, they brought the workers. On the other hand, they provoked them to resort to a lathi charge more than the police, and they are now in the good books of the present management. I want to know whether the mineowner and the present contractor have been arrested or not. They are in the conspiracy and they are in the main responsible for this murder and crime. I want to know whether they are going to be arrested or not, and whether the system of contractors is going to be ended after this occurrence. These contractors have been in league with the owners who are out to sabotage the nationalisation of the mines. So, I want to know whether this contract system will be ended now before more lives are lost. I hope the Minister will give a satisfactory reply to all my questions including whether a judicial enquiry will be ordered because no Bihar Government official can now be depended upon.

SHRI S. MOHAN KUMARAMAN-GALAM. The hon. member has made allegations of a very general character against the officers of the Coal Mines Authority, not merely those

involved in this accident but in general. I think it is my duty to state before the House that but for the dedicated and devoted work of these officers in general...

SHRI BHOGENDRA JHA: Some.

SHRI S. MOHAN KUMARAMAN-GALAM: Some may mean any figure. If you are prepared to say "exceptions" I am prepared to agree because there are always some black sheep around. By and large, but for the dedicated work of the officers, it would have been impossible to take over 464 mines in the course of just 12 hours with no incident of any character and another 200 mines within another 10 days. I think we should pay a tribute to these people who have worked 24 hours a day, without a wink of sleep to put through this very major decision of Government. Of course, there may be officers who make mistakes. If the hon. member will tell me by name or to the extent he knows, certainly I shall enquire into it. He has made an allegation that Rs. 80,000 was paid to the contractors. I am not in a position to say whether such an amount of money was paid to whom and for what purpose. But I have received a report that some such thing has happened and I am enquiring into what it undoubtedly a very serious matter. I can assure the hon. member that if I find that any mistake has been committed, action will be taken against persons responsible. If he will give me whatever facts are in his possession, I shall certainly look into them quickly. I have heard about it, but I do not think it will be right on my part to make statements when I have not been able to verify whether they are correct or not. The only assurance I can give is, that I will certainly look into it.

Whether the Government of Bihar feels that the firing was justified or not, the hon. member knows that maintenance of law and order is a State subject. It is not a subject for which the Centre is res



possible. Naturally the type of inquiry that has to be conducted when such a major calamity takes place is a matter for the State Government to decide. The State Government, evidently taking all the circumstances into consideration, has come to the conclusion that it will be enough if they appoint the Commissioner of Chotanagpur, Mr. Ramasubramaniam, to enquire into the firing. There are many many hon. members belonging to the party to which the hon. member, Mr. Bhogendra Jha belongs, sitting in the Bihar Assembly who, I am sure, will with equal vigour and eloquence take up the same question.

SHRI BHOGENDRA JHA: They staged a walk-out.

SHRI S. MOHAN KUMARAMAN-GALAM: There is a certain division of powers in our Constitution. Whether it should be this inquiry or that inquiry, whether it should take place in this State or that State is a matter for decision by the Central Government under certain conditions and the State Government under certain conditions. He knows very well that in this case this is a matter which the State Government should decide. That is why I put the facts as to what the State Government has decided.

He asked me about illegal mining. Illegal mining, he knows much better than I do coming as he does from that area which I do not, has been going on for years and years. It goes on on the basis of these powerful mine-owning interests corrupting persons at different levels. Certainly, it is not my intention to leave such things as they are. But my immediate attention cannot be to that part of my work but it has to be to regularising the take-over of the mines and seeing that we are able to attend effectively both to the demands of the workers on the one hand and to production on the other. But I assure him that I will look into this

He has asked this question why these two persons were not let on bail. The answer which we have been given is that the magistrate who was on the spot did not have the power to release on bail and therefore he was not able to release them on bail. Undoubtedly, that point would also be looked into by the Commissioner when he conducts the inquiry and you will get an answer to that.

He has asked whether it was controlled firing or uncontrolled firing. It is not for me to judge it. The hon. Member stated that the Bihar Government is satisfied that the circumstances necessitated what has happened.

I can only state that there was a lathi charge earlier, warning was given and only after that the firing was resorted to. Possibly, tear gas was not used because at that time they did not have tear gas shells with them; I do not know. That will also be one of the matters dealt with by the Bihar Government. I am not the person sitting in judgment on that. I am placing before the House the facts so far as I know.

Regarding the allegation that some contractors were in league with the police against the workers, I am not in a position to say anything. That is not the information I have received.

Finally, regarding the abolition of the contract system, let us be clear that there are two types of contractors. One is the contractors who are appointed by the mine-owners to operate the mine as such, what they call managing contractors. These contractors belong to that category. Where there are contractors who do a certain type of work, loading and things of that character, we will departmentalise these workers. So far as the first type of contractors is concerned, we are not proceeding with them at all. The mines are being directly worked by the Custodian, using the workers who are the regular workers in the mines, and I think that should satisfy you. So far as the



second type of contractors is concerned, that will take some time.

**SHRI BHOGENDRA JHA:** Has the contractor been arrested?

**SHRI S. MOHAN KUMARAMAN-GALAM:** So far as the information about that.

**SHRI BHOGENDRA JHA:** It is on the complaint of the custodian that the arrests took place. May I know whether the custodian is going to complain that the contractor should be arrested for complicity, conspiracy, mob violence etc.?

**SHRI S. MOHAN KUMARAMAN-GALAM:** So far as the information in my possession goes, the contractors were not there on the spot at the time the firing took place. Whether there is any material to show a link between the contractors and those who actually participated in the incident, I am not in a position to say. If there is any evidence of this character, certainly action would be taken. But the hon. Member is wise enough to know that usually persons who do dirty work like to keep well in the background.

**श्री मूलचन्द डागा (पाली) :** अध्यक्ष महोदय, 464 कोयला खानों का राष्ट्रीयकरण करके आपने जो कोयला कल्याण किया उसके लिए धन्यवाद। मैं इस बात को जानता हूँ कि भीड़ में चिन्मय नहीं होता और भीड़ कभी कोई निर्णय नहीं ले सकती और परस्पर दिमागों की वैधाखियों पर चलने वाले लोग वह थे और उसका आपने जो जवाब दिया वह एक बड़े बकाल की तरह दिया है। मुझे आप बतायें कि कोई कस्टोडियन या ओनर जो अपना था जो बड़ा मराहतीय और प्रणयनीय कार्य कर रहा था उसने रिपोर्ट क्या दी? उसकी एफ आई आर क्या थी? उसको मालूम था कि यह विघटनकारी तत्व पांच सौ की जगह तीन हजार नाम लिखाना चाहते हैं,

उसकी एफ आई आर क्या थी और उसी दिन उस एफ आई आर पर आपकी पुलिस या मजिस्ट्रेट ने क्या कार्यवाही की? क्या मजिस्ट्रेट और पुलिस ने मिल करके उन ओनर और कन्ट्रैक्टर के खिलाफ कोई केस रजिस्टर किया था या नहीं किया?

दूसरी बात यह है कि जब कस्टोडियन आपका रेस्ट हाउस में चला गया और जो दो सज्जन उनके पीछे गए उन्होंने उनके साथ क्या कार्यवाही की? क्या उन्होंने उस पर हमला करने की कोशिश की या उसको पीटा या क्या किया? सबसे बड़ी बात यह है कि कस्टोडियन ने वह सारे कागजात आने कच्चे में क्यों नहीं लिए जिस समय कोयला खानें उनसे ली गई थीं और इस बात की जांच क्यों नहीं की कि इस कोयला खान में तीन हजार मजदूरों के नाम बना रहे हैं जब 500 से ज्यादा काम नहीं कर सकते? क्या कस्टोडियन का यह कर्तव्य नहीं था कि सारे कागजात की जांच करता? आज आपने उत्तर दिया कि कस्टोडियन वहां नहीं था। लेकिन एक बड़ा प्रश्न है जब लोग गोली से मारे गए, मजदूरों की हत्या हुई तो उस समय इस्पात और खान मंत्री एक सवाल का उत्तर देते हैं कि इस मामले में मैं उत्तर देने के लिए तैयार नहीं हूँ क्यों? यह सवाल का मामला है। एक वाक्या आपकी खान पर हुआ और वाक्या होने के बाद आज आप यह उत्तर देने के लिए आये हैं। या फिर गृह मंत्री वहां पर इसका उत्तर देने। आज 25 साल के बाद भी मजिस्ट्रेट और पुलिस का काम करने वालों में गिठा और सेवा की भावना नहीं आई है। कि हमें संजीदगी से और ज्यादा चतुराई से काम लेना चाहिए। वे उस भाव को हटा सकते थे। एक सीधा सवाल था कि हम तुम्हारी वेन करवा देते हैं।

वह बलेविल आफेन्स था या नहीं—अगर था तो पुलिस ने वेल क्यों नहीं ली। ? सवाल यह है कि 5 आदमियों के गोली चलाने से मरने की जिम्मेदारी आदरणीय इस्पात मंत्री छोड़ना चाहते हैं कि यह मेरा काम नहीं था। बिल्कुल ठीक है, लेकिन मैं समझता हूँ हमारे प्रशासन और जनता के बीच में नौकरशाही की जो दीवार है उसमें अभी तक निष्ठा से सेवा करने की भावना नहीं आई है। उनको जिम्मेदार क्यों नहीं ठहराया जाता है ? तीन हजार आदमी खड़े थे, उन पर पुलिस वालों ने गोलियां चलाई, किस कारण गोलियां चलाई और आपका कस्टोडियन कितनी तकलीफ में हो गया, कौन सी इंजरीज आपके पुलिस वालों के बदन पर आई, कितनी चोटें आई—क्या आप मालूम करके सर्टिफिकेट पेश कर सकते हैं ? भीड़ ने क्या किया जिस पर फायरिंग की गई, 15 गोलियां चलाई गई, इस प्रकार के जो नादिरशाह थे, मैजिस्ट्रेट और पुलिस क्या उनको सस्पेंड किया गया ? मैं समझता हूँ कि कभी कभी भीड़ में चिन्तन नहीं होता और अधिकारे राजनीतिक नेता वहां पर पहुंच जाते हैं लेकिन हमारे कस्टोडियन या प्रशासन अगर अच्छे हों तो होशियारी से काम निकाल सकते हैं। आज भ्रष्टाचार हमारे देश के लिए अभिशाप है। कोई कस्टोडियन अगर ईमानदार होगा तो मैं नहीं जानता और न उसको चुनौती दे सकता हूँ। लेकिन जब खान उन्होंने कब्जे में ली थी उस समय डाकूमेन्ट्स कहाँ थे, कस्टोडियन को कौन कौन से डाकूमेन्ट्स मिले और एक आई आर में इस बात के खिलाफ कोई मुकदमा चलाया या नहीं ? यह बलेविल आफेन्स था या नान-बलेविल आफेन्स था ? रेस्ट हाउस में दो आदमी चले गए थे। कस्टोडियन साहब ने बड़ी नञ्चना से हिसाब समझाया कि 500 आदमियों का हिसाब है हम तुमको दे देंगे। उस के बाद चल पड़े।

ठीक है लोगों ने बर्छी ले ली, कुल्हाड़े ले लिये, लाठियां ले लीं और एक बड़ी भीड़ ने हमला किया। लेकिन मुझ को यह बतलाया जाय कि क्या किसी के ऊपर एक भी कुल्हाड़े की चोट है, बर्छी की चोट है ?

जब कभी इस प्रकार की घटनायें हो जाती हैं तब आप उन के प्रति दुखी होते हैं, चिन्तित होते हैं। लेकिन अध्यक्ष महोदय, आप हम को एक बात बतलाएं कि आखिर काल अटेंशन नोटिस होम मिनिस्टर को दिया जाये या इस्पात मंत्री को दिया जाये। इस्पात मंत्री ने तो अपना काम कर लिया। लेकिन गृह मंत्री ने जो सहयोग दिया उस के अनुसार पुलिस के आदमी मुक़र्रर किये गये उन्होंने पन्द्रह राउंड गोलियां चलाई। जो मैजिस्ट्रेट था उस की गलती से इस प्रकार का वाक्या हुआ, नहीं तो बड़ी खूबसूरती से इस वाक्य को टाला जा सकता था। फिर मंत्री महोदय ने कहा कि 1 हजार रुपया दिया गया है।

एक माननीय सदस्य पांच हजार रुपया।

श्री मूल चन्व डागा : पांच हजार रुपये की जो धनराशि दी गई, वह बहुत कम है।

SHRI S. MOHAN KUMARAMAN-GALAM: So far as the First Information Report is concerned, the Custodian made a report to the police, the officer in charge of Bermo Police Station, that, when he was in his private room, Janki Misra and Roshan Rajwar trespassed into the room with the intention to assault him; and asked why payment was not being made to the workers, and on the basis of this report, the officer in charge of police arrested these two persons. After that, discussions took place and

[Shri S. Mohan Kumaramanglam]

The Custodian agreed that payment would be made on the basis of surveying the amount of coal that has been mined. But, unfortunately, it was not possible to control the workers outside and the incident developed in the manner that I have already indicated.

So far as the persons injured are concerned on the side of the police and the Magistrate, the Magistrate himself and 14 other persons were injured. Among them were the officer in charge of the police as well as three Assistant Sub-Inspectors and, I think, an Inspector. Shri Rawat, who was the A.S.I. in charge of Bermo Police Station suffered an injury on his head resulting in bleeding; the Magistrate's injuries were on his legs and body; and the others suffered injuries on various other parts of the body. I cannot give more details than these, but a number of persons were injured.

The hon. Member suggested that the Magistrate should have shown more alacrity and assured that bail could be arranged. According to the report I have received, the Magistrate did inform them that it was possible for them to move for bail before the Magistrate who was empowered to grant the bail, i.e., the Sub-Divisional Magistrate, but the people were not prepared to listen.

So far as the question regarding documents of the mine when the mines was taken over is concerned, I have mentioned earlier that there were no documents at all. This is not surprising because in all mines of this size where a few hundred workers are employed and where the entire production for the month is about 191 tonnes, the gentlemen who own or who operate such mines do not believe in having documents. They operate the mines on the basis of let us say, other considerations and practices which need not be gone into at the moment.

I think that I have covered all the points raised by the hon. Member. I would like to assure him that we are still investigating into the matter. So far as law and order part is concerned, I have put all the facts before this hon. House, but, naturally, it is for the State Government ultimately to decide what is the further action to be taken.

**डा० लक्ष्मीनारायण पांडेय (मंदसौर):**

अध्यक्ष महोदय, सरकार मजदूरी के बदले परिश्रम का पैसा मांगने वालों पर गोली चलाये यह कोई आश्चर्य की बात नहीं है। इस करगली कोयला खान की घटना के पहले भी मध्य प्रदेश में कोयला खान-मजदूरों का झगड़ा चला और एक बार नहीं दो दो बार उन पर गोलियां चलीं। पहली घटना की तो जांच की रिपोर्ट भी आई, लेकिन दूसरी का क्या हुआ पता नहीं। क्या माननीय मंत्री महोदय, बतलाने की कृपा करेंगे कि उस समय जो गोलियां चली थीं उस के बारे में रिपोर्ट कब तक आयेगी और रिपोर्ट के आने में विलम्ब का क्या कारण है। आखिर मजदूरों पर गोलियां चलाने का और उन में असन्तोष बढ़ने का कारण क्या है ?

**SHRI S. MOHAN KUMARAMANGALAM:** On a point of clarification. Which coal mine the hon. Member is referring to, I am not able to follow. I have come here to answer a call attention motion on the firing that took place in Bihar. If there are other coal mines the hon. Member is referring to, I may be informed.

**डा० लक्ष्मीनारायण पांडेय :** मैं मंत्री महोदय से निवेदन कर रहा था कि यह कोई नई बात नहीं है और कोई पहली घटना ही नहीं हुई है। मैं जानना चाहता हूं बिहार के गिरडिह जिले में करगली कोयला

खान के श्रमिकों में इस प्रकार की उत्तेजना फैलने का कारण क्या था ? क्या श्रमिकों को समय पर वेतन दिया जाता है, क्या उन को समय पर पारिश्रमिक दिया जाता है ? क्या यह बात नहीं है कि उन को अपने काम का पैसा समय पर नहीं मिला जिस की मांग करने वे गये थे ? उस मांग के बदले उन को पैसा नहीं मिला, गोलियां खाने को मिलीं ?

मंत्री महोदय ने बड़ी चतुराई से कहा कि एक कंट्रैक्टर की साठ गांठ से वहां पर तीन हजार अधिक मजदूरों की भर्ती हो गई थी; और सरकार के लिए यह इतना बड़ा अनुपात बन गया कि उस के लिए सब को वेतन देना सम्भव नहीं था । सरकार ने कोयला खानों का सारा काम-काज अपने हाथ में लिया है और उन्होंने अपने विश्वास के लोगों को वहां पर कस्टोडियन बना कर बिठलाया है । क्या उन में इतनी भी चतुराई नहीं थी कि वह जांच कर पाते कि इस कोयला खान की क्षमता क्या है और कितने मजदूरों को वहां रक्खा जा सकता है । उन मजदूरों की संख्या क्या हो सकती है ? उस को वह बराबर सहन करते रहे । मैं जानना चाहूंगा कि पिछले चार सप्ताहों के पहले वहां कितने मजदूरों को मजदूरी दी गई । जब उस का टेक ओवर किया गया था तब उन की संख्या कितनी थी इस के बारे में रेकार्ड देखा जाये । मंत्री महोदय ने कह दिया कि उस समय का रेकार्ड उपलब्ध नहीं है । कोयला खदानों का इस प्रकार का रेकार्ड प्राप्त नहीं होता, फिर भी हमारे माध्यमों के आधार पर संख्या बतलाई जा सकती थी । मंत्री महोदय ने तो कुछ बतलाया नहीं लेकिन अखबारों के जरिये सूचना प्राप्त हुई कि पन्द्रह राउंड गोलियां चलीं । उन गोलीयों से चार मारे गये और तीन घायल हुए हैं यह यहाँ बतलाया गया है लेकिन हम को जो सूचना प्राप्त हुई है उस के अनुसार

50 से अधिक लोग घायल हुए हैं और मृतकों में एक बारह वर्ष का विद्यार्थी भी था ।

मजदूरों के बारे में आप ने दलीय आधार पर मजदूर संघों के साथ बैठ कर कोई समझौता किया है कि 5 हजार रुपये मिलेगा । लेकिन मैं समझता हूं कि यह जो मुआवजा दिया गया है वह बहुत कम है । उनका मुआवजा बढ़ाना चाहिए । लेकिन विद्यार्थी के बारे में ऐसा समझौता करने के लिए कौन आया था ? उस की क्या आर्थिक स्थिति थी और उस को कोई आर्थिक सहायता दी गई या नहीं ?

मैं जानना चाहता हूं जैसी कि वहां के आई एन टी यू सी और दूसरे मजदूर संगठनों ने मांग की है, क्या इस की ज्यूडिशियल एन्क्वायरी कराई जायेगी ? प्रस्तुत संदर्भ में ज्यूडिशियल इन्क्वायरी बहुत जरूरी है । दूसरा प्रश्न है कोयला खदानों में काम करने वाले मजदूरों का जो तबका है, जिस को गोरखपुरी खान मजदूर कहा जाता है, उस की आज भी वही दशा है जो पहले थी । आप के टेक ओवर करने के बाद भी उसी तरह से भेड़ों की तरह से माल के डब्बों में भर कर लाये जाते हैं । उन को एक साथ खाना खिलाया जाता है और एक साथ रक्खा जाता है । उन के लिए कोई आवासीय व्यवस्था नहीं है और न उन के खाने पीने की व्यवस्था ठीक ढंग की है । यही कुछ ऐसे कारण है जिस की वजह से मजदूरों में असन्तोष फैलता है और इस प्रकार की परिस्थिति निर्मित होती है । प्रस्तुत प्रकरण में इस के पहले कि गोली चलाई जाती, यह आवश्यक था कि उचित कार्रवाई की जाती । मजिस्ट्रेट ने जो कार्रवाई की है वह दोषपूर्ण थी । जो अन्तिम पूर्व सूचना मजदूरों को मिलनी चाहिए थी वह नहीं दी गई । उन को कोई चेतावनी नहीं दी गई ताकि वह तिनार वितर हो जायें और उस के अभाव

[डा० लक्ष्मीनारायण पांडेय]

में उन को गोलियां खानी पड़ीं। जो भी कार्रवाई वहां की गई वह ठीक नहीं थी। उसके बारे में एक मात्र उपाय यह है कि जुडिशल एन्क्वायरी हो।

जैसा इस संदर्भ में मैंने कहा है, मंत्री महोदय आज नहीं तो फिर कभी मध्य प्रदेश कोयला खानों के बारे में भी बतलायें और साथ साथ एन्क्वायरी के बारे में भी बतलाने की कृपा करें।

13 hrs.

SHRI S. MOHAN KUMARAMAN-GALAM: Regarding Madhya Pradesh coal mines, I have no facts with me. If the hon Member would write to me, I will try to give all the details. Regarding the other point, about the number of workers, as I have stated earlier, there are no records. There were about 570 odd workers working on the day of the takeover. At present we are proceeding on the basis that they were the number of persons working in the mines. As I already told you, the Custodians have already been given instructions to investigate and to find out the number working actually and to assess what would be the proper work force. The other way in which we have asked them to work out is to find out what the production from the mine is, what is the OMS, output per main shift, and on that basis come to a conclusion about the proper workforce for the mines. This is far away from the figure of 3200 which the contractors tried to fraudulently introduce. And, regarding the other point that 500 persons have been injured, that is not the information with us. The information given to me by Bihar Government is to the effect that 4 persons lost their lives and 3 were injured. The hon. Member said about a boy losing his life. I have stated that in my statement also, Rs. 5000 has been paid as compensation to the deceased. It must have been paid to his family. I have no reason to believe that it

was not paid to the proper person concerned. Number of persons including representatives of INTUC were, as reported by the Press, demanding special enquiry. But, evidently, taking all aspects into consideration, the Government of Bihar decided that the present enquiry by the sub-divisional magistrate of the Chota Nagpur Division is adequate enough in the circumstances of the case.

SHRI BHOGENDRA JHA: Are you going to recommend to the State Government to have an enquiry into the the matter?

SHRI S. MOHAN KUMARAMAN-GALAM: I have made my position clear. Your repeating your demand does not necessarily add weight to it. Regarding Gorakpuri labour, they don't work like that in small mines. They usually work in some of the bigger mines. They are housed in particular barracks and so on. This has nothing to do with the firing that took place. I can assure him that the work of what is called the CRO, Coal-mines Recruiting Organisation is being looked into and this matter has been discussed with the trade unions. I have no doubt that the decision which Government arrived at earlier to the effect that this is not a good system and should be abolished, will be honoured.

13.02 hrs.

#### PAPERS LAID ON THE TABLE

REPORT OF CAG OF INDIA FOR 1971-72  
UNION GOVERNMENT (RAILWAY),  
APPROPRIATION ACCOUNTS RAIL-  
WAY, PARTS I AND II. ETC.

THE MINISTER OF STATE IN THE  
MINISTRY OF FINANCE (SHRI  
K. R. GANESH): I beg to lay on the  
Table—

- (1) A copy of the Report of the Comptroller and Auditor General of India for the year 1971-72, Union Government

(Railways), under article 151(1) of the Constitution.

- (2) A copy of Appropriation Accounts, Railways, for 1971-72, Part I-Review.
- (3) A copy of Appropriation Accounts, Railways, for 1971-72, Part II-Detailed Appropriation Accounts.
- (4) A copy of Block Accounts (including Capital Statements comprising the Loan Accounts), Balance Sheets and Profit and Loss Accounts, Railways, for 1971-72.

[Placed in Library. See No. LT-4388/73].

SALARJUNG MUSEUM (AMENDMENT) RULES, 1973

THE DEPUTY MINISTER IN THE MINISTRY OF EDUCATION AND SOCIAL WELFARE AND IN THE DEPARTMENT OF CULTURE (SHRI D. P. YADAV): I beg to lay on the Table a copy of the Salarjung Museum (Amendment) Rules, 1973 (Hindi and English versions) published in Notification No. G.S.R. 165 in Gazette of India dated the 17th February, 1973. under sub-section (3) of section 27 of the Salarjung Museum Act, 1961 [Placed in Library. See No. LT-4389/73].

13.03 hrs.

#### ESTIMATES COMMITTEE

##### THIRTIETH REPORT

SHRI NRENDRA SINGH BISHT (Almore): Sir, I beg to present the Thirtieth Report of the Estimates Committee on the Ministry of Industrial Development regarding action taken by Government on the recommendations contained in their Seventeenth Report on Directorate General of Technical Development.

#### PUBLIC ACCOUNTS COMMITTEE

##### SIXTY-NINTH REPORT

SHRI SEZHIYAN: (Kumbakonam): Sir, I beg to present the Sixty-ninth Report of the Public Accounts Committee regarding action taken by Government on the recommendations contained in their Thirty-sixth Report relating to Ministry of Shipping and Transport.

13.04 hrs.

#### SUPPLEMENTARY DEMANDS FOR GRANTS (GENERAL), 1972-73

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI K. R. GANESH): Sir, I beg to present a statement showing Supplementary Demands for Grants in respect of the Budget (General) for 1972-73.

13.04 1/2 hrs.

#### MATTER UNDER RULE 377

##### SHORT SUPPLY OF FOODGRAINS OF RATION SHOPS IN TRIPURA

SHRI DASARATHA DEB: (Tripura East): Mr. Speaker, Sir, under Rule 377 of the Rules of Procedure and Conduct of Business in the House, I would like to draw the attention of this House and the Minister of Agriculture, to the fact that there has been virtual closing down almost of all the ration shops in Tripura. The foodgrains from the Central do not reach there, with the result that hunger and starvation are continuing on a very large scale. 150 persons have died of starvation so far. Test relief works are totally stopped. They have been stopped in the affected areas of Tripura, particularly in the rural areas. There are untold sufferings which are being faced by the people. I urge upon the Government to resume the test-relief work, and revitalise the ration shops. Foodgrains from the Centre should be rushed there im-

[Shri Dasaratha Deb]

mediately. I request him to make a statement on that.

THE MINISTER OF AGRICULTURE (SHRI F. A. AHMED): I can give the information which I have with me. So far as the first question regarding starvation death is concerned, we have no such report.

SHRI DASARATHA DEB: It has been published in the local papers. All the names, addresses etc. of the persons have been published in the papers.

SHRI F. A. AHMED: Only a few days ago, the Chief Minister of Tripura was here. He had discussions with me, but he never informed me of any such deaths, and we have no such information.

So far as the question of supply is concerned, my information is that in the month of January, we had allotted 2000 tonnes of rice, out of which only 69 tonnes of rice are yet to be supplied. So far as February is concerned, we had allotted 2000 tonnes of rice and 1000 tonnes of wheat, and out of this, the entire quantity of wheat has been supplied and 500 tonnes of rice are to be supplied. I have the information that by the 7th of this month, the balance of 500 tonnes of rice will be supplied to Tripura. So far as this month is concerned, 3000 tonnes of rice and 1000 tonnes of wheat have been allotted, and we hope that it would be possible for us to give this quantity to Tripura during this month.

Also, arrangement has been made for two months' advance supply to be kept there, so that there may not be any difficulty.

13.06 hrs.

*The Lok Sabha adjourned for Lunch  
till Fourteen of the Clock.*

*The Lok Sabha reassembled after  
Lunch at four minutes past Fourteen  
of the Clock.*

[MR. DEPUTY-SPEAKER in the Chair].

# REQUISITIONING AND ACQUISITION OF IMMOVABLE PROPERTY (AMENDMENT) BILL

MR. DEPUTY-SPEAKER: We now take up the Requisitioning and Acquisition of Immovable Property (Amendment) Bill.

THE MINISTER OF WORKS AND HOUSING (SHRI BHOLA PASWAN SHASTRI): Sir, I beg to move\*.

"That the Bill further to amend the Requisitioning and Acquisition of Immovable Property, Act, 1952 as passed by Rajya Sabha, be taken into consideration".

As the House might be aware, it has been thought by Government that provisions regarding the requisitioning and acquisition of immovable property should continue to remain a separate enactment. The power of the sovereign to take private property for public use, which is called eminent domain in America, and the consequent rights of the owners to compensation are well established.

श्री हुकम चन्द कछवाय (मुरेना): मंत्री महोदय हिन्दी में बोलें। वम बहुत अच्छी हिन्दी जानते हैं।

SHRI BHOLA PASWAN SHASTRI: इस के बाद जवाब हिन्दी में दूंगा।

This power is justified by two well-known maxims. The first maxim is that regard for public welfare is the highest law, and the second is public necessity is greater than private neces-

\*Moved with the recommendation of the President.

sity. Looking back to the history of the Act which we propose to amend, it may be recalled that the power of the Government to requisition and acquire immovable property has been in existence for over three decades continuously. This power was first conferred on the Government under the Defence of India Act, 1939. On the lapse of that Act in September, 1946, after the end of the second world war, the properties requisitioned under the Defence of India Act continued to remain under requisition in view of the enactment of the Requisition of Land (Continuance of Powers) Act, 1947. Subsequently, Parliament enacted the Requisitioning and Acquisition of Immovable Property Act, While conferring the power of requisitioning and acquisition of immovable property on the Government, the Act also provided that the property requisitioned under the Defence of India Act, 1939 shall be deemed to be requisitioned under the Act of 1952. The Act came into force on the 14th March, 1952 and was initially to remain in operation for a period of six years from that date, but its duration was extended from time to time. The Requisitioning and Acquisition of Immovable Property (Amendment) Act, 1970 made it a permanent measure but it restricted the period for which the requisitioned properties could remain requisitioned to three years from the commencement of this amendment Act in the case of properties requisitioned before such commencement and in the case of any property requisitioned after such commencement to three years from the date on which the possession of such property was surrendered or delivered to or taken by the competent authority under section 4 of the Act of 1952.

As the amendment Act of 1970 came into force on the 11th March, 1970, the maximum period for which the properties requisitioned before the commencement of that Act could be retained under requisition will expire on the 11th March, 1973. A large number of properties requisitioned

3616 I.S.—8.

under the above Act are still in the possession of the Ministry of Defence and also some other Ministries. Although Government is expeditiously implementing the policy of acquiring or derequisitioning the requisitioned property, there are a number of them which are expected to be needed by the Government even after the 10th March, 1973 for public purposes. On many of these properties, valuable constructions of a permanent nature connected with national defence or for the conduct of military operations or other important public purposes have been put up. It will not be expedient from the public and defence point of view to remove these structures for the purpose of release of the properties to the owners pending a decision to acquire or release the property. As such, it is considered necessary to amend to Act so far as to extend by merely two years the maximum period for which the properties may be retained under requisition. This is the purpose of the present Bill.

It is, however, intended to bring forward later a comprehensive legislation providing for a longer period of requisitioning and revision of compensation so as to safeguard the interests of persons whose properties are taken possession of by the Government for public purposes.

With these words, I commend the amendment Bill for consideration of the House.

MR. DEPUTY-SPEAKER: Motion moved:

"That the Bill further to amend the Requisitioning and Acquisition of Immovable Property Act, 1952, as passed by Rajya Sabha, be taken into consideration."

I hour has been allotted for this discussion and the scope is very limited. Instead of 3 years during which Government can keep a requisitioned property, the proposal now is that it may extend to 5 years. If members can



[Mr. Deputy Speaker]

extend to 5 years. If members can conclude within the time allotted.

SHRI JAGDISH BHATTACHARYYA (Ghatal): Sir, this is a very short Bill seeking to amend only one section of that Act, which was amended in 1970. Because of that it has not lost its importance, as is quite evident from the lengthy statement of objects and reasons and also equally lengthy financial memorandum, which involves a large sum of money.

We frequently see that whenever Government feels any difficulty about a particular section of any Act, the concerned minister comes to the House with an amendment of that particular section. Even where there are so many anomalies in the original Act, the minister does not think it proper to bring an amending Bill to remove all of them. I submit that passage of a Bill in the House involves time and money. This could have been avoided if the minister has brought forward a full-fledged Bill.

The compensation that is generally paid involves much difficulty to the parties concerned. There is inordinate delay in getting compensation and very often the parties have to spend a considerable amount of the compensation money in travelling to the offices concerned and bribing the officers. Otherwise, they cannot get it. This should be avoided. The difficulties of the other parties should also be taken into consideration. The statement of objects and reasons says:

"It is, however, intended to bring forward later a comprehensive legislation providing for revision of compensation and also for a longer period of requisitioning."

I want to know whether those people whose properties are already requisitioned and the period is going to be extended, will get the benefit of the revised compensation.

We do not know whether the owners of the lands and properties already requisitioned have been paid compensation to the full, particularly the farmers and poorer sections of the community, who must not only be paid the compensation but who also require to be economically rehabilitated. I do not know what the minister is going to do in this respect.

It is very often seen that properties requisitioned by Government are left unused for a considerable period of time, causing loss of public money. This should be avoided.

SHRI DINESH CHANDRA GOSWAMI (Gauhati): Mr. Deputy-Speaker, this is a very non-controversial Bill, amending only one section, and I do not think there can be any opposition unless one wishes to oppose it for the sake of opposition only. By this Bill the words "three years, have been substituted by the words "five years" in section 6 or in such other sections where the words three years appears. We know that under the old Act, or the Act which was amended in 1970, the properties which were requisitioned would have lapsed at the end of three years. Obviously at the present juncture, in the hands of the government there are many properties which have been requisitioned and we cannot allow all this property to be derequisitioned at the present state of affairs.

The hon. Member from the C.P.M. wanted to know why we are extending it for two years. That is being done because so far no comprehensive legislation has been brought may I draw his attention to the fact that during 1970-73 we have passed through a period of stresses and strains and our country had to wage a war. Obviously, these contingencies could not be taken care of when the amending Bill of 1970 was passed. At that time, probably the Government thought that by 1973 all these proper-

ties would be de-requisitioned and whatever is necessary for the government in the matter of land or house will be purchased or constructed. But, we know, we are passing through a state of affairs when the government cannot afford the luxury of incurring heavy non developmental expenditure in the construction of houses. Our finances do not permit it. Considering that aspect of the matter, I welcome this Bill by which an extension of two years have been granted.

We know that this is not a new thing. Even earlier, when the Defence of India Act lapsed in 1946, the Requisitioning of Land (Continuance of Powers) Act had to be resorted to in 1947. From all these points of view, I welcome this Bill. But I would urge upon the Government only one fact. Though I do not hold any brief for moneyed people, we should respect the sentiments of the petty property holders. We know that not only houses have been requisitioned but also lands which have been utilized for permanent purposes like airfield etc. We know that when a land has been requisitioned for the purposes of construction of an airfield, it is a permanent purpose and in such cases instead of keeping the property in a flux it should be acquired. In such cases, if the property had been acquired for moneyed people, under the amended provisions of the Constitution, we need not pay the market price as compensation. But if such property belong to people who are not rich, then the Government must pay adequate compensation. I know that at the present juncture, our finances may not permit it. But I think on principle the government should accept that proposition.

With these words, I lend my support to the Bill. I feel that a state of flux for this type of legislation for three decades is not a very healthy thing. Therefore, the earlier the government bring forward a comprehensive Bill, the better it would be. Let me hope that that day would come very

soon. With these words, I support the Bill.

DR. RANEN SEN (Barasat): Sir, I cannot welcome this Bill. In fact, this is not just an extension only for two years. The hon. Minister has indicated in his speech that a legislation is coming where the period of requisition would be longer. The common man requires some land, some property. Many of the properties and lands are in the urban areas, semi-urban areas.

THE MINISTER OF STATE IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS AND IN THE MINISTRY OF WORKS AND HOUSING (SHRI OM MEHTA): Mostly in the rural areas.

DR. RANEN SEN: In the rural areas also. Why should the government requisition property and houses in the urban areas?

For the last four or five years. We have been hearing in this House every year that a ceiling on urban property is coming. If only that legislation on ceiling on urban property had been passed in this House, the question of requisition of property in urban areas would not have arisen. This is one of the major failures of the government.

Then, coming to rural areas, I have got enough experience at least in my State of West Bengal and I find places where the land taken over by the Government during the war period is not used. Take, for example, Panagarh in Burdwan district where hundreds of acres of land are lying fallow. The peasants are applying for it. There is a food shortage in the country and, more so, in West Bengal. There, the Government is refusing to derequisition the land. I myself have inspected some such places. Therefore, in regard to rural areas, if you simply say that it is for the public interest or for the defence interest, I am not going to accept such a blanket statement.

[Dr. Ranen Sen]

Again, coming to railway lands, I know Mr. Om Mehta and Mr. Bhola Paswan Shastri have in mind the railway lands which are required by the Government. But, I say, in this House several Members of not only the Opposition but of the Congress Party have said more than once that thousands of acres of railway land are lying fallow. When the country is passing through a crisis in food production, the Government should have some imagination to bring those lands, at least temporarily, for cultivation. The Government can give the peasants some temporary title. But the Government has no imagination. The only imagination the Government has is to go on lengthening the time and bringing forward legislation, one after another.

There is the question of compensation also. I know some plots in Calcutta near the railway line where the poor people are supposed to have encroached upon the railway lands. The West Bengal Government, in 1960—62, when the Congress was in power and, later on, when the United Front Government came to power in 1967—69, tried to settle those people somewhere on the land that is available elsewhere near Calcutta. Some of them were rehabilitated but others were not. The land remains unused. The sword of Damocles is hanging over the head of the people who are living there for eviction at any time, any day, at any moment. So, the question of compensation, rehabilitation, all these things, are connected with this.

When the Government requisition certain plots of land, it is the duty of the Government not only to pay adequate compensation but it is also the duty of the Government to see that if any poor or middle-class people are affected, they are properly rehabilitated.

I am very sorry to say that under this Act, for whatever acquisition or

requisition has been made by the Government, proper compensation has not been paid. This is a general statement that I am making. Further, wherever compensation is not paid properly, the Government has never seen to it that the affected people are properly rehabilitated and re-settled near about the place of their occupation, profession or avocation.

So, like Mr. Goswami, I cannot give a blanket welcome to such a Bill. As I said earlier, this is just not a two-years extension. There is something behind it. The whole thing has to be re-cast. I do not say that such an Act should not exist. The Government should have such powers. I admit that. But while admitting that, I must say, the whole thing should be re-rest. If it is a question of just 11th March, when the bill is expiring, I say, this Act needs a thorough and proper look in depth. That is very necessary.

I have raised some of the questions, and, I hope, the hon. Minister will think over the matter. This is a very serious thing that has cropped up because of the Act that has been in existence all over India.

श्री नाथू राम मिर्घा (नागौर) : माननीय उपाध्यक्ष महोदय, सदन में जो बिल लाया गया है वह बहुत छोटे संशोधन के लिए यहां पर पेश किया गया है। जिस प्रकार के हालात हैं मैं समझता हूं कि उनमें यह संशोधन करना इस सदन के लिए जरूरी है। यह ठीक है कि जो पहले तीन साल की मियाद थी, जो कानून 1970 में बनाया गया था उसमें सरकार का यह खयाल था कि जो कुछ भी इस देश में जमीन या प्रापर्टीज सार्वजनिक कामों के लिए लेना जरूरी हो उन चीजों को उस समय लेने के लिए पावर सरकार के पास हो जिसको कि इधर बैठे और उधर बैठे सभी सदस्य स्वीकार करते हैं पर कुछ बातों की तरफ जो ध्यान खींचा गया है, मैं भी

निश्चित तौर से मंत्रालय से माननीय मंत्री जी से निवेदन करूंगा कि दो स्टेजों में यह कानून है—प्रापर्टीज और एस्टेट्स को रिक्वीजिशन करना और फिर बाद में जरूरत पड़े तो एक्वीजिशन करना। रिक्वीजिशन उन प्रापर्टीज का किया जाता है तुरन्त के लिए और फिर उसके बाद में अगर परमानेंट जरूरत की चीजें हैं तो हमेशा के लिए एक्वायर करते हैं। तो आपने बहुत सी चीजों को एक्वायर किया हुआ है और वह आपकी प्रोसेस में होगा कि किन चीजों को हमेशा के लिए चाहते हैं। इन मामलों में चाहे काश्त की जमीनें हों चाहे और प्रापर्टीज हों, खास तौर से जो माननीय सदस्य मेरे से पहले बोले उन्होंने इस बात को उठाने की कोशिश की कि एक प्रापर्टी सीलिंग कानून लाया जाने वाला था लेकिन अभी तक लाया नहीं गया है, अगर है आते तो ठीक था परन्तु मैं समझता हूं वह कानून खुद में पेचीदगियां रखता है, सरकार उसको लाने के लिए सोच रही है और वह शीघ्र ही आयेगा।

डा० रानेन सेन : पांच साल मुनते हो गए हैं।

श्री नाथू राम मिर्चा : पांच साल तो नहीं, दो तीन साल मुनते हुए हैं। जलता हुआ विषय तो दो साल का ही है। तो वह कानून भी अपना रूप ले रहा है पर वह अपनी पेचीदगियां रखता है। इस मामले में आप जैसे आदमी थोड़ा जल्दी उतावले हो सकते हैं पर जिनको यह करना है उनको गहराई में जा कर सारी बातें सोचनी पड़नी है। मैं समझता हूं सरकार काफी गहराई में जा कर और सोच समझ कर जल्दी उस कानून को लायेगी और उससे ऐसे लोगों की प्रापर्टीज जो रिक्वीजिशन हुई है जिनका सीलिंग से बाहर का सवाल है उनका मुद्दा हमें हल हो जायेगा

फिर सरकार अपनी जरूरत की चीजें अपने पास रखले। फिर कई छोटे लोग भी हैं जिनकी सीलिंग में आने वाली नहीं है उनकी प्रापर्टीज को भी एक्वीजिशन करके रिक्वीजिशन करके एक्वायर करने की जरूरत पड़े देश के हित में क्योंकि व्यक्ति की बात को ध्यान में रखते हुए जैसा कि मन्त्री जी ने शुरू में सिद्धान्त समझाया कि देश में और दुनिया में व्यक्ति की सम्पत्ति और व्यक्ति से उपर समाज होता है और समाज की जरूरतों को पूरा करने के लिए तमाम चीजों को लेना पड़ता है जिसमें डिफेंस का मामला है और कई दूसरे मामले आते हैं। तीन साल में जिन चीजों को रिक्वीजिशन किया उनको फिर एक्वायर करना है या नहीं करना है इन सारी बातों का फैसला नहीं हो सका और चूकि मियाद खत्म हो रही थी 10 मार्च को, इसलिए इस कानून की जरूरत है। इसको लाना उचित ही था। लेकिन मैं बहुत नम्रता से निवेदन करना चाहता हूं कि जिन चीजों की जरूरत नहीं है या जिन चीजों की जरूरत है उन चीजों को चाहे वह काश्त की जमीनें हैं या दूसरी, मेरा ऐसा तजुर्वा है कि जहां एक एक दाने के लिए हम मोहताज हैं वहां आपकी ली हुई हजारों बीघे जमीनें फालतू पड़ी हुई हैं। ऐसी हालत में यदि आपको उन जमीनों की जरूरत नहीं हो तो उनको छोड़ दीजिए ताकि उस पर काश्त हो सके। आप कोई न कोई फैसला जल्दी से करें। मैं आपकी मुश्किल को भी नम्र रहता हूं इसलिए जो कानून लाए हैं। कि तीन साल के बजाय पांच साल कर दिया जाये उसको हम मान लेंगे लेकिन कुछ कामों की अहमियत को समझते हुए जिन्हें आपको करना है उनको हमारे लिए कहने का यह मौका है। आपके लिए भी वाजिब है कि उस पर गौर और तत्परता से जिन चीजों को जिस तरीके से निपटाना

[ श्री नाथू राम मिर्वा ]

है उसको निपटाये। इन शब्दों के साथ मैं इस विधेयक का समर्थन करता हूँ।

\*SHRI E. R. KRISHNAN (Salem): Mr. Deputy-Speaker, Sir, on behalf of my party, the Dravida Munnetra Kazhagam, I rise to express my views on The Requisitioning and Acquisition of Immovable Property (Amendment) Bill, 1973 which has been moved by the hon. Minister of Works and Housing.

Sir, the parent Act came into force on the 14th March, 1952 and was initially to remain in operation for a period of six years from that date, but its duration was extended from time to time. The power to requisition and to acquire private property for public interest was given to the Government as early as 1952. In order to meet the immediate public interest the Government can requisition a private property and later on the Government can acquire it also if it is in public interest necessary to do so. After 18 year i.e. in 1970 the Requisitioning and Acquisition of Immovable Property (Amendment) Act came into force under which the requisitioned property could be retained for three years from the commencement of the amended Act. This power to retain the property for three years will expire on the 11th March, 1973 and that is why this Bill has been introduced before the House. Under this amendment Bill the power to retain the requisitioned property has been further extended for two years. I cannot understand why such a piece-meal legislation should have been brought by the Government when the Act has been in force for 20 years. Is 20 years' experience not enough for the Government to decide whether a requisitioned property should be de-requisitioned or acquired by the Government in public interest? While speaking on this Bill in the Rajya

Sabha, the Minister of Works and Housing stated that a comprehensive legislation would soon be brought by the Government. I regret to say that the Government has not brought forward a comprehensive bill covering all the issues involved in this matter, instead of this piece-meal Bill and I wonder why the Government have not been able to utilise the three years intervening period from 1970 to 1973.

The policy of the Government should be clear and specific. Either the requisitioned property should be de-requisitioned or it should be acquired by the Government after paying adequate compensation to the owner. It is not proper that the Democle's sword should continue to hang on the heads of owners for two years more.

I would like the hon. Minister of Works and Housing to inform the House as to what is the present market value of the requisitioned property and what rent is being paid by the Government to the owners. When the Birla House was acquired as a memorial for the Father of our Nation, the Government showed no hesitation in paying 50 lakhs of rupees to the owner of the property. Here, I would like to know from the hon. Minister the amount of compensation that has so far been paid to the owners of properties which have been acquired in public interest. When the top-ranking officials of Air Force were wanting to acquire a particular area of land for defence purposes, it was not done under this Act. But, the same area of land was acquired under some other law and handed over to Maruti Motors Ltd. I do not know under what category of justice and fair play this action of Government comes.

\*The original speech was delivered in Tamil.

It is understood that 44,600 acres of land has been requisitioned by the Government and defence installations worth Rs. 2 crores have been put up on the land. Who are the owners of the 44,600 acres of land which have been requisitioned by the Government? If the value of property constructed on the land comes to Rs. 2 crores, what should be present value of the land itself? It should not be a surprise if the value of the land is many times more than the worth of the property constructed on the land. If the Government in public interest want to retain the property, similarly the owners would either like to have back the property of adequate compensation in lieu of that. Who is to assess their necessity and who is to decide what amount of compensation is to be paid for acquiring such property needed by the Government in public interest? Before I conclude, I appeal to the hon. Minister of Works and Housing that a high level Review Committee should be constituted to go into all these aspects and to submit its Report to that Government at the earliest, on the basis of which the Government can formulate comprehensive legislative proposals in this regard.

With these words, I conclude.

श्री नारायण चंद परासर (हमीरपुर) माननीय उपाध्यक्ष महोदय, सदन के सामने आवास तथा निर्माण मंत्री, श्री भोला पामवान जी ने जो विधेयक प्रस्तुत किया उस का क्षेत्र बहुत सीमित है। मैं समझता हूँ कि विरोधी दल ने इस में जो दो चार असंगत बातें करने की कोशिश की वह नहीं होनी चाहिए। इस विषय को सिर्फ इतना ही समझना चाहिए कि तीन वर्ष तक की जो अवधि कानून के द्वारा सरकार को अभी प्राप्त है उसकी सीमा बढ़ा कर पांच वर्ष तक करने की योजना है, और उस में यह भी आश्वासन दिया गया है कि उन दो वर्षों में एक विस्तृत विधेयक,

काम्प्रीहेंसिव बिल, इस विषय पर सदन के सामने प्रस्तुत किया जायगा और उस समय विरोधी दल के माननीय सदस्यों को अपनी राय व्यक्त करने का पूरा अवसर मिलेगा।

इस छोटे से बिल को विरला हाउस की सम्पत्ति से लिंक करना या साथ में कुछ ऐसी बातें कहना जो कि सुरक्षा की दृष्टि से महत्वपूर्ण न हों, एक बहुत ही खेदजनक बात है। अब सरकार को कुछ कामों के लिए, सुरक्षा की दृष्टि से कुछ जमीन चाहिए तो उस में अगर यह अड़चन डाल दी जाय कि विरला को कम्पेंसेशन दिया जाय विरला हाउस के लिए, और दूसरी बातों की जायें, मैं समझता हूँ, ठीक नहीं है। सिर्फ बात यह है कि जो तीन माल के लिए रिक्वीजिशन किया जा सकता है उस के लिये पांच साल की अवधि चाहिए, और इस के साथ ही यह भी आश्वासन मिल रहा है कि विस्तृत विधेयक आयेगा। तो ठीक है। इस में मैं मानता हूँ कि व्यक्तियों को कुछ कष्ट उठाना पड़ता है जब उन की सम्पत्ति या जमीन ले ली जाती है। लेकिन हमारे साथी दोनों तरफ़ के इस बात को सिद्धान्त के रूप में स्वीकार करते हैं कि राष्ट्र के लिए बलिदान करना चाहिए। तो अगर राष्ट्र के लिए लोग अपना रक्त दे सकते हैं, तो जमीन भी दे सकते हैं। इस में कोई आपत्ति की धान नहीं है। और सिर्फ सृष्टि का वादी प्रश्न नहीं है, साथ में विकास का प्रश्न भी जुड़ा हुआ है। कुछ ऐसी विरोधी शक्तियाँ हैं जो विकास के रास्ते में रुकावट बनना चाहती हैं और यह कोशिश करते हैं कि कोर्ट्स को मूव कर के ऐसा किया जाय ताकि सरकार इस जमीन को न ले सके। आज प्रदेशों में और सारे देश में ऐसे विकास कार्यों के लिए और सुरक्षा कार्यों के लिए जमीन की जरूरत पड़ती है और सरकार उनका रेंट देती है। अगर वह ऐक्वीजिशन करके

[प्रो० नारायण चन्द पाराशर]  
के लिए मुनासिव समझे तो मुनासिव  
मुआवजा भी देती है, ऐडिक्वेट कम्पेंसेशन  
भी देती है तो इस में कोई आपत्ति की  
जरूरत नहीं है।

मैं यह कहना चाहता हूँ कि इस विधेयक  
का जो उद्देश्य है वह बहुत ही उत्तम है  
और माननीय आवास मंत्री जी ने सदन  
के सामने इस को प्रस्तुत कर के एक ऐसी  
स्थिति पर काबू पाने की कोशिश की  
है जो कि हमारे सामने विकट रूप में खड़ी  
हो जाती अगर यह विधेयक प्रस्तुत  
न होता। 10 मार्च को वह अवधि समाप्त  
हो रही है और आज 6 मार्च है। अगर  
हम राष्ट्र के लिए और समाज के लिए  
इतना भी न कर पायें, दो साल की अवधि  
भी न दे पायें तो हमारी राष्ट्र सेवा की  
क्या कल्पना संसार करेगा? मैं यह कहूंगा  
कि जो भी आपत्तियां विरोधी दल के सदस्यों  
की हों वह अपने पास रखें और आइन्दा  
समय में जब विस्तृत विधेयक आये तो  
फिर विवेचन करें।

हमारे राष्ट्र का हित इसी में है कि  
सरकार के योजना कार्य, चाहे सुरक्षा कार्य  
हो या विकास कार्य हों, वे अबाध गति से  
चलें। अगर उनमें रुकावट पैदा हो जाय  
तो न वह सरकार के लिए और न देश के  
लिए ठीक है। आवास मंत्रालय तो  
वास्तव में एक ऐसा मंत्रालय है जो सभी  
बाकी मंत्रालयों की सेवा करता है। रेलवे  
मंत्रालय को जमीन चाहिए तो वह ले कर  
देगा, गृह मंत्रालय को चाहिए तो उस को  
जमीन ले कर देगा। केवल इतना होता है कि  
कुछ लोगों को कष्ट होता है, और कई  
बार ऐसा भी होता है कि गरीब लोगों की  
सम्पत्ति भी ले ली जाती है। लेकिन  
उन को ऐडिक्टेड कम्पेंसेशन की बात भी  
मंत्री जी ने कही है, और इसका  
प्राविधान भी इस में है। इसलिए राष्ट्र

हित के लिए मैं इस विधेयक का समर्थन  
करता हूँ।

श्री राम रतन शर्मा (बांदा) :  
उपाध्यक्ष जी, सिद्धान्त, भावना, क्रिया और  
व्यवहार, इन में बहुत बड़ा अन्तर है।  
इस विधेयक का सिद्धान्त और भावना के  
अनुसार जनहित की दृष्टि से आदर किया  
जाना चाहिए, और मैं उस का आदर करता  
हूँ। लेकिन जहां पर क्रिया और व्यवहार की  
बात आती है हरदम यह सरकार असफल  
होती है, और क्रिया और व्यवहार में  
सरकार पर तरह तरह की अड़चनें डाल कर  
जनहित का वहाना बना कर छोटे लोगों को  
परेशान करती है। यहां पर हमारा  
विरोध है सरकार की क्रिया और उस के  
व्यवहार से। मैं मंत्री महोदय से यह बात  
पूछना चाहता हूँ कि इस विधेयक के अनुसार  
आप ने अब तक कितनी सम्पत्ति अर्जित  
की है और वह सम्पत्ति कितने समय के  
लिए अर्जित की थी? क्या वह सम्पत्ति  
उतने समय पर वापस कर दी गई, क्या  
वह सम्पत्ति उसी स्थिति में लौटाई गई  
जिस स्थिति में वह अर्जित किये जाने  
के समय थी? आप ऐडिक्टेड कम्पेंसेशन  
कहते हैं, लेकिन क्या उस का कुछ भी  
कम्पेंसेशन दिया गया था? जिस आदमी  
की सम्पत्ति ली गई थी, क्या उस को  
रिहैबिलिटेड करने का प्रयत्न किया गया?  
यह कुछ मूल प्रश्न हैं जिन का उत्तर दिया  
जाना अत्यावश्यक है।

अधिग्रहण के सम्बन्ध में मेरा यह  
निवेदन है कि अधिग्रहण और अर्जन  
अधिकतर बड़े आदमियों के खिलाफ नहीं  
आता। यह छोटे मोटे आदमियों की  
आपत्तियां मिश्रण के प्रयोग में अक्सर आता  
है। मैं मंत्री महोदय से प्रार्थना करूंगा  
कि जनहित को ध्यान में रखते हुए जहां  
आवश्यकता होगी वहां कोई भी व्यक्ति

इसका विरोध करने का साहस नहीं कर सकता और न करेगा। सरकार अपने क्रिया कलाप को ठीक रखे और ठीक रखने का प्रयत्न करे, लेकिन जनहित का बहाना ले कर गरीबों को, छोटे लोगों को उस का शिकार बनाना चाहे तो फिर उसका समर्थन नहीं किया जा सकता।

मैं जो दूसरा प्रश्न उठाना चाहता हूँ वह यह है कि अधिग्रह और अर्जन करते समय केवल कम्पेंसेशन न दिया जाये बल्कि जिस की सम्पत्ति ली जाय उस को रिहैबिलिटेड किया जाना भी आवश्यक है। जिस की भी जमीन ली जाय, उस को दूसरी जगह उपयुक्त जमीन दी जाये जिस का मकान लिया जाय उस को मकान दिया जाये, उस के रहने के लिए कम से कम आवास की व्यवस्था की जाये। मंत्री महोदय से मेरा यह आग्रह है और उनको इस का आश्वासन देने की कृपा करनी चाहिए।

साथ ही मेरा निवेदन यह है कि बहुत दिन से हम सुनते चले आ रहे हैं कि इस के, स्थान पर एक काम्प्रिहेन्सिव बिल आया लेकिन पता नहीं वह कब लाया जायेगा। मैं चाहता हूँ कि आप इसी सत्र में वह कॉम्प्रेहेंसिव बिल लाएं।

**श्री मूलचन्द डागा (पाली) :**  
उपाध्यक्ष महोदय, कभी कभी मेरी समझ में यह बात नहीं आती कि काम रक्षा के लिए हो रहा है या रक्षा की आड़ में हो रहा है। जब आप कहते हैं कि डिफेंस के नाम पर या डिफेंस की आड़ में प्रापर्टी एक्वायर हो रही है तब मुझे ऐसा खयाल भी आता है कि आज कल पुण्य की आड़ में पाप खेला करता है। मैं यह भी नहीं समझ पाया

कि श्री शास्त्री को क्यों पहला बिल यही लाना पड़ा। मैं समझता हूँ कि उन्होंने इस बिल के सम्बन्ध में अपने शासन तंत्र को जरूर खींचा होगा।

यह कानून 1937 से चला आ रहा है। यह 1952 में बढ़ाया गया, फिर दो साल के लिए बढ़ाया गया। और अब 1973 के लिए यह बिल फिर लाया गया क्योंकि इस की अवधि केवल 10 मार्च, तक है। यह बड़ा अच्छा काम किया गया है कि शास्त्री जी से पहली शुरुआत इस तरह से कराई गई। अगर कोई लोग कि सी काम को नहीं कर सकते हैं या उन का शासन तंत्र या मशीनरी इतनी सेवाभावी और निष्ठावान नहीं श्री शास्त्री के हाथ से यह काम क्यों करवाया गया ?

माननीय उपाध्यक्ष महोदय, आप ने कहा कि यह बहुत छोटा सा बिल है, लेकिन आप देखिए कि इस के आब्जेक्ट्स ऐंड रीजन्स कितने लम्बे हैं। मैं आप से एक बात पूछना चाहता हूँ कि कौन सी प्रापर्टी लौटाना चाहते हैं ? आप कहते हैं कि हमारे पास ऐसी प्रापर्टी है जिस को हम रिटर्न करना चाहते हैं लेकिन कर नहीं पाये हैं, इस लिए हम समय चाहते हैं। मैं पढ़ देता हूँ :

"a large number of properties have been under the above Act, and are still in possession of the Ministry of Defence and also of some other Ministries."

आप रक्षा की आड़ में यह सब क्यों कर रहे हैं ? रक्षा के लिए तो हम सारी जमीन दे देंगे। रक्षा के लिए तो राजस्थान वाले अपना खून दे सकते हैं, जमीन कोई



[श्री मूलचन्द डागा :]

बड़ी बात वहीं है। लेकिन मैं मंत्री महोदय से यह पूछना चाहता हूँ कि किसी भी गलती से हो, 10 मार्च, 1973 के बाद आप किसी प्रापर्टी को क्यों चाहते हैं और हिन्दुस्तान का पैसा खर्च करना चाहते हैं? आप का शासन तंत्र ढीला और निकम्मा साबित हुआ और आज आप कह रहे हैं कि आप हम को थोड़ा समय और दीजिए? हमें सन्तोष है कि मंत्री महोदय एक नया काम्प्रहेन्सिव बिल ले कर आयेंगे। 1939 के बाद से आज तक वह नहीं लाया गया। लेकिन मंत्री महोदय बड़ी तसल्ली के साथ हम को धीरज दिलाते हैं। मैं इस को ऐम्प्रिशिएट करता हूँ। आप कहते हैं अपने बिल में कि यह ऐडिशनल परपजेज के लिए लाया जा रहा है, खाली डिफेन्स परपजेज के लिए ही नहीं है, दूसरे परपजेज के लिए भी है। लेकिन रक्षा की आड़ में शिकार खेला जा रहा है। शास्त्री जी को पहले अपने शासन तंत्र को क्लियर करना चाहिए।

MR. DEPUTY SPEAKER: Please not been able to follow what the hon. Member's point is and what he wants to say.

श्री मूलचन्द डागा : मैं कहना चाहता हूँ कि 1939 में बिल लाया गया। यह 1939 से 1952 तक चला, फिर इस को दो साल के लिए बढ़ाया गया, फिर एक साल के लिए बढ़ाया गया, लेकिन उस के बाद भी काम्प्रहेन्सिव बिल नहीं लाया गया। अतः इस में जिम्मेदारी किस की है? मैं कहना चाहता हूँ कि जो बिल लाया गया है वह जरूरी नहीं था, यह आप की मशीनरी की गलती से आ गया है। इस के बदले में काम्प्रहेन्सिव बिल आना चाहिए था।

SHRI B. V. NAIK (Kanara): I shall be very brief. I have tried to make this point time and again, and I would

make it today also for the consideration of the hon. Minister, namely that while we as a party are not here to defend the property rights of the rentier class in this country, particularly where such property is not a productive means of livelihood for them, yet, when it comes to the question of acquisition of property as well as removing the means of livelihood from a person, in a welfare State, this would mean that the State is committing a crime against an individual who is not in a position to defend himself adequately. Restating it, I would request that two safeguards in the implementation of this extended Act or in the implementation of any such act by Government should be brought into operation.

When you take away property from a person or land from a person for whom it is the only source of livelihood, or it is the way of life of a trader or artisan or a man who is producing something, you would be committing an offence in the moral sense against the individual, and in this case, it is an offence by the State and it leads to Statism.

Secondly, the phrase 'public purpose' is often perverted to serve a private purpose. There are instances which I have quoted repeatedly, of big houses taking over private properties for individual business. When under the garb of public purpose, private motive comes into operation, the State or the Central Government, whichever Government is concerned, must take care to prevent the abuse of this provision. I would say that since 1939, the war has brought in good things along with legislation like this. But a wording that has been used in this connection is the word 'compensation'.

I think it needs a certain amount of modification in the light of the 25th amendment under which the word 'compensation' has been substituted by 'amount'.

MR. DEPUTY-SPEAKER: Where is the word 'compensation' used?

SHRI B. V. NAIK: In the speech..

MR. DEPUTY-SPEAKER: I am talking of the Bill.

SHRI B. V. NAIK: It has gone on record; the word 'compensation' has been used both by the hon. Minister as well as by the members of the House. After the 25th amendment, I think it should be our endeavour to substitute 'compensation' by 'amount' wherever and whenever this question arises.

श्री भोला पास्वान शास्त्री :  
उपाध्यक्ष महोदय, जितने माननीय सदस्यों ने बाद-विवाद में हिस्सा लिया है मैं उन का शुक्रिया अदा करता हूँ क्योंकि उन्होंने अपने विचार इस बिल के सम्बन्ध में दिए हैं। मेरा ऐसा अनुमान है कि कम से कम बिल का जो उद्देश्य है, उस में किसी को विरोध नहीं है। चाहे वह इस तरफ के सदस्य हों चाहे उस तरफ के सदस्य हों। सब ने इस बिल के उद्देश्य को माना है। उन को तकलीफ़ इस बात से है कि जब इसकी कार्यान्वित होती है तो उस से कठिनाई पैदा होती है। जिस की प्रापर्टी वर्षों पहले ले ली तो फिर मुआवजा में इतनी देर क्यों हुई? उन की प्रापर्टी है, उनके बाल बच्चे हैं, उन को पैसे वाजिव मिलने चाहिए। माननीय सदस्यों की उस भावना के साथ हूँ। यह बात सही है कि जहां सरकार सामाजिक हित के लिए सम्पत्ति लेती है वहां व्यक्ति के हित का ख्याल रखना जरूरी है। इस में कोई दो रायें नहीं हो सकती हैं। इसीलिए इस में खास कर के दिया गया है कि इसके बाद जो हम एक बड़ा कम्प्रोमिस बिल लायेंगे उस में तो उसी आदमी का हित है और उसमें प्राविजन करेंगे कि उसका कम्पेन्सेशन क्या होना चाहिए, उसका रेट क्या होना चाहिए, जमीन का दाम क्या होना चाहिए। फिर वह इस सदन में आएगा और सदन विचार करेगा कि इतने दिन रख लिया

तो किस रेट से मुआवज़ा देना चाहिए। खास तौर से उस में इस पर तबज्जह दी गई है और उस पर आप विचार करेंगे।

एक मित्र ने पन्नागढ़ में सौ एकड़ जमीन बेकार पड़ी हुई का जिक्र किया है। शायद बसु साहब ने। मैं बसु साहब को आश्वासन देता हूँ कि यह क्यों पड़ी हुई है और कितने दिन से पड़ी हुई है, इस्तेमाल क्यों नहीं हो रही है यह मैं देखूंगा। ऐसी प्रापर्टीज हैं जो बरसों से पड़ी हुई हैं, इस्तेमाल में नहीं आ रही हैं। उनके बारे में जो आपकी फीलिंग्स हैं और करीब करीब सभी सदस्यों ने उसके लिए कहा है उसको मैं देखूंगा। परन्तु प्रस्तुत विधेयक छोटा सा और बात सीधा सा है। इसको अगर नहीं पास करते हैं तो करोड़ों रुपये की क्षति सरकार को उठानी पड़ेगी। मुआवजे की बात कही गई है। उसका प्राविजन प्रस्तुत ऐक्ट नहीं है। उसको जांचना पड़ेगा। उस पर विचार हो रहा है। रेट के बारे में कम्पेन्सेशन के बारे में, जमीन का क्या होना चाहिए। इस सब पर विचार हो रहा है। दूसरे प्रदेशों के भी अपने कानून हैं जो इसका नियंत्रण करते हैं। उनको भी देखना पड़ेगा। इस में समय लगता है। लेकिन सरकार की नीयत नहीं है कि व्यक्ति की सम्पत्ति को ले कर बैठ जाए। जो कुछ हुआ है वह कानूनी ढंग से हुआ है। 1939 में जो ऐक्ट बना, उसमें प्रापर्टी लेने का प्राविजन था। फिर 1946 में कानून बना फिर 1952, 1962 और फिर 1970 में सुधार हुआ। 1970 के बाद यह ऐक्ट एक तरह से परमानेंट ऐक्ट बन गया। इस में सुधार होते रहेंगे।

वर्तमान संशोधन स्वीकृत हो जाने पर सरकार को पूरे तौर पर विचार करने का मौका मिलेगा।

## [श्री भोला पास्वान शास्त्री]

हमें मौका मिल जाए जांच पड़ताल करने का और उसके बाद हम वह बिल ला सकें। अगर ज्यादा दिन के लिए करना पड़ा तो वह आपके सामने आएगा। कम्पेंसेशन क्या होगा यह भी आपके सामने आएगा। छिपा कर कोई बात नहीं होगी। कम्पेंसेशन दिए भी गए हैं और कुछ जमीनें और कुछ मकान वापिस भी किए गए हैं। 1970 के कानून के बाद बहुत कम अधिकार का प्रयोग हुआ है। जब निहायत जरूरी होगा तभी लिया जाएगा। और कोई भी एक्विजिशन का सवाल जब आता है तो उसका फैसला मिनिस्टर लेवल पर होता है। डिरेक्टिवीजेशन का अंतिम निर्णय मिनिस्टर के लेवल पर होता है। मैं आपको इस बात से आगाह कर देना चाहता हूँ कि आगे से गरीब की जमीन पर और गरीब की प्रापर्टी जब ली जाएगी तो उसके लिए पूरा मुआवजा दिया जाएगा। उसको मैं स्वयं देखूंगा। पूरी छानबीन करके ही वह ली जाएगी। राष्ट्र के उद्देश्य में अगर निहायत जरूरी हुआ उसको लेना तभी वह ली जाएगी। कानूनन गरीब की जमीन नहीं ली जाएगी। जो जमीन गरीब की है और जो खास तौर से उस के रहने का मकान है जिसमें उसका परिवार रहता है वह मकान रिक्वीजिशन नहीं होता है। इस लिए गवर्नमेंट क्लियर आईस हैं। लिया वही जाता है जो के किराये पर लगा होता है और जब किराये पर उसे कोई लगाता है तो पब्लिक परपज के लिए उसे क्यों न लें? आज जितनी जमीन है और जो मकान सरकार के अधीन हैं उन को अगर छोड़ दें तो जितने आफिसर हैं, डिफेंस के और आफिसर हैं उन को कहां ले जाएंगे। एक रात में मकान नहीं बन सकते हैं और आप जानते हैं एक्विजिशन प्रोसीडिंग में वर्षों लग जाते हैं तो जिसके पास प्रापर्टी है उस की क्यों न ली जाए? जो गरीब है उन की जब

तक निहायत जरूरी न हो त तक नहीं ली जायगी लेकिन गरीब के नाम पर कोई अपनी सम्पत्ति बचाना चाहेगा उसे नहीं चलने दिया जाएगा।

श्री सरजू पांडेय (गाजीपुर) : होगा यही कि गरीब की जमीन लेंगे। किसी अमीर की जमीन आप ने आज तक की हिस्ट्री में ली है?

श्री भोला पास्वान शास्त्री : देखिए गरीब की बात तो आप भी कहते हैं और हम भी कहते हैं लेकिन करते नहीं हैं। गरीब के नाम पर हर तरफ से नारे लगाए जाते हैं लेकिन उनका शोषण हर तरफ से होता है। (व्यवधान) जो असली गरीब है उसके तो मुह में बोली है। गरीबी मिटाने का कोई ठेकेदार नहीं है। उस की ठेकेदारी न आप ने ली है न हम ने... (व्यवधान)... अगर गरीब के ठेकेदार होते तो आज तक गरीबी मिट गई होती। जो हालत एन की है वही गैन की इस को कहने से फायदा क्या है?

श्री एस० एम० बनर्जी (कानपुर) : मंत्री महोदय से हम यही बात कहना चाहते हैं कि जब गरीबी का टेंडर खुला था तो लोएस्ट हमारा था।

श्री भोला पास्वान शास्त्री : गरीबी मिटाने की बात करना आज एक फैशन है। कम्पेंसेशन की जो बात कही जा रही है वह सही बात है। कहा गया कि गांधी जी के नाम पर बिरला का मकान लिया गया और उस का पैसा तुरन्त दिया गया। इसकी यहां पर कोई तुक नहीं है। यह एक सामान्य काम जो होता है रिक्वीजिशन और एक्विजिशन का वह तो समाज में होता ही रहता है। इस लिए जो प्रापर्टी वगैरह ली गई है उस के लिए हम खुद तारीफ करते हैं। डागा साहब ने ठीक कहा कि ऐडमिनिस्ट्रेशन ठीक करो और इस में थोड़ी सी तेजी लाओ। एक मित्र ने कहा कि जनहित में मकान या जमीन लीजिए लेकिन उसका मुआवजा जल्दी दीजिए।

इसमें दो रायें नहीं हो सकती हैं। आप ने बात ठीक कही है और हम उस में आप के साथ हैं। कहने का मतलब यह है कि जो माननीय सदस्य की फीलिंग है हम खुद उन के साथ उस में है कि आगे से ऐसा नहीं होना चाहिए और ऐसा नहीं होगा। मैं आप को विश्वास दिला दूँ कि जब तक मैं इस डिपार्टमेंट का प्रभारी हूँ इस तरह की बातें आगे नहीं होगी।

आगे जो काम होगा, माननीय सदस्यों की भावना को ध्यान में रखते हुए करेगा।

15 hrs.

श्री बसंत साठे (आकोला) : अगर पहले कोई गलती हुई है, तो उस को भी दुरुस्त करा सकते हैं।

श्री भोला पस्वान शास्त्री : गलती पहले भी हुई है और आगे भी होगी। नीयत साफ रहे तो गलती दुरुस्त हो सकती है।

इन शब्दों के साथ मैं निवेदन करना चाहता हूँ कि सदन इस विधेयक पर विचार करे।

MR. DEPUTY-SPEAKER: The question is:

"That the Bill further to amend the Requisitioning and Acquisition of Immovable Property Act 1952, as passed by Rajya Sabha, be taken into consideration."

*The motion was adopted.*

MR. DEPUTY-SPEAKER: We now take up clause-by-clause consideration. There are no amendments whatsoever. If the House agrees, I will put all the clauses and the rest of the Bill.

The question is:

"That clause 2, clause 1, the Enacting Formula and the Title stand part of the Bill."

*The motion was adopted.*

Clause 2, clause 1, the Enacting Formula and the Title were added to the Bill.

SHRI BHOLA PASWAN SHASTRI:  
I beg to move:

"That the Bill be passed."

MR. DEPUTY-SPEAKER: Motion moved:

"That the Bill be passed."

SHRI JYOTIRMOY BOSU (Diamond Harbour): Sir, I cannot really understand all this wonderful hollow gimmicks. If you had enacted the Urban Property Ceiling Act really and genuinely, a lot of properties would have vested in the Government and that would have taken you a long way. Mr. Shastri was the spokesman of the Government which functions collectively. We do not attack individuals here. You have miserably failed to provide minimum need-based accommodation to your own Class III and Class IV employees. About rural housing the less we talk the better for us. As far as the big sahebs are concerned, Type VIII bungalows and special type bungalows are concerned.....

MR. DEPUTY-SPEAKER: Are these relevant to the Bill?

SHRI JYOTIRMOY BOSU: Very much. It is about acquisition and requisitioning. They are creating artificial needs. They have got their resources which they are not utilising. I belong to a serious political party. I must expose this Government. They have been hypocritical in this.

MR. DEPUTY-SPEAKER: You can expose, but be relevant.

SHRI JYOTIRMOY BOSU: I am more relevant than what the Minister said. One Minister is occupying a bungalow with a plinth area of 18000 sq. ft. You can ask your Chief Engineer: I will give you the number in Wellington Crescent. Rs. 28 lakhs

[Shri Jyotirmoy Bosu]  
are being spent in one year on the maintenance of the bungalows. You have the sprawling Rashtrapati Bhavan and the Raj Bhavans ....

MR. DEPUTY-SPEAKER: I am not trying to shut you out. The Bill is not about acquisition or requisitioning. It is only a question of extension of time. You are now going to Bungalows, Rashtrapati Bhavan etc. I do not see any relevance.

SHRI JYOTIRMOY BOSU: I do not go to the bungalows without invitation or without official business. Let the record be put straight.

I am talking about acquisition. For the rich there is one law—reward through private negotiations. In the dealings with the poor, it is erosion and destruction. In a recent case, a huge area of land—300 acres—were acquired by an Act of this Parliament—the Land Acquisition Act of which Mr. Shastri is supposed to be the custodian by paying Rs. 11700 an acre, which included houses, trees and tubewells plus 15 per cent surcharge. The net came to Rs. 9,000 while the actual value in the area is Rs. 60,000. 1,500 people with their family members were pushed on the roads. On the 24th February 1971 one acquisition order was served. Then the people went on a writ petition to the court. On the 23rd March the Advocate-General of Haryana pleaded that they are withdrawing the acquisition order. On the 26th June again it was re-claimed. The hearing of 200 objectors was done in one single day. It was possible because it related to Maruti Limited of your Prime Minister's son.

MR. DEPUTY-SPEAKER: This is all irrelevant.

SHRI JYOTIRMOY BOSU: I cannot say that you are irrelevant because that would be unparliamentary.

SHRI S. M. BANERJEE: Sir, may I....

MR. DEPUTY-SPEAKER: You should have sent me a slip.

SHRI S. M. BANERJEE: Sir, I caught your eyes.

MR. DEPUTY-SPEAKER: As an exception I will allow him two minutes.

SHRI S. M. BANERJEE: Sir, I caught your eyes.

MR. DEPUTY-SPEAKER: You did not catch my eyes; you caught my ears.

श्री एस० एम० बनर्जी (कानपुर) :  
उपाध्यक्ष महोदय, शास्त्री जी ने जो आश्वासन इस सदन को दिया है, उस से मुझे बहुत खुशी हुई है। अगर वह इस आश्वासन को पूरा करेंगे, तो भविष्य में उन गरीबों को तलाफ नहीं होगी, जिन की सम्पत्ति ले कर ऐसे कामों के लिए इस्तेमाल की जाती है, जो देश के कल्याण के लिए नहीं होते हैं और जिन से केवल ऐसे व्यक्तियों का कल्याण होता है, जिन के बारे में हम कहते हैं कि वे देश का शोषण कर रहे हैं। मैं शास्त्री जी को उन के भाषण पर घाई देना चाहता हूँ। कम से कम उन के इरादे बहुत अच्छे हैं। लेकिन “काजल की कोठरी में कैसे ही सयानों जाए”, कभी कभी उस को भी काजल लग ही जाता है। मैं यह नहीं कहता कि सारी रुलिंग पार्टी ही काजल की कोठरी है। लेकिन उस में काजल जरूर है। अगर वह काजल से बचें, तो मैं समझता हूँ कि वह कुछ न कुछ कर सकेंगे।

श्री मल्लचन्द डागा : काजल से आंखों का मेल दूर हो जाता है।

श्री एस० एम० बनर्जी : मैं तो समझता था कि मर्द काजल नहीं लगाते। क्या माननीय सदस्य लगाते हैं

दिल्ली शहर में क्लास थी और फीर एम्प्लाइज के लिए क्वार्टरों की बहुत कमी है। आज यहां बसंत विहार और जलन्ति निकेतन जैसी कालोनीज में बड़ी बड़ी प्रापर्टीज बन गई हैं। ये नई नई कालोनीज कीन व्यक्कि

बना रहे हैं ? कलकत्ता में उन्ही लोगों की बड़ी बड़ी अट्टालिकाएँ हैं और दिल्ली में उन्होंने जमीन ले कर अच्छे अच्छे बागीचे बना रखे हैं, जहाँ ऐय्यागी के साधन जुटाये गये हैं। मैं निवेदन करना चाहता हूँ की उन क सम्पत्तियों को एक्वायर कर के कलास थी और फोर एम्पलाईज के क्वार्टर बनाये जायें और गरीबों को जमीन दी जाये। बिड़ला की प्रापर्टी काम्पेन्सेशन देने के बाद एक्वायर की गई है। उन को काम्पेन्सेशन नहीं दिया जाना चाहिए क्योंकि उन्होंने देश की जनता को लूटा है उन के लिए सब से बड़ा काम्पेन्सेशन यही है कि उन को चौराहे पर खड़ा कर के गोली मारी जाती है।

MR. DEPUTY-SPEAKER: The question is:

"That the Bill be passed".

*The motion was adopted.*

15.09 hrs.

MOTION RE: INCREASE IN PRICES OF FOODSTUFFS AND OTHER ESSENTIAL COMMODITIES—Contd.

MR. DEPUTY-SPEAKER: Now we take up the motion on price rise by Shri Jyotirmoy Bosu. Shri B. K. Daschowdhury will continue his speech.

SHRI B. K. DASCHOWDHURY (Cooch-Bihar): Mr. Deputy-Speaker, yesterday I referred to the fact that in 1960-61 the national income at the then prevailing price was Rs. 13,294 crores and the money supply was Rs. 2,889 crores. If we came down to the figure of the year 1970-71, we find that the national income at the price level of 1960-61 was Rs. 9505 crores and the money supply was Rs. 8,114 crores. These two figures are very important to determine the price index. Firstly, we find, out of these two figures, the average national income has increased from 1960-61 to 1970-71 by nearly 49 per cent while the money supply has been increased from Rs. 1889 crores to 8114 crores.

that, is, nearly 292 per cent. The money supply has increased to that extent. But correspondingly, the national income has increased by only 49 per cent.

Secondly, the money supply is more. That also gives rise to where the money is, with whom that money is. We find that money has not played its proper part. As a matter of fact, the money value has come down. We have this ratio. In 1960-61, in respect of the money supply, the national income was 1:4:7, i.e. 470 per cent and, in 1970-71, in respect of the money supply, the national income was only 1:2.4, i.e. 240 per cent. That also shows that the money value or the value of one rupee at the value of 1960-61 has come down to nearly 41 or 42 paise. That is the whole crux of the problem.

That also indicates that price increase has become so much and, at the same time, the agricultural production has gone so down that it has started creating social tension, unemployment problem and many other problems. We have to find out the solutions.

We know, the Finance Minister presents the Budget every year. But the Budget does not mean only the balance of accounts. That also reflects a total national policy of the Government. The social tension created by the price increase cannot be denied by anyone. Neither the Ministers can deny that. What is the impact of that? What is the policy that we have been pursuing. As I said yesterday, there are certain basic factors, no doubt. But still to what extent we have taken the corrective measures.

Some of the hon. Members have spoken about the deficit financing, inflationary pressures and things like that. Inflation or increased money supply by itself is not a cause. Nobody can deny that deficit financing is a medium of planned economic growth of a developing country. Agreeing to that, we find that plan-

[Shri B. K. Das Chowdhury] ned economic growth, as it was expected, has not materialised. That creates trouble.

In our march towards socialism, no doubt, we have taken this policy that monopolies must be curbed. But if we go down to our economic policies, what we find is that instead of monopolies being curbed, they are getting more and more profits at the cost of our public finance institutions. I would like to refer to this particular thing. 75 monopoly houses even today control more than 50 per cent of the assets of non-banking pvt. corporate sector. The various reports of Commissions have revealed that monopoly houses are not production-oriented but operated on the principle of maximum profit and minimum production....

MR. DEPUTY-SPEAKER: There are six more speakers from the Congress Benches who want to participate in the debate. I have been requested by your party whip to give only five minutes each. So, you may kindly keep that in mind and bring round your conclusions.

SHRI B. K. DASCHOWDHURY: I was told by the Minister of Parliamentary Affairs that I will have ten minutes. Yesterday, I only 'ust started....

MR. DEPUTY-SPEAKER: You have taken about five minutes now. You may be told any thing. But I am telling you what is before me.

SHRI B. K. DASCHOWDHURY: What I was saying was that even Commissions have come out with this fact. The reports of the Commissions have revealed that these monopoly houses are not production-oriented but their main intention is to maximise profits and minimise production. They are also creating artificial scarcity in the market which is a great cause for the rise in prices.

What is the policy that we are following? Government must take cer-

tain corrective steps to get rid of this social evil. Even today, the larger industrial houses are getting the lion's share of the loans from public finance institutions, like, the nationalised banks, L.I.C., I.D.B., etc. According to the reply of the hon. Finance Minister last year in Parliament, 20 larger business houses got over 50 per cent of the total advances made by the nationalised banks to the 75 business houses. So, even out of 75, 10 or 20 top big business houses were getting the maximum benefit.

According to another reply which the hon. Finance Minister laid in the House on the 26th March 1972, the amount outstanding against 73 business houses was Rs. 491 crores, and out of these, 20 larger houses owed Rs. 271 crores.

So also, in the case of Life Insurance Corporation, according to the Annual Report for 1971-72 of the Life Insurance Corporation, of the total of Rs. 248 crores advanced to the private sector, Rs. 94.46 crores were advanced to the top ten larger business houses i.e., about 38.09 per cent.

With such massive help from the public financial institutions, what are these monopoly houses doing? They have been doubling and tripling their income. According to an estimate or assessment made by the Reserve Bank of India, some 293 larger business houses have doubled their income in these three years, from 1968-69 to 1970-71, from Rs. 45 crores to Rs. 97 crores. As a matter of fact, they are not investing their increased income for the national growth and thereby to create the scope for more and more employment and to enhance the total production. On the other hand, what they are doing is that they are investing lesser and lesser amounts....

MR. DEPUTY-SPEAKER: Please finish.

SHRI B. K. DASCHOWDHURY: I will just finish, Sir.

Even from a humble estimate, we find that in 1968-69 though the private sector, particularly the larger houses, invested nearly Rs. 97 crores, in 1970-71, their investment came down to Rs. 86 crores, and in 1971-72 they came down further to Rs. 77 crores. But at the same time, what is the total amount that they have taken as loans from public financial institutions? In 1968-69, it was Rs. 86 crores, and upto the last year, it went up to Rs. 162 crores. This has been so because no corrective policy has been taken to curb the monopolistic tendencies. The fiscal policy should be that, in the private sector, they should be more production-oriented which, in the final analysis, will create scope for more and more employment. But we find that the public financial institutions are giving more and more loans for big business houses which are only doubling and tripling their income and are not investing the increased income for national growth..

MR. DEPUTY-SPEAKER: Please conclude.

SHRI B. K. DASCHOWDHURY: I am concluding in half a minute. So the Government must come forward to stop this practice.

I have got a teleprinter message from the West Bengal Government. This is very important, Sir. No doubt, our Government and hon. Finance Minister have taken certain measures to have more and more distribution points, ration shops; they have increased the total quantity of food-grains for distribution; they have opened more ration shops. But, Sir, what has been going on? In this message it has been said that some of the vanaspathi manufacturers of Gujarat are purchasing in bulk quantities the mustard seeds from the market and they are manufacturing refined mustard oil. This refined mustard oil is being sold in the wholesale market.....

MR. DEPUTY-SPEAKER: There is no sign of your finishing.

SHRI B. K. DASCHOWDHURY: I am concluding, Sir.

They are purchasing in bulk from the market these mustard seeds and manufacture refined mustard oil and a tin of 15.5 kg of this oil is being sold at a wholesale price of Rs. 108, that is, at the rate of more than Rs. 7 per kilogram, thereby creating an artificial scarcity in the market of mustered oil which is a popular edible oil in the eastern region. This is how these big manufacturers are creating scarcity of essential commodities and it is how prices of essential commodities go up and this tendency should be curbed by the Government. I request the hon Finance Minister and the Food Minister to give specific reply to this point and also the other points I have raised.

SHRI H. M. PATEL (Dhandhuka): The rate at which prices have been rising in recent weeks and months is indeed and ought to be a matter of very grave concern.

We express great anxiety at the inflationary tendencies in our economy, but, I have a feeling that we are not quite seized of the terrible consequences of inflation. If we did, then I doubt if this debate would have gone on in the way it has gone on.

Germany had that experience once, immediately after the First World War and when the value of German Mark kept going down, first slowly and then at a tremendously rapid pace so much so one had to have a suitcase to carry Marks in order to purchase a loaf of bread. We are fortunately still quite far from that stage but, let us at least realise that we are on the way to that stage. If we only look back and consider the gap of time between successive Pay Commissions and between successive grants of Dearness Allowance, we would see that the gap is getting narrower and that we are unable to call a halt to the steady rise in prices. We shall



[Shri H. M. Patel]

find the situation worsen at an unbelievably fast rate.

It would be most unwise to accept that it is almost impossible to stabilise prices in a developing economy. This kind of complacency must be firmly resisted. Stability of prices is indeed a necessity for sound development and, therefore, every effort must be made to achieve it. This by no means is an impossible task but calls for more selfdiscipline and many hard decisions and perhaps unpalatable decisions. We have been too long to be tolerant to inflation. As it is, the quantum of inflation that has already taken place, that is to say, the extent to which the value of rupee has gone down, has inflicted severe hardships on people whose incomes are fixed, in which I would include the pensioners whose lot is perhaps the most unenviable in such circumstances and generally of those unorganized sectors of people whose income does not rise as the prices go up. Even those who received dearness allowances which are designed to negate the effect of the price rise, even they had to suffer quite considerably because there is always invariably a time lag and whenever the time lag is not short, the hardship can be very considerable indeed.

I take it that there is not much doubt in anyone's mind that prices have risen very considerably in the past twelve months, but what is more important in considering this question from the policy point of view is to know that the prices have been steadily rising over the last several years with the result that to-day the total rise is of the order, not of a few per cent, but several hundred per cent.

Only a few days ago the Railway Minister submitted his budget and therein he pointed out that he was not able to make both sides of the balance-sheet meet.

Why does he say that this is not possible? Because, he said, he had to

pay for his coal, for his steel, for cement, where the prices have risen. The prices have risen three times more than what they were in 1950-51. But he has not dared to increase the freight or the fares to anything like the same extent. He has raised the fares and freights only to the extent of 70 to 80 per cent. But then, who stopped him from raising fares and freights so as to cope with increased cost of whatever inputs that he had to have? It is not surprising that despite operational and other efficiencies the Railways have found it difficult to avoid being in the 'red'.

Why does the Government not make up its mind to take the hard decisions that it is necessary to take and see that steps are taken to adopt policies which would result first in halting the price rise and then in bringing them down? Why for instance the Railways find it difficult to raise their fares and freights commensurate with the increased payments which they have to make? However unpopular when wages and salaries have trebled how can fares and freights be kept down to the low level that they have been kept down? However unpopular it may be, when wages and salaries have trebled, how can fares and freights be kept down? It would also have considerable effect on stemming inflation. Amongst the hard decisions which Government must face up to is to recognise that it is only by increasing production in all directions that the price spiral can be halted. Yet, what are the concrete measures which are adopted in this direction for increasing production? In 1960-61 the national income was estimated to be 13,294 crores. At 1960-61 prices the national income grew to 19,500 crores in 1971-72. In 1960-61 the money supply stood at 2889 crores and in 1971-72 the corresponding figure was 3114 crores. The money supply has outstripped the national product. This is the major cause for the inflationary pressures that have manifested themselves latterly in a very marked manner. So, one of the first hard decisions will have to be to restrict money

supply, that is to say, to reduce deficit financing, and yet, as we saw in the budget that was presented a few days ago, the deficit financing will be—whatever they may claim,—of the order of Rs. 600 crores. If this is not done carefully we might precipitate the very trouble we are anxious to avoid.

There have got to be a series of hard decisions. There will have to be genuine economy drive. Wages and salaries will have to be frozen. There is no proposal in the budget suggesting any measure of economy in non-developmental expenditure. Wages and salaries have not only to be frozen, but they should be linked very directly with production. Everything that is necessary will have to be done to maximise production. This will involve an end to drift in decision-taking.

Has Government realised the enormous cost of administrative inefficiency resulting from delays in taking decisions on vital matters? Take for instance the question of harnessing the waters of the river Narmada. Year after year its waters are running wastefully into the sea? Those Narmada waters are almost equal to the waters of three rivers Ravi, Beas and Sutlej. The waters of these three rivers have made it possible for Haryana, Punjab and parts of Rajasthan to bring about the green revolution. What is the difficulty in the way of taking a decision which would result in something like 70 lakh acres of land being brought under cultivation which is drought-prone. These areas will be cultivated if this is done. It would solve the problem not only of food but it would give us increased production which is what is wanted whenever you have to pump a great deal of money into the economy. In the same way there is the question of the Farakha Dam. The canal which was to take off from that Dam, a twenty mile and odd long canal which if it had been constructed now would have greatly eased the problem

which the port of Calcutta is faced with. But the decisions for one reason or another are not taken on merit.

I will conclude with these words: Price stability is so vital to the health of the country's economy that it must be tackled in an integrated way and with a sense of urgency. Piecemeal handling will be little avail. The Budget introduced a week ago shows no sign of the Finance Minister being seized of this problem.

SHRI SHYAM SUNDER MOHA-PATRA (Balasore): Hon. Deputy Speaker, Sir, coming almost at the fag end of this important discussion before I begin my speech I would like to ask one question to the prime mover of this Resolution, Mr. Bosu, that during the entire rule of West Bengal by United Front government when Mr. Jyoti Basu was the Home Minister how many racketeers and blackmarketeers were taken into custody under D.I.R. and how many of them were penalised.

The Congress Party during the historic Bombay Session took certain definite view in the Economic Resolution which reads like this—I want to pinpoint on the forward market trading in India—the Resolution said:

“Forward trading of all agricultural produce should be immediately banned.”

With all the pious intentions that we had we have not been able to check illegal forward trading in our country. The reason is we have got to bring certain changes in the administrative set-up. The bureaucrats who are at the helm of the affairs have to realise what is the good of the country and what is bad for the country.

Sir, I as an individual was very much in the picture and took up this matter with Lt. Governor. I met and had a talk with him about the illegal trade in Delhi. Sir, the Lt. Governor was very much criticised yesterday by many Hon. Members. It is he who took a bold step and disconnected

[Shri Shyam Sunder Mohatatra]  
more than 200 telephone lines in Delhi of persons who are connected with illegal trade, particularly in the coronation building in Delhi. As a result thereof the groundnut oil which was being sold at Rs. 54.00/- per ton on 28th November, 1972 came down within one week to Rs. 5,000/- per ton because the Administration was very strict and the Lt. Governor took a decisive step without caring for the pros and cons of the action. The illegal traders are still having a sway in the market. Unless the Government is very much vigilant it will not be possible to check the illegal trade which is responsible for price rise in our country.

Sir, Prof. Dantwala, in his report submitted in Feb., 1966 very much spoke on this subject when he pinpointed that the government should be very strong to check the illegal trade in our country. Sections 21 and 22 of Forward Contract Regulation Act, 1952 have to be reviewed by the government and unless government is very strong to check the illegal trade and arrest the illegal traders under D.I.R., I am sure, this illegal trade will never be checked in our country and price rise will never be checked. It is a question of attitude. We have got to frame an attitude in our minds that persons who are responsible for bringing such a calamity and such a disaster to our social and economic system have to be punished and declared as social criminals.

I remember that in my student days when we were leading the political movement, the police used to arrest us and handcuff us and even tie ropes around our waists and they used to parade us on the streets. Can we not take a decision that at least as exemplary punishment, one illegal trader has to be paraded on the streets of Delhi? I am sure that our Government are alive to the fact. The Minister in the West Bengal Government has in his unequivocal utterance said that come what may, he would take as drastic action as possible against the illegal traders, and it was done by

him in some places.

I have already drawn the attention of the Finance Minister to at least the aspect of this subject, that is, illegal forward trading which is responsible for price rise in our country, and I hope he will certainly do something to change the regulations and improve the administration so that illegal trade would be curbed entirely in the country.

SHRI SHYAMNANDAN MISHRA (Begusarai): Since we discussed this problem in November last the, prices have continued their upward swing. In November, it was 211.1, in December, it was 211.3, and in January, it was 213. Now, it appears that the price rise would have reached for the year as a whole a level of 14 per cent, and it could be said that the price year will rise during the current financing have gone up to less than 15 per cent or so, indeed an unprecedented rise in prices probably after Independence.

It is extremely disturbing to note that the post-seasonal decline after kharif has not taken place, which makes the prospect rather grim. Now, it seems to me that the other blade of the scissors will begin to work. The pressure was first on food prices. Then, it got transmitted to industrial raw materials which also showed a very inordinate increase, and now the pressure would be transmitted from industrial raw materials to manufactures.

So, my submission is that the other blade of the scissors will begin to work, and indeed it would be an extremely disturbing situation for us when the prices of both manufactures and agricultural prices would continue to be at a very high level.

It seems to me that it is extremely naive or fondly optimistic to suggest that as a result of the budget proposals, the price rise would be only of the order of 0.4 per cent or so. It beats me completely how an expert like the Economic Adviser to the Government of India could have suggested that the price rise would be only of this order.

It is not that prices have not been brought down in certain things, maybe, not because of the efforts of the Government of India. But in some States, the prices of certain things have been brought down by the deliberate policy of the Government, and the credit for this goes to the State from which my hon. friend the Finance Minister comes. The price of liquor has been brought down by 30 to 35 per cent by reducing the sales tax and excise duty, while correspondingly the prices of food materials and other essential goods had gone up by 30 to 35 per cent. This is indeed a great achievement of which my hon. friend the Finance Minister can be proud.

SHRI PILOO MODY (Godhra): If I may add, bringing down of liquor prices has also brought down the prices of smuggled goods. Watches are cheaper now a days.

SHRI SHYAMNANDAN MISHRA: All right.

MR. DEPUTY-SPEAKER: I never knew he is your *alter ego*.

SHRI SHYAMNANDAN MISHRA: No, no.

So you have got inverted socialism in practice in this country; whisky flows like water, probably even freer than water in some parts of Maharashtra where people go without water for 24 hours or so. It is really a situation of which the Finance Minister must be ashamed.

We are all committed to the directive principles of state policy and we have been talking about them so much. But food is being made dearer and liquor is being made cheaper. After all, liquor is certainly an article of luxury consumption, and who benefits by the prices being brought down? Surely a 12 per cent sales tax on whisky is not much higher than on many articles of necessary consumption.

Naturally, one would ask what is the reason for the present high

prices. This point has been made by so many hon. members, but I would rather highlight it in my own way. The main reason for the present alarming increase in prices is the hyper-inflation that has been at work during the period of the New Economics inaugurated by the hon. Prime Minister and her Finance Minister—that is, during the period 1969–73. During the four years, money supply increased by 56 per cent, national income increased by 15 per cent, that is, the ratio between the increase in national income and money supply is 1 is to 4. If we take the last two years, money supply increased by 26 per cent and national income increased by 3 per cent; so it is 1 is to 8. Thus the rate of inflation has been increasing at a terrific pace.

Another main reason for this seems to me the not-so-much productive use to which resources are being put. During 1972–73, revenue receipts exceeded the budget estimates by Rs. 138 crores; market borrowings exceeded the budget estimates by Rs. 263 crores and small savings by Rs. 70 crores. In other words, the additional draft on household savings was of the order of Rs. 471 crores. Shall we not ask the hon'ble Finance Minister to what use these resources have been put, and if they had been put to productive use, what impact have they made on the price situation?

Then we have got also the pattern of production which has been emphasised umpteen times in this More House—that it is not helpful to the common man. Growth industries in the consumer goods sector are those which cater not to the desperate needs of the bottom 40 or 50 per cent but to the fancies and foibles of the 10 per cent or less. The Minister of Foreign Trade told the Rajya Sabha the other day that the production of fine cloth had increased by 40 per cent in two years, between 1969 and 1971, while the output of coarse cloth had remained almost static, if it had not declined. There has also been a furious spate of production of luxury goods

[Shri Shyamnandan Mishra]

after the liberalisation of licences. The production pattern being such, we cannot expect that there would be any help to the common man in the sense that the depreciation of his money would not be allowed to take place beyond a point.

Now, what are the prospects for the future? The prospects of prices coming down or being kept under control also do not seem very promising. One is sorry that the Government is not frank or candid about it. May I make a serious complaint? I said on the last occasion that it was my fear that the physical buffer stock available with Government was not of the order of 9.5 million tonnes. That seems to have been confirmed by the *Economic Survey*. What was the release from government stocks during 1972-73? It was only of the order of 4 million tonnes or so.

If we had got a physical stock of 9.5 million tonnes, what stood in the way of Government releasing the entire stock so that the people were not put to the distress of the kind with which they were confronted?

THE MINISTER OF FINANCE (SHRI YESHWANTRAO CHAVAN): You said 4 million tonnes only. Will you quote the page?

SHRI SHYAMNANDAN MISHRA: In the table, at the end—"change in the Government stock."

SHRI YESHWANTRAO CHAVAN: Which page you are referring to?

SHRI SHYAMNANDAN MISHRA: I will give you.

MR. DEPUTY-SPEAKER: You can pass it on later. You should have flagged this and immediately given it. Any way, it does not matter. After you sit down, you can pass that on to him.

SHRI SHYAMNANDAN MISHRA: Yes, Sir. Interruptions Everything is on my finger-tips. I do not go by

books while speaking. I will give it later. It takes time when you go on referring to books.

Now, what is the prospect? The main thing on which one would like to pin one's hope is the food stock that would be available with the Government. The procurement expected may be of the order of not more than seven million tonnes or eight million tonnes at the most. Two million tonnes from the kharif crop; and then wheat cannot be expected to yield more than five million tonnes or so. So, it is seven million tonnes in all. And then, the import would be of the order of two million tonnes. Therefore, the total in this way that would be available to the Government, besides the net production that would be available domestically would be of the order of nine million tonnes or so.

What has been our experience in the past? Out of nine years, during seven years we had to use 11 per cent of our net production and in the two critical years we had to use 18 to 19 per cent of our domestic production. If I base my calculations on the basis of the critical years, and then the requirement would be of the order of 17 million to 18 million tonnes, because 15 million tonnes will have to be made available domestically and then two million tonnes import. Therefore, the total deficit in respect of food would be of the order of nine million tonnes or so on the present reckoning. How are we going to make up for it? Since the time does not permit me to go into the detailed calculations of it, I am stopping short at that.

We also know the circumstances in which the Government may not be able to arrange for imports on an inadequate scale to augment domestic availability. Therefore one does not quite see how Government will be able to ensure or sustain even the present inadequate supply to the distribution system.

Then, another reason because of which I think that the prospect seems

to be rather difficult is that there has been a lag in investment in some of the crucial fields like power, steel, fertilisers, petroleum and cement, and this is bound to be felt more and more as we go along, and this may prove to be bleakest aspect of the situation from a longer term point of view.

MR. DEPUTY-SPEAKER: The hon. Member's time is up.

SHRI SHYAMNANDAN MISHRA: Just two or three minutes more. In a subject like this, it becomes difficult to make meaningful remarks in such a short time.

Then, it has also been emphasised by many hon. Members that the deficit financing as postulated in the new budget may not be of the order of only Rs. 85 crores or so. It might be in the region of Rs. 400 crores or so. This is my feeling. May I say that the hon. Finance Minister, when he had told us earlier in 1972 that the net Reserve Bank credit to the Government was being kept at a lower level, he was wrong? We had pointed out at that time that the net Reserve Bank credit to the Government was going to be of a higher order and that has been amply confirmed in the *Economic Survey* again, in that whereas it was Rs. 448 crores in the year 1971-72, it would be of the order of Rs. 480 crores in the year 1972-73. The hon. Finance Minister had claimed earlier that the net Reserve Bank credit to the Government would be of a lower order and he was making efforts in that direction. He has been proved to be wrong. The reasons why hon. members have stressed that the deficit financing would be of a higher order have naturally been, (a) that the Pay Commission's recommendations would require resources of the order of Rs. 200 crores or so; (b) the food subsidy may not be contained at Rs. 130 crores; it may go up to even Rs. 200 crores and (c) the budget does not make any provision for the take-over or if it does, it makes inadequate provision for the take-over of the foodgrains trade. The two budgets—

Railway Budget and General Budget—will further feed the flame of inflation.

One point which has been ignored is that there would be an international factor at work which will augment the price rise. Since our rupee has been devalued to the extent of 19.5 per cent with reference to the Special Drawing Rights standard, and there has been an increase in the customs duties, this is going to increase the price of imports. This international factor would be at work in increasing the prices.

Outlay on agriculture and industry—the productive fields—is also going to be of a lower order, which will affect the production adversely.

The situation in our country is extremely complex and solution of the price problem will have to be of a very balanced nature. Broadly, we have an amalgam of three problems in our country. First we have a highly unacceptable increase rate in prices. Secondly, we have an economy that is almost at the level of near stagnation. Thirdly, we have a situation of high unemployment. It may well be that if we take recourse to one remedy for alleviation of one problem that may have an adverse impact on the solution of the other problems. So the policy has to be such as to give a very balanced result.

Finally, the crucial questions for future are: (a) Will unproductive Government spending increase at a substantially lower rate than 12 per cent? (b) Will the rate of increase in money supply be brought down to at least 7 to 8 per cent? (c) Will deficit financing be substantially less than Rs. 350 to 400 crores?

If in the United States there can be a Pay Board and a Prices Commission, if in the U.K. there can be a Prices Commission, there is no reason why we should not have a Prices Commission in our country. Since we have been talking about rise in prices of essential commodities and we have

seen almost an orgy of nationalisation, may I ask, why are we not nationalising the production of vanaspati and sugar, if we want to keep their prices at the level that would help the common man?

SHRI B. R. SHUKLA (Bahraich):

Sir, the hon. mover suffers from an in-built phobia and political obsession. While he has tried to highlight the abnormal situation caused by the abnormal rise in food prices and other essential commodities, he has not cared to enlighten the House in this grave situation as to the measures that should be adopted to meet this emergent situation. Poverty and price situation have to be fought not on party considerations but as a national problem. In spite of the break-through in agriculture and the consequent green revolution, agriculture in India is still a gamble in rains. The limited question in this debate is whether the government policies are responsible for the continuance of the price rise in this country, or whether the government have taken all possible and practical measures to meet the situation and the blame or fault lies somewhere else. My submission is that this House should recall the situation which was prevailing in the year 1971. There was a bumper rabi crop and the wheat production was so high that the prices went down and wheat became so cheap that concern was expressed in this House that Government should extend price support so that the cultivators may not suffer. At that time also the monopolists, the hoarders and the inflation were there. Still, not only was there no price rise but actually there was a lowering of prices in foodgrains. But now the prices have risen suddenly. Why is it so? The reason is that the basic and main cause for the rise in price in the present context of things is the serious shortage in rainfall because of which major parts of the country are in the grip of serious drought.

How have the government tried to meet the situation? Large supplies of foodgrains have been rushed from the surplus areas to the deficit areas. A large number of **relief works** have been opened and a large number of people have been employed.

In this context, it is worthwhile examining the policy of deficit financing, which has been attacked from many quarters. Deficit financing is certainly not very much desirable and it is not financially sound. But there are emergent situations where it has to be resorted to. For example, even when there is plenty of foodgrains, if a person does not possess sufficient purchasing power, he could not have access to the food articles available in plenty. Therefore, in order to provide money supply to these person who are not in possession of money, deficit financing has to be resorted to.

So, my submission is that the government have adopted all possible measures to meet the situation and this resolution, which refers to the distress and the alarming situation on account of the rise in prices is a wholly misconceived resolution. The House should really feel grateful to the government and feel relieved for the measures adopted by them to meet the situation.

Coming to hoarders and blackmarketeers, no such people have been arrested in Tamil Nadu, even though a non-Congress Government is functioning there which has equal right to proceed against them. So, it is no use making alliance with anti-social forces and criticise the Government. In Lucknow when it was announced that the Government is going to take over the whoesale trade in foodgrains, all the opposition parties, the BKD, the Swatantra, Congress (O) and even CPM demonstrated against it and organised a bandh because they wanted to defeat the policy of the Government.

With these words, I oppose the Resolution.



16 hrs.

SHRI B. V. NAIK (Kanara): Mr. Deputy-Speaker, Sir, on an issue of price which is of great importance to our people and to the poorer sections of our society we cannot afford, as our friends on the Opposition would like to make out, to make out a question which has a black side and a white side. The life, in general, is neither purely black nor purely white but there are various shades of grey.

I can understand your anxiety to heed to the voice of Opposition in a democratic set-up and, particularly, of the Opposition which has been decimated without any hard feeling about it. But always the voice of the Opposition need not necessarily be the voice of wisdom.

Economics is, particularly, a field of expertise. The pure ideological considerations of right and wrong and ideological acceptabilities will not yield results. I would, therefore, try to submitted that one of the first things that we will have to take care of is the maximum utilisation of the built-in capacity in this country of either industrial production or agricultural production, irrespective of the sector in which it is situated, irrespective of the hands in which it is situated. It does not serve, as far as I understand the basic tenets or socialism, to compromise one's conscience of basic beliefs in case we say that there should be a higher productivity in this country, whether it is steel or fertiliser, oil or oilseeds, whatever it is.

In this connection, I would like to bring to your notice the facts of the rise in production costs. In the case of sugar, in 1968-69, it cost us Rs. 12,000 to create a production capacity of 1 tonne whereas in 1972-73, it is going to cost us Rs. 25,000. In the case of another basic essential item like cement, in 1968-69, it cost us Rs. 250 to create a production capacity of 1 tonne of cement whereas, in 1972-73, it is going to cost us exactly double

of that, i.e., Rs. 500 per tonne. In respect of fertiliser, the rise has not been that much. But it has jumped from Rs. 2900 per tonne to Rs. 3400 per tonne.

With the rise in prices and the rise in production costs, unless some care is taken, our productivity will get affected and that, in turn, will affect our total price level in the country however much we may try to hold on price line. In respect of agricultural economics, I may point out that it is not like an industrial economics. As it is today, there would be no production if we were to take the cost of production, the cost of the tractor, the cost of living etc, if all these things are taken into account, 50 per cent of our Indian agriculturists will close shop if they were to prepare a balance sheet, whether it is pulses or cereals or milk. It is a matter of livelihood. An Indian farmer is producing something where there is no assurance of return for him and no minimum wages for him. Under these circumstances, if we think in terms of a crash programme of increasing production, it does not work.

Another valid point that I want to make is that we have brought about drought conditions in this country. While we have been very much concerned about the green revolution, what is it that we have done in regard to dry farming?

The hon. Minister for Agriculture was saying yesterday about the proportion of forests to be maintained in this country. In my district, 85 per cent of the district is covered by forest. What we want, and what we mean by afforestation, is a dispersed forest policy in the whole country—not that there would be dry areas in this country without a fig or leaf, and there would be areas like the West Coast and other parts which have got nearly hundred per cent of the land under forest.



[Shri B. V. Naik]

Only one more point, Sir, and this is about our policy in regard to fisheries. This is one area in our production which will have a tremendous leap of protein content in food and will help us in bringing down the prices.

Therefore, I request that the pricing policy may be based on the basis of expertise and knowledge of economic and not on the considerations of black and white or on purely ideological grounds.

SHRI DINESH CHANDRA GOSWAMI (Gauhati): I listened to the speech of the Mover of this motion and the other hon. members of the Opposition, but I was greatly disappointed not only over the negative content of the speeches but also over the serious lack of concern for the rise in prices. Instead of concern, I could feel in their speeches a sense of sadistic pleasure. I feel that the Opposition has only gained sadistic pleasure because they have tried to put the entire blame upon the Government and have not tried to put before the House constructive suggestion to this national problem.

I will not go into aspects like money supply or the non-development costs which we had to incur in the last two years, because they have already been dealt with. Since my time is very short, I will deal only with one or two points.

My first submission to the hon. Finance Minister is this. We are talking of greater production in this country, we are also talking of increased wages. We know that wages have increased. In fact, a suggestion came from an hon. Member belonging to Swatantra that there should be a wage freeze. But we know that, in the present political situation, it is neither desirable nor proper. But my grievance is that while we talk about enhancement of wages, we never try

to link it with increased production. We do notice in this country today that increased wages have hardly anything to do with increased production. The production relatively is going down every day. Also there is no effort to bring down cost of production. We have noticed that those who speak of low cost of production, many of them are members of concerns which give a large amount of perquisites. Let us touch our own hearts and find how many MPs are Directors or persons in authority over different industrial concerns without doing any productive work. After all, unless we bring down the cost of production in this country, we cannot bring down prices, and after some time have increased wages for the labourers. If we look to the Western countries, we will find that whenever wages do rise, it is not necessarily passed on to the consumer. In Western and other developed countries, whenever there is an increase in wages, the effect is not passed on to the consumer, but they try to reduce the cost of production by research and other experimentation. May I ask the private entrepreneurs in this country, what percentage of their profits do they spend for their own concern to bring down the cost of production? Unless both in the public sector and in the private sector concerted efforts are made to pump a percentage of the profits into the industry itself for the purpose of research and experimentation to bring down the cost of production. I think, a certain amount of disparity in the matter of price will always remain. Therefore, my first submission will be that there should be a concerted effort to bring down the cost of production.

The second thing to which I would draw the attention of this House is that so far we have tried to measure the success or otherwise of our projects or plans only in terms of money spent. We say that because a particular amount has been spent on the

project or on the plan, the plan has been a success but I think the proper thing would be to try to measure it also in terms of the physical targets achieved. After all, you will realise that particularly, when there is an inflationary trend, the mere spending of money does not really show the progress that we have achieved in the implementation or success of the project. Sir, the time has come when we should try to judge a project or plan not only on the basis of the money that we have spent but on the basis of the physical targets achieved.

My third submission would be: a number of Members of the Opposition including Mr. S. M. Mishra have said that the railway budget and the general budget are inflationary in character. Sir, such a type of speeches always lead to inflation because it creates an atmosphere in which, under one pretext or the other, the businessman tries to pass on the burden to the consumer even though he has no burden to bear. We have seen to-day that even though the budgetary proposals have not affected many essential commodities, the prices have tended to increase. Therefore, what I am submitting before the House is: Let us not really try to give an impression to the country that because of these budgetary proposals the prices of all essential commodities will rise. After all the common man does not know what commodities have been taxed, and let us not give a handle to the business community or the industrialists to increase the price on the basis of some imaginary burdens. I feel that the Government has a genuine duty in this respect to take all measures to see that imaginary burdens of the industrialists are not passed on to the consumer.

The last point I am insisting is that instead of merely granting drought relief or flood relief, the time has come to-day to have a comprehen-

sive planning to fight drought and flood, whatever be the cost.

With these words, I conclude.

SHRI M. RAM GOPAL REDDY (Nizamabad): Please give me only three minutes. He has agreed.

MR. DEPUTY-SPEAKER: Who has agreed? I am to give time. The hon. Minister.

THE MINISTER OF FINANCE (SHRI YESHWANTRAO CHAVAN): I think it was a very interesting, debate that we have had since yesterday afternoon, interesting in the sense that very aggressive arguments were made from the Opposition side and equally convincing and aggressive arguments were made on this side also...

SHRI SHYAMNANDAN MISHRA: Convincing for you, not for us.

SHRI YESHWANTRAO CHAVAN: My main argument is going to be that there is no necessity of having any aggressiveness or defensiveness as far as the basic phenomenon of price rise is concerned, because it is an accepted fact.

As Mr. Stephen has put it aptly, to prove that the prices have risen or are rising is an exercise in futility...

SHRI SHYAMNANDAN MISHRA: Because we have such a Government, therefore, it is an exercise in futility.

SHRI YESHWANTRAO CHAVAN: It is an accepted fact and we have not tried to conceal any of the facts about the food production, the industrial production, stock position the import position, the balance of payments position all the detailed statistics are appended here with this important, precise, straightforward document which is placed before this hon. House, called "The Economic Survey." It has dealt in detail with

[Shri Yeshwantrao Chavan]

the problem of price rise, the reasons for it and certain solutions for it.

This is not a Party issue. Most of the Members said, that it is not a Party issue and I do make a plea to this House not to treat it as a Party issue. I am sure my hon. friend, Mr. Jyotirmoy Bose also may not perhaps like to treat it as a Party issue.

This is a national problem. If we have to solve a national problem, we will have to find a national solution for it.

Our main emphasis will have to be as many hon Members from this side said and as Shri Sham Babu has pointed out, on offering some constructive suggestions. Our whole approach, as has been rightly pointed out, will have to be constructive in this matter.

What is the most effective way of fighting this phenomenon?

Sir, while trying to find out or analyse the causes of the price rise, we do make certain mention of the historical facts. Some people might get angry about it. They may ask; Why do you mention all this? Price rise in any economy is not purely an economic phenomenon but it is a socio-economic phenomenon. We must not forget this thing. Therefore, when certain economic situation develops in any economy, in any country, one must look to its social aspect also. The question of monopolists, for example, was raised. I have no objection about it. It is a very relevant point that was raised. We can consider the role played by monopolists in regard to the price rise or in the economy as a whole. When we try to analyse the socio-economic phenomenon of price rise in this country, we have to recall the history of the last two years. It would not be just to find some sort of an alibi

to conceal one's weaknesses. If certain things have got to be done, the country has to do them. We do it. We are a big country, a big nation. We are a big country, a big nation. We have to help a friendly, sovereign country, Bangla Desh. It was the call of history and we had to respond to it and we did it.

Some hon. Members said that I had indicated that there will be some sort of trouble, but I had not mentioned the drought and other things. I myself concede this position. I had anticipated some trouble, but even then, I could not anticipate the severe drought that this country had to face last year. The fact is, that there has been a drought. When there is a certain measure of deficit financing from 1971-72 and also in 1972-73, it has got its own accumulated effects and so there is a price rise.

Now, what exactly do we propose to do about it? Some hon. Members tried to paint a very pessimistic picture about it. If I say something, they may say that I am trying to project an optimistic picture. I am trying to look at this problem realistically and I am trying to strike a balance which is as realistic as possible.

Let us come to the ultimate aim which we have in view. Economically speaking, to meet the socio-economic problem of price rise in this country, we will have some sort of basic strategy. What are the components of this basic strategy? The components of this basic strategy are threefold. There is going to be a mixture of these three very important factors, the effective management of the total demand in this country. This is one aspect of it. Secondly, we will have to see that production in this country, both in Agriculture and in the industrial sector, looks up sufficiently. The third is the question of management of the distributive system. These are the three basic components.

of any strategy that will have to be deployed to fight the problem of price rise.

We are going to discuss the Budget and I will have occasion to deal with many points during that discussion. But one thing I would like to mention is that we have tried to keep the deficit financing at its lowest this year. Some Members tried to make out that the figure that we have given is somewhat unrealistic. Some Members went to the extent of saying that deficit financing is to the tune of Rs. 1600 crores.

AN HON. MEMBER: Only a Congress Member said Rs. 1600 crores.

SHRI YESHWANTRAO CHAVAN: Whether on that side or this side somebody did mention that figure.

Some hon. Members tried to take into account Rs. 421 crores which I had mentioned in my Budget speech, that is, the overdraft with the Reserve Bank which we had to take to be nationally on our books.

Sir, some hon. Members and also Shyam Babu made a mention that certain public loans which we raised were also a sort of deficit financing.

SHRI SHYAMNANDAN MISHRA: I have not said that.

SHRI YESHWANTRAO CHAVAN: I did not say you said that. There is a tendency because some hon. Members who are very competent people at least known to be competent people outside, have tried to include it in the deficit financing. But I would like to plead with this hon. House that a public loan, for Plan performance and for production activities as a loan, is not deficit financing. As a matter of fact, it is an effective way of seeing that money supply is limited and mopped up for productive

activities and the Plan performance as such. Therefore, this cannot be treated as a deficit financing.

Now, hon. Shyam Babu said and some others also—I had also mentioned—it is quite possible that we will be required to spend more. There will be demand on account of the Pay Commission Report which will certainly have to be taken into account. May be there is an element of food subsidy. That problem is also there. But I do not want to take a pessimistic view about that. I say so because I see some basic good trends in the economy today. I am not making any prophecy today that prices are going to jump down tomorrow. For that we will have to adopt certain long-term programmes.

Let us come back to food production. Shyam Babu showed certain figures. I would like to tell him that the distribution through the distribution system last year was to the tune of 10.5 m. tons.

SHRI SHYAMNANDAN MISHRA: My submission is that it was 'national' like that of the operation of stock brokers who operate on stocks markets.

SHRI YESHWANTRAO CHAVAN: At the end of 1972 according to the figures to which he made a reference we had a stock of 3.4 M. tons. Now, Shyam Babu's argument is that this is also a rather bogus figure.

SHRI SHYAMNANDAN MISHRA: I said this is the only change represented in your stock position, so that that was the release which was made.

SHRI YESHWANTRAO CHAVAN: I would like to tell the hon. House that we began 1973 with this stock of 3.4 m. tons. But, as you know, there is off-take continuously. In 1972 itself there was distribution of 10.5 m. tons. Even last month, that is, in February I think the off-take was 7.5 lakh tons. If

[Shri Yeshwantrao Chavan]

we look to these figures my own hunch is ....

**SHRI SHYAMNANDAN MISHRA:** Kindly explain why is there change in the order of stock by 4 m. tons. This was the only change made in your stock position. This was the only release.

**SHRI YESHWANTRAO CHAVAN:** The point is we are expecting 2 m. tons. Now, it is not that the whole of it is coming. It has just started coming in. It becomes at the rate of about a couple of lakhs of tonnes every month. My hon. friend forgets that we had made certain procurement in the case of the kharif crop..

**SHRI SHYAMNANDAN MISHRA:** That also might have been available.

**SHRI YESHWANTRAO CHAVAN:** The kharif crop procurement also is very important. Let him not forget that this is a very important season that we are going through, and the procurement of the kharif is still going on. I would like to tell the House that it is not merely a prophecy but it is a fact that whatever the bad period we had in agricultural production as a whole last year because there was complete drought in mostly the coarse-grain-producing areas which were rain-fad areas, the rabi crop this year, particularly the wheat crop is going to be a record crop. It is going to be an important factor that we have to remember.

**SHRI SHYAMNANDAN MISHRA:** Does he mean to suggest that it is going to be higher than the peak that had been reached in the past, namely 23 million tonnes or so? Never. In UP it is very bad in many areas because of lack of water.

**SHRI PILLOO MODY:** And fertiliser also.

**SHRI YESHWANTRAO CHAVAN:** We are talking about our assessment of the future.

**SHRI B. N. REDDY (Niryalgunda):** When he was referring to the second crop, was he referring to dry crop or to the wet crop also? For, yesterday, I had raised the question that in the entire Nalgonda district, due to power shortage and stoppage of power, the second crop is in the danger of completely withering away. That is the position in the entire Nalgonda district and generally in the Telengana area. What has the hon. Minister to say in regard to this?

**SHRI YESHWANTRAO CHAVAN:** I know that the problem which my hon. friend is raising about Warangal district is a problem about the rice crop. He is talking about rise crop in the Andhra area, but I am talking about the wheat crop in the rabi area.

My own assessment is, and an assessment based on very definite data, that this year's rabi crop is certainly going to be more than that of last year. My hon. friend may ask me a pertinent question in this regard, but I would like to tell him that we certainly heed the cooperation of the State Governments in this matter because this additional production must get reflected in procurement.

**SHRI M. RAM GOPAL REDDY:** In Andhra, the Opposition is creating a lot of trouble in procurement.

**SHRI YESHWANTRAO CHAVAN:** Why does my hon. friend disturb the line of my argument?

I was saying that there was going to be additional production of the rabi crop this year.

**SHRI B. N. REDDY,** Rabi crop production cannot alter the entire position in regard to agricultural production.

**SHRI YESHWANTRAO CHAVAN:** I never said that. I am making only a limited point about our stock position as a result of the rabi crop and rabi

procurement. As far as the stock position is concerned, we are in a comfortable position as far as 1973-74 is concerned. This is one important factor. Besides, we are going to complete the import of two million tonnes of milo.

**SHRI SHYAMNANDAN MISHRA :** What does he expect to be the food stock in 1973-74 which is seeking to build.

**SHRI S. M. BANERJEE (Kanpur):** Let the prices come down. We are concerned more with that rather than with Shri Shyamnandan Mishra's argument in regard to the stock position.

**SHRI YESHWANTRAO CHAVAN :** The hon. Member wants me to give figures about how much we are going to have. I am sure that if our calculations go correct, it may not be less than what we had last year under any circumstances. I am taking the worst possible assessment into consideration.

**SHRI SHYAMNANDAN MISHRA:** Then, the trouble would be worse.

**SHRI VIRENDRA AGARWAL (Moradabad):** Then, it would not be a satisfactory position, because we would not move forward.

**SHRI YESHWANTRAO CHAVAN :** We all know and it is an accepted fact that the major factor in pushing the prices further up is the prices of the foodgrains. This is a fact of life, whether we like it or not. This is where we want some cooperation.

The hon. Member asked whether monopolists were playing their hands in this or not. I am at one with them when I say that it is not my own view only but it is the view of this Government and it is the view of this party that we want to do

away with the monopolists, just as they also want. They merely want to talk about it, but we are gradually doing it.

**SHRI SHYAMNANDAN MISHRA:** By screwing more and more money out of them, he is certainly weakening them. He is screwing more and more money for his party purposes.

**SHRI PILOO MODY:** He is saying 'gradually' because it is a little bit every year.

**SHRI YESHWANTRAO CHAVAN :** I did not interrupt the hon. Member when he was speaking. Now, let me be allowed to have my say.

**SHRI JYOTIRMOY BOSU:** You have convinced us after releasing Mr. Modi?

**SHRI YESHWANTRAO CHAVAN :** If you just look to the last year's non-plan expenditures, which was very essential, you will realise that it was mainly due to the step we took in regard to Indian Copper, non-coking coal and general insurance. We have to make provision for the payment for nationalisation. If this is not doing away with monopolies, what else is it?

**SHRI SHYAMNANDAN MISHRA:** What about sick mills?

**SHRI PILOO MODY:** Let me just ask a counter question. As against that, has not the Cabinet of the Government expanded to 60?

**SHRI YESHWANTRAO CHAVAN :** We have taken a very important step of fighting monopolies in this country by taking over the non-coking coal mines. I am told people who share your views go and defend the monopolists in the courts—that is what I am told. You will call it unfair because you are making a sort of obsession with it that we are for monopolists. We are not for monopolists.

[Yeshwantrao Chavan]

We are a party committed to bring about democratic socialism in this country. One of the essential features of democratic socialism in this country is the removal of monopolists in the economy—I have no doubt about it. Also removal of monopolists cannot be alone merely by sitting here. It has to be a process. The process has started. You are disturbed because we have started that process and are implementing it. That is why you are perturbed about it.

This year also, one of the most important parts of the strategy of tackling the price rise is the distribution system. Now we have decided to take over the entire wheat wholesale trade. If this is not removing monopoly, what else is it? We propose to follow it up by taking over the rice distribution wholesale trade. I know Shri Jyotirmoy Bosu is not against it, but a large number of parties sitting opposite are (Interruptions). On the one side, they are crying hoarse that we had not made an attempt to steady prices. My hon. friend and economic writer, Shri Agarwal, made a very eloquent speech about what we are failing to do, what we are not doing. But his party has made it a national plank to say: do not take over the wholesale trade. Who are the friends of monopolists—we or they?

SHRI PILOO MODY: You.

SHRI YESHWANTRAO CHAVAN: We are not your friends.

So as far as the distribution system is concerned, we have taken this step so far as foodgrains are concerned. Take the question of sugar, for example—look, Shri Vajpayee has entered the House; just to prove my criticism in person he is here.

The point is that the sugar policy was discussed and criticised. There is

70 per cent levy sugar and 30 per cent free sugar. One has to understand why this had to be done. One has to understand the agricultural situation in this country, the sugar production in this country.

SHRI JYOTIRMOY BOSU: What about the hidden production of 15 per cent? Recovery figures are manipulated.

SHRI YESHWANTRAO CHAVAN: I will take your help in this matter to find out.

SHRI JYOTIRMOY BOSU: I will help you.

SHRI YESHWANTRAO CHAVAN: I will certainly take your help because you seem to know more about it.

SHRI JYOTIRMOY BOSU: I do know.

SHRI YESHWANTRAO CHAVAN: I concede that. The point is, as far as sugar is concerned, we have completely taken over the distribution of levy sugar. We are going to distribute it in the fair price shops. I do not want to give the figures again. We have already given them; what was the figure last year in the fair price shops and this year. There is quite a substantial rise in the fair price shops. Somebody yesterday asked me, what is the percentage of fair price shops in the rural areas and in the urban areas. Normally, the percentage is 60 to 40; mostly the important towns and the industrial towns....

SHRI SHYAMNANDAN MISHRA: Defunct.

SHRI YESHWANTRAO CHAVAN: It is not true: it cannot be. When we say that we are distributing seven and a half lakhs a month, you cannot say that it is defunct. There are the statistics which we have to accept.

But let us not forget that through the fair price shops, the grain that is distributed is distributed at the issue price of Rs. 78 per quintal. This distribution is taking place amongst those people who are the most vulnerable people, the weak people, who need to be supported in this matter. Whatever the figures shown in the wholesale index numbers, this distribution at this price level is something that has to be taken note of while criticising the price situation.

The second important factor is the production of wage goods; that is, those goods which go into the consumption of the large number of people. Food sugar textiles edible oils some of the important. I would also like to tell the House that 1972-73 has certainly indicated that we showing improvement on the industrial front commodities. In 1972 there was an increase of seven per cent. May be it has been affected in the last couple of weeks because of the shortage of power, etc., but even then, the average will not be very substantially effected.

I do not want to be pessimistic or a prophet of gloom and say that the next season is going to be bad and there is going to be drought again, or power again and so on. But the difficulty today is, once there is shortage of power, the entire economy of our country gets affected; it not only affects agriculture but it affects the power supply and therefore it affects the industry also. I am not a prophet of doom; I certainly hope that if there is a God, He will be kind to us. (*Interruption*) I am sure about it. I am not going to the Gods for that, but if there is a God for you, possibly he might help us also.

AN HON. MEMBER: There is no God for them.

SHRI YESHWANTRAO CHAVAN: I do not say they have no God. They have got their own Gods; not that they do not have. (*Interruption*) My point is this. I am not talking in a

sort of superstitious manner. Even taking into consideration the cycles of weather and Nature in this country, I have no doubt that 1973-74 is going to be the best year possible for the agriculturists.

SHRI SHYAMNANDAN MISHRA:  
Let us hope so.

SHRI YESHWANTRAO CHAVAN:  
Take it down; Mr. Bosu.

SHRI JYOTIRMOY BOSU; I have.

SHRI YESHWANTRAO CHAVAN:  
So, as far as the next year is concerned, let us not create this sort of feeling that there will be scarcity, or that prices are going to rise. Therefore, the point that the Prime Minister made the other day is certainly very relevant to this matter, namely, some of the people are determined to weaken the will of the nation. (*Interruption*). As leaders of the Opposition I can understand your desire.

SHRI K. BALADHANDAYUTHAM  
(Coimbatore): But do you strengthen the will of the people by illusions?

SHRI YESHWANTRAO CHAVAN:  
I can very well understand your legitiwage desire to weaken us. There are people who can enjoy wishful thinking. What purpose is going to be served by weakening the will of the people? Those who have got the interests of the nation at heart will try to give some suggestions. There are parties here who believe in certain ways of political and economic thinking. I expected some very useful suggestions from them which I could accept. We do need your help in this country. I would appeal to the opposition leaders. For cooperation in solving this national problem.



**SHRI PILOO MODY:** Will you accept the amendments that will be moved by us to the budget proposals? (*Interruptions*).

**SHRI SHYAMNANDAN MISHRA:**  
We are prepared to cooperate with you provided you own the thorough economic mismanagement of the country.

**SHRI YESHWANTRAO CHAVAN:**  
This is a very interesting condition of giving cooperation!

**SHRI SHYAMNANDAN MISHRA:**  
If you don't own your own mistakes, how are you going to correct them? (*Interruptions*).

**SHRI YESHWANTRAO CHAVAN:**  
I do not want to make it a more lengthy or unnecessarily political speech because I am absolutely non-political, absolutely objective and realistic in this matter. Though I am a party man, I have tried to be non-partisan and non-political in the treatment of this subject. If we get the cooperation of the opposition leaders, well and good. But we will certainly have the cooperation of the people of this country and march ahead with success.

**SHRI JYOTIRMOY BOSU:** Sir, I feel sorry for poor Mr. Chavan who had the task of making a mole of a mountain. He still feels that a solution has to be found out. May I ask him, when do you propose to do that? Mere lip service in blaming the monopolists only misleads the people. It is a complete surrender of your Government in the hands of monopolists, which has caused this disaster for all of us. Pious wishes or basic strategies—we have heard about it for long. One wonders whether with this class character you really want to implement them.

You talk about the distribution system. What did you do? The Food

Corporation of India had handed over stocks to the traders and dealers in North Bihar and U.P. Instead of releasing them to the market, they had hoarded it and allowed the prices to rise. That is your class character.

You have been talking about productive deficit financing. But what did you do in actual application? You unproductive and non-plan expenditure has gone up fantastically. Your police expenditure which was Rs. 3 crores in 1950-51 went up to Rs. 25.70 crores in 1963-64 and in 1973-74 it has touched Rs. 124.37 crores! Although you have been shown some mercies by the I.M.F., your debt services come to Rs. 834 crores this year. Your administrative service expenses was Rs. 77.37 crores in 1963-64. In 1973-74, according to the budget estimates—God knows what you have in your pocket about supplementary demands and budgets—it is Rs. 279.44 crores. What you have uttered is unmixed untruth. You say something and do something quite different.

They talk about procurement. I advise Shri Chavan to read an article written by Dr. Asok Mitra, former Chairman of the Agricultural Prices Commission and also an Economic Adviser to the Government of India. It appeared in *The Times of India* only three days ago. I do not want to take the time of the House by quoting it. In that article he has criticised your procurement policy as pro-jotdar oriented. You do not want to follow the policies of the Congress Party in the rural areas. So, your procurement will be next to nothing.

Then you talk about the scare of scarcity spread by interested parties. Here I would say "heal thyself". What did you do? I hope this paper, the *Economic and Political Weekly*, is not telling a lie. When the Chief Ministers were assembled here to consider the question of the take over of the foodgrains trade, in the middle of August Shri F. A. Ahmed very

nicely forecast that there will be a shortfall of 15 million tonnes. How best have you helped the black-marketeers and hoarders? As the newspaper has correctly stated, when you have such Ministers in the government, why do you require black-marketeers? So, I would tell the Finance Minister "heal thyself" before dealing with people like us

Here I would like to quote what Shri Chavan stated on the 13th November 1972, only three months ago. I know that he did not want to mislead the people. But he was pressurized to do it and he had no other alternative. This is the reply which he gave to the debate raised on the floor of the House:

"In fact there are already indications of a decline in cereal prices over the last fortnight. The coming of the new crop into the market would help to maintain the trend."

Since November 1972 there has been a great decline and we are thankful to him for the decline he has brought in!

I have got here a letter from the Consumers' Council of India, which is a sponsored body of the Planning Commission if I am right. It gives the market survey of 25 big cities for four years, namely, 1970-1971, 1972 and 1973. In the case of Moongh it was Rs. 1.40, Rs. 1.95, Rs. 2.40 and Rs. 2.95 for those four years. In the case of washed Moongh it was Rs. 1.50, Rs. 2.00, Rs. 2.50 and Rs. 3.50. It is a real *garibi hatao*. In the case of Basumati rice it is Rs. 1.50, Rs. 1.75 Rs. 2.10 and Rs. 3.00

SHRI PILOO MODY: He is not interested in these prices. You quote the price of gold.

SHRI JYOTIRMOY BOSU: Atta is a very basic item. In the case of that the prices were Rs. 0.90, Rs. 0.95,

Re. 1.00 and Rs. 1.50. In Calcutta the price is Rs. 2.25 and it is usually mixed with soap stone. Then I come to maida, a Modi's venture, Rs. 1 crore scandal in Haryana. While the procurement cost was Rs. 80, the sale price was Rs. 400 per quintal. He is roaming on the streets, hosting Ministers and Governors in reception parties. In the case of maida the price for those four years was Rs. 1.20, Rs. 1.25, Rs. 1.50 and Rs. 4.00. Shri Chavan, you are really a prophet. Then I come to coal, though you may be using very expensive electric ovens. In the case of coal, the figures were Rs. 5.00, Rs. 5.00, Rs. 7.00 and Rs. 10. But you cannot get that at that price. In the case of kerosene it is Rs. 0.61, Rs. 0.65, Rs. 0.70 and Re. 1.00. Then I come to Dalda, industry which contributes to political parties and has dialogue with the burra sahebs sitting in the chambers.

Coming to Dalda, in 1970, the price of a 2-kilo tin was Rs. 10.85; in 1971, it was Rs. 12.30; in 1972, it was Rs. 13.58; in 1973, it is Rs. 14.30—a meagre rise of about 50 per cent in three years. It may not touch you.

Some of your friends and my friends have blamed the growth in population as responsible for the price rise. I want to ask Mr. Subramaniam, a knowledgeable-looking person: What is meant by planning? He has dabbled in planning for a long time. When you do planning, do you consider all women will remain sterile, all men will remain sterile? Will you not consider some population growth? What is the planning that you have in mind? Let us hear from Mr. Subramaniam, a knowledgeable-looking person on that.

Here are the figures of *per capita* income and of annual growth rate of population of some countries. We are finding ourselves at the bottom of the world with *per capita* income of 73 dollars. These are the figures: Pakistan—121 dollars; Thailand—137; Ceylon—132; U.A.R.—136; Ghana—

[Shri Joytirmoy Bosu]

198. With the annual growth rate of population that they have their *per capita* income has not dwindled. These are the figures: Pakistan—2.1 per cent; Thailand—3.1 per cent; Ceylon—2.4 per cent; U.A.R.—2.5 per cent; Ghana—2.7 per cent and India—2.5 per cent.

Then, this article says:

"But a reference to the above table will show that so far as the annual growth rate of population is concerned, other countries which have a similar or even a higher growth rate have larger *per capita* income."

So, don't talk about growth in population as responsible for the price rise.

You talk about your public sector. There is a saying—you must be knowing it—that the hand that rocks the cradle rules the world. That is the fountain-head of corruption and mismanagement. You bought Balmer Lawrie shares of the value of Rs. 64 at Rs. 95 in order to help your patron Goenka, thereby draining Rs. 67 lakhs of people's money. You should be ashamed of saying all that. You are conniving with these rouses and rascals and defrauding the public exchequer. The private sector people are allowed to take the public sector for a ride. Who are the Directors and policy-makers I want to ask. Who is sabotaging it?

What compensation you gave to the owners of Banks? Was it not manipulated? Was not the legislation made to offend the fundamental rights, disturbing the provisions of the Ordinance? How did you do it? How much was spent? You go into the records. I brought it before the House that a lot of money flowed as a result of which the compensation was almost doubled.

What about general insurance? What about Management commissions of Rs. 32 lakhs? Don't you

know that 400 jeeps were given by Mr. B. K. Shah for 1971 elections? What was the reward given? You are trying to take us for a ride. Do you think we know nothing about it?

Monopolies grow because you connive with them and protect them. The growth of monopolies is such that they have increased their wealth through black money. In 1966, the Birlas had a total of Rs. 457.84 crores and, in 1970, it was Rs. 629.6 crores; Bangur—Rs. 104.31 crores in 1966 and Rs. 156.7 crores in 1970; Mafatlal—Rs. 92.70 crores in 1966 and Rs. 115.7 crores and Thapar—Rs. 104.31 crores in 1966 and Rs. 115.7 crores in 1970. The source is: The Rajya Sabha Starred Question No. 443 dated 22/8.

What did Shrimati Indira Gandhi the author of Garibi Hatao say to the FICCI on 25-3-72? What was said there? I quote:

"Your address for one thing had many new ideas. It was a forward-looking address and, I think, that this year we start on a more cheerful note of cooperation....."

—the love-call like that of Mr. Nixon—

"....and what I hope is a sounder basis for a fruitful dialogue on the direction in which our economy should move."

What a wonderful collaboration. Mr. Socialist? Mr. Chavan? For once you thought about socialism, but you are in the evil company today; you cannot touch it.

"Your statement that the members of your Federation are in accord with the socio-economic objectives "to which Government policies are directed. Who is the idiot in this House who will believe that the monopolists want fruitful socio-economic objective to which Government policies are directed? Who will believe that? It is the biggest lie, it is the biggest bluff, which is sold very

freely in the market. This is the only commodity which is very cheaply available; there is plenty of that and no rations here!

"Also your recognition of the wider responsibilities of business which transcend the earning of profit to which I have often drawn attention."

Mr. S. K. Modi must have been sitting next to the Prime Minister, having a good mouthful chicken or whatever it is, I do not know.

After all this pious talking, December 1972, for the corporate sector, has shown a record profit. And what about your Budget this year, 1973-74? Do you know the number of parties that went on in Calcutta, Delhi, Madras and Bombay for jubilation? Do you know how you have allowed the corporate sector and the high income group to grow? You have told them, 'I will let you grow because you have looked after us'. It is a mutual give-and-take. you cannot be ungrateful to them.

Mr. Das Munshi talked about some leftist lawyers defending coal mine owners or something like that. I give a specific case. There was a Car Price Commission in order to stop people from demanding more price for the car. Do you know who was the barrister for Birlas before the Car Price Commission? Another great socialist, dominating in West Bengal, Mr. Siddharth Shankar Ray. You can find it in the document. And the slogan in Vidhan Nagar was:

(Quoted in Bengali).

I do not know if you understand Bengali. It means, 'In Vidhan Nagar, we shall crash monopolists and capitalism'. And we are seeing what it is!

Let us talk about the joint sector. Where is Mr. Mohan Kumaramangalam, the great confident of Tatas today? (Interruptions). I am asking

Mr. Chavan, what is this joint sector? What happened to your Industrial Policy Resolution of 1956 in which category steel comes? You want to shun monopolism, you want to destroy monopolist character. They had a licence for 2 million tonnes, and you have already agreed to make it ultimately to six million tonnes. And you are stealing money from the people, at the back of Parliament. You have allowed Rs. 50 lakhs as cost, remuneration, for project for the so-called joint sector. Not a penny has come from Tatas. People have to pay for the joint sector. How much? Rs. 50 lakhs. You have never told the House that you were allowing the Tatas. (Interruption.) According to your Industrial Policy Resolution, steel must be in the public sector. But you have allowed them to grow by 300 per cent and borne the cost of the project—Rs. 50 lakhs!

What about sugar nationalisation, Mr. Chavan? Did not they resolve in the U.P. Assembly? Did not the Government tell you that sugar should be nationalised? But how can it be nationalised? I think, Mr. Dikshit would not tell a lie... (Interruption.) Because Bahujis must handle money. It is not a small sum. It is not a big money, a small sum of only Rs. 8.6 crores. People know about it by now

17 hrs.

I want to know—what have you done with the wide-spread forward trading? It is going as strong as before. You cannot do it because they pay your Party money, they patronise your Party men. What dialogue you want to have with the Opposition?

I am asking you: why this burden of indirect taxes? If you are serious about reduction in price levels, I ask you, why your indirect taxes have jumped every year. From 1966 onwards it has gone up. In 1971-72 it was Rs. 174.35 and in 1973-74 it is Rs. 273.75 crores, of which the central excise alone account for Rs. 117.57 crores. You talk about reduction

[Shri Joytirmoy Bosu]  
in prices. How can you do it?

You talk about deficit financing. In 1972-73 it was Rs. 271 crores. This year the estimate was Rs. 550 crores. This amount does not include Rs. 421 crores paid by the Central Government on account of overdrafts of States. Hence, the deficit financing as per the revised estimates comes to Rs. 971 crores in 1972-73. You want to reduce prices? What are your tell us?

Then, about black money. In regard to the price rise, the role of black money everybody knows. It is playing havoc. What will you do? The Wanchoo Committee recommended.... (Interruptions.).

SHRI PRABODH CHANDRA (Gurdaspur): On a point of order, Sir. Are we to maintain the dignity of the House or let it go to the winds? There should be some sense in what he is talking.

MR. DEPUTY SPEAKER: That is a matter of opinion.

SHRI C. M. STEPHEN (Muvattupuzha): I want to raise a point of order on two grounds:—

One is that there is a time limit for a discussion on this Resolution. The time limit is 4 hours. It is long past.... (Interruptions.) Therefore, within that particular time—of course, you have got the discretion to extend the time, but that is a different matter.

No. 2—The speech he is now making is under Rule 358(3) which says:

“A member who has moved a motion may speak again by way of reply....”

It is not a regular first-hand speech that is expected. He has got to reply to the points raised here. His right is limited to the right of reply. He

is making a fresh speech, a speech longer than the speech he made originally, making fresh points and making all sorts of allegations. My submission is that in content, the speech must be directed to be limited to the points raised.

Thirdly, the speech has got to be restricted to the ambit of the time that has been prescribed by the Business Advisory Committee and which has been accepted by this House and that is four hours and now four hours have been exceeded. Therefore, now the question has got to be put to the House.

MR. DEPUTY-SPEAKER: In the first place, if we can always confine... (Interruptions.) Mr. Banerjee, whenever a Member speaks, the Chair has to listen and whenever the Chair gets up, the Members don't have the patience to listen to him.

If we can always confine ourselves to the time limit that we decide, nobody will be happier than the person sitting in this Chair. But, that is easier said than done.

Secondly, about repetition I am not quite sure....

SHRI C. M. STEPHEN: I said 'reply'.

MR. DEPUTY-SPEAKER: I am not quite sure whether he is repeating or not.

SHRI JYOTIRMOY BOSU: Not a word.

MR. DEPUTY-SPEAKER: I would request him now to conclude.

SHRI JYOTIRMOY BOSU: I will conclude in five minutes

I was talking about black money which contributes not a little extent towards price rise. Let us see what the Government's attitude was. They had appointed a Committee headed

by a former Chief Justice of the Supreme Court of India, Mr. Wanchoo. They had made a recommendation on the 12th November 1970 strongly recommending demonetisation and had it been done, the prices would have been controlled substantially. This Government did not disclose that. They never touched it. They never allowed anybody to see it. Now I come to the point made by Shri Bibhut Mishra and Shri Mirdho. They shed crocodile tears for the kisans. Why is it that even after 25 years of your rule in this country the total quantum of irrigated land, which you say is 25 per cent, is not even 20 per cent, according to us? You must give us an answer for that. Now, tell us this. For the drought-prone areas the allotted money for 1970-71 was Rs. 1385.18 lakhs. What is it that you have spent? Half of it. Rs. 577.04 lakhs. In the year 1971-72, while the allotted money was 3051.60 lakhs, you have spent Rs. 2403.00 lakhs. You owe us an explanation for that. You say you are trying to fight drought and you are trying to get sympathy from the House. Why is it that the money that was earmarked for drought-prone areas was not spent? We know you have the nationalised sector. We know you have the bank loan and we know where it goes too. I am reading out something to show your sympathy for the kisans. Dr. D. P. Singh, Vice-chancellor of G. B. Pant University of Agriculture and Technology says:

"Farmers were being supplied with uncertified unprocessed and sub-standard seeds much below the prescribed limit of purity of 97 per cent".

Then again, he says:

"Last year, sub-standard seeds worth about Rs. 20 crores were sold by cooperatives and other organisations in U.P."

So, how kind are you indeed to the kisans! How kind is this Government!

What about your land ceilings, what about your land reform programme, one of the biggest jokes of recent times, as is the case with the urban property ceiling? We are going to put up with that too. What is it that they are going to do now? They are subjugating this country politically again to the Yankees.

Now, about the food imports. They compared themselves with USSR and China. Don't you know Mr. Chavan, their deals are done absolutely on commercial scale and here it is done with political strings tied to it. You have been loudly talking about the C.I.A. Now it is transformed into a love-call from India for Mr. Nixon. I say, we know you....

SHRI YESHWANTRAO CHAVAN: Just a minute for interrupting you. You are making a completely wrong statement. We are purchasing completely on commercial basis. We pay cash and then we purchase.

SHRI JYOTIRMOY BOSU: I ask you, Mr. Chavan. You have been criticising CIA vigorously. When you sent Mr. Bahej and Mr. Nehru to Washington why did you stop talking about the CIA? Why was Prime Minister compelled to withdraw her statement on Viet Nam in Nepal itself before coming to Delhi. Don't think that we are idiots of India. I only say, Sir, the test of the pudding is in the eating. You are a completely feudal monopolist. You will ruin this country. I think Mr. Mohapatra is here. He talked about the number of persons we arrested in West Bengal. But, for his information I would like to point out this. In the United Front Government when Mr. Jyoti Bosu was the Home Minister we arrested 237 hoarders, blackmarketeers and profiteers. But, as soon as Congress-sponsored PDF Government led by Profulla Ghosh came into existence, they were released within 3 days, all of them were released. One Aggarwal, the dal tycoon was garlanded. We know

[Shri Jyotirmoy Bosu]

all these things. We know the very recent case of Mr. S.K. Modi. Mr. Chavan, you believe in tainted money. You cannot survive without tainted money. Price rise cannot be checked by you. We know it. You cannot check it because your political character is against that. Thank you very much.

MR. DEPUTY-SPEAKER: The question is:

"That this House is alarmed and distressed at the continuous increase in prices of foodstuffs and other essential commodities and the Government's failure to arrest the same."

The Lok Sabha divided:

Division No. 9

17.11 hours

#### AYES

Agarwal, Shri Virendra  
Baladhandaydayutham, Shri K.  
Banerjee, Shri S. M.  
Bhattacharyya, Shri Dinesh  
Bhattacharyya, Shri Jagadish  
Bhattacharyya, Shri S. P.  
Bosu, Shri Jyotirmoy  
Chandrappan, Shri C. K.  
Chavda, Shri K. S.  
Das, Shri R. P.  
Godfrey, Shrimati M.  
Halder, Shri Krishna Chandra  
Jharkhande Rai, Shri  
Kachwai, Shri Hukam Chand  
Kiruttinan, Shri Tha  
Krishnan, Shri E. R.  
Madhukar, Shri K. M.  
Maran, Shri Murasoli

Mavalankar, Shri P. G.  
Mishra, Shri Shyamnandan  
Mohamamd Ismail, Shri  
Mohanty, Shri Surendra  
Mukherjee, Shri Saroj  
Muthuswamy, Shri M.  
Pandeya, Dr. Laxminarain  
Parmar, Shri Bhaljibhai  
Roy, Dr. Saradish  
Saha, Shri Ajit Kumar  
Saha, Shri Gadadhar  
Sen, Dr. Ranen  
Sen, Shri Robin  
Singh, Shri D. N.

#### NOES

Achal Singh, Shri  
Aga, Shri Syed Ahmed  
Ahmed, Shri F. A.  
Alagesan, Shri O. V.  
Anand Singh, Shri  
Ankineedu, Shri Maganti  
Appalanaidu, Shri  
Awdhesh Chandra Singh, Shri  
Azad, Shri Bhagwat Jha  
Bahuguna, Shri H. N.  
Banamali Babu, Shri  
Banerji, Shrimati Mukul  
Barman, Shri R. N.  
Barua, Shri Bedabrata  
Basappa Shri K.  
Basumatari, Shri, D  
Bhagat, Shri B. R.  
Bhuvarahan, Shri G.  
Bist, Shri Narendra Singh  
Chakleshwar Singh, Shri  
Chandrakar, Shri Chandulal  
Chandrika Prasad, Shri  
Chaturvedi, Shri Rohan Lal  
Chaudhary, Shri Nitiraj Singh

Chavan, Shri D. R.	Kakoti, Shri Robin
Chavan, Shri Yeshwantrao	Kamakshaiah, Shri D
Chawla, Shri Amar Nath	Kamala Prasad, Shri
Chhotey Lal, Shri	Kamble, Shri T. D.
Daga, Shri M. C.	Kamla Kumari, Kumari
Dalip Singh, Shri	Kapur, Shri Sat Pal
Darbara Singh, Shri	Karan Singh, Dr.
Das, Shri Anadi Charan	Kaul, Shrimati Sheila
Daschowdhury, Shri B. K.	Kedar Nath Singh, Shri
Deshmukh, Shri Shivaji Rao S.	Kinder Lal, Shri
Dhamankar, Shri	Kisku, Shri A. K.
Dharamgaj Singh, Shri	Krishnan, Shri G. Y.
Dharia Shri, Mohan	Lakkappa, Shri K.
Dhusia, Shri Anant Prasad	Lakshmikanthamma, Shrimati T.
Dinesh Singh, Shri	Lutfal Haque, Shri
Dixit, Shri G. C.	Mahajan, Shri Vikram
Doda, Shri Hiralal	Mahajan, Shri Y. S.
Dumada, Shri L. K.	Mahata, Shri Debendra Nath
Dwivedi, Shri Nageshwar	Mahishi Dr. Sarojini
Engti, Shri Biren	Majhi, Shri Gajadhar
Ganesh, Shri K. R.	Majhi, Shri Kumar
Gangadeb, Shri P.	Mallikarjun, Shri
Gautam, Shri C. D.	Mandal, Shri Jagdish Narain
Gavit, Shri T. H.	Mandal, Shri Yamuna Prasad
Ghosh Shri P. K.	Maurya, Shri B. P.
Gill, Shri Mohinder Singh	Mishra, Shri Bibhuti
Gogoi, Shri Tarun	Mishra, Shri Jagannath
Gohain, Shri C. C.	Mishra Shri L. N.
Gokhale, Shri H. R.	Mishra, Shri S. N.
Gomango, Shri Giridhar	Mohammad Tahir, Shri
Gopal, Shri K.	Mohammad Yusuf, Shri
Goswami, Shri Dinesh Chandra	Mohapatra, Shri Shyam Sunder
Gotkhinde, Shri Annasaheb	Mohsin, Shri F. H.
Govind Das, Dr.	Muhammed Khuda Bukhsh, Shri
Hansda, Shri Subodh	Murthy, Shri B. S.
Hari Kishore Singh, Shri	Nahata, Shri Amrit
Jadeja, Shri D. P.	Naik, Shri B. V.
Jitendra Prasad, Shri	Negi, Shri Pratap Singh
Joshi, Shri Popatlal M.	Oraon, Shri Tuna
Joshi, Shrimati Subhadra	Pahadia, Shri Jagannath
Kadannappalli, Shri Ramachandran	Painuli, Shri Paripoornanand
Kailas, Dr.	Pandey, Shri Krishna Chandra
Kakodkar Shri Purushottam	Pandey, Shri Narsingh Narain
	*Pandey, Shri Sarjoo

\*Wrongly voted for NOES.



Pandey, Shri Sudhakar	Roy, Shri Bishwanath
Pandey, Shri Tarakeshwar	Sadhu Ram, Shri
Panigrahi, Shri Chintamani	Saini, Shri Mulki Raj
Pant, Shri K. C.	Sanghi, Shri N. K.
Paokai Haokip, Shri	Sankata, Prasad, Dr.
Parashar, Prof. Narain Chand	Sarkar, Shri Sakti Kumar
Pratap Singh, Shri	Sathe, Shri Vasant
Paswan, Shri Ram Bhagat	Satish Chandra, Shri
Patil, Shri E. V. Vikhe	Savitri Shyam, Shrimati
Patil, Shri T. A.	Sayeed, Shri P. M.
Patnaik, Shri Banamali	Sethi, Shri Arjun
Patnaik Shri J. B.	Shailani, Shri Chandra
Pradhani, Shri K.	Shambhu Nath, Shri
Raghu Ramaiah, Shri K.	Shankaranand, Shri B.
Rai, Shrimati Sahodrabai	Sharma, Shri A. P.
Raj Bahadur, Shri	Sharma, Dr. H. P.
Ram, Shri Tulmohan	Sharma, Shri Madhoram
Ram Dhan, Shri	Sharma, Shri Nawal Kishore
Ram Prakash, Shri	Sharma, Shri R. N.
Ram Sewak, Ch.	Shastri, Shri Raja Ram
Ram Surat Prasad, Shri	Shastri, Shri Sheopujan
Ramshekhar Prasad Singh, Shri	Sher Singh, Prof.
Rana, Shri M. B.	Shinde, Shri Annasaheb P.
Rao, Shri Jagannath	Shukla, Shri B. R.
Rao, Shri K. Narayana	Siddheshwar Prasad, Shri
Rao, Shri M. S. Sanjeevi	Sinha, Shri Dharam Bir
Rao, Shri P. Ankineedu Prasada	Sinha, Shri Nawal Kishore
Rao, Shri Pattabhi Rama	Stephen, Shri C. M.
Rathia, Shri Umed Singh	Subramaniam, Shri C.
Raut, Shri Bhola	Surendra Pal Singh, Shri
Ravi, Shri Vayalar	Suryanarayana, Shri K.
Reddy, Shri K. Ramakrishna	Tarodekar, Shri V. D.
Reddy, Shri M. Ram Gopal	Tayyab, Hussain Shri
Reddy, Shri P. Ganga	Tiwari, Shri Chandra Bhal Mani
Richhariya, Dr. Govind Das	Tiwary, Shri D. N.
Rohatgi, Shrimati Sushila	Tiwary, Shri K. N.

Tombi Singh, Shri N.  
 Tula Ram, Shri  
 Tulsiram, Shri V.  
 Unnikrishnan, Shri K. P.  
 Venkatswamy, Shri G.  
 Verma, Shri Balgovind  
 Verma, Shri Ramsingh Bhai  
 Verma, Shri Sukhdeo Prasad  
 Vikal, Shri Ram Chandra  
 Virbhadra Singh, Shri  
 Yadav, Shri Karan Singh  
 Yadav, Shri R. P.  
 Yadav, Shri D. P.

MR. DEPUTY-SPEAKER: The result\* of the Division is: Ayes: 32; Noes: 196.

*The motion was negatived*

#### RAILWAY BUDGET 1973-74— GENERAL DISCUSSION—Contd.

MR. DEPUTY-SPEAKER: We shall now take up further discussion on the Railway Budget. Shri Mohamad Ismail may continue his speech.

श्री मोहम्मद इसमाइल (बैरकपुर) :  
 आज यह तीसरा दिन है जब मुझे इस पर बोलने का मौका मिला है ।

17.15 hrs.

[SHRI K. N. TIWARY in the Chair].

रेलवे बजट पर तीन दिन मुझे थोड़ा थोड़ा बोलना पड़ा । आज उसका तीसरा दिन है। लोग भूल भी गए होंगे और मंत्री महोदय भी भूल गए होंगे कि मैं क्या बोला । जो बजट में उन्होंने रेल का किराया बढ़ाया है मैं उसका विरोधी हूँ और इसके विरोध में मैंने तमाम बातें कही थीं । थर्ड क्लास का जो किराया उन्होंने बढ़ाया है । इसके साथ साथ जनरल बजट पेश किया गया उस में भी जो

टैक्स बढ़ाया गया उसके खिलाफ भी मैं बोला था । कारण यह था कि जो बड़े बड़े मोनोपोलिस्ट्स, मोनोपोली हाउसिस और धनी लोग हैं उनको जनरल बजट में बढ़ाया गया है और रेलवे बजट में थर्ड क्लास पैसेंजर्स पर तमाम बोझ लाद दिया गया है । मंत्री जी ने कहा है कि 5 किलोमीटर के लिए किराया नहीं बढ़ेगा । तो थर्ड क्लास का किराया जो बढ़ा है वह पंद्रह किलोमीटर तक नहीं लगेगा और बाकी उससे आगे देना पड़ेगा । पांच रुपये का जो मंथली टिकट है इस में नहीं बढ़ाया है उससे ऊपर जितने हैं उस में देना पड़ेगा । सदन के आधे सदस्य तो चले गये हैं जिन को इसकी कोई परवाह नहीं है । जो बचे हैं उन से मैं पूछता हूँ कि इस पांच रुपये के मानी यह है कि तमाम आफिसिस में जाने वाले हिन्दुस्तान भर के लोग चाहे वह बम्बई, कानपुर, कलकत्ता या दिल्ली हो, इन तमाम जगहों में काम करने वाले लोगों पर यह टैक्स बढ़ाया गया है । उन गरीबों पर यह बढ़ा हुआ किराया जा कर पड़ेगा । इसलिए मैं इसका विरोध करता हूँ ।

मंत्री महोदय ने उस दिन यह दलील दी थी कि वर्कर्स की तनख्वाह बढ़ानी पड़ती है और पड़ेगी, इसलिए किराया बढ़ाया गया है और यही नहीं बल्कि कमिश्नर साहब जो हैं रेलवे के, वह बाहर भी यही कह रहे हैं, यही प्रापोगंडा कर रहे हैं और कांग्रेस के नेता लोग भी अपनी मीटिंग में यही कहते हैं मेरा कहना है कि वर्क लोड 1950-51 में कितना था उसको देखें । ट्रेन दस लाख मीट्रिक टन किलोमीटर जो चलती थी और आमदनी जहां उसमें 3144 काम करते थे, अब 1971-72 में वह काम हो कर 2828 हो गए हैं । वर्क लोड बढ़ा है काम बढ़ा है, ट्रेन की स्पीड बढ़ी है, आमदनी बढ़ी है और वर्कर जहां तीन हजार थे वहां दो हजार हो गए । इसका

\*The following Members also recorded their votes:—

Ayes: Sarvashri Atal Bihari Vajpayee and Sarjoo Pandey;

Noes: Sarvashri Jagjivan Ram, Swaran Singh, Arvind Netam, Dharindhar Das and Probodh Chandra

### श्री मोहम्मद इस्माइल

जिन्न नहीं किया। क्या ये आपके शुत्र थे। 10 लाख टन किलोमीटर ट्रेन जो चलती थी उन में 40 प्रतिशत मजदूर कम हो गये हैं। 1950-52 में जो आदमी काम करते थे इतने फासले के लिए, 1971-72 में 40 फीसदी की कमी उन मजदूरों में हुई है। उनपर काम का बोझ लादा गया है। मंत्री जी ने इसका जिन्न नहीं किया है। यह है गरीबी िटाने और सोशललिज्म लाने का इस सरकार का तरीका कि आदमी कम करते जा रहे हैं। इसके अलावा 14 कंप्यूटर्स रेलवे में लगाए गए हैं, और भी कंप्यूटर्स लगाये जायेंगे। जो लाइनें देखी जाती हैं, जिनको गैंगमैन देखते हैं, अब वह उनको नहीं देखेंगे बल्कि कंप्यूटर्स देखेंगे। ट्रेन्स टाइम पर स्टेशन्स पर आती है या नहीं इसको कंप्यूटर्स देखेंगे। आफिस में कंप्यूटर्स लगाए जायेंगे, लगाये भी गए हैं 14 तीन लाख रुपये में। इस तरह से खर्चा हो रहा है। अभी काम पुरा शुरू नहीं हुआ है। वह चीजें हमने देखी हैं।

एक बात और कहना चाहता हूं कि रेलवे कन्वेन्शन कमेटी ने कुछ सजेन्सन्स दिये हैं वह सुझाव विरोधियों की तरफ से नहीं आते हैं। कन्वेन्शन कमेटी की रिपोर्ट अभी निकली है जो पेश की गई है और जिसमें बताया गया कि कम्पेन्सेशन जो है वह हर साल 12 करोड़ से ज्यादा देना पड़ता है चीजों के चोरी हो जाने पर—यह आपकी कन्वेन्शन कमेटी ने कहा है। उसने यह भी कहा है कि यह जो चोरियां होती हैं जिनके लिए कम्पेन्सेशन देना पड़ता है वह आर पी एफ की कनाइवेन्स से होती है। हिन्दुस्तान स्टील का लोहा चोरी होता था। उसके लिए भी एक आदमी की कमेटी बनाई गई थी और उसने कहा कि खुले बंगन में नहीं बल्कि बन्द बंगन में भेजिए लेकिन तब भी चोरियां होती हैं। उस कमेटी ने जो राय दी थी उसको मंजूर किया है लेकिन वज्र भी लागू नहीं हो रहा है। किराया बढ़ाने और

दूसरी तमाम बातें करने के बजाय आज यह 12 करोड़ रुपया इस तरह से जो जा रहा है उस पर अगर मंत्री जी ध्यान देते और बचाने की कोशिश करते तो बचा सकते थे हर साल इतना, रुपया लेकिन इसकी तरफ न देखकर वह दूसरी बातें कर रहे हैं।

**सभापति महोदय :** आप दस मिनट पहले बोल चुके हैं और सात मिनट आज बोल चुके हैं। अब समाप्त कीजिए।

**श्री मुहम्मद इस्माइल :** एक प्वाइन्ट और है। रेलवे में जो हिसाब दिया जाता है कि रेलवे का मूल धन कितना है तो हमको जो हिसाब बताया गया है उसके हिसाब से मालूम होता है कि 1950-51 से 827 करोड़ रुपया था और 1971-72 में वह बढ़कर 3520 करोड़ हो गया। इसका नाम रखा है—कैपिटल एट चार्ज—यह रेलवे की सम्पत्ति है। इस पर डिविडेन्ड लिया जाता है। 5 परसेन्ट के हिसाब से रेलवे के खर्च से गवर्नमेंट के पास यह जमा होता है। इस बात को जनता और वह सदन नहीं जानता है। मैं मंत्री महोदय से जानना चाहूंगा कि यह मर्ज है, यह क्या चीज है, वे इस बात को साफ करें। पिछले बजट में भी मैं ने कहा था कि कैपिटल एट चार्ज जो है जिसमें हजारों करोड़ रुपया जमा है उसके क्या माने हैं? 150 करोड़ रुपया सूद में देना पड़ता है इसके माने क्या है, वह साफ करना चाहिए।

जहांतक रिकग्नाइज्ड फेडरेशन्स और यूनियन्स का ताल्लुक है, मैं मंत्री महोदय से खास तौर पर कहना चाहूंगा कि आज रिकग्नाइज्ड यूनियन्स जो हैं वह वास्तव में रिकग्नाइज्ड नहीं हैं क्योंकि उनको साधारण रेलवे मजदूरों का समर्थन प्राप्त नहीं है बल्कि आफिसर्स के एक एक दल के रूप में उनको बनाकर रखा गया है। जिन यूनियन्स को वास्तव में साधारण मजदूरों का समर्थन प्राप्त है, मैं मिसाल के लिए बताना चाहता हूं चितरंजन लोको वर्कशाप जोकि टंजन का कारखाना है वहां 1957 से जो यूनियन कायम है जिसका

वहुमत है, जो रजिस्टर्ड युनियन है, लेबर यूनियन उसका नाम है, स्टाफ कमेटी और हर कमेटी में जिसके सदस्य चुने जाते हैं, क्रेडिट कमेटी में चुने जाते हैं लेकिन उसको रिक्विजिशन नहीं दिया गया है । रिक्विजिशन दूसरी यूनियन को दिया गया है ।

जहांतक कैजुवल और टेम्पोरेरी लेबर की बात है, जिस जोन में जैसे चाहते हैं वैसे उनको रखा जाता है । इसी तरह से एलेक्ट्रिफिकेशन के जो वर्कर्स है, जब प्रोजेक्ट समाप्त जाता है तो उनका काम भी समाप्त हो जाता है । रेलवे के जो मंत्री आते हैं वह उन वर्कर्स को लगाने के लिए एक नया सर्कुलर देते हैं कि उनको लिया जायेगा लेकिन वे इधर उधर मारे मारे फिरते हैं । हजारों की तदाद में वे मारे मारे फिरते हैं और केवल सौ दो सौ को हो लिया जाता है ।

इसी तरह से मैं यह भी निवेदन करना चाहता हूं रेलवे लाइनों और नयी रेलवे लाइनों के बारे में कि मेरी कांस्टीटुएन्सी में यह कहते हैं कि चोरी बन्द करेंगे । नवापाड़ा एक जगह है जहां चोरियों का सबसे बड़ा अड्डा है । लाखों करोड़ों का माल जाता है और वहां की जनता ने लिख कर दिया, दस्तखत करके दिया कि यहां पर हार्लिंग स्टेशन बनाया जाये ताकि चोरी न हो सके क्योंकि जब गाड़ियां खड़ी होंगी तो बहुत से लोग वहां आयेंगे गौर जायेंगे वहां पर 5-6 हजार की तदाद में रेफ्यूजीज हैं लेकिन आजतक कुछ नहीं किया गया है । मैं खास तौर पर चाहूंगा कि मंत्री जी इसकी तरफ तवज्जह दें ।

इसी तरह से जो कांफिडेंशियल फाइल्स हैं वह वर्कर्स के लिए एक खतरा है । आफिसर्स जो कांफिडेंशियल फाइल्स रखते हैं मैं चाहूंगा मंत्री जी देखेंगे कि उनमें क्या होता है ।

इसके बाद जोनल कमेटीज जो फंक्शन करती है, यूजर्स कमेटी, जिसमें पार्लमेंट के

मेम्बर रखे जाते हैं लेकिन वह बोगस कमेटीज होती है । वहां पर बैठ कर जो सजेक्शन्स दिये जाते हैं उन पर आफिसर्स हां कर देते हैं लेकिन वाद में कुछ भी नहीं करते हैं । मैं मंत्री जी से कहूंगा कि इन कमेटीज को पावर होनी चाहिए ताकि पार्लमेंट के मेम्बरस जो सुझाव दें उनकी कुछ ग्रहणियत हो सके ।

**सभापति महोदय :** आपने 25 मिनट ले लिया हैं 17 मिनट के बजाये इसलिए अब समाप्त कीजिए ।

**श्री मूह मदइस्माइल :** मैं समाप्त कर रहा हूं ।

ट्रांसफर का बहुत बड़ा हथियार अधिकारियों के हाथ में है । जो भी मजदूर सही मांगें ले कर खड़ा होता है उस का ट्रांसफर अधिकारी फौरन कर देते हैं ।

**श्री डी० एन० तिवारी (गोपालगंज) ।**  
सभापति जी, सब से पहले मैं मिश्रा जी को बधाई देना चाहता हूं कि उन्होंने अपनी कार्यकुशलता और मैनेजिंग की दक्षता से वह स्थान प्राप्त किया है । जो रेलवे बजट आया है इस में इनका बहुत कम हाथ है इस से हम इन को जज नहीं कर सकते एक वर्ष के बाद इन के परफोर्मेंस को जज करने का वक्त आयेगा और तब यह अधिक बधाई के पात्र होंगे या निन्दा के पात्र होंगे यह मैं आज नहीं कह सकता । अफसोस है कि रेलवे मिनिस्ट्री में इतनी जल्दी जल्दी मिनिस्टर बदलते हैं कि एक आदमी के परफोर्मेंस को एक साल बाद ट्रिटिसाइज करने का मौका नहीं मिलता । इसलिए हम चाहते हैं कि यह कुछअधिक दिन रहें ताकि इन के परफोर्मेंस को जज करने का हम को मौका मिल सके ।

**श्री दुष्मन्त चन्द कछवाय (मुरेना)**  
सभापति महोदय, सदन में गणपूर्ति नहीं है:

**सभापति महोदय :** घंटी बजायी जा रही है . . . . . कोरम हो गया है, माननीय सदस्य अपना भाषण जारी रखें ।

**श्री डी० एन० तिवारी :** यद्यपि मंत्री मंत्री को समय कम मिला, लेकिन एक बात की आशा थी कि तीसरे दर्जे के यात्रियों को राहत देंगे । समाज के उच्च वर्ग पर, जो प्रथम श्रेणी और ए०सी०सी० में चलते हैं, उन पर अगर किराया बढ़ जाता , दो परसेंट और भी बढ़ जाता तो भी वह उस को बर्दाश्त कर लेते । लेकिन थर्ड क्लास का जो किराया बढ़ा है, जिस को मंत्री महोदय ने कहा कि बहुत कम बढ़ा, वह नहीं बढ़ना चाहिए था । शायद मंत्री जी भूल रहे हैं कि कभी कभी एक तिनके का बोझ भी ऊंट के लिए अधिक हो जाता है । इसलिए वह उस को थोड़ा न समझें और फिर से यदि उस को रिवाइज कर सकते हों तो कर दें और जितनी आमदनी इस मद से होने की आशा है वह किसी और मद से ले सकते हैं ।

मंत्री महोदय ने अपने भाषण में कहा कि ट्रैफिक की आमदनी बढ़ गयी है । कैसे बढ़ गयी जब कि इतनी तोड़ फोड़ देश में हुई, आन्ध्र में गाड़ियों लुटी और उस से पैसेंजर ट्रैफिक कम हुई लेकिन टोटल पैसेंजर अर्निन्ग 4 परसेंट बढ़ गयी है । इसी तरह से जितना माल रेलवे को ढोना चाहिए था उस से कम ढोया गया, यानी 9.5 मिलियन टन माल ढोने की आशा थी, लेकिन ढोया केवल 5.5 मिलियन टन ही, फिर भी आमदनी बढ़ गई । अगर पूरा माल ढोते तो आमदनी और बढ़ जानी और जुडिशम मैनेजमेंट और जजमेंट से और भी आमदनी बढ़ सकती थी और कोई घाटे की बात न होती और न ही किराया बढ़ाने की नीबत आती । इसके अलावा आप कहते हैं कि 10 परसेंट लोग बिना टिकट चलते हैं, जब कि हमारा अनुमान है कि 20 परसेंट से कम बिना टिकट नहीं चलते । अगर टिकटलेस ट्रेविल को बन्द कर दिया जाय

तो इस से भी आमदनी बढ़ जायगी और किराया बढ़ाने की जरूरत नहीं होती । आप कितना ही किराया बढ़ाते जाइते, लेकिन जब तक जुडिशस मैनेजमेंट और ठीक कंट्रोल नहीं होगा तब तक आमदनी घटती जायगी और कोई फायदा नहीं होगा ।

आप ने रेलवे स्टाफ की तारीफ की, हम भी तारीफ करते हैं । लेकिन यह बात भी अपनी जगह सच है कि इनकम्पीटेंसी बढ़ती जा रही है । ऐक्सीडेंट्स भी बढ़ते जाते हैं । आप ने दो वर्ष के कोलीजन के आंकड़े दिये हैं । पेज दो पर लिखा है कि 1969-70 में कोलीजन हुए 52 और 1971-72 में 54 हो गये । इस तरह से ट्रेन्स रनिंगसी इनट्र रोड ट्रैफिक 1969-70 में 111 थीं और आज 118 है । इसी तरह से पंक्युएलिटो के बारे में पेज 20 पर आंकड़े दिये हैं । 1971-72 में ब्रौडगेज की मेल और एक्सप्रेस ट्रेन्स की 82.33 थी और आज वह 82.10 है । यदि एफीशिएंसी से काम लिया जाये तो ट्रैक्स लगायें बगैर आप की आमदनी बढ़ सकती है । आप की आमदनी चोरियां रोकने से भी बढ़ सकती है । जहां जहां इंजन शैड्स हैं वहां काफी कोयला बर्बाद होता है । आप ड्राइवर को दो रु० दीजिए और चार मन कोयला गिरवा लीजिये । आप ने फ्रेट रेट का ऐडजस्टमेंट किया हमें कोई उज्र नहीं है लेकिन नतीजा क्या हुआ? कोयले का दाम बढ़ गया । कुछ तो श्री कुमार मंगलम् के प्रयत्न से और कुछ आप के भाड़ा बढ़ाने से ईट का दाम 10 रु० हजार बढ़ गया जो व्यापारी लोग है । बड़े होशियार है । 100-50 रुपये दे देते है और गाड़ी तीनतीन, चार-चार, छःछः दिन तक खड़ी रहती है न वार्फेज लगता है न डिमरेज लगता है । अगर इस मामले में थोड़ी स्ट्रिक्टनेस की जाय तो इस से करोड़ों रुपये बच जायेंगे (व्यवधान)

हमारे यहां पहलेजापाट से महेन्दूघाट तक घाटदुघाट बुकिंग नहीं होती। नतीजा यह होता है कि लोग टिकट लेते हैं पहलेजापाट से एक स्टेशन आगे का उन को टिकट मिल जाता है 1 रु 10 पैसे में लेकिन घाट दु घाट बुकिंग में उन को 1 रु 75 पैसे देने होते हैं। वह पहलेजापाट से महेन्दूघाट के बजाय वैगमपुर तक का टिकट लेते हैं और उन को सिर्फ 1 रु 10 पैसे में रेल का टिकट मिल जाता है। लेकिन आज घाट दु घाट बुकिंग बन्द है। मैं तो समझता हूं कि आप बिहार गवर्नमेंट से तय कर लीजिये और घाट दु घाट बुकिंग होने दीजिये। लोग बस से आते हैं और जल्दी में चले जाते हैं। उन का इंटेंशन होता है टिकट लेने का लेकिन समय न होने से वह टिकट नहीं ले पाते हैं। होता यह है कि उन पर 10 रु जुर्माना हो जाता है। वह 10 रुपये दे नहीं सकते वह कुछ दे दिला कर निकल जाते हैं। मैंने विरोध किया था जब यह ऐक्ट बन रहा था कि इस से करप्शन बढ़ जायेगा। जो लोग जुर्माना नहीं दे सकते हैं वह टिकट बाबू को 2 रुपये दे कर निकल जाते हैं। आप को न टिकट का पैसा मिला और न जुर्माने का पैसा मिला। ऐसा ऐक्ट बनाने से क्या फायदा जिस का डिमिनिशिंग रिटर्न हो? 10 रुपया कागज में जुर्माना की रकम कर दिया तो उस से आमदनी घटती है बढ़ती नहीं। अगर आप सब चीज को मिला कर देखें तो मैं समझता हूं जुडिशस मैनेजमेंट से आप की आमदानी हो सकती है किराया बढ़ाने की कोई जरूरत नहीं है। मैं चाहता हूं कि आप इस पर विचार कर लीजिये।

आप ने तीसरे दर्जे के यात्रियों को पन्द्रह किलोमीटर तक छूट दी है। पन्द्रह किलोमीटर तो दो स्टेशनों के बीच की दूरी होती है। इस से क्या फायदा होगा? बहुत कम लोग टिकट लेते हैं। आपको कम से कम 35 या 40 किलोमीटर करना चाहिये था जिस में लोगों को कचेहरी आदि जाने में कुछ

सुविधा होती। पन्द्रह किलोमीटर की तो एक हास्यास्पद बात है। यह इतना कम डिस्टंस है कि लोग साइकिल से चले सकते हैं या पैदल जा सकते हैं। इस लिये आप कोई बात दिखलाने के लिये मत कीजिये। आप को कम से कम 35 या 40 किलोमीटर तक की छुट देनी चाहिये ताकि जो तीन या चार स्टेशन तक जाने वाले लोग हैं उन को कुछ राहत मिल सके। वैसे तो आप को थर्ड क्लास का किराया बढ़ाया ही नहीं चाहिये था और अगर बढ़ाना भी था तो आप को आखिर उस से मिलगा कितना? केवल चार पांच करोड़ रुपया मिलेगा और हंगामा इतना। बदनामी इतनी। चार पांच करोड़ तो अगर आप को 5 परसंट ट्रैफिक बढ़ जाय और कुछ टिकटलैस ट्रेवेलिंग कम हो जाय वैसे ही मिल जायेगा। आप यह बदनामी क्यों लेते हैं?

मैंने समझा था कि अब श्री ललित नारा मिश्र आये हैं वह जनता के आदमी हैं पीपल्स के आदमी में गांवों में रहते हैं और उन की दशा को देखते हैं। उन को मालूम है कि गरीब लोगों के लिये पांच और दस पैसे निकालने भी मुश्किल हैं। मैं उन का ध्यान इन सब बातों की तरफ आकर्षित करना चाहता हूं।

मैं एक बात और कहना चाहता हू। आप का रेलवे बजट क्या है, आप कैसे फाइनेन्स का प्रबन्ध करते हैं इस से लोगों को मतलब नहीं है लोगों को गाड़ियों में चलने में जो सुविधा होती है इस का असर पड़ता है। गाड़ी में अगर बत्ती न हो तो इस का उन पर असर पड़ता है। फाइनेन्स शल फ़ोर्जे भी जरूरी है, इस को देखना आप का काम है, लेकिन लोगों को इस से क्या मतलब? अगर गाड़ी गन्दी रहती है तो उस को खराब करते हैं आप के नौकर, लेकिन गालियां सुनते हैं हम और आप हमारे यहां मेरी कांस्टिट्यून्सी में एक स्टेशन है रतनराया वहां

## (श्री डी० एन० तिवारी)

सड़क बहुत खराब है। मैंने पारसाल भी कहा था कि वहाँ पर सड़क बनाई जाय अप्रोच रोड, दूसरी सड़क नहीं। लेकिन एक तरफ बनाई गई, दूसरी तरफ उसको छोड़ दिया गया। कुछ दिन पहले एक गर्भवती औरत उधर से टमटम में आ रही थी। उस को ऐसा धक्का लगा कि वहाँ पर ही उस के बच्चा हो गया। सड़क की हालत ऐसी है। मैंने चिट्ठी लिखी तो श्री कुरेशी का जबाब आया कि सड़क की बराबर मरम्मत की जाती है। आखिर यह क्या जबाब है? वजट पर बहस के समय हम जो सजेशन देते हैं उसका एक स्टीरियोटाइप्ड जबाब आ जाता है, लेकिन यह देखते भी नहीं हैं कि क्या जबाब दिया जा रहा है, उस में कुछ तथ्य भी हैं या नहीं। कम से कम हम एम० पी० लोगों को जो जबाब भेजा जाता है उस को तो देखना चाहिए कि वह ठीक है या नहीं। मेरे पास पांच सात पत्रों के जबाब आये हैं जो बड़े ही हास्यास्पद हैं।

गत साल मैंने कहा था कि आप ने रेलवे मैनों की बड़ी तारीफ की है, लेकिन उन को कुछ सुविधा भी तो दिजिए। लेकिन क्या सुविधा दी गई? कुछ लोग अपने प्रांत से बहुत दूर रखे गए हैं, अगर आप समझते हैं कि यह सम्भव है तो उन को घर के नजदीक रखिये। इसका जबाब आया कि इस बात का ध्यान रखा जाता है। लेकिन हमेशा ही ऐसा नहीं किया जा सकता। ठीक है। जहाँ जगह हो वहाँ तो ऐसा कीजिए, अगर जगह न हो तो न कीजिये। आखिर अगर जगह हो तो क्यों ऐसा न किया जाये? लेकिन यह समझते नहीं हैं।

यदि रेलवे के किसी अफसर ने चाहा तो वह काम फौरन हो जाता है, लेकिन हम लोग जो भी सजेशन देते हैं उनका इतना रजिस्ट्रेशन होता है जिसका ठिकाना नहीं। एम पीज के कहने का रजिस्ट्रेशन होता है जब कि रेलवे के अफसर का कहना फौरन कैरी आउट

होता है। कोई अफसर कह दे तो बीस मिनट में ही किसी का ट्रांसफर हो जाता है। आज यह स्थिति है। मैं कोई शिकायत नहीं कर रहा हूँ अगर इस पर अमल हो सके तो आप को जरूर करना चाहिये।

हमारे यहाँ एक ब्रांच लाइन है छपरा-मसरक-थावे जिसका कोई पुरसां हाल नहीं है। वह बड़ी गन्दी लाइन है। गाड़ियां बहुत देर से चलती हैं। बीच में खड़ी रहती हैं। वहाँ कोई चैन पुलिंग नहीं होती है, मैंने देखा है कि अगर डाइवर को मांस लेना होता है तो वह बीच में गाड़ी खड़ी कर के चला जाता है। आने के बाद देखा गाड़ी लेट हो गई है तो जरा ठक ठक की आवाज की और कहा कि फलां पुरजा खराब है। हमारे यहाँ छपरा से गोपालगंज तक ब्रांच लाइन है, उस का कोई ठिकाना नहीं रहता कि वह दो घंटे लेट होती है या तीन घंटे लेट होती है।

मैं एक बात और कहना चाहता हूँ। 1952 से यहाँ पांच-छः रेलवे मिनिस्टर आये—श्री जगजीवन राम, शास्त्री जी, इत्यादि। पहले एन० ई० आर० में डी० टी० एस० सिस्टम काम करता था, दूसरी जगहों में डी० एस० सिस्टम था। रेलवे बोर्ड के या किसी और के दिमाग में आया कि वहाँ भी डी० एस० सिस्टम ही हो। प्रपोजल को लागू करने की बात पेश की गई। श्री जगजीवन राम ने रेजिस्ट्र किया, शास्त्री जी ने रेजिस्ट्र किया, पाटिल साहब ने रेजिस्ट्र किया, पुनाचा साहब ने रेजिस्ट्र किया।  
it was assigned to a Bihar Minister to do it.

लेकिन

डा० राम सुभग सिंह आये। उन से रेलवे बोर्ड वालों ने कहा आप क्षत्रिय हैं, क्या आप किसी से डरते हैं?

एक ही स्ट्रोक में उन्होंने डी एस सिस्टम लागू कर दिया। लागू हुआ,। हमें एतराज नहीं है। सवाल एन एफ आर और एन ई आर दोनों का था। असम के डर की वजह से वहां जितने डी टी एस आफिस थे सब डी एस आफिस कर दिए गए। बिहार का कुछ हिस्सा काट कर असम को दे दिया कुछ उत्तर प्रदेश को दे दिया। केवल एक डी० एस० आफिस रखा समस्तीपुर में। हमारी डिमांड थी कि सोनपुर में डी० एस० आफिस हो। बड़ा हार्ड वर्कड वह इलाका है। हमने कहा कि नार्थ बिहार में भी दो डी०एस० आफिस हों लेकिन नहीं किया गया। एक मजबूत क्षत्रिय मिनिस्टर थे वह जब सोनपुर गए और वहां डेमंस्ट्रेशन हुआ तो उन्होंने कहा कि मैं सोनपुर का ईंट से ईंट बजवा दूंगा। सोनपुर में कई सौ क्वार्टर हैं आफिस विल्डिंज है। कोई ध्यान इस ओर नहीं दिया गया। नन्दा जी को कहा तो उन्होंने परिया आफिसर दे दिया। इससे कोई काम नहीं होता। हनुमंतैया साहब से कहा तो उन्होंने टाल दिया। पाई साहब को लिखा तो उनको इतनी फुरसत नहीं थी कि हम लोगों से मिल सकें। आपको भी लिखा है। आपने भी लिख दिया है कि हम एग्जेंमिन करा रहे हैं। आप इसको हमारे साथ डिस्कम क्यों नहीं करते। एग्जेंमिन तो रेलवे बोर्ड करता रहेगा और उसको इसी काम के लिए रखा हुआ है। पार्लिमेंट के मेंबर्ज को बुला कर आप डिस्कस कर लें और अगर आप समझें कि उचित यह मांग है और डिजर्विंग यह मांग है तो दीजिये नहीं तो न दीजिये।

हमारे साथी लॉग कह रहे हैं कि ए सी सी डीलक्स गाड़ी दिल्ली से पटना सप्ताह में दो फ वजाय तीन दिन चले। मैं चाहता हूं कि इस ओर भी आप ध्यान दें।

बिहार की एक और मांग है कि बिहार के लिए रेलवे मंत्रिमन्त्री की स्थापना

2016 L.S.-11.

स्वतंत्र रूप से हो। आशा है मंत्री जी इस मांग को स्वीकार करेंगे।

श्री कमलमधूकर (केसरिमा): सभापति महोदय, यह बात सही है कि भारतीय रेलवे एशिया का सबसे बड़ा रेलवे तथा दुनिया का चौथा बड़ा रेलवे सिस्टम है। चूंकि मेरे पास बहुत कम समय है इस वास्ते मैं कुछ ही बातों की ओर आपका ध्यान दिलाऊंगा सब से पहले मैं रेलवे बोर्ड के सम्बन्ध में अपने विचार प्रकट करूंगा। रेलवे बोर्ड के खिलाफ जब से मैं लोक मभा में हूं आलोचना सुन रहा हूं। सरकारी पक्ष के कुछ लोग एवं विरोधी पक्ष के माननीय सदस्यों ने लगातार रेलवे बोर्ड की अनुपयोगिता पर हर रेलवे बजट के समय रोशनी डाली है। सभी यह समझते हैं कि यह बोर्ड फिजूलखर्ची, नीकरशाही, लालफीताशाही एवं सरकार की घोषित नीति समाजवाद के साथ मेल न रखने वाली संस्था है। हम यह समझते हैं कि नए रेल मंत्री जब बजट पेश करेंगे तो देश की अन्य समस्याओं को सुलझाने के साथ साथ रेलवे बोर्ड के बारे में भी पुनर्विचार करेंगे। लेकिन उन्होंने पिटे पिटाए बजट को ही हमारे सामने पेश कर दिया है और उन्होंने जो समस्याएँ हैं उन पर विचार नहीं किया है। जो देश की विकास की आवश्यकताएँ हैं, उनको नजरों से ओझल कर दिया है। उनको कुछ नए तरीके सोचने चाहिए थे लेकिन उन्होंने तीसरी श्रेणी के यात्रियों पर ही रेल किराया बढ़ा कर बोझ लाद दिया है। जहां तक रेलवे बोर्ड का सम्बन्ध है कितने मंत्रियों को इस बोर्ड ने अपने विशाल एवं मजबूत जबड़ों में जकड़ लिया इसको आप जानते ही हैं। श्री हनुमंतैया एवं श्री गांगुली का मामला इसका ताजा उदाहरण है। इसलिए मेरी मांग है कि जैसे अन्य मंत्रालय काम करते हैं वैसा ही इसका भी ढांचा होना चाहिये। मिश्र जी फारेन ट्रेड से क्या आए हैं। वह तो जानते हैं कि फारेन ट्रेड में कोई बाधा नहीं है। उन्होंने और



श्री कमल मधुकर  
श्री मंत्रालयों में भी काम किया है, उनको सरकार चलाने का काफी अनुभव है। यह खुशी की बात है कि वह राज्य मंत्री से कंबिन्ट स्तर के मंत्री हो गए हैं। क्या आप बता सकते हैं कि रेलवे बोर्ड में कौन सी विशेषता है? इस सफेद हाथी को अब तक आपने क्यों पाल रखा है? मेरी समझ में इसकी कोई उपयोगिता नहीं है। इसको जल्द समाप्त किया जाए। किसी भी समाजवादी राज्य में भारत के रेलवे बोर्ड जैसी संस्था नहीं है।

आपने समाजवाद का लक्ष्य निर्धारित किया है। उसका साधारण अर्थ होता है श्रमिक वर्ग एवं किसानों का राज्य। श्रमिकवर्ग जो रेलवे में काम करता है उन्हें यह अनुभव कराता है कि वे अपना काम करते हैं वे अपने देश के लिये, अपने भविष्य के लिए, रेलवे में काम कर रहे हैं। क्या मंत्री जी बता सकते हैं कि ऐसा वातावरण आपने रेलवे में या अन्य राजकीय संस्थानों में कायम किया है, वर्कर्स पार्टिसिपेशन इन मैनेजमेंट कहीं रेलवे में आपने लागू किया है?

श्री ए०पी० शर्मा की यूनियन रेलवे फंडेशन के कुछ नेताओं को आपने कुछ स्थान दिया है। लेकिन वह काफी नहीं है। अन्य यूनियनों को भी आपको प्रतिनिधित्व देना चाहिये। किस यूनियन का बहुमत है इसको आपका बैलट द्वारा तय करवा लेना चाहिये। तब किसी भी यूनियन को मान्यता देनी चाहिये।

तृतीय श्रेणी के यात्रियों का भाड़ा जो आपने बढ़ाया है यह आपके लक्ष्य के प्रतिकूल है। इस देश में 22 करोड़ लोग बिलो पार्वटी लाइन में हैं। देश के 95 प्रतिशत लोग अभी भी किसी भी उन्नत देश के अनुपात में गरीब है तो तृतीय श्रेणी का भाड़ा बढ़ाने का क्या प्रभावित है? इसको आप वापिस

ले और यह बोझ आप बड़े लोगों पर डालें। उच्च श्रेणी का जो भाड़ा आपने बढ़ाया है वह स्वागत योग्य है।

आप भली भांति जानते हैं कि उत्तर पूर्व रेलवे में पूर्वोत्तर रेलवे मजदूर यूनियन अधिक प्रभावशाली है लेकिन आप उसे मान्यता नहीं देते हैं। कृपा कर गुप्त मतदान द्वारा इस समस्या का समाधान आप करें।

आप यह भी जानते हैं कि गड़हरा एवं वरौनी में पिछले साल भूतपूर्व रेलवे मंत्री की हठवादिता एवं रेलवे बोर्ड के निष्क्रमेण के कारण हड़ताल हुई थी। मैं स्वीकार करता हूँ कि उससे रेलवे को काफी घाटा हुआ लेकिन उसके लिए जिम्मेदार रेलवे के कर्मचारी नहीं हैं। प्राजैक्ट एलाउंस का सवाल था। फरक्का में तथा अन्य जगहों पर यह दिया गया। फिर यहां के लिए दूसरा मानदंड क्यों? आज भी सरकारी आश्वासनों के बावजूद वहां के दो कर्मचारी आनन्द प्रसाद मंडल एवं परमानन्द तिवारी सस्पेंडिड हैं। पूर्वोत्तर रेलवे में ही यूनियन के अध्यक्ष योगी पासवान को डिसमिस कर दिया गया है। उनका कसूर क्या था यही कि उन्होंने रेल कर्मचारियों की मांगों को ले कर जनरल मैनेजर के सामने प्रदर्शन किया था। इन मामलों पर आपको फिर से विचार करना चाहिये — आपने इनके बारे में आश्वासन भी दिया हुआ है।

रेल मजदूरों के आवास का विस्तार एवं सुधार नहीं किया गया है। वह भी होना चाहिये। नरकटियागंज, मुजफ्फरपुर एवं समस्तीपुर में ऐसे भी रेल कर्मचारी हैं जिन्हें आज तक आवास की सुविधा प्राप्त नहीं है। इस ओर आपका ध्यान जाना चाहिए।

पूर्वोत्तर रेलवे एवं अन्य रेलवे में यूनियनों के मद में कटौती चीन के हमले के समय की गई थी। वह बहाल होनी चाहिये।

अब मैं कुछ बातें अपने क्षेत्र के सम्बन्ध में कहना चाहता हूँ। इस में तीन बातें हैं। हाजीपुर से लावर्गज, कैमरिया, मोविन्दगंज आरौराज होते हुए सुर्गौली तक एक बांच लाइन की बड़ी आवश्यकता है। यह लाभकारी लाइन होगी। सभी बाजारों को यह पकड़ेगी रेलवे का कोई बड़ा पुल भी नहीं बनाना पड़ेगा। लगातार पांच वर्षों से यह प्रश्न खटाई में पड़ा है। आप कम से कम इसका सर्वे कराए। आपने ऐसा करना स्वीकार भी किया था। लेकिन आज तक ऐसा नहीं किया गया है। सर्वे में अगर यह लाइन लाभकारी सिद्ध न हो तो आप मुझे कहें कि मेरा प्रस्ताव गलत है।

नारायणी में वगहा से आगे रेलवे पुल टूट गया है। गोरखपुर से नरकटियांग का सम्बन्ध विच्छिन्न है। पूरे देश में यही स्थान है जिस पर किसी का ध्यान नहीं जाता। यह यू पी के साथ बिहार का प्रश्न भी है। आप इस पर पुल बनवाएं।

गंगा पर बन रहे पुल को रेल कम रोड ब्रिज बनवाएं। यह चीज अखबारों में निकली है। आपने आश्वासन भी दिया है। इसकी पूर्ति आप करें।

समस्तीपुर से रक्सौल तक बायां मुजफ्फरपुर बड़ी लाइन आप बनवाएं। यह बहुत आवश्यक है। सरकार ने मेरे प्रश्न के उत्तरमें स्वीकार किया है कि यह बड़ी लाइन बनेगी इस में आप विलम्ब न करें।

18 hrs.

श्री राजेन्द्र प्रसाद यादव (मधेपुरा) : सभापति महोदय, मैं रेलवे बजट का समर्थन करने के लिए खड़ा हुआ हूँ। सब से पहले मैं नये रेल मंत्री का स्वागत करना चाहता हूँ।

MR. CHAIRMAN: The hon. Member may please continue tomorrow.

#### BUSINESS ADVISORY COMMITTEE

##### TWENTY-FIFTH REPORT

THE MINISTER OF PARLIAMENTARY AFFAIRS (SHRI K. RAGHU RAMAIAH): Sir, I beg to present the Twenty-fifth Report of the Business Advisory Committee.

1801 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Wednesday, March, 7 1973 | Phalguna 16, 1894 (Saka)