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Tuesday, December 3, 1968
Agrahayana 12, 1890 (Saka)

LOK SABHA DEBATES

(Sixth Session)



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LOK SABHA

Tuesday, December 3, 1968 / Agrahayana 12, 1890
(Saka)

— — —

The Lok Sabha met at Eleven of the Clock

[Mr. Speaker in the Chair]

ORAL ANSWERS TO QUESTIONS

Gift of Tractors by Indians living
Abroad

*481. SHRI BABURAO PATEL : Will the Minister of COMMERCE be pleased to state :

(a) the details of the scheme under which Indians living abroad can send tractors as gifts to their relations in India ;

(b) whether any tractors have been sent as gift so far ; and

(c) if so, how many, by whom and from which countries ?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI) : (a) The details of Import Policy allowing Tractors as gifts from Indian abroad is given in the Ministry of Commerce Public Notice No. 234-ITC(PN)/68 dated the 24th October, 1968, published in the Gazette of India Extraordinary of the same date, a copy of which is available in the Parliament Library.

(b) and (c). It is too early to expect any imports in such a short time.

SHRI BABURAO PATEL : Sir, I am sure the Government is aware of the terrific blackmarketing done by Indian manufacturers of tractors, particularly, in the matter of spare-parts which the farmers

require. I am informed that a firm called Escorts Ltd. is, particularly, notorious in blackmarketing and considering that tractors are as important as fertilisers for growing food, may I know what steps have the Government taken to control the sale of tractors and their spare-parts to check the blackmarketing operations and to give relief to the farmers ?

SHRI MOHD. SHAFI QURESHI : There are five licensed units in the country with an installed capacity of 30,000 tractors. But the production has been between 12,000 to 15,000 tractors per year. In order to meet the shortage of tractors, we have allowed the gift scheme to meet the shortage of tractors within the country. Under the gift scheme, any near-relative abroad can send tractor to anyone in India who is pursuing agriculture.

SHRI BABURAO PATEL : What about the blackmarketing in spare-parts ?

SHRI MOHD. SHAFI QURESHI : I have no information about that.

SHRI BABURAO PATEL : Is it a fact that our great friend, Soviet Russia, quoted fantastically high prices for spare-parts after selling us their tractors and refused to give distribution agencies of their tractors to the State-sponsored Agro Industries Corporation ? May I know why our Soviet friends treat us in such unfriendly manner knowing that we are working very hard to establish communism in India as quickly as possible ?

SHRI MOHD. SHAFI QURESHI : We are grateful to the Soviet Government for supplying 6500 tractors. I would like to say that whatever components are required, they have supplied these spare-parts and components.

SHRI NARENDRA SINGH MAHIDA : Under the scheme of gift

tractors to India to be imported from foreign countries, I learn that only about a thousand tractors are being imported at present. From my own constituency alone there are one thousand applications. Will the Minister think of increasing this gift quota ?

SHRI MOHD. SHAFI QURESHI : The scheme will remain in force up till October, 1969. It will depend upon the number of relatives who are employed outside.

SHRI S. M. KRISHNA : Is the Government aware of the acute scarcity in spare parts, particularly in tractors and power tillers ? Now, is there any scheme which the Government of India has to get spare parts, so that the tractors and the power-tillers would not be idled away ?

SHRI MOHD. SHAFI QURESHI : When we import tractors naturally we have to follow it up by the import of components and spare parts.

SHRI PILOO MODY : Why there is shortage ?

SHRI SRADHAKAR SUPAKAR : May I know why the installed capacity of 50,000 is not reached and only 12,000 tractors are manufactured per year ? May I also know what is the difference in the price of the indigenous tractors and the tractors that are imported from the USSR ?

SHRI MOHD. SHAFI QURESHI : I wish the hon. Member could give me the particular specification and also the horse-power of the tractors. Then I could give him the details of the price of tractors we manufacture and that we import. With regard to the question as to why we have not been able to reach the full capacity so far, there have been certain difficulties which this industry has been facing and we assure that within the next year the capacity will increase.

SHRI S. K. TAPURIAH : The apologetic pattern of society seems to be a wonderful thing, Sir. While the Government speaks for the benefit of the common man, the small farmers, and denounces the

privy purse, industrialists and the big zamindars, what it does in effect is quietly helping only those whom they publicly denounce. May I know, this, Sir ? There are at least 75 million to 100 million people in India, who are small farmers, who are owning lands less than 5 acres. Has the Government made a survey as to how many of those people, ordinary farmers, owning lands of less than 5 acres, have relations abroad and who would be able to take advantage of this scheme ? They are only helping the big zamindars, landlords and rich people... (Interruption)

THE MINISTER OF COMMERCE
SHRI DINBESH SINGH : I am not clear what the hon. Member has in mind, Sir. I thought he was to represent the interest of those against whom he was speaking... (Interruption)

SHRI S. K. TAPURIAH : I am not a hypocrite like you ; speak for one and help the other.

SHRI PILOO MODY : It is interesting to know whom he stands for.

SHRI S. K. TAPURIAH : What is the answer to my question, Sir ? Have they made any survey ?

MR. SPEAKER : The hon. Member said the minister is a hypocrite, the Minister said the Member is a hypocrite. Mr. Panigrahi.

SHRI CHINTAMANI PANIGRAHI : At present the licensed capacity for these tractors has been 30,000. How is it that for all these years this licensed capacity has not been sought to be reached ? If there are any shortcomings and difficulties what efforts have been made to overcome those difficulties so that the licensed capacity could be maintained ?

SHRI MOHD. SHAFI QURESHI : The assessed demand for this year is 30,000 tractors. The capacity for 1970-71 would be 40,000 tractors. And, we are now trying to bring up the installed capacity to a particular level.

बी. महाराज निलू चारती : अम्बल महोदय, सरकारी हिताव के पूर्व 20,000 के बायारा

ट्रैक्टर्स इस साल बन नहीं सकेंगे और 10,000 से स्थाना आप ला नहीं सकेंगे और आप ही के आंकड़ों के हिसाब से 50,000 की इस साल मांग है तो मैं मन्त्री महोदय से जानना चाहता हूँ कि जब 3-3 और 4-4 साल की ऐप्लीकेशन स पढ़ी हुई है और उन को ट्रैक्टर्स मिल नहीं पाये तो वह जो हजारों लोग ऐसे हैं जिन्होंने उन से मालूम होकर ऐप्लीकेशन देना और नाम रजिस्टर कराना बन्द कर रखा है और जब उनको आप कंस्ट्रक्शन में ले जाएं तो वह 50,000 की मांग निश्चित रूप से 60-70 हजार की मांग ही जायगी तो ऐसी सूरत में जो उन्होंने बाहर से गिफ्ट ट्रैक्टर्स देने की बात की है और जो भीजांदा आपकी सही है उसके जरिए ती 5-7 हजार से ज्यादा ट्रैक्टर्स आ ही नहीं सकेंगे तो मैं जानना चाहता हूँ कि जब वर में बन नहीं सकेंगे और बाहर से आ नहीं सकेंगे, गिफ्ट के जरिए कम प्राप्तेंगे तो किर इस साल यह 70,000 ट्रैक्टरों की पूति मन्त्री महोदय किस तरह से करने जा रहे हैं ?

बी मुहम्मद शाफी कुरेशी : हमूमत को इस बात का पूरा एहसास है कि ट्रैक्टर्स की बाकी ह कमी है, लेकिन हम तिकं गिफ्ट्स के जरिये ही इस कमी को पूरा नहीं करना चाहते। माननीय सदस्य को मालूम है कि हम इम्पोर्ट भी करते हैं ट्रैक्टर्स को। मेरा मन्दाज है कि हम तकरीबन 9 हजार ट्रैक्टर्स को इम्पोर्ट करेंगे मुख्लिक मुशालिक से भीर हमारी जो कर्पेसिटी है उसके 30 हजार तक पहुँचने की उम्मीद है। हमें यहो गिफ्ट्स भी प्राप्ती है जिससे कमी दूरी होती है। हमारी कोशिश हमेशा रहती है कि हमारी पंदावार बढ़े।

बी डा० ना० तिवारी : बव लोगों को मालूम है कि इस देश में ऑटोट्रॉटे किसान बहुत हैं, जिनको हैसियत नहीं है कि वह हैक्टर्स बरीद सकें। मैं जानना चाहता हूँ कि क्या कोई ऐसी योजना बनाई गई है कि यार्नेमेट की ओर से बाजी में एक बालो ट्रैक्टर्स दें तर

दिये जायें जिसमें किसान उनका इस्तेमाल कर सकें और उनका काम उन से बच सके।

बी विनेश तिवारी : माननीय सदस्य एक तरह से सरकार को गिफ्ट्स की बात कह रहे हैं जिस में ट्रैक्टर्स हैं। और भी भीजार होंगे क्योंकि जिनका इस्तेमाल वह लोग कर सकें। जहाँ तक मेरा क्याल है क्योंकि मन्त्रालय ने इस पर पहले विचार किया है। अगर माननीय सदस्य उन से कोई सबाल पूछें तो वह लोग इसका ज्यादा विवरण दे सकेंगे।

SHRI V. KRISHNAMOORTI : With regard to the tractors, the blackmarket price ranges between Rs. 2,000 to Rs. 3,500 per tractor, whether it be the Hindustan Tractor or the TAFE tractor or the Escorts tractor. All our demands to the effect that tractors should be made available to the poor farmers have not reached the ears of the Ministry which believes in production of small cars which are not so immediate. They could very well concentrate on production of tractors in the public sector. But they have failed in this.

My question is this. If there has been any development of the engineering industry in this country it is because of the liberal import of tools and machinery within this country. Why should Government not adopt the same policy with regard to the import of tractors when there is a great demand by the agriculturalists for tractors? Why should they have a narrow outlook with regard to the import of tractors?

SHRI MOHD. SHAFI QURESHI : It is only a suggestion which we shall consider.

SHRI V. KRISHNAMOORTI : I want to know whether Government have any liberal policy in regard to the import of tractors.

MR. SPEAKER : May I request the hon. Member to read the main question? It only relates to relations who send these things from abroad?

SHRI V. KRISHNAMOORTI : I am putting my supplementary question on it, because ..

MR. SPEAKER : That is a separate question altogether.

SHRI V. KRISHNAMOORTI : I am putting my supplementary question, because you have allowed other general question in regard to tractors.

MR. SPEAKER : The main question relates only to relations sending gifts. If the hon. Member has got any question about relations, I shall allow that also.

SHRI V. KRISHNAMOORTI : Ministers should not be left like this. They must have a sense of responsibility...

MR. SPEAKER : They will get ready if the hon. Member tables a question; naturally they will have to get ready if the hon. Member puts a separate question, and collect information about how many are being imported, how many are required and so on.

श्री रण शीर सिंह : हिन्दुस्तान से बाहर जो हिन्दुस्तानी है वहां भाग तौर पर या तो गेर किसान हैं या 80 परसेट वह लोग हैं जो कि बड़े पैसे बाले लोग हैं। गरीब आदमी दूसरे देशों में कैसे जायें? वह लोग जो ट्रैक्टर्स भेजेंगे वह या तो गेर किसान कैमिलीज को भेजेंगे या फिर बड़े किसानों को जो उनके रईस रिश्तेदार हैं। गरीब किसानों में ट्रैक्टर्स की इतनी जबरदस्त मांग है कि जो 50 हजार ऐनुप्रभाली की स्कीम है उससे वह पूरी नहीं हो सकेगी। इस जो ट्रैक्टर्स भेज रहा है उसमें सो डिस्ट्रीब्यूशन का भगड़ा है उसको बात चीत करके खत्म करना चाहिये। या तो इस मामले में हमारी मदद करे या बेकोस्लीबाकिया मदद करे, या किर कारपोरेट सेन्टर में कोई फैक्ट्री चलाई जाय जो कम से कम 1 साल ट्रैक्टर साल में बनाये ताकी गरीब आदमियों को ट्रैक्टर मिल सके।

श्री मुहम्मद शाफी कुरेशी : माननीय सदस्य ने बिल्कुल ठीक कहा है और हम इसकी पूरी कोशिश करेंगे।

SHRI V. KRISHNAMOORTI : This questions should be answered by the Minister of Agriculture and not by these Ministers.

SHRI PILOO MODY : By any Minister who knows something.

श्री बेणी शंकर शर्मा : व्यापार मन्त्री जानते हैं कि नेपाल में किस प्रकार से गिफ्ट पासर्लों का दुरुपयोग होता है। जहां तक किसानों का सम्बन्ध है, अगर उनके लिये कोई ट्रैक्टर्स गिफ्ट के रूप में इस देश में आते हैं। तो हमें कोई आपत्ति नहीं है। लेकिन इन गिफ्ट्स का और लोगों द्वारा, मुख्यता व्यापारियों के द्वारा दुरुपयोग न हो, इसके लिये मंत्री महोदय क्या सेफ-गार्ड संरक्षणे ?

श्री दिनेश सिंह : अगर माननीय सदस्य हमारी स्कीम को देखेंगे तो पायेंगे हम इस कोशिश में हैं कि इसका दुरुपयोग न हो सके।

SHRI MANUBHAI PATEL : As far as gifts from relatives are concerned, Government have been pleased to allow these gifts to be received by the agriculturalists. May I know whether gifts from institutions to institutions will also be allowed and whether these tractors by way of gifts from relatives are free of import duty?

SHRI MOHD. SHAFI QURESHI : Under the scheme which we have now in regard to gifts of tractors, there is no such thing as gift from society to society.

SHRI MANUBHAI PATEL : What about freedom from import duty?

SHRI MOHD. SHAFI QURESHI : No import duty is put on these.

SHRI PILOO MODY : May I know whether Government are taking any serious

steps to see that the spare parts difficulty that is being experienced by a great many tractors of a great many different varieties and makes is solved at the earliest possible time? There are too many tractors today which are not functioning purely because of some spare part difficulty, and particularly I am told that this is true of those tractors which we have imported from the Soviet Union. Is it also true that the same difficulty exists in the case of tractors which are locally manufactured? I would also like to know whether in the policy of the Government of India tractors enjoy a higher priority than the baby car or not.

SHRI MOHD. SHAFI QURESHI: Tractors from all destinations, whether they come from the Soviet Union or other countries are in need of spare parts and components. With regard to the difficulty of obtaining spare parts manufacturing in the country, we have permitted import of spare parts and components without levying any import duty. This is the facility which we are giving to the importers.

उत्तर प्रदेश में उद्योगों की स्थापना

*482. श्री महत्त विश्वजय नाथ :

श्री रामस्वरूप विजयार्थी :

श्री भारत सिंह चौहान :

क्या श्रीशोगिक विकास तथा समवाय-कार्य मन्त्री यह बताने की कृपा करेंगे कि: (क) चौथी पंचवर्षीय योजना में उत्तर प्रदेश में किन-किन कारखानों को स्थापित करने का प्रस्ताव है;

(ख) उन कारखानों में से प्रत्येक कारखाने पर भनुमानतः कितना बन सक्त होने की सम्भावना है;

(ग) क्या यह सच है कि उद्योगों के क्षेत्र में उत्तर प्रदेश कई भ्रष्ट रम्यों से बहुत पीछे है; और

(घ) यदि हाँ, तो इस राज्य के पिछलेपन को दूर करने के लिए क्या कार्यवाही की जा रही है?

श्रीशोगिक विकास तथा समवाय-कार्य मन्त्री में उद्योग (श्री भारत प्रकाश दिह) :

(क) और (ख) . चौथी पंचवर्षीय योजना को अभी अनितम रूप नहीं दिया गया है। योजना को अवधि में उत्तर प्रदेश में स्थापित किये जाने वाले उद्योगों के बारे में जानकारी योजना के बन जाने के पश्चात ही उपलब्ध होगी।

(ग) और (घ) . प्रथम तीन पंचवर्षीय योजनाओं में सरकारी क्षेत्र के उद्योगों में किए गए विनियोजन को ध्यान में रखते हुए, तथा उत्पाद पूँजी, श्रमिकों की संख्या तथा विभिन्न राज्यों में कारखानों के उत्पादन के मूल्य से कारखानों में हुए विस्तार को देखते हुए उत्तर प्रदेश श्रीशोगिक क्षेत्र में कह राज्यों से आगे है यद्यपि अन्य कई राज्य इस बारे में उत्तर प्रदेश से आगे हैं।

श्री महत्त विश्वजय नाथ : मैं प्रापका ध्यान आकर्षित करना चाहता हूँ कि विस्तार में मैं भा रहा हूँ वह पूर्वी भ्रष्ट उत्तर प्रदेश का बहुत गरीब भंचल है। वहाँ की पर-कंपिटा भागदानी 147 से लेकर 175 तक है जब कि परिचमी भंचल की भागदानी 244 और तमाम भारत की भागदानी 315 है। स्वातन्त्र्य युद्ध में पूर्वी भंचल ने जो हिस्सा लिया है वह देश को मालूम है। मैं जानना चाहता हूँ कि पूर्वी भंचल में जो इण्डस्ट्रीज लगाई जानी है वह कौन-कौन सी इण्डस्ट्रीज हैं और सरकार चौथी और पांचवीं काइब ईयर प्लैन में कितना उत्पाद वहाँ सक्षम करने की सोच रही है? मैं दो बार इण्डस्ट्रीज के बारे में सुझाव देना चाहता हूँ। गोरखपुर में...

MR. SPEAKER : Not about particular places.

श्री विश्वजय नाथ : मैं चाहता हूँ कि वो उद्योग वहीं पर स्थापित आप करें वे वहाँ की परिस्थितियों के भनुकूल हों। मैं जानना चाहता हूँ कि आप वहाँ पर कौन-कौन से उद्योग स्थापित करने की सोच रहें हैं?

श्रीशोगिक विकास तथा समवाय-कार्य मन्त्री (श्री भारतप्रकाश दिह) : इस साल में हमसे यह पूछा गया है कि मुख्तमिक प्रदेशों की क्या पोषकीय है और उत्तर प्रदेश की क्या

पोजीशन है। यहां अनरेबल मेंबर ने प्रदेशों के हिसाब से नहीं कल्पित उस इलाके की बाबत सवाल किया है जिस इलाके से वे आते हैं। मैं जानता हूँ कि जिस इलाके से वे आते हैं वह पूर्वी इलाका है और वह इलाका पश्चिमी उत्तर प्रदेश से बैंकवर्ड है। इंडस्ट्री लगाने के बहुत हमेशा बहुत सी बीजों का स्थान करना पड़ता है और हम जरूर इस बात का स्थान रखेंगे कि जहां तक स्टेट वाइज इंडिलेंस का तात्पुर है वह दूर ही। लेकिन जहां तक स्टेट के अम्बर इंडिलेंस की बात है वह तो स्टेट गवर्नरेंट को देखना है कि किस तरह से वहां पर उसके बारे में प्लान बर्गरह दे ताकि उस पर हम काम कर सकें।

श्री व्यापक दिविक्षय जाप : वहां पर क्या स्कूटर फैक्ट्री और पेपर फैक्ट्री लगाने की बात आप सोच रहे हैं?

श्री कलकत्ताबीन भाली अहमद : कोई इंवर प्लान में जब इण्डस्ट्रीज या फैक्ट्रीज लगाने के बारे में कैसला होगा तब इस पर भी सोचा जायगा।

श्री मु० अ० श्री : यह बताया गया है कि उत्तर प्रदेश कुछ सूबों से इण्डस्ट्रीज में आगे है और कुछ से पीछे है। लेकिन जहां तक पापुलेशन का तात्पुर है उस हिसाब से तो वह सबसे पागे है। आजादी से पहले पर कैपिटा इनकम के हिसाब से भी वह सब सूबों से आगे था। लेकिन हमारी बदकिस्मती है कि बीस साल की आजादी के बाद और तीन प्रधान भारती बनाने के बाबजूद भी पह कैपिटा इनकम के एतत्वार में वह सारे देश से बिहार को छोड़ कर पीछे है। जो पूँजी लुटती रही है उसको कभी बंकाब खूटता रहा है, कभी मद्रास खूटता रहा। सभी प्रदेश सूटते रहे लेकिन इत्य प्रदेश के हिस्से कुछ नहीं आया। हमारी बदकिस्मती यह भी है कि हमारे इस सूबे का कामें मिनिस्टर भी यहां है। मैं यह जानता आहता हूँ कि किसने सूबों के यह सूबा आगे है और किसने से पीछे है और उनके बाब आया है?

भ्रमी पिछले दिनों एटमिक एनर्जी प्लांट के सिलसिले में बात चली थी। यह कहा गया था कि हमारे प्रदेश में एटमिक एनर्जी प्लांट लगाया जाय। इस बात को ज्यान में रखते हुए कि यह गरीब सूबा है और इस सूबे की पापुलेशन तमाम सूबों से ज्यादा है, करीब ४ करोड़ ४० लाख इसकी पापुलेशन है, क्या इस बात पर विचार किया जा रहा है कि इस सूबे को इण्डस्ट्रियलाइज करने के लिए एटमिक एनर्जी प्लांट दिया जाए?

श्री कलकत्ताबीन भाली अहमद : अनरेबल मेंबर ने इसमें बहुत से सवाल किये हैं। मैं पहले ही बता चुका हूँ कि उत्तर प्रदेश बहुत से प्रांतों से पीछे है लेकिन बहुत से प्रांतों से आगे भी है। मैं उसकी पोजीशन भी बता देता हूँ ताकि अनरेबल मेंबर को मालूम हो जाय कि हमारे जो पन्द्रह-सौलह प्रांत हैं जहां सेंटर की तरफ से इण्डस्ट्रीज बर्गरह लगाई गई हैं, उनमें से उत्तर प्रदेश की पोजीशन कौन सी है। उसमें उसकी पोजीशन पांचबी है। पहले नम्बर पर मध्य प्रदेश आता है, दूसरे नम्बर पर बिहार आता है, तीसरे नम्बर पर आता है, उड़ीसा, चौथे नम्बर पर आता है बेस्ट बंगाल और पांचवें नम्बर पर आता है उत्तर प्रदेश। उसके अलावा बहुत सी छोटी-छोटी...

श्री बीठा लाल बीता : राजस्थान की कौन सी पोजीशन है?

मध्यम लहोदर्य : इस तरह से नहीं पूछा जा सकता।

श्री मु० अ० श्री : मैंने एटमिक एनर्जी प्लांट के बारे में पूछा था।

श्री कलकत्ताबीन भाली अहमद : मैं पूरे सवाल का जवाब दे रहा हूँ। मैंने यह बताया है कि पन्द्रह या सौलह सूबों में से इत्य बहुत उत्तर प्रदेश की इनबैस्टमेंट के निहाज से जो तीसरे लान में हैं वो पांचबी पोजीशन है। एक बात की चीज़ अवैध सातवां वाली व्यापक रखी गई।

चाहिए। इकोनोमिक वेक्षण पर जहाँ दिसो-सिस घटेलेहल हैं उसको मध्येन्डर रखते हुए हमेंको इंडस्ट्री लगानी पड़ती है। हमारा जो इनवेस्टमेंट दृष्टा है पचास परसेंट से ज्यादा इनवेस्टमेंट स्टील प्लांट्स पर हृषा है और स्टील प्लांट्स मध्य प्रदेश, उड़ीसा जैसे प्रांतों में लगे हैं। जूँकि वहाँ इनवेस्टमेंट दृष्टा है, इसलिए वे आगे रहे हैं। आप एक बात का धीर ध्यान रखें। स्माल स्केल इंडस्ट्रीज के जरिये से लोगों की पर कैपिटा इनकम बढ़ सकती है। मुझे बहुत ही अफसोस है कि उत्तर प्रदेश ने इस तरफ ध्यान नहीं दिया है। हम इसमें मशद देने के लिए तैयार हैं। इस तरह से भी, छोटी इंडस्ट्रीज को बढ़ा कर भी वे अपनी आमदानी और पर कैपिटा इनकम को बढ़ा सकते हैं।

श्री मु० अ० श्री० : मैंने एटमिक एनर्जी प्लांट के बारे में पूछा था। हम पी० एम० से भी मिले हैं और मिनिस्टर साहब से भी मिले हैं।

श्री अटल बिहारी वाजपेयी : मेरे कांग्रेसी मित्र ने जो प्रश्न पूछा है उसका जवाब नहीं मिला है। मैं उसी प्रश्न को दोहराना चाहता हूँ। उत्तर प्रदेश में एक एटमिक एनर्जी प्लांट लगाने की चर्चा हो रही है। मैं जानना चाहता हूँ कि वह किस स्थिति में है? क्या उसे भी खाठाई में डाल दिया जाएगा? उत्तर प्रदेश के तीन प्रधान मन्त्री रहे मगर उत्तर प्रदेश के साथ न्याय नहीं हुमा। इस समय भी प्रधान मन्त्री उत्तर प्रदेश की है। चिराग तसे अन्धेरे वाली बात नहीं होनी चाहिए। मैं जानना चाहता हूँ कि एटमिक एनर्जी प्लांट की स्थिति क्या है?

श्री कलशर्मिन बल्ली अहमद : मैंने आप से कहा है कोर्ट प्लान तैयार हो रहा है। उसमें इसके बारे भी जैसला किया जायगा कि कहाँ पहूँचाना चाहेगा। इस बत्त करनेका या न करने का कोई तबाल ही नहीं उठता है।

श्री बिश्वनाथ रौ : In view of the economic backwardness of U.P.,

may I know whether the Government would consider the backwardness itself as a criterion for the industrial development of the State, and if so, whether the proposal that has been under the consideration of the Government for the last several years in connection with the setting up of a tractor factory at Ramdagar would materialise in the Fourth Plan?

SHRI F. A. AHMED : All these matters will be considered on merits, and I may inform the hon. House that we are very seriously examining the question of regional imbalance. There are certain suggestions which have been put by my Ministry, but we are waiting to submit those proposals to the Government because the Planning Commission is also undertaking this study, and as soon as that study is available to us, we shall try to place both these things before the Government for taking a decision.

श्री स० बौ० बनर्जी : हम लोग हमेशा यह देखते रहे हैं कि सेंटर की तरफ से जो जहाँ-गीरी न्याय होता है, उसमें उत्तर प्रदेश को कभी इन्साफ नहीं मिला है। जौधी पंचवर्षीय योजना से लेकर आज तक इन्साफ नहीं मिला है। जौधी पंचवर्षीय योजना का ट्रैनर हम लोगों को विजाया जा रहा है। मुझे मालूम नहीं उसमें क्या-क्या होगा। सिवाय इसके कि प्रधान मन्त्री उत्तर प्रदेश की है, जौधी योजना में उत्तर प्रदेश ने किन-किन इंडस्ट्रीज की मांग की है और क्या वे उसको बिलने वाली हैं या नहीं? जूलाई बात यह है कि एटमिक एनर्जी प्लांट बाकई में जौधी योजना में उत्तर प्रदेश के लिए होगा या नहीं होगा। आप यह भी देखें कि जौधी योजनों को लेकर प्रधान मन्त्री से लेकर हर एक मान-नीय सदस्य या कर प्रांगु बहा देता है ताकि वहाँ सूक्ष्म जात्य हो जाव लेकिन उसकी हानित उर्यों की र्यों है। रिहाई ईम बनने के बाद लोगों ने सोचा था कि वहाँ पर उद्योग सगाए जावेंगे लेकिन उनको बाद में मालूम हुआ कि रिहाई ईम के बाद विडला साहब के कानूनानों के लिए बना है। मैं जानना चाहता

हूँ कि भीयी योजना के दौरान में उत्तर प्रदेश के बारे में मन्त्री महोदय ने कोई कल्पना की है, यदि हाँ, तो उस कल्पना में उत्तर प्रदेश की रूपरेखा क्या होगी ?

श्री कल्परबद्धीन अली अहमद : मैंने इस बात का जवाब दे दिया है कि जितनी नई इण्डस्ट्रीज फोर्म प्लान में लगने वाली हैं और स्टेट गवर्नमेंट्स की जो प्रोपोजलज़ हैं, उन सब को प्लार्निंग कमीशन प्रासेस कर रहा है और जिस बक्त प्लान डिसाइड होगा उस बक्त कौन-कौन सी इण्डस्ट्रीज कहाँ-कहाँ लगें, इसका भी फैसला हो जाएगा ।

श्री स० म० बनर्जी : अध्यक्ष महोदय, मैं आपका संरक्षण चाहता हूँ। हम लोग यह सबाल पिछले दस सालों से करते रहे हैं और प्रगत जिदा रहे, तो आगे भी करते रहेंगे । मैं यह जानता चाहता हूँ कि क्या सरकार के पास उत्तर प्रदेश के सम्बन्ध में पंच-वर्षीय योजना की कोई कल्पना है या नहीं ।

श्री कल्परबद्धीन अली अहमद : प्रोपोजलज़ बर्गरह सब प्लार्निंग कमीशन के पास हैं ।

SHRI RAMESHWAR RAO : Will the hon. Minister tell us as to which part of India is not backward.

श्री शिव चरण लाल : मन्त्री महोदय ने बताया है कि उत्तर प्रदेश का स्थान पांचवें नम्बर पर है। जहाँ जक मैं समझता हूँ, पिछली तीन पंच-वर्षीय योजनाओं की अधिक में देश के प्रधान मन्त्री उत्तर प्रदेश के रहे हैं, जिसके कारण उत्तर प्रदेश की कोई तरकी नहीं हो सकी हैं। उत्तर प्रदेश का हित इसी में है कि सरकारी पार्टी अपनी भीटिंग बुला कर उत्तर प्रदेश से आने वाले प्रधान मन्त्री को हटा दे और उनके स्थान पर किसी दूसरे प्रांत का अधिक प्रधान मन्त्री हो। उसी स्थिति में उत्तर प्रदेश की तरकी हो सकती है। मन्त्री महोदय इस बात से सहमत होंगे कि आगरा और ताज महल को देखने के लिए विदेशों तक

से लोग आते हैं। लेकिन वह इलाका बहुत पिछड़ा हुआ है। इसलिए क्या मन्त्री महोदय आगरा में कार या स्कूटर का कारखाना अथवा अन्य उद्योग लोलने की व्यवस्था करेंगे, ताकि वहाँ के गरीब लोगों को रोजी रोटी मिल सके ।

श्री कल्परबद्धीन अली अहमद : मैं समझता हूँ कि जो उत्तर प्रदेश से प्रधान मन्त्री हुए हैं, उन्होंने यह काबिले-तारीफ काम किया है कि उन्होंने सिर्फ उत्तर प्रदेश का स्थाल नहीं किया है, बल्कि सारे हिंदुस्तान का स्थाल किया है। हाँ, उत्तर प्रदेश की तरकी के लिये पहले भी कोशिश की जाती रही है और आगे भी की जाती रहेगी। (ध्यवधान)

Central Industrial Projects

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*483. **SHRI A. SREEDHARAN:**
SHRI SHRI CHAND GOYALI:
SHRI S. K. TAPURIAH :

Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state :

(a) whether Planning Commission has lately reviewed the progress made in the Central Industrial projects under construction or expansion and has estimated that an additional investment of Rs. 1,500 crores was needed to complete these projects ;

(b) if so, the project-wise break-up of the additional expenditure needed ; and

(c) the reasons for this increase in the cost ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI BHANU PRAKASH SINGH) : (a) Yes Sir.

(b) The required information has been given in the statement placed on the Table of the House by the Prime Minister on the 13th November 1968 in reply to Started Question No. 61.

(c) The additional investment of Rs. 1,500 crores represents the further expendi-

ture required to complete the projects in question. This does not necessarily mean that there has been an increase in the costs of the various projects.

SHRI A. SREEDHARAN : For the last three years the Fourth Plan has been on the anvil. It looks as if a caesarian operation will be required to deliver this most coveted child. During the last three years, we have encountered two main difficulties. One is wasteful expenditure in various projects incurred by the vegetating and wasteful administration. The other is faulty planning. Because of political pressure, because of various other types of manoeuvres the Central industrial projects have been located in certain areas with the result that some States had suffered considerably.

MR. SPEAKER : Please come to the question.

SHRI A. SREEDHARAN : I am coming to the question I would like to ask the hon. Minister for Industrial Development what steps his Ministry has so far initiated and implemented (a) to reduce expenditure in Central industrial projects. Some time back we were told that before the construction of Bokaro steel plant began, a swimming pool for the officers was built. I would like to know whether the Government will look into the matter and say what steps they have taken to avoid wasteful expenditure ; (b) what steps they propose to take to eradicate regional imbalance because if more money is expended in extending the present industrial projects, that leads us to the inevitable conclusion that other States are not going to have industrial projects.

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED) : So far as the first question is concerned we are looking into this question and a decision would be taken by us that so far as unproductive expenditure is concerned, it should be avoided and, if necessary, in certain circumstances it should be postponed till expenditure on productive item ; is incurred to which we shall give priority.

So far as the question of regional imbalance is concerned, this question, as I

have already replied, is being examined by us, that apart from the techno-economic necessity to what extent we can remove the regional imbalance among the various States in our country. That will be our endeavour in the Fourth Five Year Plan.

SHRI A. SREEDHARAN : As I pointed out, I come from a States where development of any major industry has not yet taken place. A number of industries are located there ; for example, the Phyto-chemical industry in Neriamangalam. My information is that it is going to be discontinued ; it is already dropped. Then there is the question of the project of the Precision Instruments Factory at Palghat in Kerala State. For this project, the State Government has spent Rs. 26 lakhs for acquisition of land and for giving compensation. Now, nothing is definite about the project. We are a poor State, and from our depleted finances, we have spent Rs. 26 lakhs which should have gone to our people. I would, therefore, like to know whether this project is included in the planning and construction of development and expansion of projects which have not been completed during the third Five Year Plan.

SHRI F. A. AHMED : I have repeatedly pointed out that so far as the instruments project at Palghat is concerned, it has not been dropped ; but it has been postponed and for very good reasons : a portion of the material out of the Kota project has already gone into production and most part of it will go into production next year ; unless and until it is consumed it will be very uneconomical for us to set up another plant immediately when there is no internal market and when it is not possible even to export it also. I have taken up this matter with various authorities outside, whether it will be possible for them to take an extra quantity if we go in for the Palghat project. I have not till now received a satisfactory reply. Until that is done, it will not be possible for us to go for a similar project, when the production from one project is more than sufficient according to the present plan.

MR. SPEAKER : We are asking about separate industries, but the question is an all-comprehensive one. Shri Goyal,

SHRI SHRI CHAND GOYAL : You will permit me to give a little background.

MR. SPEAKER : That is exactly my difficulty, and whether I permit it or not, it is going to be asked like that !

SHRI SHRI CHAND GOYAL : The Auditor-General's report makes a very revealing disclosure that the return from the money invested in these public sector undertakings has been deteriorating. From 3.6 per cent in 1964-65, it came down to 2.6 per cent in 1965-66, and to 1.5 per cent in 1966-67. Similarly, the Hindustan Steel has lost Rs. 20 crores in 1966-67 and Rs. 40 crores in the year 1967-68. I want to know, in view of these poor returns, why do you have a fad for these public sector undertakings ?

Secondly, the team of the Labour Commission which went through this question of non-utilisation of installed capacity has come to the conclusion that so far as the heavy engineering industries are concerned, the unutilised installed capacity has gone up from 50 per cent to 90 per cent. Similar is the position in so many other industries. I want to know what you are going to do to utilise this unused installed capacity.

Thirdly, there are some projects which are not giving you good returns while others are giving you better returns. Why do you allocate funds to those industries which are not giving you proper returns, and are you not going to rationalise this question of allocation ?

Fourthly, in the Heavy Electricals at Bhopal, the transformers and switch-gears are not being fully utilised, and so, what are you going to do with regard to it.

SHRI F. A. AHMED : These are some of the basic questions which have been raised by my hon. friend, but I entirely disagree with that these public undertakings have been taken up by us because they are a fad with us.

I think they are serving a very good purpose. It is not only the question of profit which is to be taken into consideration, but we must take into consideration to what extent they have been able to bring about import substitution and to what

extent they have made us less dependent on foreign aid through import promotion.

Why are the public undertakings losing ? There are several reasons. It was expected that the production from these units will go into the development programme of the country, but for the last three years, the development programme has been more or less at a stand-still, with the result that the demand for these things is not there and most of these public undertakings' capacity is under-utilised. Secondly, they are not only serving the purpose of manufacturing items, but also rendering social service. (*Interruptions*) by taking up various social welfare activities in those areas. If my hon. friends are blind to these things, I cannot give them light. These things have to be considered in the over-all context and I am hopeful that the public undertakings will bring better results.

MR. SPEAKER : In a supplementary, policy decisions should not be asked. Every supplementary takes such a long time due to prefacing and the Minister also has to answer policy matters. May I request hon. Members to avoid prefacing and put only the question ?

SHRI RANGA : The minister also should not sing songs in praise of themselves.

MR. SPEAKER : They will have to sing themselves. Who else will sing ? You would not do it.

SHRI ATAL BIHARI VAJPAYEE : You are correct. If they do not sing, who else will sing their praise ?

SHRI K. TAPURIAH : If they continue singing their own songs, I think they will be soon singing their swan song. It is not a question of social service. In spite of an investment of Rs. 2,000 crores, only 5 lakh people have been given employment. If what the Minister has said, reflects the thinking of the Government about losses and inefficiency, I am sure this will not be the last time they have come for additional funds. They will be coming much more often. There is hardly any check on expenditure. Let me give an example. In

the latest balance sheet of the Heavy Engineering Corporation, Ranchi, handed by that great socialist, Mr. Malaviya, the auditors have pointed out 13 irregularities. Two of them are that the land which this corporation claims to be its asset in the balance sheet is not registered in the name of the HEC. Secondly, out of an inventory of Rs. 4.75 crores they have mentioned in the balance sheet, goods worth about Rs. 38 lakhs have not been accounted for, i.e. nearly 10 per cent of the inventory and nobody knows what those goods are and where they are. This sort of callous attitude of not wanting to do their job or understanding things is responsible for the loss. May I know whether a suggestion has been made by no less a person than the Comptroller and Auditor General that a separate audit board be set up for public sector undertakings? Have Government considered that suggestion and will they implement it?

SHRI F. A. AHMED : I do not know why unnecessarily the name of Mr. Malaviya is being dragged in, because Mr. Malaviya has been appointed recently and he is not accountable for what happened in previous years, in respect of which this report has been drafted. Since Mr. Malaviya has gone there, the production in one unit has gone up by 108 per cent, in another by 100 per cent and in the third by 80 per cent. So far as the objections raised in the audit report are concerned, I entirely agree that these are matters on which we should have a full discussion. I have always been suggesting that when these annual reports are presented to the House, I would welcome useful suggestions from hon. members to improve these things. But these matters cannot be answered in the form of a supplementary.

SHRI RANGA : The suggestion made by the Auditor General has been before Government for a number of years. Why do they not give effect to it?

SHRI F. A. AHMED : Whatever audit reports are placed before us, they are given careful consideration and to the extent possible, they are being implemented.

MR. SPEAKER : The specific question is whether an independent audit board will be appointed for public undertakings.

SHRI F. A. AHMED : If necessary, we shall certainly do it.

SHRI CHENGALRAYA NAIDU : The Ministry of Industrial Development is not doing justice in locating central projects in Andhra. A project was sanctioned and even the foundation stone was laid for the cable factory as a central project, but they are not implementing it. Is it the policy of the present minister to scuttle down the projects sanctioned by the previous minister?

SHRI F. A. AHMED : It is not my policy to scuttle down projects sanctioned by the previous minister. If new things have not been taken up or have been postponed anywhere, it is because of the resources position and the priority to be given to it.

SHRI TENNETI VISWANATHAN : I am glad the Minister has said that he is looking into the question of regional imbalances. In this connection, may I ask whether he is aware that Andhra Pradesh is one of the most backward areas industrially and the central investment there, in all these three plans has been very very low? In view of this, may I know whether in the fourth plan he will include projects which have been recommended by expert committees, so that they will go a long way to set right the regional imbalances? I am referring to the fifth integrated steel plant recommended by the BASIC.

SHRI F. A. AHMED : It is true that Andhra Pradesh, like my own State of Assam, is one of the backward States. We shall certainly look into this question.

श्री कामेश्वर तिहः : प्रभारी-प्रभारी मन्त्री महोदय ने बताया माननीय सदस्य को उत्तर देते हुए कि श्री मालवीय इन मामलों के लिये जिम्मेदार नहीं हैं जो कि भारीटर की रिपोर्ट में हैं तो उसके लिए मैं जानना चाहूँगा मन्त्री महोदय से कि इसके पहले जो बैयरमन और अधिकारीगण रहे हैं क्या उन लोगों को जिम्मेदार बोलित करेंगे और उनके बिल्ड कार्यवाही करेंगे इन ममतियों के लिए?

SHRI F. A. AHMED : That will depend on the result of the inquiry.

श्री श्रीशंकर सूरक्षा : मैं मन्त्री महोदय से जानना चाहता हूँ कि पश्चिम सेक्टर में जो हमारे बड़े-बड़े राष्ट्रीय उद्योग मन्दिर हैं, उन की सुरक्षा के लिए क्या आप कोई ऐसी सर्विस तैयार कर रहे हैं, जो वहाँ परमानेन्टली काम कर सके और प्लाइंग बड़े-से की तरह एक जगह से दूसरी जगह ट्रांस्फर न हों ? दूसरे क्या आपकी निगाह में ऐसी चीजें आई हैं कि हमारे देश के मुनाफालोर और सरमायेदारों के राजनीतिक बकील इन महान राष्ट्रीय उद्योगों को तोड़ने लगे हैं, ऐसे लोगों को उन राष्ट्रीय उद्योगों की सुरक्षा के लिये आपने क्या प्रबन्ध किये हैं ?

श्री कल्पनाथ अस्त्री अहमद : इन सब चीजों पर गीर किया जा रहा है कि हम किस तरह से इनको बहुत इकैटिव बना सकते हैं । लेकिन हमारे प्राने बिल में भी इसमें कुछ मदद दें तो बहुत दूर तक यह काम आगे बढ़ सकता है ।

SHRI HEM BARUA : Apart from the oil refinery at Gauhati, which is not under this Ministry, may I know if this Ministry has any Centrally run industrial project in the State of Assam ; if so, what is it and, if not, why is it that the hon. Minister of Industrial Development goes to Assam so often ?

SHRI F. A. AHMED : Again, the hon. Member is raising a question with regard to what has happened in the past. It is certainly true that apart from oil refinery... (Interruption).

SHRI HEM BARUA : This is not under your Ministry.

SHRI F. A. AHMED : The fertiliser plant is also there. But, as I have said, the question of how to remove the imbalance of all the very backward States is under our consideration and surely Assam will also come in that category. The hon.

Member need not have any apprehension about it.

SHRI HEM BARUA : Is it not very interesting that there is not a single project in Assam that is under his Ministry ?

SHRI AHMED AGA : During the last 20 years the Ministry of Industrial Development has not thought it feasible to establish a single Central Industrial project in the State of Jammu and Kashmir. May I know, therefore, whether in the Fourth Plan they propose to have any such project in the State of Jammu and Kashmir ; if so, of what nature ?

SHRI F. A. AHMED : May I say that the grievance of the hon. Member is appreciated because from the figures that I have I find that only Rs. 22 lakhs have been spent in that State in the Central sector. For that reason even without waiting for the Fourth Five-Year Plan we have decided to put a watch factory there so that it may be possible for them to do something.

SHRI BAL RAJ MADHOK : In answer to Shri Sreedharan the hon. Minister said that the Government was considering not to invest any more money in such undertakings which were not showing profits. May I know whether they have made any survey and can they name those undertakings which are not making any profit and in which they will not make any new investment ? Does the bokaro plant also come within those undertakings because the Bokaro plant does not make any profit—it is all waste for the time being—and will they not invest any more money in the Bokaro plant but use that for other projects which are more productive ?

SHRI F. A. AHMED : I cannot give the details but so far as Bokaro is concerned, I think, my hon. friend is under some misgiving if he thinks that investment in the Bokaro plant will not give us profit. It is necessary that we increase the production of steel. Also, we must increase the various categories of steel not only for the purpose of bringing about import substitution but also for the purpose of giving the necessary work and utilising the capacity of the engineering plant at Ranchi.

SHRI BAL RAJ MADHOK : My question has not been answered. You yourself said that you are considering that you will not make investments in unproductive plants. May I know what those unproductive undertakings are ?

SHRI F. A. AHMED : All those details are being considered.

SHRI BAL RAJ MADHOK : Why answer the question if you have no details ?

SHRI F. A. AHMED : When they are finalised, they will be placed before the House.

श्री शिकारे : अध्यक्ष जी, मराठी में एक कहावत है जिसका अर्थ है कि तेलवाना भी रोता है प्रौर नारियन वाला भी रोता है । ऐसे बहुत से राज्य हैं जहाँ बड़े-बड़े उद्योग-घन्थे राष्ट्रीय क्षेत्र में स्थापित हो गये हैं वे भी रोते हैं क्योंकि उनको कम पेसा मिलता है, दूसरी तरफ बहुत सी यूनियन टैरिटरीज हैं—जैसे मेरा गोप्ता है, मणिपुर है, त्रिपुरा है, जो कि सामरिक क्षेत्र भी है, लेकिन वहाँ कोई राष्ट्रीय उद्योग-घन्था स्थापित हुआ ही नहीं है । मैं मन्त्री महोदय से जानना चाहूँगा कि चौथी चंच वर्षीय योजना में गोप्ता या दूसरी यूनियन टैरिटरीज में ऐसे राष्ट्रीय उद्योग-घन्थे स्थापित किये जायेंगे या नहीं ?

श्री कलहनीन ग्रन्ती अहमद : उनका भी स्थाल रखा जायगा ।

श्री सोताराम केसरी : मैं मन्त्री महोदय से जानना चाहूँगा कि राष्ट्रीय उद्योग मन्दिर या जी साब्जनिक क्षेत्र में हमारे प्रोजेक्ट्स चल रहे हैं, उन प्रोजेक्ट्स में जो इम विचारधारा के बहुत बड़े मानने वाले समाज हैं या दल हैं, उनके द्वारा जो मजदूर धान्दोलन होता है प्रौर जिससे बहुत बड़ा घाषात उन इण्डस्ट्रीज को पहुँचता है, उनसे सुरक्षा के लिए क्या प्राप्ते कोई ऐसी योजना बनाई है जिसमें उनको

समझाया जाय कि पब्लिक सेक्टर उनकी भलाई के लिये है ?

श्री कलहनीन ग्रन्ती अहमद : इसमें किसी योजना के बनाने की ज़रूरत नहीं है । लेकिन मैं यह कहने के लिये ज़रूर तैयार हूँ कि बहुत जगहों पर लेबर ट्रूल की बजह से भी घाज हमारा नुकसान हो रहा है । इस बढ़े हमारी सबकी यही कोशिश होनी चाहिये—पालियामेंट के मेस्टर प्रौर बाहर के दूसरे लोग इस किस्म की किजा तैयार करें कि वहाँ प्रोडक्शन बढ़ सके प्रौर हमारी पब्लिक अण्डरटेक्निक अच्छी तरह से चल सकें ।

श्री हुकम अम्ब छान्दोलाय : केन्द्र द्वारा राज्यों में जो उद्योग लगाये जाते हैं, इनका प्रमुख उद्देश्य यह होता है कि उस प्रान्त या उस जिले का पिछड़ापन दूर हो । लेकिन प्रबढ़ तक जो उद्योग लगाये गये हैं, उन उद्योगों से उन क्षेत्रों की बेकारी दूर नहीं हुई है, वयोंकि जिन क्षेत्र या जिले में लगाये जाते हैं, उस क्षेत्र के लोगों को काम नहीं दिया जाता है, दूसरे प्रान्त के लोगों को काम दिया जाता है । भविष्य में जो उद्योग लगायेंगे क्या उनमें इस बात का ध्यान रखा जायगा कि जिस राज्य या जिले में उन उद्योगों को स्थापित किया जायेगा, उस राज्य या जिले के लोगों को उनमें अधिकांश रूप से लगाया जायगा ?

श्री कलहनीन ग्रन्ती अहमद : बड़े-बड़े उद्योगों के लगाने से ही अनेक्षायमेंट दूर नहीं होती है प्रौर न ही पर-कैपिटा-इनकम बढ़ती है । इसके लिये बड़े-बड़े उद्योग जहाँ ज़रूरी है, वहाँ लगाने चाहिए, लेकिन उनके साथ ही एक्सेलियरी इण्डस्ट्रीज और स्पाल स्केल इण्डस्ट्रीज भी हर इलाके में बढ़ाई जाय, जिनसे अप्पलायमेंट बढ़े । इसके लिये इस दफा काफी स्थाया रखा गया है प्रौर हर तरह की मदद देने के लिये हम तैयार हैं ताकि इस तरह के उद्योगों के जरिये पर-कैपिटा इनकम बढ़ सके प्रौर ज्यादा से ज्यादा लोगों को काम मिल सके ।

श्री प्रकाशबीर शास्त्री : सरकारी सेक्टर में काम करने वाले उद्योग धनधों की असफलता के जो कारण रहे हैं, उनमें एक प्रमुख कारण यह रहा है कि जहां हारे हुए राजनीतिज्ञों को उधर लगाया जाता है, वहां प्रबिकाश रिटायर्ड सरकारी कर्मचारियों को भी उधर लगाया जाता है। इसका परिणाम यह होता है कि जब वह रिटायर्ड हो चुकते हैं तो यह समझते हैं कि हम यह काम करें या न करें, पेन्शन की परसेन्टेज तो हमको मिलेगी ही। क्या सरकार इस नीति पर विचार करने जा रही है कि इस प्रकार के सरकारी सेक्टर में काम करने वाले उद्योग धनधों में प्रबिकाश नई उम्र के और प्रशिक्षित व्यक्तियों को लिया जाय, जिससे कि ये कारबाने अपनी पूरी क्षमता के साथ उत्पादन दे सकें तथा रिटायर्ड आदमी जिनके अमीन और उम्र दोनों थक चुके होते हैं, उनको न लिया जा सके ?

श्री कल्परहीन ग्रामी ग्रहण : शास्त्री जी ने जो सजेहबन दिया है, यहूत काबिले-गौर है, काबिले-तारीफ है और उस पर हम ध्यान दे रहे हैं कि किस तरह से हम उन लोगों को जो उन्हीं उद्योगों में काम करते हैं और उनमें जो काबिल हैं, जबान लोग हैं, उनको आगे आने का मौका दें। गवर्नरमेंट चाहती है कि जितना मुमुक्षिन हो उन्हीं लोगों को काम दिया जाय जो उस काम को जानते हैं और जिन्होंने उस सूनिट में काम किया हुआ है।

SHRI BASUMATARI : Assam is a very backward State in industrialisation and the people are also very poor. At the sometime, the hon. Minister knows very well that Assam is very rich in resources. In that case, may I know what steps Government have taken to develop the State ?

SHRI F. A. AHMED : As I have already said, with regard to all States including Assam, we are taking into consideration to what extent we can remove the regional imbalance so far as the development of industries is concerned.

SHRI SURENDRANATH DWIVEDY : Sir, the hon. Minister just a few minutes before, told us that after Mr. Malaviya took charge of HEC there has been improvement and efficiency has increased and production has increased. But the fact remains that many of the public sector undertakings are running at a loss and there is unutilised capacity. May I therefore know from the Government whether they are taking immediate steps to replace all managing directors and Chairmen of the public sector undertakings and put defeated congressmen there so that better efficiency could be maintained ?

SHRI F. A. AHMED : The hon. Member has raised the same question again. I can tell him that production has improved in that unit.....

AN HON. MEMBER : No.....

SHRI F. A. AHMED : That is the opinion of the hon. Member. But I am saying on the basis of what facts I have before me. We are taking various steps how the improvement could be effected. Wherever it is necessary, the Managing Directors or Chairman have been changed. We are looking into this aspect whether any other change is called for.

MR. SPEAKER : Short Notice Question. Mr. Jyotirmoy Basu.

SHORT NOTICE QUESTION

Subversion in Durgapur Steel Plant

+

S.N.Q. 7. SHRI JYOTIRMOY
BASU :

SHRI BHAGABAN DAS : Will the Minister of STEEL, MINES AND METALS be pleased to state :

(a) whether Government have taken note of the subversion committed by the Hindustan Steel Workers' Union, Durgapur as stated by the Chairman and workers of Hindustan Steel Ltd. ;

(b) whether it is a fact that the Division-in-charge promised to a team of M.Ps. to consider withdrawal of recognition of the Indian National Trade Union Congress after consultations ; and

(c) If so, whether any decision has been taken in this regard ?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL, MINES AND METALS (SHRI P. C. SETHI) : (a) The re-heating furnaces in the rolling mills of Durgapur Steel Plant were damaged as a result of sabotage which is said to have been done by a group of workers present on the spot.

(b) It is presumed that the Hon. Members are referring to the Director-in-Charge when they say Division-in-Charge. It is learnt that the Director-in-Charge had told the Team of M.Ps. that as provided for in the Code of Discipline, this matter had been referred to the State Government.

(c) Decision of the State Government is awaited.

SHRI JYOTIRMOY BASU : The background of this case is as follows. It originated out of a factional fight in the congress party. Shri Morarji Desai, the Deputy Finance Minister ..

AN HON. MEMBER : Deputy Prime Minister.

SHRI JYOTIRMOY BASU : I am sorry. My mind is working so fast in framing the question that I am not able to remember that...The Deputy Prime Minister in his reply to one of my questions said that he took Shri Atulya Ghosh to Durgapur because of my special interest in the industrial development of West Bengal. That was to my Unstarred Question No. 5719 on the 26th August, 1968. Now, Mr. Morarji Desai, Deputy Prime Minister and Finance Minister, collaborated with Mr. Atulya Ghosh and decided to stage a strike, and the whole thing was pre-planned. Mr. Atulya Ghosh who came from Birbhum was there in Durgapur that very night and the whole plan was very well-planned, and in 18 minutes,...

MR. SPEAKER : You must plan your supplementary.

SHRI JYOTIRMOY BASU : In 18 minutes the whole plan was hatched and executed and there was damage to the value of Rs. one crore.

बी क० ला लिवारी : व्हाइंट आफ आर्डर, सर। अध्यक्ष महोदय, माननीय सदस्य यहाँ पर जो स्टेटमेंट दे रहे हैं, उसका कोई प्रूफ नहीं है।

MR. SPEAKER : He is only giving factual information. He has not made any damaging statement.

SHRI JOYTIRMOY BASU : When the plant authorities tried to persuade the mischief-mongers from stopping from that mischief, they said that unless the union leaders namely Shri Atulya Ghosh and Shri Ananda Gopal Mukerjee, a former Congress MLA, told them not to do it, they were not going to stop from it. Shri Ananda Gopal Mukerjee who was contacted by telephone in his house on that day and on that night refused to come ; so did the secretary. When a few of the boys were arrested after the mischief, they promptly came out and bailed them out. So, the whole thing was pre-planned, pre-engineered and well executed. Under the circumstances, may I know from the hon. Minister whether there is severe pressure that is being brought to bear upon him by Shri Morarji Desai, Shri Atulya Ghosh and his group ? In these circumstances may we expect that the Minister will not yield to such pressure and answer the following question ? The director stated before the four Members of Parliament who visited Durgapur soon after the havoc that the question of withdrawing the recognition of the INTUC or Congress-run union in Durgapur accused of acts of sabotage and subversion was under consideration, and he said that the authorities would consult the legal man and then only they could do it. It is now more than a month and a half or nearly two months. What have Government found out from the legal brain ? May I know whether Government will be willing to launch prosecution aginst the union officials and if not whether it is because it is a Congress-run union or else what the reason for not launching prosecution is ?

SHRI P. C. SETHI : The allegation that the strike was engineered by the hon. Deputy Prime Minister is entirely wrong. The Deputy Prime Minister visited Durgapur in connection with the inauguration of the steel mill.

SHRI JYOTIRMOY BASU : Why did he take Shri Atulya Ghosh also there?

SHRI P.C. SETHI : He also attended one of the INTUC conferences there. As far as this conference is concerned, this took place about two or three months before this particular incident which took place in the month of September. Therefore, it is entirely wrong to say that he had anything to do with the strike notice or any resolution connected with the strike.

As far as the actual sabotage done by the workers is concerned, nothing is being hidden. They had been arrested and then they were discharged on bail, but later on the Plant filed another application against them that they were involved in sabotage, and, therefore, they were arrested, and now the case is under challan and the police are conducting the investigations. Therefor, nothing is being hidden. Everything is moving on.

As far as the derecognition of the union is concerned, according to the code of discipline, we have to report to the State Government.

SHRI JYOTIRMOY BASU : But they did not hesitate to withdraw recognition of five unions almost immediately after the strike on 19th September, 1968.

SHRI P. C. SETHI : It is for the State Government...

SHRI JYOTIRMOY BASU : But the State Government is under the command of the Centre now.

SHRI P. C. SETHI : It is under the command of the evaluation committee of the State Government, and as soon as the plant authorities hear from the evaluation committee they would be able to take action.

SHRI S. S. KOTHARI : Internecine warfare between various trade unions, Shri Jyotirmoy Basu's friends not excepted, has resulted in sufficient harm being done to the plant as well as to production. I would therefore, ask the hon. Minister to tell us what steps he is taking to check subversion and sabotage. May I also know whether normal production has been resumed parti-

cularly in the rolling mills which were adversely affected by sabotage?

SHRI P. C. SETHI : It is a fact that a multiplicity of unions is working in Durgapur. There are about five unions there, out of which two belong to the INTUC and one belongs to the AITUC; on account of the warfare between these two unions, the work of the plant has been suddenly hampered. But corrective steps have been taken, and I am glad to inform the House that after the stern action that the plant authorities took last time, the production has improved in the month of October, and it has further improved in the month of November.

श्री क० ना० तिवारी : अध्यक्ष महोदय, मैं जानता चाहता हूं कि सैब्टेज की वजह से कितने रुपया का नुकसान हुआ और काम बन्द होने से कितने रुपया का नुकसान हुआ?... अध्यक्षान...

श्री अटल बिहारी वाजपेयी : अध्यक्ष महोदय, तिवारी जी मुझे क्षमा करें, यह अल्प सूचना प्रश्न है, इसमें कहा गया है कि चार संसद के सदस्य इस ल्लान में गये थे और वहां किसी आक्रिसर से उनकी बात हुई कि किसी यूनियन की मान्यता है उसको रद्द करने पर विचार कर रहे हैं। अब संसद के सदस्य ल्लान्ट्स में जाते रहते हैं, अधिकारियों से बात चीत करते रहते हैं तो क्या संसद सदस्यों के लिए यह उचित है कि अधिकारियों से की गई बात को सदन में उद्धृत करें। किर तो भविष्य में ऐसा होगा कि संसद सदस्यों से अधिकारी बात नहीं करेंगे। इसलिए इस चीज पर आप विचार करें। इस प्रश्न को ठीक से रखा जा सकता था लेकिन अधिकारियों के साथ की गई बात-चीत को सदन में उद्धृत करेंगे तो भविष्य में अधिकारी हमसे बात करने में भी कठरायेंगे।

श्री क० ना० तिवारी : सैब्टेज की वजह से कितने का नुकसान हुआ और काम बन्द होने की वजह से कितने का नुकसान हुआ?

श्री प्र० व० लेठी : वहां तक नुकसान का

ताल्लुक है करीब 4 लाख 64 हजार रुपये का नुकसान हुआ और जहां तक लौस इन प्रोडक्शन का ताल्लुक है उस में करीब डेढ़ करोड़ रुपया का नुकसान हुआ ।

श्री देवेन सेठी : क्या यह बात सच है कि जो मैनेजर निकाला गया है वह जिस दिन यह सेबोटैज की कार्यवाही हुई थी उस दिन सबेरे तक वह दुर्गापुर में हाजिर था और सेबोटैज होने के बाद चला आया ? क्या यह बात भी सच है कि श्री अतुल्य धोष भी उस दिन सबेरे तक दुर्गापुर में हाजिर थे और सेबोटैज होने के बाद चले आये और मन्त्री महोदय क्या यह भी बतलायेंगे कि जब यह सेबोटैज वहां पर दिन के दस बजे मैनेजर की आंखों के सामने हो रहा था तो बहुत से मजदूरों ने आकर मैनेजर से कहा था कि हम लोगों को इजाजत दे दीजिये हमें अवृत्तायार दे दीजिये लेकिन मैनेजर ने उसका कोई जवाब नहीं दिया ?

श्री प्र० चं० सेठी : यह घटना रात की है दिन की नहीं है । जहां तक की किसी व्यक्ति विक्षेप के भौजूद होने का ताल्लुक है सारा मामला पुलिस के जेरागौर है और वह उसकी जांच कर रही है कि कौन-कौन थे और कौन-कौन उसमें इन्वॉल्यूड हैं । पुलिस इन सारी चीजों की जांच कर रही है ।

SHRI CHENGALRAYA NAIDU : Is it a fact that the AITUC union has been responsible for the sabotage ? May I also know the other activities for which the AITUC union has been responsible ? Is it a fact that Shri Jyotirmoy Basu has got some hold on some organisations and they were responsible for all the troubles there ?

श्री प्र० चं० सेठी : जो दूसरी यूनियन है वह भी वहां कई चीजों के लिए जिम्मेदार है, उदाहरण के तौर पर सन् 1967 से लेकर अब तक 97 बेराब के केसें वहां हो चुके हैं...

श्री बुक्स बन्ध कल्याण : कौन सी यूनियन है उसका नाम बताया जाय ?

श्री प्र० चं० सेठी : आल इंडियन (AITUC) ट्रेड यूनियन का प्रेस है जहां तक वह स्त्रीपंज आफ वर्क का ताल्लुक है, 71 रोज का स्त्रीपंज आफ वर्क हुआ है जिसके लिए कि यह यूनियन जिम्मेदार है । जहां तक गो स्लो का ताल्लुक है वह यूनियन 194 दिन गो स्लो के लिए जिम्मेदार है । जहां तक उसमें इनडिसिप्लिन का ताल्लुक है तो यह यूनियन 75 दिन की इनडिसिप्लिन और प्रार्डस की आऊट न करने के लिए जिम्मेदार है ।

श्री कंबर लाल गुप्त : यह बड़े दुख की बात है कि यह सबवर्सन का काम जो पहले बंगाल में कम्युनिस्ट किया करते थे अब वह काम कोप्रेस लोगों ने ले लिया है । मैं मन्त्री महोदय से यह पूछना चाहता हूँ कि क्या किसी स्टेज पर श्री अतुल्य धोष ने यह कोशिश की कि जिन्होंने सबवर्सन किया है उनके लिलाक कार्यवाही न की जाय ? दूसरे क्या सरकार यह भी मालूम करने की कोशिश करेगी कि जो मजदूर पकड़े गये हैं उनके लिलाका कुछ बाहर के लोग भी ऐसे थे जिन्होंने यह लाल बनाया था और क्या उसके लिए वह किसी सेंट्रल एजेंसी के जरिए इनकायारी करायेगी ?

श्री प्र० चं० सेठी : जो लोग गिरफ्तार किये गये हैं उन के लिलाक मुकदमा चल रहा है । वह वहां के काम करने वाले मजदूर हैं । 36 लोग पकड़े गये हैं जिनके लिलाक मुकदमा चल रहा है । इसके लिलाका 25 और पकड़े गये हैं जोकि वहां पर भौजूद थे । वह भी सर्वैंड है उन को काम से भलग किया हुआ है ।

वहां तक उन लोगों को गिरफ्तार करने वा केतु लिलाने का ताल्लुक है तो वहां की यूनियन ने जहर यह मार्ग की है कि इन लोगों पर से मुकदमें हटा लिये जाय और उनको काम पर रखना जाय लेकिन लांट की ऐयारिटीज ने भी पुलिस ने इसको नहीं माना है ।

श्री कंबर लाल गुप्त : मन्त्री महोदय ने

मेरे सवाल का जवाब नहीं दिया। मैंने पूछा था कि मजदूरों के मलाला क्या बाहर के कुछ सेम जी उस प्लान को बनाने में शामिल थे और उसके लिए क्या वह सैट्रूम एजेंसी से इनकामयारी करायेंगे और दूसरा सवाल मैंने यह पूछा था कि क्या श्री अनुल्य घोष ने यह कहा था कि जिन्होंने सबवसंत किया है उनके लिलाक कार्बनबाही न की जाय उन पर मुकदमा न चलाया जाय? मन्त्री महोदय ने इन दोनों सवालों का जवाब नहीं दिया है?

श्री प्र० च० सेठी : मैंने जवाब दिया है कि यूनियन की तरफ से यह बात कही गई है...

श्री कंवर लाल गुप्त : किसी अधिकारी ने क्या यह बात कही?

श्री प्र० च० सेठी : श्री अनुल्य घोष इस यूनियन के प्रेसिडेंट हैं। जैसा मैंने कहा यूनियन की तरफ से यह बात कही गयी कि उन लोगों को बाप्सिस काम पर रखा जाय लेकिन प्लांट ऐश्वारिटीज ने इस बात की नहीं माना है। पुलिस उस सारे मामले पर गौर व जांच-हड्डताल कर रही है और जो लोग पकड़े गये हैं क्या वह लोग उस हड्डताल को कराने में शामिल थे इस मामले की जी जांच की जा रही है।

MR. SPEAKER : He was asking about a central agency doing it.

SHRI P. C. SETHI : The local administration and the local police are doing it.

SHRI S. M. BANERJEE : It is now clear that this sabotage was done by the Union which is led by INTUC. There is no doubt about it in our mind. The President of that Union is Shri Atulya Ghosh. It is a fact that sometime back, to end rivalry in trade unions, a scheme was being considered by Dr. Channa Reddy who is no more in the Ministry, that there should be only one Union in one particular unit after a proper ballot taken to decide the

representative character of that particular Union? What has happened to that scheme, is it being pursued, if so what steps are being taken in pursuance thereof?

SHRI P. C. SETHI : We would certainly welcome any decision of this nature that one Union should represent the workers in one factory. But we could not go forward with this because there were different view points from different Unions. The AITUC wanted a secret ballot while the INTUC did not agree to it.

SHRI S. M. BANERJEE : Why? They are afraid of a secret ballot?

MR. SPEAKER : He is only stating facts. He is not representing INTUC.

SHRI S. M. BANERJEE : Shri Atulya Ghosh is afraid of a secret ballot.

SHRI HEM BARUA : Are Government aware of the serious allegation made against Shri Morarji Desai, Deputy Prime Minister, who is said to have visited Durgapur and addressed a meeting of INTUC workers and incited them to go on strike? Shri Atulya Ghosh was also there. If so, may I know whether this particular allegation is going to be inquired into, and if so, when do Government propose to enlighten us on this aspect?

SHRI P. C. SETHI : I have already replied to that question, that the allegation is entirely wrong. He visited Durgapur to inaugurate the Skelp Mill. He also participated in the INTUC conference. This conference took place about 1½-2 months before this particular incident took place.

श्री जांच करनेश्वरीज : अध्यक्ष महोदय, इस घटना को हुए तीन महीने से अधिक का समय हो गया है। जो उत्तर मंत्री महोदय की ओर से आ रहा है उस से ऐक्सा लग रहा है कि जो राजनीतिक दबाव उपप्रधान मंत्री और बंगाल के कांग्रेसी नेता श्री अनुल्य घोष की ओर से आ रहा है और उस के कारण इस मामले को जी छिपाने का प्रयास हो सकता है तो मैं आनना चाहता हूँ कि जब तक जो यह मामले

की जांच हाई ब्लिविल पर चल रही है तो कब तक आप यह जांच को सत्य करने वाले हैं और किसी भी राजनीतिक दबाव में न आते हुए क्या आप इस प्रश्न को हल करने वाले हैं ?

श्री प्र० च० सेठी : जांच का काम तो वहां की पुलिस कर रही है इसलिए मेरे लिए यह कहना कठिन है कि कब तक वह सत्य हो जायगी । जहां तक राजनीतिक दबाव का ताल्लुक है मैं माननीय सदस्य को बतला सकता हूँ कि न तो उधर के भ्राता न इधर के किसी भी दबाव में आने वाले नहीं हैं । हम ने इस मामले में प्लॉट ऐथारिटीज को पूरा पूरा अधिकार दिया है कि वह कानून, कायदे के मुताबिक जो भी वाजिब चीज हो उसे करें ।

श्री जार्ज फर्नेस्डीज : जांच का काम अभी कब तक चलेगा ?

श्री प्र० च० सेठी : पुलिस जांच कर रही है और मेरे लिये यह कहना कठिन है कि कब तक वह सत्य हो जायगी ।

SHRI JYOTIRMOY BASU : Shri Chavan has command of the police. He can say.

SHRI VIKRAM CHAND MAHAJAN : In view of the fact that there is an allegation against Shri Morarji Desai, Deputy Prime Minister, and Shri Atulya Ghosh, will the Minister be willing to constitute an inquiry committee consisting of our hon. friends sitting on the right ?

SHRI P. C. SETHI : I have already said that the allegation is entirely wrong. There is no question of inquiry.

श्री बेणी जंकर शर्मा : अध्यक्ष महोदय, सौभाग्य से या दुर्भाग्य से मैं भी उस टीम में था जो दुग्धपुर गयी थी । मैं एक, स्पष्टीकरण यहां कर देना चाहता हूँ । हमारे माननीय सदस्य श्री ज्योतिमय शर्मा ने अपने सकाल में यह चर्चा की है कि दिवीजन इंचार्ज ने संसद्-सम्बलों के बाल के बालकीर्ण के द्वारा इस बाल

की प्रतीक्षा की थी कि वे इंडियन नेशनल ट्रेड यूनियन कॉर्प्रेशन ने इस यूनियन को जो कार्पोरेशन द्वारा संचालित है अवैध घोषित करा देंगे ।

किन्तु जहां तक मुझे स्मरण है कि उन्होंने ऐसी कोई प्रतीक्षा नहीं की थी । किसी प्रफतर को दोषी ठहराना हमारे लिये उचित नहीं होगा । हमारी तरफ से केवल यह कहा गया था कि क्या आप इस सुभाब पर विचार करेंगे कि जिस यूनियन के लोगों ने बहां पर कारंबाई की थी उसे अवैध घोषित किया जाये ?

दूसरी बात यह है कि जिस पार्टी पर हमारे शासन और सुरक्षा का भार है अगर वही भक्त दिल्लाई पड़ी है तो इस में कुछ सोच विचार करने की आवश्यकता है । हम लोगों ने यह सुभाब दिया था कि क्या आप सेंट्रल इंटेलिजेंस बांच से इस बात की जांच करायेंगे कि इस में जिन लोगों ने तोड़कोड़े की कारंबाई की थी उन के पीछे किसी दूसरी शक्ति का हाथ तो नहीं था ।

श्री प्र० च० सेठी : जहां तक डाइरेक्टर इंचार्ज का ताल्लुक है उन्होंने ऐसा कोई आवासन नहीं दिया था कि वह अवैध घोषित करेंगे, बल्कि उन्होंने यह कहा था कि वह इस मामले में उचित और कानून कारंबाई करेंगे, और तदनुसार उन्होंने उचित और कानून कारंबाई की है । स्टेट गवर्नरमेंट की इंवेन्योन ने यह को सारा मामला सौंप दिया गया है और उन का बॉर्डिंग प्राप्त तक इन्टजार किया जायेगा ।

श्री इश्वर सूचण : जिन लोगों ने भी सेवाटेज किया हो, इस हाउस का पूरा अत आप के सामने है कि सेवाटेज करने वालों को सकृत से सकृत सजा देनी चाहिये । आप के सामने यह भी मत है कि जांच में देर हुई है, लेकिन जिन लोगों के जिनाफ़ पूछ जाए हो रही है कम से कम उन्हें ट्रेड यूनियन से निकाला जाव तकि वह आमे इस तरह की हरकत न कर सके ।

मी प्र० औ० सेठी : मैंने दोनों बातें कह दी है कि जहां तक जांच का ताल्लुक है पुलिस इस की जांच कर रही है, जहां तक डिरिक्टरिनेशन का मामला है, यह बात इंडियाएशन कमेटी को सौंप दी गई है। उन का विडिक्ट आने पर इस का फैसला किया जायेगा।

WRITTEN ANSWERS TO QUESTIONS

Facilities for Food Processing and Preservation

*484. DR. RANEN SEN :

SHRI D. C. SHARMA :

SHRI BENI SHANKER

SHARMA :

SHRI M. N. REDDY :

Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state :

(a) whether it is a fact that facilities for food processing and preservation in the country are obsolete and outmoded ; and

(b) if so, what steps Government propose to take to improve food processing and preservation in India ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) and (b). Some of the food products manufactured in India can compare favourably with some of the international brands. There is however, scope for the introduction, of mechanisation and modern processing equipments. Units which are engaged in the export of processed foods are being assisted to equip themselves with modern equipment not indigenously available. Training in Food technology is being imparted in the Central Food Technological Research Institute, Mysore where adequate modern technology has been developed and further research is being carried out.

Supply of Tractors by Bulgaria and Romania

*485 SHRI NITIRAJ SINGH

CHAUDHARY :

SHRI A. S. SAIGAL :

Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state :

(a) whether Bulgaria and Romania

besides Russia have offered to supply and also to start manufacture in India of cheap tractors suitable for Indian conditions ; and

(b) if so, Government's reaction thereto ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) and (b). A statement is laid on the Table of the Sabha.

STATEMENT

In order to meet the gap between the demand and availability of tractors from the indigenous sources, imports of tractors are being arranged by the Department of Agriculture Offers for the supply of tractors have *inter-alia* been received from Bulgaria, Rumania and Russia. The Department of Agriculture have made the following arrangements for the import of tractors from these countries during the current year :

1. DT-14B tractors from Russia 6,000 Nos.
2. 50-HP Byelarus tractors from Russia 500 Nos.
3. 50-HP UTOS-2 tractors from Rumania 500 Nos.
2. Government have also received schemes for the manufacture of tractors in collaboration with these countries.

A scheme for the manufacture of DT-14B tractors in collaboration with M/S Promimash export and Tractorexport of USSR has been approved in principle and the Indian party has been asked to submit their application for the import of capital goods, phased manufacturing programme and the final draft collaboration agreement.

The Indian party which wants to collaborate with M/S Industrial Export, Rumania has been asked to submit the application for the import of capital goods and revised manufacturing programme by 31.12.1968.

The Punjab State Industrial Development Corporation propose to enter into collaboration with M/S Agromachine and Tractorexport, Bulgaria for the manufacture of 13 HP tractors. They have been asked to send a prototype of the tractor

proposed to be manufactured by them to the Tractor Training and Testing Station, Budni. Their proposal will be considered after the receipt of the report of the Tractor Testing Station, Budni.

पाकिस्तान द्वारा पकड़े गये भौंर
वापस लौटाये गए भारतीय माल
का बम्बई पतन पर पढ़ा रहना

*486. श्री विमूर्ति विधि :
श्री बाल्कीकी औपरी :

क्या बारिंग्ज भन्नी यह बताने की हुणा
करेंगे कि :

(क) क्या यह सच है कि 1965 में हुए
भारत और पाकिस्तान के संघर्ष के दौरान
पाकिस्तान द्वारा पकड़ा गया भारतीय माल
जुलाई-प्रगस्त, 1968 में वापस लौटा दिया गया
था ;

(ख) क्या यह भी सच है कि यह माल
बम्बई पतन पर पढ़ा हुम्हा है ; और

(ग) यदि हां, तो इस माल को इसके सही
गण्ठन स्थान पर भेजने में विलम्ब होने के
क्या कारण थे ?

बारिंग्ज भन्नी (श्री दिनेश सिंह) : (क)

भौंर (ख). 1965 के भारत-पाकिस्तान संघर्ष
के दौरान पकड़े गये माल में से पाकिस्तान सर-
कार, प्रगस्त 1966 से केवल ऐसा माल ही
वापस लौटा रही है, जो सहायता के रूप में
प्राप्त हुम्हा है और जिस माल का तटस्थ देशों
द्वारा बीमा किया हुम्हा है। सितम्बर, 1968
के मन्त्र तक इस प्रकार के माल में 13250
पैकेज बम्बई में जतारे गये, इनमें से 502 पैकेज
प्रगस्त तथा सितम्बर, 1968 के मासों में आए।
केवल 479 पैकेज की भारी निकासी बाकी है
जिनमें 36 पैकेज शामिल नहीं हैं जिनके लो
जाने जा समाचार है।

(ग) नीचहम सम्बन्धी कागजातों और
उनके कुड़ाने के लिये आवेदन पत्रों की घनु-
पस्ति में, उन व्यक्तियों का पता लाना

सम्भव नहीं हो सका है जिनके नाम माल
भेजा गया था। बम्बई पतन न्यास प्राधिकारी
जहाजी बीमा कम्पनियों प्रादि के माध्यम से
उन व्यक्तियों का पता लगाने के प्रयास में लगे
हुए हैं।

इस्पात कारखानों में उत्पादन

*487. श्री हरबयाल बेबुरुण : क्या
इस्पात, जान तथा जातु मन्त्री यह बताने की
हुणा करेंगे कि :

(क) वर्ष 1968 के पहले छ : महीनों में
सरकारी क्षेत्र के इस्पात कारखानों में से प्रत्येक
इस्पात कारखाने में इस्पात का कितना उत्पादन
हुम्हा ;

(ख) क्या यह सच है कि उक्त कारखानों
के कमंचारियों तथा श्रमिकों की हुड़ताल से
इन कारखानों में इस्पात के उत्पादन पर कु-
प्रभाव पढ़ा है ;

(ग) यदि हां, तो गत वर्ष इस्पात के
उत्पादन की तुलना में यह उत्पादन कितना कम
प्रबन्ध भ्रष्टिक है ; और

(घ) उत्पादन को बढ़ाने के लिए क्या
कार्यवाही की गई है ?

इस्पात, जान तथा जातु मन्त्रालय में राज्य
भारी (श्री प्र० च० सेठी) : (क) से (घ).
दुर्गापुर, भिलाई और राडरकेला इस्पात कार-
खानों का जनवरी-जून 1968 और 1967 में
इसी अवधि का विकाय-इस्पात का उत्पादन
निम्नलिखित है :

(हजार टर)

जनवरी-जून 1968 जनवरी-जून, 1967

दुर्गापुर	278.7	261.5
भिलाई	554.2	659.5
राडरकेला	364.0	312.6

विलम्ब भ्रष्टिक सम्बन्धों के कारण,
विवेत : दुर्गापुर में, उत्पादन पर प्रतिकूल
प्रभाव पढ़ा। भिलाई में तृतीय कारणों से उत्पादन

पर प्रभाव पहा जिनमें मन्दी का रुक, रेल-मिल के लिए देश से पर्याप्त मात्रा में आर्डर प्राप्त न होना, नियर्त के लिए कच्चे लोहे के उत्पादन पर बल, वायर-ट्राइ-मिल को उत्पादन आरम्भ करने के पश्चात पूर्ण 3 निर्वाचित अमता प्राप्त करनेमें लगा समय आदि शामिल है। राउरकेला कारखाने के विस्तार कायक्रम की दोष इकाइयों के चालू होने, भिलाई में आकसीजन के इंजेक्शन लगाने को सुविधाएं उपलब्ध होने और दुर्गपुर इस्पात कारखाने में विस्तार की सुविधाओं का और अधिक उपयोग होने, उत्पादन में विभिन्नता लाने और प्रांतरिक मांग में प्रत्याशित बृद्धि और नियर्त में बृद्धि आदि के फलस्वरूप उत्पादन में बृद्धि होने की सम्भावना है।

Joint Plant Committee

*488. SHRI B. K. DASCHOW-DHURY: Will the Minister of STEEL, MINES AND METALS be pleased to state:

(a) whether the prices announced by

STATEMENT

1. Iron and Steel Freight Equalisation Fund (Operating from 1.3.64)

Year	Income	Expenditure	Deficit (-)/Surplus (+)
1964-65	2,14,15,493.45	2,66,80,964.19	52,65,470.74 (-)
1965-66	1,88,26,368.82	3,44,93,270.88	156,66,902.06 (-)
1966-67	2,33,52,366.50	2,27,80,076.38	5,72,290.12 (+)
1967-68	2,05,31,159.63	1,59,82,362.98	45,48,796.65 (+)
Net Deficit Rs. 1,58,11,286.03			

2. Re-rollers' Freight Differential Fund (Operating from 1.2.1968)

1967-68	19,89,240.29	15,66,322.41	4,22,917.88 (+)
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3. JPC Engineering Goods Export Assistance Fund (Operating from 2.5.67)

1967-68	1,87,06,652.00	1,11,30,465.67	75,76,186.33 (+)
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(d) A qualified Chartered Accountant is in charge of JPC Accounting and the Accounts are being audited by a well known firm of Chartered Accountants.

M/S Killick Industries Ltd.,
Bombay

*489. SHRI GEORGE FERNANDES:
Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state -

(a) whether M/s. Killick Industries Ltd., Bombay has changed hands in recent months ;

(b) if so, who are the individuals or firms that have acquired major holdings in the Company ;

(c) the terms under which the shares of the company were bought by the new owners ; and

(d) the names and assets of the firms wholly or partially owned by or managed by M/s. Killick Industries Ltd. ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) to (d). The information is being collected and it will be laid on the Table of the House as soon as available.

इस्पात विलें चलाने के लिए रद्दी लोहे (स्कैप) का प्रयोग

*490. श्री बहाराज सिंह भारती : क्या इस्पात, जान तथा धातु मन्त्री यह बताने की कृता करेंगे कि :

(क) क्या यह सब है कि उत्तर-पश्चिमी भारत, भासाम और केरल जैसे क्षेत्रों में, जहां लोहा, पत्थर और कोयला उपलब्ध नहीं है, परन्तु स्तंशी दरों पर बिजली उपलब्ध है, रद्दी लोहे से इस्पात मिलें चलाई जा सकती हैं ;

(ल) यदि हाँ, तो सरकार द्वारा रद्दी लोहे का निर्यात किये जाने के क्या कारण हैं ;

(ग) क्या यह भी सब है कि विभिन्न उद्योगों में लोहे की जगत तथा उत्पादन से बड़ी भारी मात्रा में रद्दी लोहा उपलब्ध होता है ; और

(घ) यदि हाँ, तो जीवी वंचवार्षीय योजना प्रबन्ध में रद्दी लोहे की जगत करने के लिए तैयार की गई योजना का व्यौदा क्या है ?

इस्पात, जान और धातु मन्त्रालय में राज्य मन्त्री (श्री प्र० चं० सेठी) : (क) मैं समझता हूं कि "रद्दी लोहे" से माननीय सदस्य का अभिन्नाय "रद्दी इस्पात" से है। विद्युत चाप भट्टियों में इस्पात तैयार करने के लिए रद्दी इस्पात और विद्युत शक्ति ही मुख्य रूप से आवश्यक है। ऐसी भट्टियां कहीं भी लगाई जा सकती हैं बशर्ते कि मितव्ययी ढंग से उपयुक्त दोनों शर्तें पूरी होती हों और तैयार माल की खपत के लिए समीप में ही मार्किट हो। विद्युत चाप भट्टियों द्वारा इस प्रकार तैयार किए गये इस्पात का उपयोग या तो ढलाई कारखानों में ढलाई के त्रिप्रथा बेलन मिलों में किया जा नकता है।

आज कल प्रायः सभी मिथ्य-इस्पात बनाने वाले कारखानों में और कुछ इस्पात के ढलाई कारखानों में और छोटे कारखानों में विद्युत चाप भट्टियों में देश में उपलब्ध रद्दी इस्पात से इस्पात तैयार किया जा रहा है। मद्रास राज्य में धाकौनम में 50,000 टन वायिक क्षमता का एक कारखाना लगाया जा रहा है जिसमें इस्पात को विलेटों में परिवर्तित करने की मुश्किल होगी। इस कारखाने की क्षमता को दुगुना किया जा सकता है बशर्ते कि अनिरिक्त रद्दी इस्पात उस इलाके में ही उपलब्ध हो और दक्षिणी भारत के बाजारों में इसके उत्पादों की जगत हो सके।

(ख) हैवी मेलिंग स्कैप जिसका उपयोग प्राजकल देश की विद्युत चाप भट्टियों में किया जाता है, के नियन्त्रण वर प्रतिबन्ध है। इसरे स्कैप जैसे टर्निंग, बोरिंग आदि, जो बहुमान विद्युत चाप भट्टियों की आवश्यकताओं से बच जाते हैं, नियन्त्रित करने की अनुमति है।

(ग) धातु निर्यात और कारखानों के परिवालन में रद्दी माल का निकलना अनिवार्य है।

(घ) लिपुस्तान स्टील लिमिटेड के केन्द्रीय इन्डीनियरी और स्टाकन ब्यूरों से देश में उप-

लब्ध रद्दी इसपात का मूल्यांकन करने तथा विद्युत भट्टियों प्रीर लगातार ढलाई करने वाले कारखानों की स्थापना के लिए उपयुक्त स्थलों के बारे में सुझाव देने के लिए कहा गया है। उनकी सम्मूर्खी रिपोर्ट अभी तहीं मिली है।

फिर भी रही माल की उपलब्धि के प्राधार पर चौथी योजना अवधि में एक कारखाना लगाने की व्यवस्था की जा रही है जिसकी इसपात पिंडलाने की वार्षिक क्षमता 150,000 टन की होगी।

शाराब का उत्पादन

*401. श्री प्रट्टल चिह्नारी वाजपेयी :

श्री जगन्नाथ राव जोशी :

श्री नारायण स्वरूप शर्मा :

श्री रणजीत सिंह :

क्या श्रीशोगिक विकास तथा समवाय-कार्य मन्त्री यह बताने की कृपा करेंगे कि :

(क) 1947 में देश में शाराब का उत्पादन करने की क्षमता कितनी थी प्रीर अब कितनी है;

(ख) इस अवधि में विभिन्न राज्यों में कितनी मात्रा में शाराब बनाने के लिये नये लाइसेंस जारी किये गये हैं; प्रीर

(ग) 2 प्रस्तुतवर, 1968 से 2 प्रस्तुतवर, 1969 के बीच कितनी मात्रा में शाराब बनाने के लिये नये लाइसेंस देने का प्रस्ताव है?

श्रीशोगिक विकास तथा समवाय-कार्य मंत्री (श्री कलक्षुहीन अली अहमद) : (क) शाराब के अन्तर्गत विभिन्न प्रकार की पेय स्पिरिट आती है। विभिन्न शाराब निकालने के कारखाने विभिन्न मान के एलकोहल बनाते हैं। एलकोहल की उच्चतम मूल्य सीमा निर्धारण के लिए टैक्सिक कमीशन द्वारा किये गये परीक्षण (1965) के प्रतिवेदन के अनुसार सन् 1947 में 19 शाराब बनाने के कारखाने द्वे उनका कुल उत्पादन 60000 किलो लीटर था। सन् 1947 में उत्पादित शाराब की ठीक-ठीक मात्रा की

सूचना प्राप्त नहीं है, सूचना एकत्र की जा रही है। संगठित क्षेत्र में शाराब बनाने के कारखानों की संख्या 65 है जिनकी वार्षिक उत्पादन क्षमता 3.12 लाख किलो लिटर है। सन् 1947 में संगठित क्षेत्र में शाराब का उत्पादन 26000 किलो लिटर था।

(ख) उद्योग (विकास तथा विनियमन) अधिनियम, 1951 के अन्तर्गत अप्रैल 1960 में 500 किलो लिटर वार्षिक उत्पादन क्षमता का लाइसेंस प्रदान किया गया।

(ग) उद्योग (विकास तथा विनियमन) अधिनियम, 1951 के अन्तर्गत लाइसेंस प्रदान करने के लिये दो आवेदन पत्र प्राप्त हुए हैं। ये सरकार के विचाराधीन हैं।

Action of Export Duty on Manganese

*492. SHRI CHINTAMANI PANIGRAHI : Will the Minister of STEEL, MINES AND METALS be pleased to state :

(a) whether his Ministry had recommended to the Ministries of Commerce and Finance for the abolition of export duties on all grades of manganese ores; and

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

THE MINISTER OF STATE IN THE MINISTRY OF STEEL, MINES AND METALS (SHRI P. C. SETHI) : (a) Yes, Sir.

(b) Export duty on Manganese Ore has not been abolished. The question of grant of relief to the industry is under consideration of the Government.

Shoe Factory at Kanpur in Collaboration with U. S. S. R.

*493. DR. SUSHILA NAYAR : SHRI YASHPAL SINGH :

Will the Minister of COMMERCE be pleased to state :

(a) whether there is any proposal under consideration of Government to set up a Shoe Factory at Kanpur in collaboration with U. S. S. R.;

(b) if so, its annual production capacity and the amount likely to be spent thereon ; and

(c) the arrangements, financial or otherwise, between the two countries ?

THE MINISTER OF COMMERCE (SHRI DINESH SINGH) : (a) to (c). The proposal to set up a shoe factory in collaboration with U. S. S. R. is still in the preliminary stage of the consideration. No decision have yet been taken on its location, production capacity or capital investment. However, the possibility of setting up the factory in the rural area of U. P. is under consideration. The financial and other arrangements for setting up the factory have not been finalized.

पूर्वी यूरोप के देशों के साथ व्यापार

*494. श्री कंवर लाल गुप्त :

श्री बृज मूर्खण लाल :

श्री जिं ब० सिंह :

श्री बंश नारायण सिंह :

क्या बाणिज्य मंत्री यह बताने की कृपा करेंगे कि :

(क) गत तीन वर्षों (बर्यंवार तथा देशवार) में भारत से रूस तथा अन्य पूर्वी यूरोपीय देशों को कितने माल का निर्यात किया गया ;

(ख) इसमें से कितना माल राज्य व्यापार निगम ने और अन्य एजेन्टों ने निर्यात किया ; और

(ग) उन एजेन्टों के नाम तथा पते क्या हैं ?

बाणिज्य मन्त्रालय में उप-मन्त्री (श्री बोहन्मद शाफी कुरेशी) : (क) गत तीन वर्षों में भारत से रूस तथा अन्य पूर्वी यूरोपीय देशों को निर्यात माल की मात्रा को दर्शाने वाला एक विवरण सभा-पटल पर रखा जाता है। [पुस्तकालय में रख दिया गया। देखिये संख्या LT—2467/68]

(ख) और (ग). राज्य व्यापार निगम द्वारा इन देशों को किये गये निर्यात की मात्रा को

दर्शाने वाला एक विवरण भी सभा पटल पर रखा जाता है। [पुस्तकालय में रख दिया गया। देखिये संख्या LT—2467/68] जहां तक क्षेत्र माल का प्रश्न है, निजी क्षेत्र की विभिन्न व्यावसायिक कमौदी द्वारा तथा सरकारी क्षेत्र के संगठनों द्वारा माल का निर्यात किया जा रहा है और पूरे औपरे तत्काल उपलब्ध नहीं हैं।

Devnagri Lettering Indicating Names of Stations

*495. **SHRI ONKAR LAL BERWA :**

Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that Devnagri lettering indicating names of stations in Punjab, West Bengal and Madras has been completely dispensed with from the boards ;

(b) if so, the reason therefor ; and

(c) whether this has been done with the prior approval of Government of India ?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) : (a) No, Sir.

(b) and (c). In view of the answer to part (a), these questions do not arise.

Industrial Production

*496. **SHRI S. C. SAMANTA :** Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state :

(a) what steps are being taken to boost up the falling industrial production particularly in the small scale sector ;

(b) what facilities and incentives are being offered to encourage industrialists to boost up production ; and

(c) how far the demands of scarce raw materials and imported raw materials are being met in the current year and whether the supply positions is likely to improve ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) and (b), The Study Team under the Chairman-

ship of Dr. P. S. Loksanthan was set up in 1967 to study the effects of recession in the Small Scale Sector. The team has recommended certain short term and also some long term measures so as to encourage industrialists to boost up their production. The Report of the Team is under the consideration of Government.

(c) Depending upon the availability of scarce raw materials, demand of the Small Scale Sector is met to the extent possible. Priority industries are getting their full requirements of imported raw materials based on their past consumption. Units in the non-priority category are getting their requirements based on their last year license. Since they do not get any repeat licence, they are not able to meet their full requirements of imported raw materials. The future supply position depends on a number of factors including foreign exchange availability in respect of imported raw materials and production in respect of scarce categories of indigenous materials.

Bombay Oxygen Corporation Limited

*497. SHRI MADHU LIMAYE : Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to refer to the reply given to Unstarred Question No. 1820 on the 24th November, 1968 and state :

(a) whether the Bombay Oxygen Corporation Ltd., Bombay was issued an Import Licence to purchase gas cylinders for oxygen, only from Rupee currency area (East European countries) ;

(b) whether the Inspector of the Company Law Department made inquiries regarding the comparative prices of such cylinders from other Rupee currency areas and if so, the particulars regarding the offers and quotations received by the Company from these countries before placing the order ; and

(c) whether the inquiries by the Enforcement Directorate on the violation of foreign exchange are over and if so, what are the findings and action taken thereon ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) Yes, Sir.

(b) Enquiries are being made.

(c) The Enforcement Directorate has informed that the enquiry has been treated as closed.

Trade with Hungary

*498. SHRI SRADHAKAR SUPAKAR : Will the Minister of FINANCE be pleased to state :

(a) the present annual volume of our trade with Hungary ; and

(b) the steps taken to increase our exports to that country ?

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

STATEMENT

The position of India's trade with Hungary during the past two years is as under :

Year	(Rupees in million)		
	Import from Hungary	Export to Hungary	Total trade
1966-67	132.8	113.4	246.2
1967-68	117.2	128.2	245.4

The above figures will show that Indian exports to Hungary are already on the increase and are more than imports from that country. Items having further export potential have been identified through India's participation in the Trade Fairs held in Hungary and exchange of visits of representatives of business enterprises and Government delegations.

Precision Instruments Factory near Paigahat

*499. SHRI C. JANARDHANAN : SHRIMATI SUSEELA

GOPALAN :

SHRI C. K. CHAKRAPANI :

SHRI P. P. ESTHOSE :

SHRI VASUDEVAN NAIR :

SHRI E. K. NAYANAR :

Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state :

(a) whether Government have decided to give up the proposal to set up a Preci-

sion Instruments factory near Palghat in Kerala;

(b) whether this decision has led to widespread resentment amongst the people of Kerala;

(c) what were the reasons that prompted Government to abandon the proposal; and

(d) whether there is any possibility of Government revising its decision and setting up the factory in Kerala as originally planned?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) to (d). A provisional decision has been taken to postpone the implementation of the Mechanical Instruments Plant at Palghat.

Because of the drastic reduction in the overall investment on industry coupled with the drop in the estimates of requirements Government reviewed the question of production in the two units of Instrumentation Limited at Kota, Rajasthan and Palghat, Kerala. With a view to ensuring the economic viability of the Kota unit which has since gone into production, Government consider that it would be necessary to postpone, for the present, the project at Palghat and take up at Kota with marginal additional investment, the instruments planned for the Palghat unit. This is urgently necessary as the range of instruments of the two units are complementary to each other.

A final decision on this issue and allied matters is yet to be taken by Government.

रेलगाड़ियों का विलम्ब से चलना

*500. श्री प्रकाशवीर शास्त्री :

श्री क० सकापा :

क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि रेलगाड़ियों के विलम्ब से चलने से सम्बन्धित शिकायतें निरन्तर बढ़ती जा रही हैं;

(ल) क्या यह भी सच है कि अब यह सामान्य बात हो गई है कि यात्री गाड़ियां अपने

गत्तेव्य स्थान पर समय पर नहीं पहुँचती; प्लौर

(ग) यदि हां, तो क्या इस सम्बन्ध में कोई नये उपाय करने का विचार है?

रेलवे मन्त्री (श्री च० मु० पुनाचा) : (क) जी हां, गाड़ियों के देर से चलने के सम्बन्ध में शिकायतें मिली हैं;

(ल) गाड़ियों का देर से चलना एक ग्राम बात नहीं है, लेकिन अधिकांश मामलों में, विशेषकर भीड़-भाड़ वाले इकहरी लाइन स्पॉटों पर, तांत्रे की तारों की चोरी के कारण संचार-व्यवस्था में खारबी आ जाने, खतरे की जंजीर लीजे जाने, धान्दोलन आदि कारणों से गाड़ियों को देर हो जाती है। 1957-58 से 1967-68 के दौरान भारतीय रेलों की सवारी गाड़ियों की समय-पाबन्दी का प्रतिशत बताने वाला एक विवरण सभा-पट्टन पर रख दिया गया है। [पुस्तकालय में रख दिया गया। देखिये संख्या LT—2468/68]

(ग) गाड़ियों के ग्रामीणों प्लौर देर से चलने से सम्बन्धित सभी परिहायं कारणों को दूर करके सवारी गाड़ियों की समय-पाबन्दी में अधिक मे प्रथिक सुधार लाने में कोई कसर नहीं रखी जाती है।

रेलवे लाइनों विद्युतीकरण

*501. श्री प० ला० बास्याल : क्या रेलवे मन्त्री यह बताने की कृपा करेंगे कि :

क्या यह सच है कि एक प्लौर तो इस समय बड़ी लाइनों पर भाप के इंजनों द्वारा चलाई जाने वाली रेल गाड़ियों के द्वयन पर विद्युती द्वारा रेल गाड़ियों चलाने की व्यवस्था की जा रही है किन्तु दूसरी प्लौर ऐसे क्षेत्रों में रेल लाइनें नहीं विद्युती जा रही है जहां मुक्ता प्लौर परिवहन की दृष्टि से उनकी अस्याबद्यकता है;

(ल) क्या विकसित क्षेत्रों में ऐसी लाइनों

पर बिजली द्वारा रेलगाड़ियों चलाना युक्ति-संगत है, जहां रेलगाड़ियों की व्यवस्था बिल्कुल ठीक चल रही है जबकि ऐसे महत्वपूर्ण जगहों में रेलवे लाइनें नहीं बिछाई जातीं, जहां पर नहरों के निर्माण में कायं जोरों पर चल रहा है ; और

(ग) व्या सिद्धांत रूप में और व्यवहारिक दृष्टि से ऐसे सभी जगहों में रेलवे लाइनें बिछाने पर विशेष ध्यान देना उचित है जहां इनकी नियन्त्रित आवश्यकता है ?

रेलवे मंत्री (श्री च० मु० पुलाचा) : (क) समुचित अध्ययन के बाद आवश्यकता पूरी तरह सिद्ध हो जाने पर ही बत्तमान लाइनों के बिद्युतीकरण और नई लाइनें बिछाने के काम हाथ में लिये जाते हैं ।

(ख) बिद्युतीकरण केवल उन्हीं लाइनों पर किया जाता है, जहां भाष्य कर्वण यातायात को बढ़ाती हुई मांग को पूरा करने में असमर्थ पाया जाता है ।

(ग) जी हाँ, लेकिन समुचित अध्ययन के बाद औचित्य होने पर ही नई लाइनों का निर्माण-कायं हाथ में लिया जाता है ।

Import of Raw Jute

*502. SHRI S. S. KOTHARI :
SHRI K. M. KAUSHIK :
SHRI BASUMATARI :

Will the Minister of COMMERCE be pleased to state :

(a) whether it is a fact that in view of the shortage of jute, Government have decided to import raw jute from abroad ;

(b) if so, the target for such imports ;

(c) the extent to which the target falls short of the requirements estimated by the Indian Jute Mills Association ; and

(d) the steps taken by Government to stimulate the production of raw jute in the country to achieve equilibrium in consumption and the supply from internal sources ?

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

(b) to (d). A statement is laid on the Table of the House.

STATEMENT

A Committee consisting of Jute Commissioner and representatives of the jute industry and other interests has been formed to scrutinise applications made to it by the Jute and jute Goods Buffer Stock Association for imports of raw jute. Imports have been authorised, on the recommendations of this Committee, to the extent of 2.7 lakh bales. Further imports will be considered as and when applied for by the Association.

The following steps have been taken to stimulate the production of raw jute :

- (1) A minimum support price is fixed for the jute every season and purchase operations are undertaken to give price support.
- (2) In fixing prices for superior grades, adequate premium is allowed to give incentive for the production of better grades of fibre.
- (3) Increase in production of jute is sought to be achieved by steps to increase the yield per acre, such as double cropping in extensive areas, introduction of high yielding strains and adoption of intensive cultivation methods.
- (4) Financial assistance is granted in the form of subsidy and loan for centrally sponsored schemes for jute production.

Hindustan Steel Limited

*503. SHRI PREM CHAND VERMA : Will the Minister of STEEL, MINES AND METALS be pleased to state :

(a) the names of the Chairman and Members of the Board of Directors of the Hindustan Steel Limited at present, when they were appointed and their tenure and terms of appointment ;

(b) the amount of loss which the Company suffered on account of irregularities, theft, stock shortage and whether these matters were looked into and if so, the result thereof ; and

(c) whether a general assessment of the working of the Company has been done ;

if so, the result and if not, whether Government propose to secure the service of any expert in order to fine out the drawbacks and to bring about improvement in its working ?

THE MINISTER OF STATE IN THE

MINISTRY OF STEEL, MINES AND METALS (SHRI P. C. SETHI) : (a) The names and the dates of appointment of the present Members of the Board of Directors of Hindustan Steel Limited are given below :

Name	Date of appointment on the Board
1. Shri K. T. Chandy (Chairman)	30.5.1968
2. Shri A. N. Banerji (Dy. Chairman)	2.8.1967
3. Shri Michael John	13.9.1956
4. Shri P. L. Tandon	1.4.1963
5. Shri T. S. Krishna	1.4.1963
6. Shri T. N. Gupta	8.4.1965
7. Shri K. S. Bhandari	28.3.1966
8. Major General B. P. Wadhera	28.3.1968
9. Shri R. P. Sinha	8.8.1968
10. Shri G. Jagathpathi	8.8.1968
11. Shri P. Sabanayagam	19.9.1968

The appointment of Directors is for an unspecified period but in terms of the Articles of Association of the Company, the President has the power to remove any Director from office at any time in his absolute discretion. The whole time Directors are paid—the salaries prescribed for their posts and non-official part-time Directors are paid an honorarium of Rs. 100/- for each meeting and their T. A. expenses.

(b) The loss on account of theft of stores and materials etc. has ranged between Rs. 50,000 and Rs. 2,00,000 during the last four years. There also occur discrepancies (Shortages/excesses) in physical verification of stocks of stores, spares, raw materials, finished products etc. which are mainly due to errors in estimation of consumption, production, categorisation and physical balances. Appropriate action is taken wherever called for.

(c) The working of the Company is constantly under review of the Board of Directors and Government and appropriate action is taken to remove any drawbacks. It is not proposed to secure the services of any expert for this purpose.

Re-Export of Indian Goods

*504. SHRI R. BARUA :
SHRI K. P. SINGH DEO :

SHRI D. N. DEB :
SHRI RAM AVtar
SHARMA :

Will the Minister of COMMERCE be pleased to state :

(a) whether it is a fact that Government are considering to take drastic steps against the East European countries who have re-exported Indian goods ;

(b) if so, the names of those countries ;

(c) whether any protest has been lodged with them ; and

(d) the steps proposed to be taken to check this practice ?

THE MINISTER OF COMMERCE (SHRI DINESH SINGH) : (a) to (d). Whenever reports of re-export of India's goods are brought to the notice of the Government, suitable action is taken and the matter taken up with the Governments concerned where necessary.

हेंडी इंडियान एक्सपोर्ट कार्पोरेशन, रौपी में अमिन्कांड

*505. श्री तुकम बाबू कल्पाल : क्या श्रीव्योगिक विकास तथा सबवाल-काले मन्त्री वह बताने की तूपा करेंगे कि :

(क) क्या वह तूपा है कि पुलिस मे 1964

में ही इंजीनियरिंग कारपोरेशन राई में अनिकांड के बारे के जांच पूरी कर ली है ;

(ख) यदि हाँ, तो कितने व्यक्तियों के विशद न्यायालयों में मुकदमें दायर किए गए हैं क्या न्यायालय ने इस बारे में कोई निर्णय दे दिया है ;

(ग) क्या सरकार को केंद्रीय अथवा राज्य सरकारों के साधनों से ऐसे कोई संकेत मिले हैं कि इन घटनाओं में कुछ विदेशी शक्तियों का हाथ था ; और

(घ) यदि हाँ, तो तोड़फोड़ की उन कायंवाहियों के लिये जिम्मेदार विवेशियों अथवा और विदेशी महीनों के नाम क्या है और उनके विशद क्या कायंवाही करने का सरकार का विचार है ?

ओपोरिंग विकास तथा समवाय-कायं भवी (श्री फलदहीन असी अहमद) : (क) जी, हाँ ।

(ख) से (घ) . आठ व्यक्तियों को सेशन सुपुर्द कर दिया गया है। मामला अदालत के विचाराधीन है।

राज्य व्यापार निगम के लाभ

506 श्री अमर प्रकाश त्यागी : क्या वाणिज्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार ने राज्य व्यापार निगम द्वारा माल के आयात और निर्यात से कमाये जाने वाले लाभ की दर की अधिकतम सीमा निर्धारित की है ;

(ख) यदि हाँ, तो सरकार ने किसी बस्तु के मूल्य पर राज्य व्यापार निगम के लिये कितना प्रतिशत लाभ निश्चित किया है ; और

(ग) क्या यह भी सच है कि इस समय राज्य व्यापार निगम सामान्य व्यापारी की तुलना में मनमाने हुए से अधिक लाभ कमा रहा है ?

व्यापारिय अमी (श्री विनेश तिह) : (क) जी नहीं ।

(ख) प्रश्न नहीं उठता ।

(ग) जी नहीं ।

Programme of Dieselisation in Railways

*507. SHRI RABI RAY : Will the Minister of STEEL, MINES AND METALS be pleased to state :

(a) whether it is a fact that his Ministry drew the attention of the Ministry of Railways to go slow with their programme of dieselisation so that there might not be considerable reduction in the consumption of coal by the Railway ; and

(b) if so, the details thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL, MINES AND METALS (SHRI P. C. SETHI) : (a) and (b). As a result of the attention of the Ministry of Railways having been drawn to the necessity of a review of pace of their dieselisation programme, a review is being made.

Late Running of Trains

508 SHRI LOBO PRABHU : Will the Minister of RAILWAYS be pleased to state :

(a) the orders for reporting and investigation of late running of trains ;

(b) whether there are any instructions to pinpoint responsibility for the first substantial delay (exceeding five minutes) ;

(c) whether this delay was avoidable, whether any punishments were prescribed, if not, reasons therefor and if so, the number of persons punished last year ; and

(d) up to what level of officers the reports of delay are circulated ?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) : (a) All cases of unscheduled detentions to passenger carrying trains by the Station Masters, Guards, Drivers etc are reported to the Control Office where a continuous record is maintained of the running of passenger carrying trains from Division to Division. These detention particulars are scrutinised daily at the Divisional office in respect of all passenger carrying trains and at the

headquarters office of the zonal railways in respect of Mail/Express trains, and further investigations conducted wherever necessary.

(b) Specific instructions exist for pinpointing responsibility not only in the first substantial delay but for all appreciable unscheduled detentions to passenger carrying trains.

(c) Each case of detention is dealt with on its merit and appropriate punishment is imposed to the staff held responsible. About 14,000 railway staff were punished during a period of one year in connection with cases involving detention to passenger carrying trains.

(d) In the Divisions, the running of passenger carrying trains is watched by the Divisional Superintendents and the Branch officers. In the headquarters of each zonal railway, the running of Mail/Express trains is watched on a daily basis by the Dy. Chief Operating Supdt., and also by the Chief Operating Supdt., and the General Manager. Trends of punctuality on individual railways are watched by means of 10-day and monthly reports in the Railway Board. A special watch is maintained at the highest level in the Railway Board on the day-to-day punctuality of selected long distance Mail/Express trains.

Industrial Policy Resolution

*509. SHRI H. N. MUKERJEE :
SHRI RAGHUVIR SINGH
SHASTRI :
SHRI SITARAM KESRI :
SHRI NARENDAR SINGH
MALIDA :

Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state :

(a) whether Government have reviewed the working of the Industrial Policy Resolution ;

(b) if so, the results thereof ;

(b) whether Government intend to make any changes in the Resolution ; and

(d) if so, the details thereof ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) Yes, Sir.

(b) Government have come to the conclusion that as the Industrial Policy Resolution, 1956, had not so far revealed any fundamental weaknesses in its working, it does require to be amended.

(c) No, Sir.

(d) Does not arise.

Contribution to Political Parties

*510. SHRI S. R. DAMANI : Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state :

(a) whether any companies have contributed more than 5 percent of their profits to political parties as permitted by the Company Law in the years 1965-66, 1966-67 and 1967-68 ; and

(b) if so, the names of the companies and the details of the contributions made ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) and (b) During the period 1965-66 to 1967-68, only one case of political contribution in excess of the limits prescribed under Section 293A of the Companies Act has come to Government's notice. This relates to Dodsal Private Ltd. which during the year ended on 31-3-1967 made a contribution of Rs. 60,000 to Congress Party.

Rural Industrial Projects in Kerala

2980. SHRI C. JANARDHANAN : Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state :

(a) whether the Government of Kerala have requested the Centre to sanction four more rural Industrial Projects for the State ; and

(b) if so, the decision taken on the request ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) The Kerala State Government have request-

ed for three new rural industries projects in their recent communication.

(b) The matter is under consideration.

Export of Cashew Kernels

2981. SHRI C. JARNADHANAN : Will the Minister of COMMERCE be pleased to state :

(a) the total quantity of Cashew Kernels exported from Kerala in the last five years and the amount of foreign exchange earned thereby ;

(b) the quantity of raw cashew nuts imported by India in the last five years and the value thereof ;

(c) whether Government have prepared any plan to make the country self-sufficient in the production of raw cashew nuts ;

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

(e) the total expenditure expected to be incurred by Government in this respect ?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI) : (a) 2,44,614 M. tonnes valued at Rs. 148.56 crores.

(b) 7,94,601 M. tonnes valued at Rs. 79.57 crores.

(c) Yes, Sir.

(d) During the Fourth Plan period, it is proposed to plant cashew in an additional area of 5.18 lakh acres. Apart from the area expansion programme, a Package Programme for the existing plantations covering an area of 46,000 acres for maximising production from these plantations and for consolidating and maintaining the newly planted areas is proposed to be undertaken. Other schemes proposed during the Fourth Plan include production of vegetatively propagated planting materials; air-layers of high yielding mother trees; laying out demonstrations on fertiliser applications; plant protection measures etc. and a scheme for parent trees competition to facilitate spotting out of high yielding trees with desirable economic characters.

(e) Schemes other than area expansion are proposed to be taken up as Centrally sponsored Schemes and a sum of Rs. 95.50 lakh has been provided for these. The cost of the area expansion programme is

estimated at Rs. 1,637.00 lakhs, which includes Rs. 1,200 lakhs towards loan.

कपास की समर्थन कीमतें

2082. श्री देवराव पाटिल :

श्री नीतिराज सिंह औधरी :

क्या बालिंज भंडी यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि 1968-69 के लिये रुई की न्यूनतम तथा समर्थन कीमतें निश्चित कर दी गई हैं परन्तु कपास के बारे में ऐसा नहीं किया गया है ;

(ख) यदि हाँ, तो कपास की न्यूनतम तथा समर्थन कीमतें निश्चित करने के लिये क्या कार्यवाही की जा रही है ;

(ग) क्या यह भी सच है कि कपास की वर्तमान कीमतें इसके उत्पादकों के लिये अलाभकारी हैं ;

(घ) क्या यह भी सच है कि जब फसल की कपास बाजार में आती है तो इसकी कीमतें गिर जाती हैं ; और

(इ) यदि हाँ, तो कपास उगाने वालों के लिये उचित कीमतें सुनिश्चित करने तथा इसके उत्पादन में कमी को रोकने के लिये सरकार ने क्या कार्यवाही की है प्रयत्न करने का विचार है ?

बालिंज भंडीलय में उप-भंडी (श्री मोहम्मद शफी कुरेशी) : (क) तथा (ख) यह सच है कि सरकार द्वारा इस समय निर्धारित न्यूनतम समर्थन मूल्य 'कपास' के सम्बन्ध में नहीं है, परन्तु केवल रुई (लिन्ट) के सम्बन्ध में है।

कपास के न्यूनतम समर्थन मूल्यों के निश्चित करने के प्रश्न पर विचार किया गया है। किन्तु उस आवार पर मूल्य निश्चित कर पाना व्यावहारिक नहीं समझा गया क्योंकि इसमें बहुत सी कठिनाइयाँ हैं जैसे कि बजन द्वारा बिनोले के अनुपात में बहुत विचिन्नता तथा ओटने से पूर्व

कारास की किसी भी मात्रा की गुणता को निरिचित करने के लिये ठीक ठीक कसोटी का न होता ।

(ग) यी नहीं ।

(घ) तथा (ङ) . जब भी नई फसल की काफी आवक होती है रुद्ध के मूल्यों में कुछ गिरावट आना सामान्य बात है । किन्तु ऐसी मौसम सम्बन्धी घटना के लिये किसी विशेष उपचारात्मक उपाय की आवश्यकता नहीं है ।

Rail Link to Jammu

2983. DR. KARNI SINGH : Will the Minister of RAILWAYS be pleased to state :

(a) whether in view of the strategic importance of Jammu and Kashmir, construction of the rail link to Jammu has been completed ;

(b) if not, when it is likely to be completed ?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) : (a) Not yet.

(b) The line is expected to be completed by the end of 1971.

Heavy Plate and Vessels Project

2984. DR. KARNI SINGH : Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state :

(a) what is the position of the Heavy Plate and Vessels Project which Government had contemplated to put up in collaboration with Messrs. Technoexport of Czechoslovakia ;

(b) whether the changed international position in Czechoslovakia has adversely affected the Project ; and

(c) if so, to what extent ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F.A. AHMED) : (a) A company under the name and style of BHARAT HEAVY PLATE AND VESSELS LTD. to implement this Project was incorporated on 25th June, 1966. Since then the work

on this Project has been progressing satisfactorily. The site for the factory has been acquired and the area required for construction levelled. Contracts for the major part of civil construction and structural steel work have been finalised and orders placed. Orders for items of equipment valued at approximately Rs. 2 crores have already been placed upon Messrs. SKODAEXPORT of Czechoslovakia and equipment costing about Rs. 24 lakhs has arrived at the factory site. It is understood that another lot of equipment valued at about Rs. 40 lakhs is on its way. It is expected that equipment costing about Rs. 160 lakhs will reach the factory site by the end of March, 1969. Orders have also been placed for most of the indigenous equipment. The erection of one of the main plant buildings has been started and is expected to be completed by March, 1969. It is expected that the company will start manufacturing some simpler type of equipment during the next few months.

(b) No, Sir.

(c) Does not arise.

Trade Delegation to Nepal

2985. SHRI BABURAO PATEL : Will the Minister of COMMERCE be pleased to state :

(a) the names of the members of the Indian trade delegation who visited Nepal recently and the outcome of their talks ;

(b) the nature of goods that are being smuggled regularly into India from Nepal and the total annual loss to the Indian Exchequer on this account ; and

(c) the reason for which the terms of the trade treaty of 1960 with Nepal are not being strictly enforced ?

THE MINISTER OF COMMERCE (SHRI DINESH SINGH) : (a) list showing names of the members of the Indian trade delegation is attached. The outcome of the talks has been set out in the Joint Press Note, a copy of which has already been placed on the Table of the House by Shri B. R. Bhagat, Minister in the Ministry of External Affairs.

(b) Goods that have at times been detected on being "smuggled" into India from Nepal are consumer goods such as

wrist watches, fountain pens, cigarette lighters, torches, transistors, cameras, blades etc. It is not possible to have an accurate estimate of the value of these goods or to assess the loss therein.

(c) The terms of the Treaty of Trade

and Transit 1960 with Nepal are being fully observed by the two Governments. Every effort is made to guard against its provisions being circumvented and to prevent diversion or deflection of trade contrary to the letter and spirit of the Treaty.

STATEMENT

INDIAN DELEGATION

1. Shri B R. Bhagat, Minister of State for External Affairs, Government of India.
2. Shri K.B. Lall, Secretary, Ministry of Commerce, Government of India.
3. Shri A.B. Bhadkamkar, Joint Secretary, Ministry of External Affairs, Government of India.
4. Shri S.P. Kampani, Joint Secretary, Ministry of Finance, Government of India.
5. Shri J. Abraham, Counsellor, Embassy of India, Kathmandu.
6. Shri V.P. Sawhney, Deputy Secretary, Ministry of Commerce, Government of India.

LEADER
Member
Member
Member
Member
Member

Gold Deposits in Maharashtra

2986. SHRI DEORAO PATEL : Will the Minister of STEEL, MINES AND METALS be pleased to state :

(a) whether there is any proposal to conduct a detailed survey by the Geological Survey of India to exploit gold deposits in Bhandara and Nagpur Districts of Maharashtra ; and

(b) if so, whether any technical assistance has been sought from the Socialist countries and if so, the result thereof ?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL, MINES AND METALS (SHRI RAM SEWAK) : (a) The preliminary investigation for gold in Nagpur and Bhandara districts of Maharashtra by the Geological Survey of India is in progress.

(b) : No, Sir.

Taking Over of Yeotmal Achaipur Narrow Gauge Railway Line

2987. SHRI DEORAO PATIL : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that the

Yeotmal-Achaipur narrow gauge Railway line is run by a private company ;

(b) whether the Railways propose to take over the ownerships of this line from the private company ; and

(c) if so, when ?

THE MINISTER OF RAILWAYS (SHRI C M. POONACHA) : (a) No. Although this line is owned by the Central Provinces Railways Company Limited, it is worked by the Government through the Central Railway.

(b) No.

(c) Does not arise.

Sheds Over Platforms on Stations on Yeotmal-Achaipur N. G. Line

2988. SHRI DEORAO PATIL : (a) Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that sheds have not been provided on the platforms of even important stations such as Yeotmal, Darwha, Murtiazapur and Karanja on the Yeotmal-Achaipur narrow gauge line on the Central Railway for the protection of the passengers from sun and rain ;

(b) whether it is also a fact that there

are no fans and lights in the running trains ;

(c) whether Government propose to provide sheds on the said platforms and fans and lights in the running trains and to electrify the main stations to remove the inconvenience caused to the passengers ; and

(d) if so, when ?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) : (a) Yes, but waiting halls have been provided at most of the stations, including Yeotmal, Darwha and Karanja as a waiting facility for the passengers. At a few stations, I and II Class waiting rooms have also been provided.

(b) No. Fans have been provided in 21 out of 42 Narrow Gauge coaches of C.P. Railway Co. but lights have been provided in all the coaches.

(c) There is no proposal for provisions of sheds on the platforms, provision of fans in the coaches which do not at present have them and for electrifying the stations. It may be mentioned that the line is owned by the C.P. Railway Company who have expressed inability to provide the funds for such improvements.

(d) The question does not arise in view of the answer to (c) above.

Export of Tea

2989. **SHRI JYOTIRMOY BASU :** Will the Minister of COMMERCE be pleased to state the total quantity and the value of tea exported annually to foreign countries from the years 1960 to 1968 to each country ?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI) : A statement is laid on the Table of the House. [Placed in Library. See No. Lt-2469/68].

Export and Import Advisory Committees/ Councils.

2990. **SHRI JYOTIRMOY BASU :** Will the Minister of COMMERCE be pleased to state :

(a) the number of Import and Export

Trade Advisory Committees or Councils constituted by Government till date ;

(b) the number of Committees or Council actually functioning at present ; and

(c) the names and designations of the non-official members of each of them ?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI) : (a) Eight.

(b) Five.

(c) (i) *Advisory Council on Trade :* The list of non-official members of this body will be found in Resolutions No. 3(1)/67-BOT & P & P dated the 13th January, 1968, 3(1)/67-BOT-P&P dated the 18th April, 1968 and 1/3/68-Ad. C dated the 28th October, 1968. copies of which have been supplied to the Parliament Library along with letters No. 1/3/68-Ad. C. dated 31st May, 1968. and No. 1/3/68. Ad. C. dated 7th November, 1968.

(2) *Four Zonal Import-Export Advisory Committees :*

The names of non-official members will be found in CCI & E's Memorandum No. 2/7/68. Ad.C. dated 20th July, 1968 copy of which has been endorsed to the Parliament Library.

Development of Sericulture in Himachal Pradesh

2991. **SHRI HEM RAJ :** Will the Minister of COMMERCE be pleased to state :

(a) the amount of loans and grants proposed to be given to Himachal Pradesh for the development of Sericulture in the year 1968-69 ; and

(b) the names of schemes for which the amount is proposed to be utilised ?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI) : (a) Grant : Rs. 65,000/-

Loan : Rs. 4,000/-

(b) The Schemes are :

1. Establishment of Development Centres.

2. Assistance to selected seed rearers.

3. Maintenance of jeep.
4. Mulberry Plantation.

Theft of Railway Goods by Railway Employees

2992. SHRI BABURAO PATEL : Will the Minister of RAILWAYS be pleased to state :

(a) whether a huge quantity of railway goods bearing the "I. R." mark was seized from the residence of Bansraj Singh, an engine driver of Gorakhpur ; if so, the nature of the articles seized and their value

(b) whether the houses of other Railway employees have been raided similarly during last year ; if so, their names, designations and the value of goods recovered from each ; and

(c) the total amount of the value of goods stolen last year by railway employees and the steps taken by Government to check such thefts ?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) : (a) Yes, Railway goods consisting of bulbs, hand signal lamps, mosquito net, pillow covers, blankets, duri, buckets, spanners, screw-wrench, fog-signal etc. valued at Rs. 400/- approximately were seized on 24-9-68.

(b) and (c). The Honourable Member presumably is referring to Railway employees on North-Eastern Railway where houses of two others were searched in September, 1967. In one case steam coal worth Rs. 40/- was recovered from the house of Jumuna Singh, a gate-man of Samastipur and in the other electric bulbs and dry cells worth Rs. 450/- were recovered from the quarter of Shri Krishna Nand Prasad, a basic power filter of Narkattiganj. During 1967, goods valued at Rs. 15,371/- were stolen by employees of North-Eastern Railway of which goods valued at Rs. 13,716 were recovered. The steps taken to check such thefts are :

1. Plain clothes and special detective staff of Railway Protection Force is deputed to collect crime intelligence with a view to tracking down known criminals and receivers of stolen property.
2. Affected sections and yards are also at the times patrolled by Railway Protection Force armed

staff and Railway Protection Force Dog Squads.

3. Railway Protection Force guards in yards, sheds and platforms are detailed at strategic points round the clock.
4. Railway Board's Central Crime Bureau staff are deployed to conduct surprise raids to effect red-handed capture of the culprits.
5. Close co-ordination between the Railway Protection Force and Government Railway Police and Police Officers is also maintained to deal with the criminals and receivers of stolen property.
6. Anti-theft measures exist in the shape of locking of compartments, welding and encasing electrical equipment, cleating and troughing of underframe wiring, shifting of theft prone equipment inside the coaches, so as to make their removal difficult by anti-social elements.

रेलवे स्टेशन पर चाय की बिल्ही

2993. श्री भीठा लाल मोहा : क्या रेलवे मन्त्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि चीनी तथा दूध आदि के भाव बढ़ जाने के कारण रेलवे स्टेशनों पर चाय के एक प्याले का मूल्य बढ़ा कर कुछ समय पूर्व 25 पैसे कर दिया गया था;

(ल) क्या यह भी सच है कि यशपि चीनी के मूल्य 50 प्रतिशत गिर गये हैं तथा दूध भी सस्ता हो गया है. चाय के प्याला मूल्य भव भी 25 पैसे ही है,

(ग) यदि हां, तो उक्त दर में कमी करने के लिये क्या कार्यवाही करने का विचार है तथा वह कब तक की जायेगी ; और

(घ) यदि ऐसा कोई प्रस्ताव नहीं है तो इसके क्या कारण हैं ?

रेलवे मन्त्री (श्री डॉ. मु. मुलाया) : (क) हां। मार्च, 1968 में ऐसा किया गया था।

(ल) एक प्याला चाय की दर अभी भी 25 पैसे है। चीनी के मूल्य में पिछले कुछ महीनों में घटा-बढ़ी होती रही है और दूध का मूल्य कम नहीं हुआ है।

(ग) और (घ). दरों में संशोधन उस समय किया जाता है जब सामान के मूल्य और मजदूरी दरों में भारी परिवर्तन होता है। भाग (ल) को देखते हुए दरों में संशोधन करने का अभी तक कोई विचार नहीं है।

मध्य प्रदेश में केन्द्रीय औद्योगिक योजनाये

2994. श्री गं. च. दीक्षित : क्या औद्योगिक विकास तथा समवाय-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) मध्य प्रदेश में केन्द्रीय औद्योगिक योजनाओं पर पहली, दूसरी तथा तीसरी पंचवर्षीय योजनाओं पर भलग-भलग कितनी कितनी राशि व्यय की; और

(ल) इस कार्य के लिए चौड़ी पंचवर्षीय योजना में मध्य प्रदेश के लिए कितनी राशि मंजूर की गई है?

प्रौद्योगिक विकास तथा समवाय-कार्य मंत्री (श्री कलशर्मी अम्बेडकर) : (क) तथा (ल). मध्य प्रदेश सहित विभिन्न राज्यों में केन्द्रीय सरकार की औद्योगिक परियोजना में प्रथम, द्वितीय तथा तृतीय पंचवर्षीय योजनाओं में किए गए विनियोजन तथा इन परियोजनाओं की पूर्ति के लिए सम्मानित विनियोजन का परियोजन बार और प्रधान मन्त्री द्वारा 13 नवम्बर, 1968 को तराकित प्रक्षेत्र संख्या 61 के उत्तर में सभा पट्टन पर रखे गए विवरण में उपलब्ध है। चौड़ी पंचवर्षीय योजना को अभी प्रस्तुत रूप दिया जाना है अतः मध्य प्रदेश में केन्द्रीय सरकार की औद्योगिक योजनाओं के लिए किए जाने वाली बन राशि के विविधान के बारे में अभी निर्णय किया जाना है।

Prices of Raw Jute Goods

2995. SHRI R. R. SINGH DEO : Will the Minister of COMMERCE be pleased to state :

(a) whether it is a fact that there has been an unprecedented rise in prices of raw jute goods during September, 1968;

(b) if so, what were the causes for the same; and

(c) the steps taken to curb the rise in prices?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD SHAFI QURESHI) : (a) and (b). Yes, Sir, in view of the exceptionally short crop of jute and mesta during the current season.

(c) A statement showing the steps taken to deal with the situation is attached.

Statement

The following steps have been taken to arrest the rise in price of jute and jute goods :

(1) Ceiling and margins for future trading in respect of November delivery for hessian and sacking were fixed.

(2) A Committee consisting of jute Commissioner and representatives of jute industry and other interests was formed to scrutinise applications made to it by the Jute and Jute Goods Buffer Stock Association for imports of raw jute. Imports of 2.7 lakhs bales of jute valued at Rs. 8.7 crores have so far been authorised on the recommendations of this Committee.

(3) It has been decided to relate production of finished goods on a planned basis to the availability of raw material and needs and requirements of both domestic and overseas consumption.

(4) Jute Commissioner has been delegated powers to regulate production of jute goods on the basis of allotment of raw jute made to each mill.

(5) Under the Jute (Licensing and Control) Order, 1961, the statutory maximum selling prices of B. Twills sacking have been fixed at Rs. 200 per 100 bags.

(6) It has been decided to exercise some restraint on domestic consumption of jute goods during the period of shortage.

Export of Steel Rails

2996. SHRI R. R. SINGH DEO : Will the Minister of STEEL, MINES AND METALS be pleased to state :

(a) whether it is a fact that an agreement has been concluded with the Government of Iran to supply steel rails ; and

(b) if so, the terms of the agreement ?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL, MINES AND METALS (SHRI RAM SEWAK) : (a) and (b). Hindustan Steel Limited have entered into two contracts with Government of Iran for supply of 93,000 tonnes of Rails for use of the Iranian State Railways 70% of the rails to be supplied will be of 18 meters length and 30% in shorter lengths. Deliveries are to be completed by November 1969. Total C & F Value of the Contract is Rs. 7.4 Crores.

Extension of Railway Line from Dharamanagar to Agartala

2997. SHRI KIRIT BIKRAM DEB BURMAN : Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 1831 on the 30th July, 1968 and state :

(a) whether it is a fact that Tripura was catered by Railways during pre-Independence period and had been deprived of this facility consequent on the partition of the country in 1947 since the line happened to pass through areas that had gone to Pakistan ;

(b) whether it is also a fact that nothing has so far been done to restore this facility to that Union Territory since Independence, except taking the railway line upto Dharamanagar only ;

(c) whether Government's attention has been drawn to the fact that the lack of railway communication facilities in the area has been the main hurdle in the development of this region ; and

(d) if the replies to parts (a), (b) and (c) above be in the affirmative, the reasons for not extending the Railway line in Tripura at least upto the capital of the State, namely, Agartala ?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) : (a) and (b). Yes.

(c) and (d). The Railways are not aware of any handicap in the development of this region due to lack of rail facilities. Due to the present difficult ways and means position it is unlikely that any new line in Tripura can be considered for construction in the 4th Plan.

Jute Mill in Tripura

2998. SHRI KIRIT BIKRAMDEB BURMAN : Will the Minister of COMMERCE be pleased to refer to the reply given to Unstarred Question No. 10020 on the 7th May, 1968 and state :

(a) whether M/s. Industrial Development Syndicate, Agartala or any other firm has since put up any fresh application for grant of licence for setting up a new Jute Mill in Tripura ;

(b) if so, the details thereof ;

(c) whether Government have also considered that in view of the numerous adverse factors, particularly lack of rail and adequate road facilities, the entrepreneur is reluctant to set up any industry there and for that matter a jute mill ; and

(d) if so, whether Government have considered the desirability of offering some incentive, particularly by way of giving the required amount of foreign exchange for import of machinery for a Jute Mill in order to help industrialisation of the backward border areas Tripura ?

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

(b) Does not arise.

(c) and (d). If and when any fresh application is received, it will be considered on merits.

Staff Employed in the Office of Air-Borne Mineral Surveys and Exploration.

2999. SHRI SIDDAYYA : Will the Minister of STEEL, MINES AND METALS be pleased to state :

(a) the total number of staff employed, class-wise, in the office of Air-borne Mineral Surveys and Exploration ;

(b) the method of recruitment class-wise in that department including specialists ; and

(c) the number of scheduled caste and scheduled tribe employees out of them, class-wise, as on the 1st November, 1968 ?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL, MINES AND METALS (SHRI RAM SEWAK): (a)

Class I Class II Class III Class IV

31 3 69 12

(b) Class I By deputation/transfer and direct recruitment.

Class II By deputation.

Class III By deputation/transfer and direct recruitment.

Class IV By transfer/direct recruitment.

(c) Class I and II —Nil

Class III —6 Scheduled Castes.

Class IV —6 Scheduled Castes.

Stocks of Khadi Gramodyog Bhawan, New Delhi

3000. SHRI J. SUNDAR LAL: Will the Minister of COMMERCE be pleased to refer to the reply given to Unstarred Question 7248 on the 16th April, 1968 regarding Stocks of Khadi Gramodyog Bhawan, New Delhi and state :

(a) whether the information has since been collected ;

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

(c) when it is likely to be collected ?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) Yes, Sir. A statement is laid on the Table of the House. [Place in Library See No. LT-2470/68.]

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

Payment of D. A. to Khadi Gramodyog Bhawan Employees

3001. SHRI J SUNDAR LAL: Will the Minister of COMMERCE be pleased to refer to the reply given to Unstarred Question No. 3654 on the 12th March, 1968 regarding payment of D. A. to Khadi Gramodyog Bhawan Employees and state :

(a) whether the information has since been collected ;

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

(c) when it is likely to be collected ?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) Yes, Sir. A copy of the reply submitted recently of the Assurance given in answer to Unstarred Question No. 3654 on 12th March, 1968 is laid on the Table of the House. [Placed in Library. See No. LT-2471/68.]

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

रेलों से प्राप्त होने वाला राजस्व

3002. श्री तुकम चन्द्र कल्याण : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) मितम्बर और अश्वम्भर, 1968 में केन्द्रीय सरकार को रेलों से कितना राजस्व प्राप्त हुआ ; और

(ख) रेलों द्वारा किये गये लावं को पूरा करने के बाद सरकार के पास कितना राजस्व देय बचा ?

रेलवे मंत्री (श्री डॉ शुभु पुनाचा) : (क) प्रौद्य (ख). एक विवरण जिसमें यह सूचना दी गयी है सभा पट्टन पर रखा गया है। [तुलसा-लय में रखा गया। देखिये संख्या LT-2472/68] इस विवरण में दिलाये गये आंकड़ों में इण्डियन ग्राहिय राजस्व के लाभान्व के वार्षिक समायोजन शामिल नहीं हैं। लेकिन, मितम्बर 1968 के अन्तर्गत दिलाये गये आंकड़ों में रेलवे पेशन निधि ग्राहिय में सरकारी अंशदान जैसे अर्थ वार्षिक समायोजन शामिल हैं।

किसीको का निर्वात

3003. श्री रामस्वरूप लिलाचौधुरी : श्री भारत तितू शीहाम :

श्री हरदयाल देवगुण :

क्या वारिंग्य मंत्री यह बताने की कृपा करेंगे कि :

(क) उन भारतीय फिल्मों के नाम क्या हैं जिन्हें चातु वर्ष के पहले दस महीनों में विभिन्न देशों में प्रदर्शित किया गया था ;

(ख) उनसे कितनी विदेशी मुद्रा प्राप्त होने का अनुमान है ;

(ग) क्या सरकार दूसरे देशों में अधिकतम भारतीय फिल्मों के प्रदर्शन को प्रोत्साहन देगी ; और

(घ) यदि हां, तो इस बारे में क्या कार्यवाही किये जाने की सम्भावना है ?

वारिंग्य मंत्रालय में उप-मंत्री (श्री भोह-म्बद शक्ती कुरेशी) : (क) तथा (ख). चलचित्रों के नियांति के आंकड़े वारिंग्यिक आसूचना तथा सांख्यिकी के महानिदेशक द्वारा मीटरों और रूपयों में रखे जाते हैं, फिल्मों के नामों के रूप में नहीं। उनके द्वारा प्रकाशित अध्युनातन आंकड़ों के अनुसार जनवरी-अगस्त 1968 में 193.7 लाख रु. ८० मूल्य की 44.4 लाख मीटर फिल्में नियांति की गयी थीं जिस के ब्यौरे विवरण में दिये गये हैं, जो सभा पटल पर रखा गया है। [पुस्तकालय में रखा गया। देखिये संख्या LT-2473/68]

(ग) जी, हाँ।

(घ) विदेशों में अन्तर्राष्ट्रीय चलचित्र मेलों में भाग लेने तथा भारतीय चलचित्र संसाह मनाने के प्रलापा, व्यापक नियांति प्रयत्नों के लिये सम्बद्ध नियांताओं का कंसोटियम गठित किया गया है। भारतीय चलचित्र नियांति निगम द्वारा एक डर्बिंग संयंत्र लगाया जा रहा है। राज्य व्यापार निगम तथा भारतीय चलचित्र नियांति निगम के विदेश स्थित कार्यालय अपने अपने क्षेत्रों में नियांति-संबंधन के लिये तत्स्थानी सुविधाएं प्रदान कर रहे हैं।

सनिज तथा चातु व्यापार निगम द्वारा कच्चे मैग्नीज का नियांति

3004. रघुवीर सिंह शास्त्री : क्या वारिंग्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि सनिज तथा व्यापार निगम स्थापित होने के बाद कच्चे मैग्नीज के नियांति में काफी कमी हो गयी है ;

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

(ग) क्या मैग्नीज उद्योग के साथ हुए नियांति व्यापार समझौते की शर्तों को कच्चे मैग्नीज के नियांति में लागू करने का सरकार का विचार है ?

वारिंग्य मंत्रालय में उप-मंत्री (श्री भोह-म्बद शक्ती कुरेशी) : (क) तथा (ख). गत कुछ वर्षों में भारत से मैग्नीज अयस्क का नियांति निम्नलिखित प्रकार हुआ :--

मात्रा हजार म० टनों में

वर्ष	मात्रा
1962	908
1963	932
1964	1569
1965	1369
1966	1168
1967	1083
1968 (जनवरी-अक्टूबर)	1010

गत दो वर्षों में पूर्व वर्षों की तुलना में, नियांति में गिरावट आई है। यह कमी अधिकांशतः उपभोक्ता देशों के पास पूर्ति के नये साधन मिलने, पूर्ति के बढ़ साधनों के विकास तथा औद्योगिकी प्रगति के कारण इस्पात उत्पादन में मैग्नीज अयस्क पर अपेक्षातया कम निर्भरता आदि कारणों के परिणामस्वरूप हुई है। स्वेच्छ नहर के बन्द हो जाने से भी भारतीय

प्रयत्नों की प्रतियोगिता शक्ति पर प्रतिकूल प्रभाव पड़ा है।

(ग) सरकार ने मैग्नीज प्रयत्न के निर्यात के लिये सदोग के साथ कोई करार नहीं किया है।

Steam Locomotives

3005. SHRI NITIRAJ SINGH CHAUDHARY : Will the Minister of RAILWAYS be pleased to state :

(a) whether there are proposals to completely eliminate steam locomotives ;

(b) if so, whether their manufacture will be stopped from 1970 as stated by the Resident Director of Telco ; and

(c) the time by which last steam locomotive would be withdrawn ?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) : (a) No.

(b) According to present plans it is proposed not to manufacture steam locomotives after 1-4-1971.

(c) Steam locomotives which are now running on the railways will be retained in service till such time they are economical in their maintenance and are needed for operation.

Small Scale Machine Tool Units

3006 SHRI NITIRAJ SINGH CHAUDHARY : Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state :

(a) the number of small scale machine tool units in the country, State-wise ;

(b) the reasons why these are not evenly distributed amongst States ;

(c) whether their concentration has led to development of selected areas ;

(d) if so, whether Government are taking any steps to put all States on equal footing ; and

(e) if not, the reasons therefor ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) State-wise information is not available. However, according to the Federation of

Associations of Small Scale Industries, there are about 1,150 units manufacturing machine tools in the country. The actual number may be much more as all the units are not Members of the Associations affiliated to the Federation. The main concentration of the industry is in the Punjab which accounts for about 63 per cent of the total.

(b) and (c). The units are not evenly distributed as it depends upon the potentialities for a setting up consumer-goods and other industries which use machine tools and level of development of general engineering industries. Since other industries are not evenly distributed in all parts of the country, the machine tool industry is accordingly concentrated in a few centres. This accounts for the comparatively better development of small scale industries in certain States.

(d) and (e). At present, following recession, machine tools industry is having a difficult time. The question of setting up new machine tool units in those States where they are not already functioning will be considered as and when the overall position of the machine tools industry improves.

Sarabhai Chemicals Ltd.

3007. SHRI NITIRAJ SINGH CHAUDHARY : Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state :

(a) the authorised and paid up capital of M/s. Sarabhai Chemicals Ltd. at its inception and now ; and

(b) the reasons for the phenomenal increase ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) There is no company by the name of M/s. Sarabhai Chemicals Ltd. registered under the Companies Act.

(b) Does not arise.

रेतवे मंशालय के प्रवर्त और नियमावलियों का हिन्दी में अनुवाद

3008. बी हुरदाल देवदाल :

श्री राजस्वकाय विद्यार्थी :

श्री मारत तिह चौहान :

क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) उन के मंत्रालय और इस से सम्बद्ध कार्यालयों के कितने प्रपत्रों और नियमावलियों का अब तक हिन्दी में अनुवाद किया गया है ;

(ल) कितने प्रपत्रों और नियमावलियों का हिन्दी में अनुवाद होना चाही है ;

(ग) ऐसे प्रपत्रों और नियमावलियों का हिन्दी में अनुवाद करवाने के लिये क्या व्यवस्था की जा रही है और उन का अनुवाद कब तक पूरा हो जायेगा ; और

(घ) अनुवाद कराने में विलम्ब होने के क्या कारण हैं ?

रेलवे मंत्री (श्री जे० मु० पुनाचा) : (क)

रेल मंत्रालय सम्बद्ध कार्यालय

प्रपत्र	100	27
नियमावलियां (मैनुप्रल)	2	-
(ल) प्रपत्र	11	7
नियमावलियां (बैनुप्रल)	4	-

(ग) दोष प्रपत्रों का हिन्दी अनुवाद शीघ्र ही पूरा किया जायेगा । ऊपर भाग (ल) के उत्तर में उल्लिखित चार नियमावलियों हिन्दी अनुवाद के लिए केन्द्रीय हिन्दी निवेशालय, जिन्हा मंत्रालय को भेजी जा रही है । यह बताना सम्भव नहीं है कि इन नियमावलियों का अनुवाद कब तक पूरा हो जायेगा ।

(घ) प्रपत्रों के अनुवाद में कोई देरी नहीं हुई । जहां तक नियमावलियों का सम्बन्ध है, उन्हें हिन्दी में प्रकाशित करने के लिए अपेक्षाकृत निम्न अवधारा दी गयी है ।

रेलवे बाल की ओरी

3009. श्री हरकाल देवगुण :

श्री राजस्वकाय विद्यार्थी :

श्री मारत तिह चौहान :

क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) विभिन्न रेलों में रेलवे के माल की ओरी के कितने मामलों का वर्ष 1968 के पूर्वांश में सरकार को पता लगा ;

(ल) उपरोक्त ओरिंगों के कारण सरकार की कितनी हानि हुई ;

(ग) इस सम्बन्ध में पकड़े गये स्टोरों के क्या दण्ड दिया गया ; और

(घ) प्रत्येक रेलवे में सरकारी माल की ओरी को रोकने के लिये सरकार ने क्या कार्यवाही की है ?

रेलवे मंत्री (श्री जे० मु० पुनाचा) :

(क) 22,588

(ल) ओरी गदी सम्पत्ति का मूल्य 30.47 लाख रुपये या जिस में से 6.78 लाख रुपये मूल्य की सम्पत्ति बरामद कर ली गयी थी ।

(ग) 6,337 अविलियों को, जिनमें बाहरी भौतिक रुद्ध रेल कर्मचारी शामिल थे, कानूनी कारंवाई के लिए पुलिस के हवाले किया गया और 586 रेल कर्मचारियों के विरुद्ध विभागीय कारंवाई की गयी । उन्हें जो सजा दी गयी उसके बारे में अभी जानकारी नहीं है ।

(घ) इस सम्बन्ध में रेलों पर निम्नलिखित कारंवाईयों की गई हैं :—

1. सभी मालगाड़ियों में रेलवे सुरक्षा दल के सचिव कर्मचारी बलते हैं ।

2. बदनाम अपराधियों और ओरी का माल लेने वालों को सोब निकालने के उद्देश्य से अपराध आसूचना इकट्ठी करने के लिये रेलवे सुरक्षा दल के कर्मचारी साथे कपड़ों में और विशेष गुप्तचर कर्मचारी तैनात किये जाते हैं ।

3. जिन छहों और यारी में ओरियों होती हैं, वहां रेलवे सुरक्षा दल के

संसास्त्र कर्मचारी और साथ ही रेलवे सुरक्षा दल के कुसा-दस्ते गश्त लगाते हैं।

4. याढ़ों, लोडों और प्लेटफार्मों के महत्व-दूरी स्थलों पर चौबीसों घटे रेलवे सुरक्षा दल के पहरेदार तैनात रहते हैं।

5. सभी गानान्तरण स्थलों, पार्सल घरों और माल-गोदामों में सुरक्षा की बुनियादी आवश्यकता की ओर विशेष ध्यान दिया जाता है।

6. अपराधियों को रंग हाथ पकड़ने के लिये रेलवे बोर्ड के केन्द्रीय अपराध औरों के कर्मचारियों को भवानक छापे मारने के लिए तैनात किया जाता है।

7. सभी कारखानों और भण्डारी में सुरक्षा के बुनियादी उपायों की व्यवस्था रहती है।

8. अपराधियों और चोरी की सम्पत्ति लेने वालों के विरुद्ध कार्रवाई करने के लिए रेलवे सुरक्षा दल और सरकारी रेलवे पुलिस तथा पुलिस अधिकारियों के बीच निकट सम्पर्क रखा जाता है।

9. डिब्बों में ताला लगाने, बिजली के उपकरणों की भलाई और डिब्बाबन्दी छोड़े के नीचे के तारों की कलीटिंग और ट्रकिंग, आसानी से चोरी हो सकने वाले उपकरणों के डिब्बों से हटाने जैसे चोरी रोकने के उपाय किये गये हैं ताकि समाज-विरोधी तत्वों द्वारा इनका विकाला जाना कठिन हो।

ऐसे बोर्ड के कर्मचारियों के लिये समयोपरि बताए जाएँ :

3010. श्री हरदयान देवनृत्त :
श्री रामस्वरूप विजायी :
श्री चारत सिंह चौहान :

क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) वर्ष 1968 के पहले दस महीनों में रेलवे बोर्ड के कर्मचारियों को कुल कितना समयोपरि भत्ता दिया गया;

(ल) क्या यह सच है कि रेलवे बोर्ड के कर्मचारियों का कायलिय के समय के बाद भनमाने डंग से बिठाया जाता है;

(ग) यदि हां, तो इस के क्या कारण हैं;

(घ) क्या समयोपरि भत्ते की राशि को न्यूनतम करने के लिये आवश्यक कार्यवाही की जायेगी; और

(ड) यदि नहीं, तो इस के क्या कारण हैं।

रेलवे भंडी (श्री देव दुर्ग पुस्तक) : (क) 4,79,772 रुपये।

(ल) जी नहीं।

(ग) सदाचाल नहीं उठता।

(घ) इस पर होने वाले लक्ष्य में कमी करने की आवश्यकता भी समय-समय पर समीक्षा की जाती है और आवश्यकतानुसार समुचित कार्रवाई की जाती है। इस तरह की समीक्षा आगे भी की जाती रहेगी।

(ड) सदाचाल नहीं उठता।

Small Scale Industries Board

3011. SHRI B. K. DASCHAU-DHURY : Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state :

(a) whether it is a fact that the Small Scale Industries Board held its meeting in Ernakulam on the 27th and 28th September, 1968 ;

(b) if so, the subjects discussed at the meeting ; and

(c) whether the Board has strongly opposed the Industrial Licensing policy as suggested by the Planning Commission.

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) Yes, Sir.

(b) The Small Scale Industries Board considered *inter-alia* the reports of the Standing Committees and *Ad-hoc* Committee ; matters pertaining to raw materials ; licensing policies and legislation ; credit facilities ; quality control ; development of ancillary industries ; re-orientation of the Industrial Estates Programme ; and programme of work during the Fourth Plan.

(c) The policy of de-licensing of industries which is under the examination of the Government was discussed at the Board Meeting, and it was felt that implementation of the policy should take full care of the interests of the Small Scale Sector.

Demands of Engineering Inspector

3012 SHRI GEORGE FERNANDES : Will the Minister of RAILWAYS be pleased to state :

(a) whether he has received a memorandum from Shri Arjun Arora, M. P., President Northern Railway Engineering Inspectors' Association on the problems and demands of the Engineering Inspectors ;

(b) if so, when it was received and the salient features thereof ;

(c) the action taken thereon ; and

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

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) : (a) and (b). A representation from the Indian Railways Engineering Inspectors Association, a sectional unrecognised Union, was received from Shri Arjun Arora, Member of Parliament, in May, 1968 which contains demands like Revision of Scales of Pay, Chances of promotion, Recruitment to the Inspector's grade, Reduction in workload, Ban on recruitment, Revision of Daily Allowance Rules etc.

(c) and (d). No specific action was considered necessary as such grievances of all categories of staff are taken up by recognised Unions and the Federation

enjoying negotiating facilities for discussion at the Railway and Railway Board levels respectively.

Shri Arjun Arora was also given a reply on 14-6-68 by the Minister of State for Railways explaining this position.

रेल के माल डिव्हर्डों का नियांति

3013. श्री महाराज सिंह भारती :

क्या बाणिज्य मंत्री यह बताने की कृपा करेंगे कि :

(क) रेस के अतिरिक्त उन दूसरे देशों के नाम क्या हैं, जिन के साथ औद्योपचार्य योजना में रेल के माल डिव्हर्डे नियांति करने के लिये अब तक करार किये गये हैं ; रेल के कितने माल डिव्हर्डों के लिये करार किये गये हैं और कितने करारों के लिये बातचीत की जा रही है ;

(ख) इन करारों के अंतर्गत कितने रेलवे माल डिव्हर्डों का नियांति करने का विचार है ;

(ग) रेलवे माल डिव्हर्डों के नियांति के लिये किन देशों के साथ बातचीत की जा रही है और इसका व्यौत्ता क्या है ; और

(घ) सरकारी तथा गैर-सरकारी क्षेत्रों से अलग अलग कितने माल डिव्हर्डे सप्लाई किये जायेंगे ?

बाणिज्य मंत्री (श्री दिनेश तिथि) : (क) तथा (ख). योजनावाद नियांति संविदाएं नहीं की गई हैं। जब भी अवसर मिलता है संविदाएं कर ली जाती हैं। इस समय निम्नलिखित संविदाओं की क्रियान्विति हो रही है :—

क्रमांक	देश का नाम	माल डिव्हर्डों की संख्या
1.	हंगरी	500 प्लैट बैगन
2.	श्रीलंका	40 बोगी पेट्रोल टैंक बैगन
3.	विजेता कोरिया	600 हापर कारे 450 टेक कारे
4.	वर्षा	14 टेल टैंक बैगन

(ग) इस समय पोलैंड के साथ 500 माल डिब्बों के नियंत्रण पर बातचीत चल रही है।

(घ) माल डिब्बों का नियंत्रण मुख्यतः राज्य व्यापार निगम द्वारा आयोजित किया गया है। उपरोक्त पूरा माल निगम के सहयोगी साथी द्वारा गैर-सरकारी क्षेत्र में बनाया जायेगा परन्तु उस माल की पूर्ति निगम द्वारा की जायेगी। इन सहयोगी साथी के नाम ये हैं: (1) टेक्समेको, कलकत्ता, (2) ब्रेथवेट्स, कलकत्ता (3) के.टी.स्टील बम्बई और (4) मुकन्द आयरन एंड स्टील, बम्बई।

बौधी योजना में इस्पात का उत्पादन

3014. श्री महाराज सिंह मारती : क्या इस्पात, ज्ञान तथा धातु मंत्री यह बताने की कृपा करेंगे कि :

(क) बौधी पंचवर्षीय योजना के अन्त तक इस्पात के उत्पादन, खपत और नियंत्रण के सम्बन्ध में क्या लक्ष्य निर्धारित किये गये हैं;

(ख) इस लक्ष्य को प्राप्त करने के लिये कौन से इस्पात कारखाने का विस्तार किया जायेगा और कौन कौन से नये इस्पात कारखाने स्थापित किये जायेंगे; और

(ग) इस के लिए कितनी पूँजी की आवश्यकता है?

इस्पात, ज्ञान तथा धातु मंत्रालय में उप मंत्री (श्री राम सेवक) : (क) से (ग). कर्ण-धार समिति ने, जो लोहे और इस्पात के लिए बौधी पंचवर्षीय योजना बनाने में सरकार को सहायता करने के लिए नियुक्त की गई है, अभी अपना प्रतिवेदन तैयार नहीं किया है। लक्ष्य, लोहे और इस्पात के विस्तार को विस्तृप्त घोषणाओं तथा आवश्यक पूँजीगत लागत के बारे में निरांय कर्णधार समिति का प्रतिवेदन मिल जाने के बाद ही किये जायेंगे।

राजस्थान में जस्ता उत्पादन में कमी

3015. श्री महाराज सिंह मारती : श्री नीतिराज सिंह बौधी : श्री अद्वाकर सुपकार : श्री विहवनाथ राय : श्री देवकीनाथन पाटोदिया :

क्या इस्पात, ज्ञान तथा धातु मंत्री यह बताने की कृपा करेंगे कि :

(क) उर्वरक की विक्री में कमी होने के परिणामस्वरूप पिच्ले दो वर्षों में राजस्थान के जिन कारखानों में जस्ता के उत्पादन में कमी हो गई थी, उनकी वर्तमान स्थिति कैसी है;

(ख) क्या उपरोक्त कारखानों में अब सामान्य उत्पादन आरम्भ हो गया है; और

(ग) यदि नहीं, तो इसके क्या कारण हैं?

इस्पात, ज्ञान तथा धातु मंत्रालय में उप-मंत्री (श्री राम सेवक) : (क) राजस्थान में जस्ता धातु का उत्पादन करने वाला केवल एक ही एक है, जो कि हिम्मुस्तान जिक लिमिटेड का जस्ता प्रद्वाक है। इस एक है। जनवरी, 1968, को उत्पादन प्रारम्भ किया। इस एक से उत्पादन, मुख्य रूप से फैक्टरी में उत्पादित "सिगल सुपरफास्टेट" के स्टाक की संबंध-क्षमता तक जमा हो जाने के कारण से, 28 जुलाई, 1968, से 15 सितम्बर, 1968, तक अस्थायी रूप से निलम्बित कर दिया गया था, क्योंकि भौसम निकल जाने के पश्चात इस उत्पाद की मांग बहुत कम थी। सिगल सुपरफास्टेट का उत्पादन सबवूरिक एसिड से उत्पाद के रूप में होता है, जो उस्ता प्रद्वाकण की प्रक्रिया में अपरिहायं रूप से होता है। उस क्षेत्र में मांग की कमी तथा परिवहन की कठिनाइयों के कारण भी सप्तवूरिक एसिड की बैकल्पिक विक्री की कोई सम्भावना नहीं दिखाई पड़ी है।

(ख) और (ग). कम्पनी ने सुपरफास्टेट के निपटारे के प्रबन्ध कर लिये हैं और उस्ता

प्रदावक में 16 सितम्बर, 1968, से उत्पादन प्रारम्भ हो चुका है। इस समय प्रदावक 70 प्रतिशत क्षमता पर चलाया जा रहा है और कप्तनी द्वारा सुपरफास्टेके जल्द निपटारेके लिए और पूरी सामान्य क्षमता पर उत्पादन मुनरारम्भ करने के लिए प्रयत्न भी जारी है।

हानि में चलने वाले उद्योग

3016. श्री अटल बिहारी बाजपेयी :
श्री नारायण बरुप शर्मा :
श्री जगन्नाथ राव जोशी :

क्या श्रीष्टोगिक विकास तथा समवाय कार्य मन्त्री 20 अगस्त, 1968 के अतारांकित प्रश्न संख्या 4501 के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) कीन-कीन से उद्योग पहले जो गैर-सरकारी क्षेत्र में थे और अब सरकारी क्षेत्र में आने के बाद हानि में चल रहे हैं ; और
(ल) इसके क्या कारण हैं ?

श्रीष्टोगिक विकास तथा समवाय-कार्य मंत्री (श्री फलश्वरीन अली अहमद) : (क) और (ल). माननीय सदस्यों द्वारा उल्लिखित पहले प्रवन्त के सन्दर्भ में गैर-सरकारी क्षेत्र से सरकारी क्षेत्रों में उद्योगों के हस्तान्तरण का उल्लेख स्पष्ट नहीं है सरकार कई प्रकरणों में उद्योग (विकास तथा विनियमन) अधिनियम के लागड 18(क) के प्रत्यार्थ उद्योगों के प्रवन्त तथा श्रीष्टोगिक उपकरण के निमन्त्रण को अपने हाथ में से सकती है किन्तु इसे गैर-सरकारी क्षेत्र से सरकारी क्षेत्र में हस्तान्तरण नहीं कहा जा सकता है। फिर भी ऐसे उपकरणों जिन्हें सरकार द्वारा प्रयोग हाथ में लिए जाने के पश्चात हानि हुई है के नामों तथा हानि के कारणों सम्बन्धी जानकारी इकट्ठा की जा रही है और उसे पूर्वान्वित प्रश्न के उत्तर में दिए गए आवाजानकारी पूर्विक करते हुए सभा परिषद पर रखा दिया जावग़।

श्रीष्टोगिक समूहों को लाइसेंस जारी करना

3017. श्री प्रद्युम्न बिहारी बाजपेयी :
श्री जगन्नाथ राव जोशी :
श्री रणजीत सिंह :
श्री नारायण बरुप शर्मा :

क्या श्रीष्टोगिक विकास तथा समवाय कार्य मन्त्री यह बताने की कृपा करेंगे कि पिछले चार वर्षों में निम्नलिखित उद्योग समूहों को कितनी संख्या में और कितने-कितने मूल्य के लाइसेंस जारी किये गए ;

- (एक) मुफतलाल उद्योग समूह
- (दो) टाटा उद्योग समूह
- (तीन) बिहला उद्योग समूह ?

श्रीष्टोगिक विकास तथा समवाय-कार्य मंत्री (श्री कल्पदेव अली अहमद) : उद्योग (विकास तथा विनियमन) अधिनियम, 1951 के अन्तर्गत पिछले 4 वर्षों में प्रारंभ 1964 से 1967 तक 1997 लाइसेंस जारी किये गये हैं। विभिन्न श्रीष्टोगिक समूहों को जारी किए गए लाइसेंसों के अलग-अलग आंकड़े तयार नहीं किये जाते हैं। जारी किए जाने वाले सभी लाइसेंसों का व्यौरा नियमित रूप से सप्ताहिक इण्डिया ट्रेड जर्नल, साप्ताहिक बुलेटिन आफ इण्डिस्ट्रियल लाइसेंज इम्पोर्ट लाइसेंज एण्ड एक्सपोर्ट लाइसेंज तथा मासिक जर्नल आफ इण्डस्ट्री एंड ट्रेड में प्रकाशित किया जाता है। उद्योग (विकास तथा विनियमन) अधिनियम, 1951 के अन्तर्गत लाइसेंस उत्पादन क्षमता की स्थापना के लिए जारी किए जाते हैं। ये लाइसेंस किसी मूल्य आदि के लिए जारी नहीं किये जाते।

Illegal Transaction of Cotton Bales by Birla Concerns

3018. DR. SUSHILA NAYAR : Will the Minister of COMMERCE be pleased to refer to the reply given to Starred Question No. 452 on the 13th August, 1968 regarding illegal transaction of cotton bales by a Birla concern and state :

(a) whether the inquiry has since been completed by Government ; and

(b) if so, the details thereof ?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI) : (a) An indicated in the answer to the Lok Sabha Starred Question No. 452 on the 13th August, 1968, investigation has been completed and charge sheet submitted in the Criminal Court.

(b) A separate self-contained statement is laid on the Table of the House. [Placed in Library. See No. LT-2474/68.]

भेड़ों की खालों का नियंत्रण

3019. श्री कंवर लाल गुप्त : क्या वारित्य मन्त्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार को पता है कि भारी संस्था में गर्भवती भेड़ों का बघ किया जाता है ताकि उनके मेमनों की खाल का नियंत्रण किया जा सके ;

(ख) क्या यह भी सच है कि इसके परिणामस्वरूप भेड़ों की संस्था तथा उनके उत्पादन में कमी हो गई है ।

(ग) क्या सरकार का विचार भेड़ों के गर्भाशयों में मारे गए मेमनों की खाल के नियंत्रण को बन्द करने का है ; और

(घ) यदि नहीं, तो इसके क्या कारण हैं ?

वारित्य मन्त्री (श्री विनेश सिंह) :

(क) जी नहीं ।

(ख) से (घ). प्रश्न नहीं उठते ।

विदेशी सहयोग से जात्य पदार्थ इत्यादि तंत्रावर करना

3020. श्री कंवर लाल गुप्त : क्या विदेशी विकास तथा जलवायन कार्य मन्त्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि जात्य पदार्थ तथा सौन्दर्य प्रसाधन सामग्री बनाने के लिए विदेशी सहयोग प्राप्त करने के लिए एक करार किया गया है ;

(ख) यदि हाँ, तो उसका व्यौरा क्या है ; और

(ग) विदेशी सहयोग के अन्तर्गत भारत में गैर-सरकारी तथा सरकारी क्षेत्रों के उड़ानों में किनने विदेशी लोग काम करते हैं ?

विदेशी विकास तथा जलवायन कार्य मन्त्री (श्री फलशहीन शर्मा अहमद) : (क) और (ख). ज्ञायपदार्थ, अंगार तथा प्रसाधन की सामग्री के समूह में जाने वाली बस्तुओं के उत्पादन के लिए कुछ विदेशी सहयोग कार्यक्रम स्वीकार किए गए हैं । प्रश्न में यह नहीं बताया गया है कि किस प्रक्रिया से तात्पर्य है कि तुलादूर पदार्थों के मामले में 1966 के बाद के स्वीकृत मामलों का और प्रसाधन सामग्री के सम्बन्ध में 1964 के उपरान्त स्वीकृत मामलों का एक विवरण सभा पट्टस पर रखा गया है । [पुस्तकालय में रख गया । देखिये संस्था LT-2475/68]

(ग) विदेशी सहयोग के अन्तर्गत गैर-सरकारी व सरकारी क्षेत्र के उड़ानों में भारत में काम करने वाले विदेशियों की संस्था के बारे में जानकारी ग्रलग-ग्रलग उपलब्ध नहीं है । तथापि 1 जनवरी, 1967 को प्रति माह 1000 तथा उससे अधिक बेतन पाने वाले विदेशियों की संस्था सरकारी उपकरणों सहित गैर-सरकारी व सरकारी दोनों क्षेत्रों में 4493 ही ।

Mail Trains Halt at Hodal Railway Station

3021. SHRI KANWAR LAL GUPTA : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that at present only one Mail train, viz. the Dehra Dun Express, halts at Hodal Railway Station on the Central Railway, on its downward journey ;

(b) whether it is also a fact that the public of this town has made several representations to the Railway Administration to allow one or more Express Mail trains to halt at this station both on downward and upward journeys ; and

(c) if so, whether Government have examined this proposal on the basis of amon-

ties available at this station and in view of the demand of the public for such halts?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) : (a) Yes.

(b) Some representations have been received.

(c) Yes. An analysis of tickets booked from Hodal station has revealed that the bulk of the traffic offering there is predominantly short distance in character and there is, therefore, no traffic justification for provision of additional stoppages of any Mail or Express trains there.

गिट्रिंगों की सप्लाई का टेका

3022. श्री ओकार लाल बेरवा : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि पश्चिम रेलवे के इन्दरगढ़, श्री महावीरजी और मलारना रेलवे स्टेशन पर गिट्रिंगों सप्लाई करने के लिए टेन्डर वर्ष 1964 में मांगे गये थे ;

(ल) यदि हाँ, तो उन टेकेदारों के नाम क्या हैं जिन्हें टेके दिये गये थे तब उन टेकेदारों के नाम क्या हैं जिन्होंने निर्वाचित अधिकारी में काम पूरा कर दिया था ;

(ग) उन टेकेदारों के बिशुद्ध क्या कार्यवाही की गई है जिन्होंने अभी तक काम पूरा नहीं किया है ; और

(घ) यदि कोई कार्यवाही नहीं की गई है, तो इसके क्या कारण हैं ?

रेलवे मंत्री (श्री डॉ. मु० पुनाचा) : (क) से (घ). 1964 में इन्दरगढ़, श्री महावीरजी और मलारना स्टेशनों पर गिट्री सप्लाई करने के लिए कोई टेन्डर नहीं मांगे गये थे। लेकिन, इन स्टेशनों के लिए गिट्री सप्लाई करने के लिए 1963 में टेन्डर मांगे गये थे और उन टेन्डरों से सम्बन्धित सूचना विवरण में दी गई है। जो सभा पटल रर रखा गया है। [पुस्तकालय में रखा गया। देखिये संस्कृता LT—2476/68]

Railways Earnings from Goods Transport

3023. DR. RANEN SEN : Will the Minister of RAILWAYS be pleased to state :

- whether railways' earnings from goods transport have declined recently ;
- if so, the reasons therefor ; and
- what steps have been taken to increase the railways' earnings from goods transport ?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) : (a) No, Sir.

(b) Does not arise.

(c) The Railways are continuously striving to improve the quality of service by timely supply of wagons and reduction of transit time. Quick transit services and super-express goods services have been introduced. Various measures are adopted to prevent losses and damage to goods during transit. Wherever justified, reduced station to station rates are quoted. Minimum weight conditions and packing conditions are also relaxed where feasible. Out Agencies and City Booking Agencies are opened and street collection and delivery services organized to provide integrated rail-cum-road transport. Container services are being introduced between important stations to provide door to door service and eliminate costly packing, and at the same time save damage and pilferage in transit. A Marketing and Sales Organisation has been set up on each Railway so that all aspects of railway working having a bearing on consumer satisfaction can be kept under watch at a fairly high level.

रेलों में बिना टिकट यात्रा

3024. श्री हुकम अद्वाय : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) 1 अगस्त, 1968 से अब तक पश्चिम, उत्तर और मध्य रेलवे में बिना टिकट यात्रा करने पर किसी व्यक्तियों को गिरफ्तार किया गया ;

(ख) उक्त अधिकारी में बिना टिकट यात्रा करने के कारण सरकार को रुपयों में लगभग कितनी हानि हुई ; और

(ग) इस अवधि में कितने व्यक्तियों को बिना टिकट यात्रा करने पर जेल भेजा गया और उनसे कितना रुपया जुमनि के रूप में बदूल किया गया ?

रेलवे मन्त्री (बी बी० शु० पुनाचा) : (क) प्रगति से अक्टूबर, 1968 तक के तीन महीनों में बिना टिकट यात्रा करते हुए गिरपतार किये गए व्यक्तियों की संख्या

(i) मध्य रेलवे —	5,933
(ii) उत्तर रेलवे	10,392
(iii) पश्चिम रेलवे —	8,584

(ल) किसी लेन्ड विकेप में एक विशेष अवधि में बिना टिकट यात्रा के कारण कितनी हानि हुई, इसका पता लगाना संभव नहीं है। लेकिन निकटनम अनुमान यह है कि इससे सभी भारतीय रेलों को एक वर्ष में लगभग 12 करोड़ की हानि होनी है।

(ग) इस अवधि में बिना टिकट यात्रा करने के कारण जितने व्यक्तियों को जेल की सजा दी गई और दण्ड के रूप में उनसे जो रकम बदूल की गयी, उसका अंदर इस प्रकार है : —

व्यक्तियों की दण्ड के रूप संख्या में बदूल की गई रकम

(i) मध्य रेलवे	3,556	26,566 रु०
(ii) उत्तर रेलवे	3,883	1,03,416 रु०
(iii) पश्चिम रेलवे	2,870	11,413 रु०

विरामिरी रेलवे स्टेशन, वर उपरिमुख

3025. बी हुक्म चाल कालावाह : क्या रेलवे मन्त्री मध्य प्रदेश के विरामिरी कालिज तथा स्कूल तथा सरगुजा जिले में कुरमालिया के बीच एक उपरिमुख बताने के बारे में 27 प्रगति, 1968 के अतारांकित प्रश्न संख्या 6095 के उत्तर के सम्बन्ध में यह बताने की हुपा करते हैं कि :

(क) क्या इस बारे में जानकारी एकत्रित कर सी गई है ;

(ल) यदि हाँ, तो उसका अंदर यांत्रा है ; और

(ग) यदि नहीं, तो बिलम्ब के क्या कारण हैं और यह अंदर कब तक एकत्रित कर निया जायेगा और इसे कब सभा-पटल पर रखा जायेगा ?

रेलवे मन्त्री (बी बी० शु० पुनाचा) : (क) और (ल). जी हाँ। 27-8-68 को लोक सभा में अतारांकित प्रश्न 6095 के सम्बन्ध में जो प्राइवेसन दिया गया था, उसका उत्तर लोक सभा के पटल पर रखने के लिए संसदीय कार्य विभाग को भेजा जा चुका है। उस उत्तर की एक प्रति सभा पटल पर रखी गयी है। [पुस्तकालय में रखा गया। बैलिये संख्या LT—2477/68]

(ग) सवाल नहीं उठता।

पीले के पानी की गाड़ी को बाहमेर भेजा जाना

3026. बी हुक्म चाल कालावाह : क्या रेलवे मन्त्री यह बताने की हुपा करते हैं कि :

(क) क्या यह सच है कि राजस्वान लर्कारा ने रेलवे मन्त्रालय से निवेदन किया है कि बाहमेर जिले में पानी की कमी के कारण वहाँ पानी लेकर गाड़ियों को भेजा जाना चाहिए; और

(ल) यदि हाँ, तो इसे शीघ्र पूरी की जाने वाली मांगों पर उत्तर लेने में ऐसी कितनी रेल गाड़ियाँ भेजी गई हैं ?

रेलवे मन्त्री (बी बी० शु० पुनाचा) : (क) जी नहीं। लेकिन, इस सम्बन्ध में बाहमेर के कलेक्टर ने उत्तर रेलवे के प्राधिकारियों से अनुरोध किया था।

(ल) तितम्बर और अक्टूबर, 1968 के दौरान उत्तर रेलवे ने पानी के कुपल लगभग 102 टंकी माल दिल्ले राजस्वान के बाहमेर जिले में स्थित विभिन्न स्टेशनों को सार्वजनिक लेहे में भेजे थे।

Inquiry into Affairs of Birla Group of Firms

3027. SHRI C. JANARDHANAN : Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state :

(a) whether Government have examined the memorandum submitted by Shri Chandra Sekhar, M. P. containing the various allegations of malpractices indulged in by the Birla Group of firms ;

(b) whether Government have come to any conclusion that a *prima facie* case exists for further probe into the matter ; and

(c) if so, whether any machinery is being set up for a thorough probe into these allegations ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) Yes, Sir.

(b) and (c). 24 allegations out of a total of 88 allegations which required further examination by the concerned Ministries are at present under the consideration of a Cabinet Sub-Committee which has already met. The entire matter is now under Government's consideration for a final decision.

Export of Handloom Products

3028. SHRI S. R. DAMANI : Will the Minister of COMMERCE be pleased to state :

(a) the achievement in export of handloom products during the current year as a result of cash assistance varying from 7½ per cent to 20 per cent on the f.o.b. value offered by the Indian Cotton Mills Federation ;

(b) the countries to which the exports were undertaken, the quantities exported and the prices obtained ; and

(c) the position of pending orders upto March, 1969 ?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI) : (a) The export performance of handloom products have improved from Rs. 2.04 crores during April-July, 1967 to Rs. 2.12 crores during April-July, 1968. Statement (a) showing variety-wise export during the above periods at-

tached is laid on the Table of the House. [Placed in Library. See No. LT-2478/68].

(b) Statement (b) showing countries of export of handloom products along with quantity and value and statement is laid on the Table of the House. [Placed in Library. See No. LT-2478/68]. (c) showing prices obtained for handloom products, is laid on the Table of the House. [Placed in Library. See No. LT-2478/68].

(c) The information is being collected from various exporters and a statement will be laid on the Table of the House.

Industrial Licensing Policy

3329. SHRI S. R. DAMANI : Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to refer to the reply given to Starred Question No. 200 on the 30th July, 1968 and state :

(a) whether consideration of the suggestions on Industrial Licensing Policy made by the Planning Commission and the views thereon expressed by the Central Advisory Council of Industries, has been completed ;

(b) if so, whether Government have accepted the suggestions with or without modifications ;

(c) when the policy decision will be announced by Government : and

(d) if reply to part (a) above be in the negative by when the consideration will be completed ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) No, Sir.

(b) Does not arise.

(c) and (d). Consideration of the suggestions is expected to be completed and a decision taken shortly.

Naphtha Reforming Unit at Rourkela Fertiliser Plant

3030. SHRI S. R. DAMANI : Will the Minister of STEEL, MINES AND METALS be pleased to refer to the reply given to Unstarred Question No. 467 on the 23rd July, 1968 and state :

(a) whether the setting up of the Naph-

the Reforming Unit at the Rourkela Fertilizer Plant has been completed and production started ;

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

(c) if completed, the cost incurred thereon and how much it has contributed to fuller utilization of the installed capacity of the fertilizer plant ; and

(d) the progress made for the production of special steels at Rourkela and the expenditure incurred so far for extra facilities created for this purpose ?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL, MINES AND METALS (CHOWDHARY RAM SEWAK):

(a) to (c). The heating up of the Reforming Furnace of the Naphtha Reforming Unit commenced on the 2nd November, 1968. It is expected to go into full production by about the end of December, 1968. Its commissioning has been slightly delayed on account of the closure of the Suez Canal and delay in the delivery of FOB and indigenous equipment and replacement of damaged materials. The unit is estimated to cost Rs. 36.34 million and would provide feed-stock for about 40% of the rated production capacity of the Fertilizer Plant, the remaining 60% being obtained by the use of coke-oven gas from the Rourkela Steel Plant.

(d) During the period April-September, 1968, the production of special steels at Rourkela exceeded 40,000 tonnes as against a total production of about 65,000 tonnes during the year 1966-67 and about 54,000 tonnes in 1967-68. The additional facilities being provided at the Rourkela Steel Plant for the production of special steels include an Electrical Sheet Mill and a Scarfing Complex. The estimated cost of the Electrical Sheet Mill is about Rs. 47 million. The Mill has just been commissioned and will produce Silicon steel sheets of Dynamo and Transformer Grades. The Scarfing Line is estimated to cost over Rs. 31 million and will be completed towards the end of 1969. It will help augment production of special steels of various types like ship-building quality, Boiler quality, Deep-drawing and Extra-deep-drawing qualities.

City Booking Agencies in Delhi

3031. SHRI YAJNA DATT SHARMA: Will the Minister of RAILWAYS be pleased to state :

(a) the number of City Booking agencies in Delhi to sell third class tickets ;

(b) whether it is a fact that these agencies are allowed about two tickets for each train of the 14 trains that run Up and Down from Delhi or pass through it ;

(c) if so, the reasons for distributing only a small quota of tickets to these agencies ;

(d) whether Government propose to open more city booking agencies in Delhi and also to allow more tickets to agencies to avoid long queues at the ticket windows; and

(e) if not, the reasons therefor ?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) There are seven City Booking Agencies in Delhi selling Third Class tickets.

(b) There are eighteen long distance passenger trains to and from Delhi/New Delhi. On thirteen trains, City Booking Agencies have been allotted quotas of sleeper berths, totalling twenty-eight berths. On six trains, they have quotas of Third Class seats, totalling thirteen seats.

There is no restriction at all on the number of tickets the Booking Agencies may sell.

(c) The quotas have been allotted keeping in view the traffic offering at these City Booking Agencies and at Delhi and New Delhi stations and the accommodation available on trains.

(d) and (e). Proposals for the opening of City Booking Agencies are examined in the light of the requirement of the area and the passenger booking arrangements already made at the station. At the moment, there are no plans for opening of additional booking agencies in Delhi.

It is not considered desirable to increase the existing reservation quotas allotted to City Booking Agencies as this will cause inconvenience to the bulk of passengers who turn up at Delhi and New Delhi stations for reservations.

Re-opening of Out-Agencies

Loans given by National Industrial Development Corporation

3032. SHRI HEM RAJ : Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 9096 on the 30th April, 1968 and state the progress made in the reopening of the Out-Agencies at Gagret, Bharwain, Pragpur, Nadaun, Jawalamukhi, Dharamsala and the City Booking Agency at Kangra and the opening of an Out-Agency at Deragopipur ?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) : The Mandi-Kulu Road Transport Corporation have been requested to take up operation of the Out Agencies at Gagret, Bharwain, Pragpur, Nadaun and Jawalamukhi and the City Booking Agency at Kangra. The proposal is being examined by the Corporation to see whether it would be financially worthwhile.

As regards Dharamsala, an Out Agency is already functioning at Dharamsala Kotwali Bazar (Lower), served by Nagrota railway station. The question of reopening the Out Agencies at Dharamsala does not, therefore, arise.

The proposal for opening an Out Agency at Dehra Gopipur has been examined, but not been found justified.

3033. SHRI PRAKASH VIR SHASTRI : SHRI SHIV KUMAR SHASTRI :

Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state :

(a) whether it is a fact that a large sum out of the amount loaned out by the National Industrial Development Corporation has not yet been repaid ;

(b) whether it is also a fact that some of the Government officials are also involved therein which is causing delay in recovery of the loan ; and

(c) whether any special measures have been adopted to ensure that such difficulties do not arise in future ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) The amounts of loans outstanding as on the 15th November, 1968 is given in the following table :

	Amount of loan advanced	Amount of loan recovered	Amount of loan outstanding
	Rs.	Rs.	Rs.
1. Cotton Textile Mills	11,50,05,703	5,22,94,785	6,27,10,918
2. Jute Mills	5,77,84,071	4,06,87,534	1,70,96,537
3. Machine Tool Units	99,94,272	36,34,750	63,59,522
Total	18,27,84,046	9,66,17,069	8,61,66,977

The amounts in default in respect of principal and interest as on 15th November, 1968 after excluding the amounts in respects of which extension of the time have been permitted, total to Rs. 39,42,538 and Rs. 22,66,837 respectively.

(b) The delay in the payment of the

dues in the cases in question is due to the fact that the companies are unable to meet their commitments mainly because of their adverse working conditions.

(c) In view of reply to part (b), does not arise.

राष्ट्रीय कोयला विकास निगम को हानि

3034. श्री प्रकाशवीर शास्त्री :

श्री शिव कुमार शास्त्री :

डा० सुशीला नंदन :

क्या इस्पात, जाव तथा घातु मन्त्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि राष्ट्रीय कोयला विकास निगम को हाल ही में एक करोड़ रुपये से अधिक की हानि हुई थी ;

(ल) यदि हाँ, तो उसके मुख्य कारण क्या हैं ; और

(ग) इसको दूर करने के लिए क्या प्रयास किये गये हैं ?

इस्पात, जाव तथा घातु अन्नालय में उप-मंत्री (श्री राज सेवक) : (क) राष्ट्रीय लैनिज विकास निगम के 1967-68 वर्ष के लेखे लगभग 73 लाल रुपयों की हानी दिखाते हैं ।

(ल) हानि के मुख्य कारण यह थे :-

(1) कोयले की माकिट में सतत गिरावट, जिसके परिणामस्वरूप बहुत सी प्रयोजनाओं में स्थापित अमता में से बहुत कम अमता का उपयोग हो पाना; और

(2) बहुत अधिक हानि दिखा रही गिरिडीह कोयला ज्ञानों का सतत वरिचालन, जिन्हें एक सरकारी निवेश के अधीन उच्च श्रेणी कोयले के संरक्षण के विचार से बचाया जा रहा है ।

(ग) सरकार ने जुलाई, 1967 में, निगम के कार्यकरण की जांच करने तथा सुचार के उपाय सुझाने के लिये एक समिति नियुक्त की थी । समिति की रिपोर्ट अब सरकार के विचाराधीन है ।

इसके अतिरिक्त, निगम ने भी हानियों को कम करने के लिये निम्नलिखित उपाय किये हैं :-

(1) स्वाधित अमता के लघुवित उपयोग के लिये विक्रियों और उत्पादन का एक एकीकृत कार्यक्रम द्वारा ये दिया जावा है ।

(2) हानिवां उठा रही कुछ कोयला ज्ञानों में उत्पादन का पुनर्बन्धन करने के लिए

कदम उठाये गये हैं और अलाभकारी कोयला ज्ञानों की समस्याओं की जांच करने तथा हानियों के विलोपन के उपाय सुझाने के लिये एक तकनीकी समिति गठित की गई है ।

(3) स्टोर और लारीद विभागों का पुनर्बन्धन किया जा रहा है और तालिकाओं पर कठोर नियंत्रण स्थापित करने और फालतू सामान को शीघ्रतापूर्वक निपटाने के सतत प्रयास किये जा रहे हैं ।

Manufacture of Optical Instruments

3035. SHRI A. SREEDHARAN :

SHRI KAMESHWAR SINGH :

SHRI K. LAKKAPPA :

Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state :

(a) whether it is a fact that land was purchased and factory building was constructed for the German Democratic Republic aided project for the manufacture of optical instruments ;

(b) if so, the price paid for the land and cost of the building ;

(c) whether the collaboration offered was withdrawn due to the delay caused by Government officers ; and

(d) if so, whether the responsibility has been fixed ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) to (d). Government of India had in August, 1964 approved, in principle, the proposal of the Government Precision Instruments Factory, Lucknow which is under the State Government of Uttar Pradesh, for technical collaboration with M/s. Carl Zeiss Jena, GDR in the manufacture of certain Scientific Instruments including optical instruments. Certain modifications in terms of collaboration were communicated to the State Government in 1965. The Government of Uttar Pradesh have informed that they have purchased a plot of land for Rs. 1,61,219/- and constructed a building costing Rs. 15,02,764/- for the establishment of the Project.

The State Government have also informed that the detailed examination of the draft collaboration agreement with the

collaborators entailed considerable delay. The State Government had to verify the rights of Carl Zeiss Jena about trade mark, patent etc. in India. By the time the draft agreement with many modifications suggested by Carl Zeiss from time to time was finalised, the cost of the project went up on account of devaluation. Before the revised cost estimates could be finally approved, M/s. Carl Zeiss withdrew their offer of technical collaboration. The approval of technical collaboration was eventually cancelled in March, 1968 by the Government of India. The State Government have also pointed out that the project does not involve foreign financial aid and the delay in processing technical collaboration was due to circumstances as indicated above.

Tractor Factory at Loni near Delhi-Shahdara

3036. SHRI A. SREEDHARAN : SHRI R. K. SINHA :

Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state :

(a) whether a tractor factory is being set up at Loni near Delhi-Shahdara with collaboration of a U.S.S.R. firm ;

(b) if so, the details of the collaboration agreement and the specifications of the tractors to be produced there ;

(c) the production capacity of the proposed factory ; and

(d) the cost of production, the likely retail sale price of the tractor and by what time the factory is likely to enter production ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) to (c). M/s. Ghaziabad Engineering Co. Pvt. Ltd., New Delhi have submitted a proposal for the establishment of a new industrial undertaking at Loni near Delhi for the manufacture of DT-14B agricultural tractors (14 HP) with an annual capacity of 10,000 Nos. in collaboration with M/s. Prommashexport and M/s. Tractor export of Moscow (USSR). The proposal of the firm has been examined and Government's reactions to the terms of foreign collabora-

tion and the phased manufacturing programme proposed have been communicated to them. They have been asked to finalise the terms of foreign collaboration on the lines indicated to them and to submit draft of the final collaboration agreement to Government for consideration.

(d) The approximate ex-factory selling price of DT-14B tractor, when manufactured in India as indicated by the firm is Rs. 10,600/-

It is not possible to indicate at this stage the date by which the factory is likely to go into production.

Heavy Engineering Corporation, Ranchi

3037. SHRI KARTIK ORAON : Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state :

(a) whether it is a fact that although production has already commenced for the last few years, the Organisation Chart of Heavy Engineering Corporation Limited, Ranchi has not yet been completed in respect of all the projects and keeps on changing to suit the situation or the individual ;

(b) if so, when it will be finalised ; and

(c) whether the organisation chart of all the projects for the last five years would be laid on the Table ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) and (b). The Organisation Chart of the projects of Heavy Engineering Corporation has been prepared. Changes are inevitable to suit the needs arising from time to time.

(c) These charts would be laid on the Table of the House, if required.

National Coal Development Corporation

3038. SHRI BHOGENDRA JHA : SHRI S. R. DAMANI :

Will the Minister of STEEL, MINES AND METALS be pleased to refer to the reply given to Unstarred Question No. 4499 on the 20th August, 1968 and state :

(a) whether the Export Committee

constituted by the Board of Directors of the National Coal Development Corporation has completed its work ;

(b) whether experts unconnected with this Corporation have also been included in the Committee and whether the terms of examination included the reserves of coal, unemployment of people, non-utilisation and wastage of innumerable structures, turning entire lower grade coal into soft coke etc ; and

(c) the main features of the report of the Export Committee and Government's reaction thereto ?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL, MINES AND METALS (SHRI RAM SEWAK) : (a) No, Sir.

(b) The Export Committee constituted by the National Coal Development Corporation consists of the Coal Mining Adviser of the Department of Mines and Metals as Chairman and two senior officers of the Corporation as Members. The Committee will examine all relevant aspects of the question including the reserves of coal, unemployment, disposal of buildings, market for the products etc.

(c) Does not arise.

Hindustan Steel Limited

3039. SHRI PREM CHAND VERMA : Will the Minister of STEEL, MINES AND METALS be pleased to state :

(a) whether the Hindustan Steel Limited has proper rules of staff recruitment (for jobs carrying more than Rs. 500 p.m.) for purchase, contracts and sales ; and

(b) if not, whether there is any proposal to draft these rules ?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL, MINES AND METALS (SHRI RAM SEWAK) : (a) Yes, Sir.

(b) Does not arise.

Bokaro Steel Limited

3040. SHRI PREM CHAND VERMA : Will the Minister of STEEL, MINES AND METALS be pleased to state :

(a) the names of the Chairman/Managing Director and the members of the Board of Directors of the Bokaro Steel Ltd. at present, when they were appointed and their tenure and terms of appointment ;

(b) the amount of loss which the Company suffered on account of irregularities, theft, stock shortage and fire ;

(c) whether these matters were looked into and, if so, the result thereof ;

(d) whether a general assessment of the working of the Company has been made and, if so, what was the result ; and

(e) if not, whether Government propose to secure the services of any expert in order to find out the drawbacks and to bring about improvement in its working ?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL, MINES AND METALS (SHRI RAM SEWAK) : (a) The names of the present Directors of the Bokaro Steel Ltd. and their date of appointment are indicated below :

Names	Date of appointment
1. Shri N. N. Wanchoo, Chairman	4.2.1964
2. Shri K. M. George, Managing Director	10.2.1964
3. Shri J. C. Luther, Director	5.1. 1968
4. Shri N. Reddy, Director	10.10.1968
5. Shri Jagjit Singh, Director	13.1.1967
6. Shri S. V. Sohoni, Director	16.11.1967
7. Shri N. M. Wagle, Director	4.2.1964
8. Shri K. Sreenivasan, Director	4.2.1964
9. Dr. A. K. Bose, Director	4.2.1964

The tenure of appointment of Shri Wanchoo is till the Bokaro Steel Plant goes into production. Shri George was appointed on a five-year contract. His term, therefore, expires on the 9th February, 1969. There is no fixed tenure of appointment for the other Directors.

As regards the terms of appointment, the Managing Director, as a whole-time Official of the Company is entitled to a monthly salary of Rs. 3,500/-, a furnished house on payment of rent at 12½% of his salary, entertainment allowance, subject to the annual limit of Rs. 3000/-, use of car for official purposes etc. The official Directors who are holding office on part-time basis, do not receive any remuneration. The non-official Directors receive Rs. 100 as honorarium for attending each Board meeting, besides T. A. and incidental expenses.

(b) The amount of loss sustained by the Company upto 31st March, 1968 are—
(i) Irregularities—Nil (ii) Theft—Rs. 46,959.37 (iii) Stock shortage—Rs. 1,139.06, and (iv) Fire—Nil.

(c) All the cases of losses to the Company's property were properly investigated by Enquiry Committees, and write-off action was taken, taking into account the report of the Enquiry Committee. Despite security arrangements, losses due to theft mainly related to theft of components of the water supply line, road rollers etc. which are spread over a wide area. The loss due to stock shortage arise mainly due to the difference in the basis on which material are received and issued. Such losses are insignificant and are written off within a short period.

(d) The working of the Company in relation to the progress of work of the project is reviewed periodically by the Government, and suitable remedial action is taken wherever necessary. There is no reason to believe that the Company is not functioning well generally.

(e) Does not arise.

Bokaro Steel Limited

3041. SHRI PREM CHAND VERMA: Will the Minister of STEEL, MINES AND METALS be pleased to state :

(a) whether the Bokaro Steel Limited

has proper rules of staff recruitment (for jobs carrying more than Rs. 500 p.m.) for purchase, contracts and sales ; and

(b) if not, whether there is any proposal to draft these rules ?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL MINES AND METALS (SHRI RAM SEWAK) : (a) and (b). Bokaro Steel Ltd. have prescribed proper rules for recruitment of staff and for making purchases and placing contracts. As the plant is in the construction stage, the need for prescribing rules for making sales has not yet arisen.

Bharat Aluminium Company Ltd.

3042. SHRI PREM CHAND VERMA: Will the Minister of STEEL, MINES AND METALS be pleased to state :

(a) the names of the Chairman, Managing Director and the members of the Board of Directors of the Bharat Aluminium Co. Ltd., when they were appointed, their tenure and terms of appointment ;

(b) the amount of loss which the Company suffered on account of irregularities, theft, stock shortage and fire ;

(c) whether these matters were looked into and, if so, the result therefor ;

(d) whether a general assessment of the working of the Company has been done and if so, what was the result ; and

(e) if not, whether Government propose to secure the service of any expert to find out the drawbacks and to bring about improvement in its working ?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL, MINES AND METALS (SHRI RAM SEWAK) : (a) A statement is attached.

(b) Nil.

(c) Does not arise.

(d) and (e). As the projects of the Company are still in the construction/consideration stage and have not yet reached the production stage, no general assessment of its working has been undertaken, nor it is proposed to be so for the present.

STATEMENT

(a) The Board of Directors of Bharat

Atomium Company consist of the following :—

	Tenure/Date of Appointment
(i) Shri Rama Row	2 years w.e.f.
Macherla, Chairman.	1.8.1967
(ii) Shri T. N. Lakshmi	w.e.f.
narayanan Director.	24.8.68
(iii) Shri R. Ganapati,	-do-
Director	
(iv) Shri Devi Sahal	"-do-
(v) Shri S. V. Bhave	"-do-
(vi) Shri Chandan Singh	w.e.f.
Bharaktiya Director	4.9.68
(vii) Shri Gangaram Joshi,	-do-
Director	
(viii) Shri K. Venkateswara	-do-
Rao, Director	

Except Chairman and Managing Director, all Directors retire on the date of the Annual General Meeting.

Pending the appointment of a regular Managing Director *vice* Shri S. Vohra, who was appointed as Adviser (Programme Administration) in the Planning Commission w.e.f. 29.1968, Shri T. N. Lakshminarayanan has been performing the duties of Managing Director in addition to his duties as Joint Secretary, Department of Mines and Metals.

All Directors of the Company are honorary part-time Directors. The non-official members are paid a sittings fee of Rs. 75/- per meeting, for attending the meetings of the Board in addition to the T.A. as admissible to Government servants of the first grade and D.A. @ Rs. 20/- per day. The official Directors draw T.A./D.A. for attending the meetings of the Board from their respective departments etc.

State Khadi and Village Industries Boards

3043. SHRI NITIRAJ SINGH CHAUDHARY: Will the Minister of COMMERCE be pleased to state :

(a) whether the accounts of various State Khadi and Village Industries Boards and other similar organisations receiving grants from the Central Government have been audited until the year 1967-68 and audit reports received by Government;

(b) if so, the names of such organisations, the years for which audit reports

have been received and findings regarding utilisation of Government grants;

(c) whether there are cases of defalcations/misappropriations as reported by the auditors; and

(d) if so, the action taken by Government against the defaulters and for recovering the amounts misappropriated or defalcated?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) to (d). A statement is laid on the Table of the House. [Placed in Library. See No. LT-2479/68.]

कोटा डिवीजन में डिवीजनल प्रयोक्ता समिति

3044. भी झोकार लाल बेरबा : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि यात्रा सुविधाओं के बारे में कोटा डिवीजन में डिवीजनल प्रयोक्ता समिति बनाई गई है;

(ल) यदि हाँ, तो उक्त समिति के लदस्यों का चयन किन आधारों पर किया गया है;

(ग) क्या यह सच है कि इस समिति में उन व्यक्तियों को शामिल किया गया है जिन्होंने घरने पासों का दूरपायोग किया है और यात्रियों से जन लेकर उनको बिना टिकट यात्रा करने की अनुमति दी है और बाद में उनको इन आरोपों के लिये इन समितियों से निकाल दिया गया है;

(घ) क्या वर्तमान डिवीजन प्रयोक्ता समिति, कोटा में भी ऐसे व्यक्तियों को शामिल किया गया है जिसको न्यायालयों द्वारा सजा दी गई थी;

(इ) यदि हाँ, तो ऐसे व्यक्तियों को किसी भी जारी पर समिति में शामिल करने के क्या कारण हैं;

(ज) क्या इन व्यक्तियों को कुछ व्यक्तियों की सिफारिशों पर शामिल किया गया है; और

(क्ष) यदि हाँ, तो इन व्यक्तियों के नाम क्या हैं और इनका किन आधारों पर चयन किया गया है?

रेलवे जन्मी (भी जे० मु० पुलाचा) : (क) जो हां ।

(क) कोटा भव्यत के मण्डलीय रेल उपयोगकर्ता परामर्श समिति के गैर-सरकारी सदस्यों का नामांकन इस सिद्धान्त पर आधारित है कि रेल उपयोगकर्ताओं के विभिन्न अभियोग समूहों का यथासंभव व्यापक प्रतिनिधित्व प्राप्त किया जा सके ।

(ग) से (छ). एक व्यक्ति द्वारा अपने पास का अनियमित रूप से इस्तेमाल करने का एक मामला या जब वह 1-4-64 से 31-3-66 की अवधि में पदिक्षम रेलवे की क्षेत्रीय रेल उपयोगकर्ता परामर्श समिति का सदस्य था । इस संबंध में आगे भी व्योरा इकट्ठा किया जा रहा है और सभा पटल पर रख दिया जायेगा ।

मशीन दूल्स का उत्पादन

3045. भी रघुवीर सिंह शास्त्री : क्या भौद्योगिक विकास तथा समव्याप-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि देश में मशीन दूल्स की बेकार क्षमता में निरन्तर वृद्धि हो रही है;

(ख) 1967 में मशीन दूल्स के उत्पादन आंकड़े क्या हैं और चालू वर्ष में अब तक यह आंकड़े कितने हैं;

(ग) इनके उत्पादन में प्रत्याधिक कमी के क्या कारण हैं ; और

(घ) सरकार द्वारा मशीन दूल्स उद्योग को पुनर्जीवित करने तथा इसके लिए मदियां ढूँढ़ने के लिए क्या कार्यवाही की जा रही है ?

भौद्योगिक विकास तथा समव्याप-कार्य मंत्री (भी फल्लहीन भासी अहवद) : (क) यद्यपि मशीन शोजार उद्योग में अब भी अप्रयुक्त क्षमता है किन्तु यह नहीं कहा जा सकता कि अप्रयुक्त क्षमता में निरन्तर वृद्धि हो रही है । सास्तव में गत तीन मासों में मशीन शोजारों की मांग में वृद्धि हो रही है जिसके परिणाम-

स्वरूप उपलब्ध अप्रयुक्त क्षमता का पूर्ण उपयोग हो पाता है ।

(क)	वर्ष	उत्पादन(करोड़ रुपयों में)
	1967	25,91
	1968 (30 सितम्बर	
	1968 तक)	16.03

(ग) मशीन शोजार की मांग कम होने के कारण इनके उत्पादकों के पास बहुत स्टाक इकट्ठा हो गया था और इसलिए उन्होंने इसके उत्पादन को सीमित रखा ।

(घ) सरकार की सहायता तथा प्रोत्साहन से उद्योग द्वारा सतत प्रयत्न किए जा रहे हैं कि वह अपने उत्पादन में विविधता लाकर उन उत्पादकों को देश में ही उत्पादन करे जो कि आज तक आयात किये जा रहे हैं ।

मशीन टूल्स नियर्तिकों को 20 प्रतिशत का नकद उपदान दिया जाता है और 20 प्रतिशत के तुस्य आयात करने की प्रतिपूर्ति के लिए सुविधा दी जाती है । याहाँकों द्वारा मशीन शोजारों की खरीद के लिए मशीन शोजार उद्योग को भारतीय भौद्योगिक विकास बैंक द्वारा आस्थगित आदायकी की सुविधाएँ भी प्रदान की गई हैं ।

सरकार ने देश में लगे मशीनी शोजारों की गणना का काम भी हाथ में लिया है । गणना द्वारा मशीनी शोजारों के प्रबस्था श्रेणीबद्ध तथा उद्योग श्रेणीबद्ध इकट्ठे किए गए आंकड़े मांग का अनुमान लगाने के लिए प्रधिक विद्वासीय होंगे और वह वास्तविक आवश्यकता को व्यान में रखते हुए उद्योगों को तथा सरकार को भावी निर्माण कार्यक्रम निर्धारित करने में सहायक सिद्ध होंगे ।

Foreign Collaborations

3046. DR. KARNI SINGH : Will the Minister of COMMERCE be pleased to state :

(a) whether it is a fact that Indian businessmen are increasingly going in for industrial collaboration in foreign countries ;

(b) if so, how many such collaborations are in operation at present and where ; and

(c) the conditions under which such collaborations are permitted and the benefit accruing to India thereby ?

THE MINISTER OF COMMERCE (SHRI DINESH SINGH) : (a) and (b). Yet, Sir, Indian businessmen are showing considerable interest in establishing joint ventures abroad. So far 65 proposals have been approved by the Government of which 12 units have gone in operation. Others are in various stages of implementation.

(c) The terms, under which Indian investment abroad is generally allowed, are equity participation by export of indigenous machinery and extension of technical know-how without remittance of fluid finances.

The benefits that accrue on account of such joint ventures abroad are :

(i) finding ready markets for our capital goods for which substantial capacity has been built up in the country during the last 15 years.

(ii) utilising, in these projects, Indian technical know-how which has grown rapidly in recent times; eventual earning of foreign exchange through repatriation of dividends earned from the equity shares, royalty and technical know-how fees; and by exporting raw materials and components needed for these projects.

(iii) presenting the image of the country as a mature economy and to help foster goodwill and economy cooperation with other countries.

विद्यार्थियों द्वारा रेलवाहियों में गुणागदी

3047. श्री श्रीम प्रकाश त्यागी : क्या रेलवे मन्त्री यह बताने की हुपा करेंगे कि :

(क) क्या सरकार को पता है कि मुरादाबाद (उत्तर प्रदेश) से गुजरने वाली रेलवाहियों पर विद्यार्थियों तथा गुन्डों की गुणागदी इस हद तक बढ़ गई है कि प्रतिदिन मारपीट, घूटमार तथा लोगों को परेशान करने की बटनाएं बटती रहती हैं ; और

(ख) यदि हां, तो इनकी रोकथाम के लिए सरकार द्वारा क्या कार्रवाही की जा रही है ?

रेलवे मन्त्री (श्री डॉ मुंगुराचा) : (क) जी नहीं। इस तरह की घटनाओं में कमी हुई है जैसा कि नीचे दिये गये ग्राफें से पता चलेगा :-

1967 में हुई घटनाओं की संख्या = 31

1968 में हुई घटनाओं की संख्या = 25

(20 नवम्बर, 1968 तक)

(ख) सरकारी रेलवे पुलिस द्वारा मारे जाने वाले द्वाये, सशस्त्र पुलिस गाड़ के पहरे, नियमित घन्तरालों पर कही जांच और रात के समय चलने वाली लगभग सभी गाड़ियों पर सरकारी रेलवे पुलिस के पहरे जैसी कार्रवाइयों द्वारा ऐसी घटनाओं की रोकथाम करने के प्रबल्ल मोजूद हैं। जब कभी ग्रावेयक होता है तो रेलवे सुरक्षा दल राजकीय पुलिस की सहायता करता है।

लघु उद्योग

3048. श्री श्रीम प्रकाश त्यागी :

श्री रामचन्द्र शीरप्पा :

क्या ग्रीष्मोनिक विकास तथा सम्बाय-कार्य मन्त्री यह बताने की हुपा करेंगे कि :

(क) क्या सरकार देश में लघु उद्योगों की प्रगति से संतुष्ट है ; और

(ख) यदि नहीं, तो लघु उद्योगों को प्रोत्साहन देने के लिए सरकार का विचार क्या नई कार्रवाही करने का है ?

ग्रीष्मोनिक विकास तथा सम्बाय-कार्य मन्त्री (श्री कलशदीन भट्टी अहमद) : (क) जी, हां।

(ख) हां, चतुर्थ पंचवर्षीय योजना में लघु उद्योगों के विकास को और अधिक प्रोत्साहन देने के लिए भव्य उपायों के साथ-साथ निम्नलिखित प्रतिरिक्षण उपाय भी करने विचार हैं :-

1. कुक्ष चुने हुए उद्योगों में आमुनिकारण का कार्यक्रम चालू किया जायेगा ताकि लघु उद्योग तकनीक, आन्तरिक संचालन सम्बन्धी

समस्याओं तथा आर्थिक उतार-चढ़ाव की चुनौती का मुकाबला कर सके।

2. कुछ उद्योग गहन विकास के लिए चुने गए हैं।

3. निरोधण की पर्याप्त सुविधाएं दी जायेंगी और सरकारी खरीद के क्रम को सुधारवस्थिति किया जायेगा।

4. जो आर्थोगिक वस्तियां स्थापित हो चुकी हैं उनकी स्थिति दृढ़ की जाएगी।

5. आर्थोगिक विस्तार सेवाओं को मजबूत बनाया जायेगा।

Burning of Asalpur-Jobner Railway Station

3049. SHRI VISHWA NATH PANDEY :
SHRI RAM AVTAR SHARMA :
SHRI SHIV KUMAR SHASTRI :
SHRI K. P. SINGH DEO :

Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that on the 3rd October, 1968 some students of the Jobner Agriculture College (Rajasthan) set the Asalpur-Jobner Railway Station on fire with kerosene Oil, damaging some railway property including records and furniture ;

(b) if so, the total amount of loss to the Railway property ; and

(c) reaction of Government thereto ?

THE MINISTER OF RAILWAY (SHRI C. M. POONACHA) : (a) Yes.

(b) About Rs. 2,000/-

(c) Government Railway Police, Rajastan have registered 3 separate cases u/s 148, 307, 436 and 120B IPC and Sections 120 and 121 Indian Railways Act. 44 students have been arrested so far. The case is still pending investigation. Apart from this, District Police Sambhar and Phulera have also registered two cases under Post and Telegraph Act and arrested 96 students.

भोपाल तथा हरिद्वार में हैबी इलेक्ट्रिकल्स कारखाने

3050. श्री प्रकाशबीर शास्त्री :

श्री रामावतार शर्मा :

श्री शिव कुमार शास्त्री :

क्या आर्थोगिक विकास तथा समवाय-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि भोपाल तथा हरिद्वार स्थित हैबी इलेक्ट्रिकल्स कारखानों में अब तक 13 करोड़ रुपये से अधिक की हानि हो चुकी है ;

(ल) क्या यह भी सच है कि उपरोक्त संगठन के चेयरमैन में शिकायत की है कि सरकार उन मरीनों के लिए भी आयात लाइ-सेंस जारी कर रही है जिन का निर्यात भारत में हो सकता है ; और

(ग) यदि हाँ, तो क्या इस के लिए कुछ अतिरिक्त उपाय करने का विचार है कि भविष्य में हानि न हो ?

आर्थोगिक विकास तथा समवाय-कार्य मंत्री (श्री कलहरीन अस्ति अहमद) : (क) भारत हैबी इलेक्ट्रिकल्स लिमिटेड

31 मार्च, 1968 तक भारत हैबी इलेक्ट्रिकल्स लिमिटेड को हुई उचित हानि 13.04 करोड़ रुपये थी। हैबी इलेक्ट्रिकल्स इक्विपमेंट प्लांट हरिद्वार जोकि भारत हैबी इलेक्ट्रिकल्स लिमिटेड के तीन एककों में से एक एकक है इस अवधि में 2.03 करोड़ रुपये की हानि हुई।

हैबी इलेक्ट्रिकल्स (इंडिया) लिमिटेड, भोपाल

31 मार्च, 1968 तक हैबी इलेक्ट्रिकल्स (इंडिया) लिमिटेड को हुई उचित हानि 38.79 करोड़ रुपये थी।

(ल) अवधियों से इत्य प्रकाश की कोई लिकायत प्राप्त नहीं हुई। सरकार की अपनी नीति भी यह है कि किसी ऐसे आयात की अनुमति नहीं दी जाय जिसका उत्पादन देश में करना संभव है।

(ग) यह हानियां परामर्शदाताओं द्वारा प्रस्तुत विस्तृत परियोजना प्रतिवेदन में निहित हैं। और इस आकार-प्रकार की परियोजनाओं में निर्माण काम तथा उत्पादन आरम्भ होने के कुछ समय बाद तक इस प्रकार की हानियां होना साधारण हैं। कंपनियां अपनी हानि को कम करने के लिए प्रयत्नशील हैं। और इस हेतु उठाये गये पग इस प्रकार हैं :

(1) निर्माण तकनीक में सुधार करना और उत्पादन को बढ़ाना जिसमें यथासंभव उत्पादन में विविधता लाना भी सम्मिलित है।

(2) निविदायें देने में अधिक वास्तविकता पर मूल्यों का उल्लेख करना।

(3) व्यय की प्रत्येक मद पर अधिक कड़ा नियंत्रण करना।

(4) संयंत्र तथा उपकरणों का अधिक प्रभावी प्रयोग करना और उत्पादन के लिए उन वस्तुओं का चयन करना जिनसे इष्टतमलिखित हो, और

(5) श्रमिकों की उत्तमाधिता बढ़ाना।

Industrial Relations in Kerala and Madras

3051. SHRI P. C. ADICHAN : Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state :

(a) whether during his recent tour of Southern States, he had made certain remarks about industrial relations in Kerala and Madras ;

(b) whether the Governments of Kerala and Madras have taken objections to his remarks ; and

(c) if so, what were the reasons that prompted him to make such remarks without ascertaining facts from the States concerned ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) I am placing on the Table of the House a Press Statement I had issued on October 9, 1968, on the subject, which clearly brings out what I had said about the labour situation in Kerala and Madras.

(b) I have not received any communication from the Government of Kerala or Madras objecting to the remarks I made during my tour of these two States in the last week of September and first week of October. I have, however, seen some press reports on certain comments stated to have been made by some of the State Ministers. I also understand that the Prime Minister had received a telegram from the Labour Minister of the Kerala Government stating that my observations constituted "baseless propaganda" ; and

(c) As would be clear from the Press Statement, my intention in making the remarks was to draw the attention of the Chief Minister, Kerala, to the prevailing labour situation in the H.M.T. Unit and to sound a word of caution in time, so that concerted and determined steps would be taken to ensure that Public Sector Enterprises, which had been set up with large investments, are enabled to sustain and increase their production in the overall national interest.

उत्तर का आवात

3052. श्री रामाचत्तार शर्मा : क्या वारिष्ठत्व मन्त्री यह बताने की कृपा करेंगे कि :

(क) क्या वर्ष 1962-63 में सेना के लिए आवश्यकता से प्रधिक उत्तराधिकारी की नियुक्ति जाने के बारे में जांच पूरी हो गई है; और

(ल) यदि हाँ, तो इस बारे में दोषी पाये गये व्यक्तियों के विशद क्षय कार्यवाही की गई है ?

वारिष्ठत्व मंत्रालय में उपर्युक्ती (श्री मोहम्मद शफी कुरेशी) : (क) तथा (ल) 1962-63 में रक्षा की आवश्यकताओं को पूरा करने के लिए उत्तराधिकारी के सम्बन्ध में जांच पूरी की जा चुकी है तथा मामले पर आगे विचार किया जा रहा है।

लिंगायत में विसेट स्टील प्लाट की स्वास्थ्य

3053. श्री रघुनीर तिह शास्त्री : क्या इस्पात, लाल तथा बालु मन्त्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि एक बारतीय

दल ने सिंगापुर में बिलेट स्टील प्लॉट स्थापित करने की सम्भावनाओं का पता लगाने के लिए अक्टूबर 1968 में वहां का दौरा किया था ;

(क) यदि हां, तो उसका क्या परिणाम निकला ; और

(ग) इस बारे में क्या निर्णय किया गया है और प्रस्तावित योजना का ब्यौरा क्या है ?

इस्पात, खान तथा धातु मन्त्रालय में उप-मन्त्री (भी राज सेवक) : (क) से (ग). सिंगापुर में बिलेट बनाने का एक कारबाना स्थापित करने के लिए शक्यता प्रतिवेदन तैयार करने हेतु प्रारम्भिक सर्वेक्षण करने के लिए हिन्दुस्तान स्टील लिमिटेड के इंजीनियरों की एक टोली अक्टूबर 1968 में सिंगापुर गई थी। प्रतिवेदन तैयार करने में लगभग छः महीने लगेंगे। प्रगल्ली कार्यवाही प्रतिवेदन मिल जाने पर ही की जा सकेगी।

Difficulties faced by Passengers Stranded at Barauni and Katihar due to Floods

3054. SHRI R. K. SINHA : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that the passengers stranded at Barauni and Katihar during the recent floods were put to considerable hardship due to lack of assistance from the Railway authorities ;

(b) whether it is also a fact that the Railway authorities at Lucknow and Delhi did not give warning to the passengers and also allowed trains to go to Barauni and Katihar ; and

(c) if so, the action taken against the erring officials ?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) : (a) As a result of widespread floods and breaches, there was dislocation in rail traffic and passengers were detained at Barauni and Katihar. The Railways however gave them all possible assistance in providing them temporary accommodation, in providing sanitation, medical aid, in providing catering arrangements and in making arrangements for their dispersal.

(b) No.

(c) Does not arise.

Foreign Exchange Earnings from Exports of Agricultural Commodities

3055. SHRI SITARAM KESRI : Will the Minister of COMMERCE be pleased to state :

(a) whether Government are aware of the observations made in the Food and Agriculture Organisation's Commodity Review 1968 that the Foreign exchange earnings of the developing countries including India were hard hit because of the shortfall in exports of agricultural commodities ; and

(b) if so, the steps proposed to be taken to overcome the situation ?

THE MINISTER OF COMMERCE (SHRI DINESH SINGH) : (a) Yes, Sir.

(b) The situation is being kept under constant review and appropriate national and multi-lateral action is being taken. At the international level, in the third session of the UNCTAD Committee on Commodities held in October-November, 1968, discussions were held on international action on commodities in the light of recent developments. Agreement was reached on the principle of market intervention by buffer stocks and their pre-financing. Important agreements were also reached regarding the diversification programme. On the domestic front, export promotion efforts have been intensified to defend the export earning capacity of our agricultural products from depression in world prices of these products. Increasing attention is being paid to augment production and production efficiency at home.

Distribution of Indigenous Nylon Yarn through S.T.C.

3056. SHRI SITARAM KESRI : SHRI SARJOO PANDEY :

Will the Minister of COMMERCE be pleased to state :

(a) whether Government have taken any decision on the proposal to distribute the indigenous nylon yarn through the State Trading Corporation ;

(b) whether the industry has opposed the proposal ; and

(c) if so, the reasons for introducing this scheme ?

THE MINISTER OF COMMERCE (SHRI DINESH SINGH) : (a) No, Sir.

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

Trade Agreement With Chile

3057. **SHRI SITARAM KESRI :**

SHRI VALMIKI

CHOWDHARY :

SHRI RAMCHANDRA

VEERAPPA :

Will the Minister of COMMERCE be pleased to state :

(a) whether Government have under consideration any proposal for a fresh trade agreement with Chile ;

(b) if so, the broad outlines thereof :

(c) the commodities proposed to be covered by it ; and

(d) the existing balance of our trade with that country and the anticipated balance of trade as a result of this agreement ?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI) : (a) Yes, Sir. A proposal to negotiate a fresh trade Agreement with Chile is under the consideration of the Government.

(b) and (c). As the discussions are at a very preliminary stage, decisions have not been taken on these points.

(d) India's balance of trade with Chile during 1967-68 was as under :—

Exports to Chile	Rs. 43 lakhs
Import from Chile	Rs. 11 lakhs
Balance	(+) Rs. 32 lakhs

In considering the proposed agreement, it will be our endeavour to expand the trade between the two countries to their mutual advantage.

Export of Indian Machine Tools

3058. **SHRI M. N. REDDY :** Will the Minister of COMMERCE be pleased to state :

(a) whether it is a fact that the De-

legates visiting foreign countries are returning with the shocking experience that these countries were quite unaware of the capacities of Indian Industries to manufacture sophisticated machine tools and complicated castings, steel structurals etc. ; and

(b) if so, the steps taken or proposed to be taken to give wide publicity to propagate the ability of this country to export machine tools to the countries where there is an acute demand ?

THE MINISTER OF COMMERCE (SHRI DINESH SINGH) : (a) and (b). It is not a fact that there is no awareness about the export capabilities of Indian machine tools, Iron and Steel Castings, Fabricated structurals or other engineering items. Publicity measures by way of supplements, advertisements, periodicals are undertaken on a regular basis by the Engineering Export Promotion Council. Apart from this sales and study teams and trade delegations sponsored by the Government supplement the objective of creating awareness of India's capacity in the Engineering products. Helped by these measures, exports of such items have been increasing significantly.

These products are also publicised through Exhibitions and Fairs abroad and every effort is made to include these in the trade agreements negotiated with foreign Governments. Recently a Catalogue of Machine Tools manufactured in the Country has been issued by the Machine Tool Manufacturers' Association of India for distribution in foreign countries.

Export of Manganese Ore

3059. **SHRI M. N. REDDY :** Will the Minister of COMMERCE be pleased to state :

(a) the handicaps faced by India in the matter of augmenting exports of manganese ore apart from keen competition ;

(b) the steps taken by Government so far to overcome them ; and

(c) the extent to which the export of ferro-manganese has been undertaken instead of manganese ore in order to maintain the export potential ?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI) : (a) Apart from depressed world market situation and development of Captive mines, the main handicaps faced by India on its exports of manganese ore are the following :

- (i) High cost of production of Indian manganese ore due to near exhaustion of 'float ore' requiring deeper mining at greater cost.
- (ii) High railway freight from the mines to the ports and high sea freight to consuming countries ; and
- (iii) Limitations of Indian ports in loading facilities and in taking large-sized vessels.

The Closure of Suez Canal has also adversely affected the competitiveness of Indian manganese ore.

(b) Integrated projects for developing the transport and port facilities are under way.

(c) Efforts are being made to promote the exports of both manganese ore and ferro-manganese.

Working of the Special Railway Safety Device

3060. SHRI M. N. REDDY : Will the Minister of RAILWAYS be pleased to state :

(a) whether the special railway safety device which is called warning bells and flashing lights installed as an experimental measure at unmanned railway crossing on the Rajkot-Jamnagar Highway has been working satisfactorily ;

(b) if so, whether this economical device is proposed to be installed at all the unmanned railway crossings ; and

(c) the details of the phased programme during the coming two years in respect thereof ?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) : (a) Automatic ringing of warning bells and flashing lights have been provided at level crossing No. 7 between Rajkot and Bhakti Nagar on the Rajkot-Jetalsar section of Western Railway. The device is functioning satisfactorily.

(b) The device, which is to be provided in lieu of manning of unmanned level crossings, will be installed on selected unmanned level crossings, in consultation with the State Governments, the initial cost being borne by the State Government and the recurring expenditure by the Railways.

(c) No phased programme has been chalked out so far. The number of unmanned level crossings to be provided with this device or to be manned will be determined jointly by the State Government and the Railway Administration, taking into consideration the requirements of road and rail traffic and other relevant local factors.

India's share in World Trade

3061. SHRIMATIILA PALCHOURI : Will the Minister of COMMERCE be pleased to state :

(a) whether it is a fact that the over-all world trade of developing countries rose to a record level—(annual rate) of 207 million dollars during the first half of 1968, as compared to what it was during the year 1966-67 ; and

(b) if so, the proportionate increase in India's trade during the same period ?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI) : (a) The over-all world exports of developing countries reached a record annual rate of \$42,500 mn. in the second quarter of 1968 as against the corresponding figure of \$206,700 mn. for total world exports excluding C.M.E.A. countries, Mainland China and Cuba.

(b) In the first half of 1968, the unadjusted annual rate of India's exports showed an increase of 4.5% over 1966-67 while her total trade showed a negligible fall on account of a fall in imports between the same periods.

Review of Industrial Policy

3062. SHRI HIMATSINGKA : Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state :

(a) whether the Indian Chambers of Commerce and Industry requested Government in the 3rd week of June this year to review the industrial policy to enable the

economy to expand rather than contract further;

(b) If so, the details of the communication received by Government in this regard from the chamber; and

(c) Government's reaction thereto?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) and (b). Government had seen a Press Release dated the 21st June, 1968 by the Indian Chamber of Commerce, Calcutta and had also received a communication from this Chamber which contained certain views and suggestions of the Chamber on Government's industrial and licensing policy.

(c) The views and suggestions have been noted.

State Public Undertakings in Punjab

3063. **SHRI HIMATSINGKA:** Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state:

(a) whether Government's attention has been drawn to the Punjab Legislative Council's Committee on Public Undertakings which has pointed out that most of the public undertakings in the State were almost like 'private zamindaris of ministers of kingdoms with kingdoms' functioning leisurely and inefficiently';

(b) whether Government's attention has also been drawn to the remarks of the said Committee that the 'New York Fair was utilised for travel and recreation purposes' and that 'powerful persons had succeeded in sending their sons and daughters to the U.S.A. at State expense and girls with no business qualifications were recruited to man the counters as sales girls and that nepotism and favouritism prevailed in the selection of these personnel' ;

(c) if so, Government's reaction to these remarks; and

(d) whether it is also a fact that the Punjab Export Corporation had suffered a loss of Rs. 7,17,455/- in the New York Fair stall; if so, Government's reaction thereto by way of probing into the affairs of the said Export Corporation?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) and (b). No, Sir.

(c) Does not arise.

(d) The accounts of the Punjab Export Corporation are not available with the Government.

Export of Rail Wagons to U.S.S.R.

3064. **SHRI HIMATSINGKA:** Will the Minister of COMMERCE be pleased to state:

(a) the steps taken in pursuance of the protocol signed with the Soviet Union with regard to the supply of rail wagons to that country;

(b) whether it is a fact that Indian manufacturers are finding it difficult to produce wagons of the specifications demanded by the U.S.S.R.;

(c) if so, in what respect it is found difficult to conform to the specifications put forth by the Soviet Importers;

(d) whether there is any likelihood of the wagon deal with the Soviet Union falling through; and

(e) if so, in what specific circumstances?

THE MINISTER OF COMMERCE (SHRI DINESH SINGH): (a) In pursuance of the Protocol signed by the State Trading Corporation with V/O Machinoimport of Moscow for the supply of rail wagons to the Soviet Union, the former obtained the necessary technical specifications and communicated them to the leading wagon manufacturers in the country. The wagon manufacturers have made an assessment of their manufacturing capacities and have indicated that supply of rail wagons to the Soviet specifications can be effected without much difficulty and with marginal technical adjustments. The State Trading Corporation have made their offer to the Soviet purchasers, and at present a Delegation is in Moscow to negotiate prices and other terms.

(b) No, Sir.

(c) to (e). Do not arise.

M/s. Graphite India Limited

3065. SHRI P. C. ADICHAN :
SHRI S. K. TAPURIAH :

Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state :

(a) whether it is a fact that M/s. Graphite India Limited are the manufacturers in India in the field of graphite electrodes ;

(b) if so, their total production capacity and the country annual requirements for this item ; and

(c) whether Government are considering sanctioning of collaboration for manufacture of this item to other entrepreneur and if not, the reasons therefor ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) Yes, Sir.

(b) The capacity of the firm is 5,400 tonnes per annum and the country's current requirement also is of this order.

(c) One proposal is under the consideration of the Government of India.

Revision of Coal Prices

3066. SHRI S. K. TAPURIAH : Will the Minister of STEEL, MINES AND METALS be pleased to state :

(a) whether it is a fact that the coal-mine owners have asked for a certain price increase subsequent to the implementation of the Wage Board award ;

(b) if so, the extent of increase demanded and the increase granted by the Public Sector Power Generation Plants, Steel Plants and Railways ; and

(c) whether it is also a fact that increase of wages and increase in other costs without a corresponding increase in the prices have put the collieries in hardships and that many collieries find it difficult to fully implement the Wage Board award ?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL, MINES AND METALS (SHRI RAM SEWAK) : (a) to (c). Coal Wage award implementation and decontrol of coal prices almost coincided. Price of coal subsequent to decontrol is

a matter to be mutually settled between the buyers and sellers. From 1.7.68, Railways have agreed to a price increase of Rs. 2/- per tonne of Selected Grades and Re. 1/- per tonne of Grade I in the case of coals of Bengal-Bihar and oulying fields of M.P., Maharashtra and Orissa. As regards supplies of Singareni round coal, a price increase of Rs. 1.15 per tonne has been agreed to. In the case of coking coal supplied to steel plants, coal washeries and cokeries, a price increase of Rs. 1.75 per tonne has also been agreed to. This is in accordance with the general policy that the entire impact of any increase in cost of production of coal should not be passed on to the consumer.

Import of Tractors

3067. SHRI S. K. TAPURIAH : Will the Minister of COMMERCE be pleased to state :

(a) the number and the value of tractors imported by the State Trading Corporation, private parties and any other agency during the last three years, country-wise ;

(b) the value of spare parts for tractors imported during the same period, country-wise ;

(c) whether Government are aware of the fact that a large number of tractors have been lying idle for want of spare parts both with the Government agencies and the private individuals ;

(d) if so, the number of such tractors with the Government agencies and the private individuals as is known to Government separately ;

(e) whether it is also a fact that a large number of tractors have been scrapped but for want of imported spare parts ; and

(f) if so, the number of such tractors since Independence, the total value of such scrapped tractors and the foreign exchange spent thereon ?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAIFI QURESHI) : (a) and (b). A statement is laid on the Table of the House. [Placed in Library. See No. LT-2480/68].

(c) to (f) : Some general complaints have been received about imported tractors lying idle for want of spare parts but no specific details are available.

National Coal Development Corporation

3068. SHRI S. K. TAPURIAH : Will the Minister of STEEL, MINES AND METALS be pleased to state :

(a) the details of the expansion and capital investment programme of the National Coal Development during the next two years ;

(b) whether it is a fact that the National Coal Development Corporation has decided to invest a large amount of funds for marginal expansion in their coking coal production capacity ; and

(c) whether it is also a fact that the same quantity can be produced by the Private Sector only on a nominal additional investment by way of balancing equipment ?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL, MINES AND METALS (SHRI RAM SEWAK) : (a) The expansion and capital investment programme of National Coal Development Corporation during the next two years has not yet been finalised.

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

Production of Coking and Non-Coking Coal

3069. SHRI S.K. TAPURIAH : SHRI K.P. SINGH DEO :

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

(a) whether Government have laid down any targets of production of coking and non-coking coal during the next five years ; and

(b) if so, the amount of capital that will have to be invested, both by Private and Public Sector to reach these targets ?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL, MINES AND METALS (SHRI RAM SEWAK) : (a), No, Sir. We are in the process of doing so.

(b) Does not arise.

Requirement of Coal During the Fourth Five Year Plan

3070. SHRI D. N. PATODIA : Will the Minister of STEEL, MINES AND METALS be pleased to state :

(a) whether the requirement of coal during the Fourth Five Year Plan has been fixed at 92 million tonnes :

(b) whether in arriving at this estimate a careful note has been taken of the fact that even the Third Five Year Plan targets for coal suffered a shortfall of 30 million tonnes ; and

(c) if so, the basic premises on which the target at (a) above has been fixed ?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL, MINES AND METALS (SHRI RAM SEWAK) : (a) No targets have yet been finalised.

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

Heavy Electricals Ltd, Bhopal

3071. SHRI D. N. PATODIA : Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state :

(a) whether it is a fact that the Heavy Electricals Ltd., Bhopal is now in a position to take up designing and manufacture of boilers of different kinds within the country ;

(b) whether the organisation has developed adequate capacity to meet the country's requirement of boilers fully ;

(c) if not, to what extent it is likely to be met by the organisation ; and

(d) whether Government have taken any decision to scale down the import of boilers in view of the above development ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) to (c). The HIGH PRESSURE BOILER PLANT, Tiruchirapalli, a unit of Bharat Heavy Electricals Limited and not Heavy Electricals (India) Ltd., Bhopal is in a position to take up designing and manufacture of boilers of different kinds within the country. It has capacity upto 30000 tonnes of equipment annually. This production capacity, along with that in M/s. ACC

Vickers Babcock Ltd., Durgapur is likely to meet the requirements of the country except in certain special circumstances when the boilers required are of very specialised nature.

(d) Yes, Sir.

Railway Lines to Connect Hinterland with Cochin Port

3072. SHRI VASUDEVAN NAIR : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that the single track Railway lines connecting the Cochin Port with its hinterland are not sufficient to cope with the increasing traffic in the port ;

(b) if so, whether any proposal has been forwarded to the Railway Ministry for doubling these lines ;

(c) whether the Railway Ministry has accepted the proposal ; and

(d) if so, whether there is any possibility of the proposal being implemented during the Fourth Plan ?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) : (a) to (d). While no specific proposal has been received from the Port authorities or from the Ministry of Transport regarding the doubling of the lines, investigations carried out by the Railway have indicated that the line capacity on certain sections of the existing single line Broad Gauge connecting the Cochin Port may be inadequate to deal with the increasing traffic on this line. Proposals are, therefore, under consideration for doubling the section between Alwaye and Ernakulam and a decision is likely to be taken shortly. If the proposal is justified, it will be taken up in the Fourth Plan.

Closed Textile Mills

3073. SHRI VASUDEVAN NAIR : Will the Minister of COMMERCE be pleased to state :

(a) the number of cotton textile mills closed down in different part of the country since, 1968 ;

(b) the number of those mills taken

over by the Central or the State Governments ;

(c) whether there are differences of opinion between the Central and the State Governments regarding the future working of the sick mills ; and

(d) if so, the nature of the differences ?

THE MINISTER OF COMMERCE (SHRI DINESH SINGH) : (a) 67 cotton textile mills closed down since the 1st January, 1968. 31 of these have reopened, while 36 were still closed on the 31st October, 1968.

(b) None.

(c) Govt. are not aware of differences, if any.

(d) Does not arise.

Sale of Diamonds, Precious Stones etc.

3074. SHRI HIMATSINGKA : SHRI S. K. TAPURIAH :

Will the Minister of COMMERCE be pleased to state :

(a) the quantum of exports of diamonds, precious stones and jewellery during the years, 1967 and 1968 so far ;

(b) the targets fixed for export of these items during the current year ;

(c) the amount of foreign exchange earned by way of their sale to the tourists and foreign visitors during each of the said periods ; and

(d) the steps being taken to promote their sales to the tourists and foreign visitors against foreign exchange within India ?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI) : (a) Export statistics are maintained financial year-wise. Exports of diamonds, precious stones and jewellery were as follows :

1967-68 — Rs. 27.04 Crores.

1968-69 — Rs. 19.03 Crores,
(April—Sept., 1968)

(b) The target for export of these items during 1968-69 has been fixed at Rs. 35 Crores.

(c) The information is being collected.

(d) Following steps have been taken to promote sales of Gems and Jewellery to foreign tourists :

- (i) Replenishment scheme of sales to Foreign Tourists of gem and jewellery items has been introduced with effect from 1-4-1968. The scheme provides for import of non-indigenous materials used in the manufacture of products exported.
- (2) Replenishment in (1) above has been extended to all sales of jewellery to foreign tourists against all foreign currency bank transactions, e.g. foreign currency travellers cheques, crossed foreign bank drafts and personal cheques drawn on foreign banks instead of only against travellers cheques.
- (c) Apart from (1) and (2) above, facilities for sending abroad of sales/ study teams and delegations, participation in exhibitions in foreign countries etc., are provided through the Gem and Jewellery Export Promotion Council.

Industries in the Diamond Harbour and Sadar Sub-Divisions, West Bengal

3075. SHRI JYOTIRMOY BASU : Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state :

- (a) the names of large-scale, medium-scale, small-scale and cottage industries in Diamond Harbour and Sadar sub-divisions under the district of 24 Parganas, West Bengal ;
- (b) the number of persons employed in each industry ;
- (c) whether it is a fact that a large number of small-scale and cottage industries in this region are in the midst of a serious crisis ;
- (d) if so, the nature of that crisis ; and
- (e) what assistance, if any, has been given by Government to the small-scale and cottage industries in the Diamond Harbour and Sadar sub-divisions ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) and (b). The information is furnished in the statement laid on the Table of the House. [Placed in Library. See No. LT-2481/68.]

(c) No, Sir.

(d) Does not arise.

(e) The State Directorate of Cottage and Small Scale Industries is offering assistance under its normal scheme of activities through its different agencies to the units concerned.

Shuttle Train Service from Majerhat to Diamond Harbour and Falta Station

3076. SHRI JYOTIRMOY BASU : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government are aware that (i) South 24 Parganas (West Bengal) is a highly congested area ; (ii) that number of passengers travelling from Majerhat (South Suburb) to Diamond Harbour and Falta is growing day by day and (iii) that only means of transport on this long route is the limited number of private buses which are not in a position to cope with the volume of traffic ; and

(b) if so, whether Government would consider the desirability of introducing a shuttle train service from Majerhat railway station to Diamond Harbour and Falta ?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) : (a) (i) Yes.

(ii) Falta is not served by any railway station. No increase in traffic is, however, noticed in the number of through passengers from Majerhat to Diamond Harbour and vice versa.

(iii) Private Bus service is not the only mode of transport for journey from Majerhat to Diamond Harbour. Regular train services are also available between these points with a change at Ballygunge/ Baruipur.

(b) No, there is no traffic justification for provision of through services on this section at present.

Exports and Imports

3077. SHRI JYOTIRMOY BASU : Will the Minister of COMMERCE be pleased to state :

(a) total yearly value of imports and exports from the year 1960-61 to 1967-68 ;

(b) the total value of imports and exports handled by the foreign controlled private sector concerns during this period annually ;

(c) the total value of petroleum and electrical equipments imported from foreign countries each of these years and the proportionate value or import of petroleum and electrical equipments handled by the foreign controlled companies ;

(d) the value of jute, tea and cotton textiles exported to foreign countries in each of these years ; and

(e) the value of the exports of these items handled by foreign controlled companies in each of these years ?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI) : (a) and (e). A statement showing total yearly imports and exports, value of petroleum and electrical equipments imported from foreign countries and the value of jute, tea, cotton exported to foreign countries in the years 1960-61 to 1967-68 is laid on the Table of the House. [*Placed in Library. See No. LT-2482/68.*]

Import licences are issued to individual parties and no information is available about their controlling interests from the statistics maintained regarding issue of licences. The details of the licences issued are available in the "Weekly Bulletin of Industrial Licences, Import Licences and Export Licences", copies of which are available in the Parliament Library.

Smallscale Industries

3078. SHRI GADILINGANA GOWD : DR. SUSHILA NAYAR : SHRI ONKAR LAL BERWA : SHRI P. K. DEO : SHRI R. R. SINGH DEO : SHRI V. NARASIMHA RAO :

Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state :

(a) whether the Lokaнатhan Study

Team on recession in the small scale industries has recommended postponement, by one year, the recovery loans due from entrepreneurs to financial institutions and National Industries Corporation ;

(b) whether Government would lay a copy of the report of the Lokaнатhan study team on the table of the House ; and

(c) whether various recommendations made by the study team have been examined if so, Government's reaction thereto ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) Yes, Sir. Based on the merits of individual units, the Committee has also recommended that the concession may be given to parties who have been regular in payment of instalments upto June, 1966 and should apply only to such cases as are affected by the recession.

(b) and (c). The recommendation of the Committee is under the consideration of Government. A copy of the Report is placed in the Parliament Library.

Rayalaseema Mills Ltd., Adoni.

3079. SHRI GADILINGANA GOWD : Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state :

(a) whether it is a fact that the Rayalaseema Mills, Adoni are permitted to pay Rs. 2000 a month to its Managing Director and that the two other Directors are paid at the rate of Rs. 1000 each per month for production and marketing respectively ;

(b) whether Government have examined the necessity of paying to two other Directors also when the Managing Director is paid decently for managing the business of the Mills ;

(c) whether there are any precedents in any other mills of the size of Rayalaseema Mills where other Directors are also paid in addition to the Managing Director ;

(d) what are the savings for the mills after adoption of this system of appointing Managing Director and other Directors from that of the Managing Agency ; and

(e) whether it is a fact that the present Managing Director and other two Directors

were previously partners in Managing Agency firm of this Mills ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) Yes, Sir.

(b) Yes, Sir. All aspects of the matter were examined by the Company Law Board before the matter was decided.

(c) Yes, Sir. There are many companies of comparable size of the Rayalseema Mills Limited, having Managing Directors and also whole-time Directors who are being paid remuneration on the same pattern.

(d) During the 5 years prior to the abolition of the Managing Agency System in this company on the 21st September, 1967, the managing agency firm, namely, the Rayalseema Agencies, were drawing remuneration on a sliding scale from 8% to 4% depending on the net profits of the company and the actual amounts drawn by them year-wise as indicated below :

1963	Rs. 73,060
1964	Rs. 56,720
*1965	Rs. 1,889
*1966	Nil
Nine month of 1967	Rs. 6,704

(*The Managing Agents were not entitled to draw any minimum remuneration in case there was inadequacy of profits or loss in any particular year.)

As against this, the total managerial remuneration now sanctioned for the Managing Director and the two Whole-time Directors is only Rs. 48,000/- per annum as against Rs. 73,060 and Rs. 56,720 in 1963 and 1964 drawn by them when the company had adequate profits.

(e) Yes, Sir.

Industrial Estates

3080. SHRI GADILINGANA GOWD: Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state :

(a) whether various States have submitted their detailed proposals in respect of the development/establishment of industrial estates during the Fourth Five Year Plan ;

(b) if so, the details thereof ; and
(c) the likely expenditure to be incurred and the expected rate of industrial growth to be achieved ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) to (c). Export for the States of Madras and West Bengal, draft proposals for the Fourth Five Year Plan have been received from all the State Governments and Union Territories and a statement showing the outlays proposed by them for industrial estates (including schemes for developed areas, etc.) under the Fourth Plan is laid on the Table of the House. [Placed in Library. See No. LT-2483/68]. In most cases, the draft proposal do not contain details about the number of estates proposed to be set up, location, etc. However, these proposals are now under consideration.

Import of Silver Oxide Zinc Batteries

3081. SHRI GADILINGANA GOWD: Will the Minister of COMMERCE be pleased to state :

(a) whether it is a fact that a large quantity of silver Oxide zinc batteries is imported from abroad ; and

(b) if so, the quantity imported during the years 1965, 1966 and 1967 and the value thereof ?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD SHAFI QUREHI) : (a) and (b). Silver Oxide Zinc Batteries are not separately classified in the Indian Trade Classification or in the import Trade Control Schedule and as such the required information is not available. A statement indicating the quantity and value of Dry Cell Primary batteries and wet cell Primary batteries imported during 1965-66 to 1967-68 is laid on the Table of the House. [Placed in Library. See No. LT-2484/68].

All India Handloom Board

3082. SHRI GADILINGANA GOWD: Will the Minister of COMMERCE be pleased to state :

(a) the present constitution and personnel of the All India Handloom Board ;

(b) the basis of selection of its Members and their tenure of their term ;

(c) whether there is stagnation of Members in that Board ; and

(d) if so, the reasons therefor ?

THE MINISTER OF COMMERCE (SHRI DINESH SINGH): (a) and (b). A statement is laid on the Table of the House. [Placed in Library. See No. LT-2485/66].

(c) No, Sir.

(d) Does not arise.

Baroah Committee on Tea Industry

3084. **SHRI SARJOO PANDEY :**
SHRI DHIRESWAR

KALITA :

SHRI JYOTIRMOY BASU :

SHRI D. N. PATODIA :

SHRI R. K. SINHA :

Will the Minister of COMMERCE be pleased to state :

(a) whether the Baroah Committee on Tea Industry has submitted its report :

(b) if so, the main recommendations contained in the report ; and

(c) the decisions taken thereon ?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) The Committee has made certain interim recommendations, but their report containing their considered recommendations is yet to be received.

(b) and (c) The interim recommendations and other information available with Government have been kept in view, while deciding upon certain reliefs and concessions recently given to the Tea Industry. Formal and final decision on the Committee's recommendations will be taken on receipt of its report.

Creation of Posts of Industrial Survey Officers in Delhi Administration

3085. **SHRI SHEOPUJAN SHASTRI:** Will the Minister of INDUSTRIAL DEVELOPMBNT AND COMPANY AFFAIRS be pleased to state :

(a) whether it is a fact that certain posts of Industrial Survey Officers under

the Delhi Administration, Delhi have been created with a view to give promotions to certain officers ;

(b) whether it is a fact that these posts are continued without any justification or work in spite of the resistance from the Finance Department of Delhi ; and

(c) whether it is a fact that Grade II officers have been entrusted with the duties which can very easily be done by clerks in the Industries Department, Delhi ?

THE MNISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) to (c) One post of Industrial Survey Officer has been created for the Industrial Survey Cell in the Delhi Administration with the approval of Finance Department. This post is to be filled up by direct recruitment through the U. P. S. C. Pending the selection of a regular incumbent for this post, it is being manned on a purely temporary basis by an officer from the executive side who has also experience of statistics. The nature of the work is such that it cannot be handled by a clerk.

Precious Steel Ingots at Durgapur

3086. **SHRI G. KUCHELAR :** Will the Minister of STEEL' MINES AND METALS be pleased to state :

(a) whether it is a fact that 1,20,000 tons of precious Steel Ingots produced at Durgapur Steel Plant were declared as "Scrap" and it was decided to sell them at a nominal price ; and

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

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL, MINES AND METALS (SHRI RAM SEWAK) : (a) No, Sir.

(b) Does not arise.

Quantum of Cesses on Coal

3087. **SHRI S. R. DAMANI :** Will the Minister of STEEL, MINES AND METALS be pleased to state :

(a) the nature and quantum of cesses on coal produced/despached ;

(b) the realisation from different cesses during the last 15 years ;

(c) the amount spent in each year for different purposes ;

(d) the total amount of unspent funds ; and

(e) whether Government have any proposal to utilise the entire balance or a portion for assisting collieries in their production programme or for research and development or other promotional schemes ?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL, MINES AND METALS (SHRI RAM SEWAK) : (a) Under the Coal Mines (Conservation and Safety) Act, 1952, excise duty is leviable on all coal raised and despatched and all coke manufactured and despatched. The present rates of this duty are :

(Rs. per ton)

(i) on all non-coking coals and soft coke	1.68
(ii) on coking coals	2.44
(iii) on hard coke	3.66

(b) and (c). A statement giving the information is laid on the Table of the House. [Placed in Library. See No. LT-2485/68]

(d) The balance in the Coal Mines Safety and Conservation Fund on 31-3-1968 was Rs. 123,55, 900.

(e) The rates of excise duty given above include an increase of 76 paise per ton of coking coal and Rs. 1.14 per ton of hard coke with effect from 14.10.1968. The proceeds of this increase in duty are to be utilised exclusively for purposes of conservation and development of coking coal.

Steel Re-rolling Industry

3088. **SHRI RAM AVATAR SHARMA :**

SHRI M. SUDARSANAM :

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

(a) whether it is a fact that steel re-rolling industry is facing serious crisis due to the non-availability of billets ; and

(b) if so, steps taken by Government to improve the supply of billets to the Industry ?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL, MINES AND METALS (SHRI RAM SEWAK) : (a) In recent months the supply of billets has been falling short of the aggregate demand for them in the country as a whole. It cannot be said, however, that the re-rolling industry is facing any serious crisis on this account.

(b) Government have already taken steps to increase the supply of billets to the extent possible and simultaneously to evolve an equitable system of distribution of billets after taking into consideration the requirements of re-rollers for manufacturing export products, the requirements of re-rolling industry for domestic production, and the requirements of export of billets as such.

कपड़ा उद्योग

3089. **श्री रामावतार शर्मा :** क्या वातिल्लय मन्त्री यह बताने की कृपा करेंगे कि :

(क) क्या कपड़ा उद्योग द्वारा भ्रष्टाचार की जाने वाली कठिनाइयों को दूर करने के लिए सरकार उत्पादन मूल्क कम करते, प्राथमिकता देने और इस उद्योग के लिए भ्रष्टाचार वैकों से और अधिक जहरा उपलब्ध कराने के लिए प्रयत्न करती रही है ; और

(ल) यदि हो, तो इस बारे में यद तक कितनी प्रगति हुई है ?

वातिल्लय भंडालय में उष-मंडी (भी शोहन्मद जाती जुरेजी) : (क) जी नहीं। फिर भी, सरकार अनेक ऐसे उपायों की ओर ध्यान दे रही है जिनसे कपड़ा उद्योग अपनी बढ़तमान कठिनाइयों दूर करने में समर्थ हो सके।

(ल) प्रसन नहीं उठता।

Foreign Exchange earned by Panca Mines

3091. **SHRI K. P. SINGH DEO :**
SHRI SHIVA CHANDRA JHA :

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

(a) whether it is a fact that the Panca

Mines are now showing increase in the foreign exchange earnings by their export of cut and polished diamonds;

(b) if so, the foreign exchange earned during 1967-68; and

(c) the estimated foreign exchange earnings during 1968-69?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL, MINES AND METALS (SHRI RAM SEWAK): (a) to (c). The diamonds produced at the Panna Mines are not directly exported by the National Mineral Development Corporation Limited, but are auctioned within the country as uncut stones.

**Resignation by Managing Director
Bokaro Steel Plant**

3092. **SHRI K. RAMANI:**
SHRI C. K. CHAKRAPANI:
SHRI MOHAMMAD ISMAIL:
SHRI S. M. BANERJEE:
SHRI BALMIKI CHAUDHARY:
SHRI D. N. PATODIA:
SHRI Y. A. PRASAD:

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

(a) whether it is a fact that the Managing Director of the Bokaro Steel Plant has resigned;

(b) if so, reasons for the resignation; and

(c) whether the work of the Steel Plant would suffer due to his resignation?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL, MINES AND METALS (SHRI RAM SEWAK): (a) and (b). The Managing Director of Bokaro Steel Limited was appointed on the 10th February, 1964 on a five-year contract. He has recently made a request that for personal reasons he would not wish his contract to be renewed when it expires on the 9th February, 1969.

(c) No, Sir.

Trade Agreement with Cambodia

3093. **SHRI SRADHAKAR SUPAKAR:** Will the Minister of COMMERCE be pleased to state:

(a) whether any trade agreement with Cambodia has been signed recently; and

(b) if so, the terms of the agreement?

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

(b) Does not arise.

Late Arrival of Guntur Hubli Passenger Train at Koppal Station

3094. **SHRI S. A. AGADI:** Will the Minister of RAILWAYS be pleased to state:

(a) on how many days No. 227 Guntur-Hubli Passenger arrived in time at Koppal Station on the South-Central Zone from the 1st August to the 31st October, 1968;

(b) on how many occasions it arrived late at Koppal Railway Station above 50 minutes, 100 minutes, 150 minutes and 200 minutes respectively during that period;

(c) the reasons for such regular inordinate late running of this train;

(d) whether the Railway Administration has thought of any measures to run this train punctually; and

(e) if so, the details thereof?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) and (b). The arrival of No. 227 Guntur-Hubli passenger at Koppal station from 1st August, 68 to 31st October, 1968 is indicated below:

Month	Rt. time	Above 50"	Above 100"	Above 150"	Above 200"
August	...	13	2	...	6
September	3	9	4	3	3
October	3	8	2	3	8

(c) Due to acute drought conditions, the availability of water at the scheduled watering stations became inadequate and resulted in out-of-course detentions at temporary watering columns erected at alternative sites. The position was aggravated by frequent control failures on the Guntakal Dronachellam section.

(d) and (e). Apart from some improvement in the water supply position of late, other measures contemplated include reduction in the load of this train to elimi-

uate cases of re-fuelling and strengthening of telecommunications.

H. M. T. Unit at Kalamassery

3095. SHRI BABURAO PATEL :
SHRI D. N. PATODIA :
SHRI R. K. SINHA :

Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state :

(a) whether it is a fact that owing to the inability and non-cooperation of the State Government of Kerala, the labour situation in the Hindustan Machine Tools at Kalamassery has deteriorated so much that unless the factory is removed to some other State the entire project will remain a losing concern ;

(b) whether he said on the 9th October, 1968, that unless the labour situation improves in Kerala, the Hindustan Machine Tools and "some of the important production facilities in Kerala" might have to be shifted to other areas ; and

(c) if so, the names of production units likely to be shifted, the probable dates of such shifting and the places where they are proposed to be shifted ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) to (c). A statement is laid on the Table of the House. [Placed in Library. See No. LT-2487/68].

Small Scale Units

3096. DR. RANEN SEN : Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state :

(a) whether some proposals have been made by the Advisory Panel of the Engineering Industry for the small scale units to tide over the crisis they are facing ;

(b) whether the bigger units are opposed to those proposals ; and

(c) if so, the nature of the proposals made by the Panel and the nature of opposition from the bigger units ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) No

Advisory Panel exists in Engineering Industry for Small Scale Sector.

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

Cooperative Weavers' Societies in Manipur

3097. SHRI M. MEGHACHANDRA : Will the Minister of COMMERCE be pleased to state :

(a) the total amount of loan and grant sanctioned by the Government of Manipur for the development of handloom products in that Union Territory during the years 1967-68 and 1968-69 ;

(b) the total amount of loan and grants given to the Cooperative Weavers' Societies of Manipur during the year 1967-68 ; and

(c) the names of the Cooperative Weavers' Societies which received loans and grants during this period ?

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

1967-68—Loan Rs. 63,852.50 ;
 Grant—Rs. 65,209.94

1968-69—Loan Rs. 71,000.00 ;
 Grant—Rs. 71,500.00
 are at the Budget provisions for 1968-69.

(b) Loan—Rs. 63,852.50 ;
 Grant—Rs. 65,209.94.

(c) A statement is laid on the Table of the House. [Placed in Library. See No. LT-2868/68.]

Work Done by Clerks Grade I and II in Railway Accounts Department

3098. SHRI UMANATH :
SHRI A. K. GOPALAN :
SHRI K. RAMANI :

Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 6140 on the 27th August, 1968 and supply a list of work done by Clerks Grade I and Clerks Grade II in the Accounts Departments of the Indian Railways with complete details ?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) : As already explained in reply to Unstarred Question No. 6140, Clerks Grade I are entrusted

with more important work requiring interpretation and application of rules and regulations in dealing with cases, maintenance of accounts registers, auditing of bills etc. while Clerks Grade II are required to attend to duties of routine nature such as preparation of vouchers and bills etc., routine correspondence, receipt and despatch work etc. The compilation of a list of work done by Clerks Grade I and Clerks Grade II in the Accounts Departments of the Indian Railways with complete details, is very voluminous and the labour involved in its compilation will not be commensurate with the results to be achieved.

Promotion in Foreign Traffic Accounts Office, Western Railway, Delhi

3099. SHRI K. M. ABRAHAM :
SHRI K. RAMANI :
SHRI A. K. GOPALAN :

Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 2647 on the 1st December, 1967 regarding promotions of Clerks in the Foreign Traffic Accounts Office, Western Railway, Delhi and state :

(a) whether the affected employee was given benefit of proforma fixation of pay from the date on which the wrong person was erroneously promoted vice him ;

(b) if so, the reasons therefor ; and

(c) the steps taken by Government to do justice to the aggrieved employee ?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) : (a) Yes.

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

Promotion in Accounts Department of Indian Railways

3100. SHRI A. K. GOPALAN :
SHRI K. M. ABRAHAM :
SHRI UMANATH :

Will the Minister of RAILWAYS be pleased to state :

(a) whether Government are considering to extend the benefit of promotions against shadow posts in the Accounts Department of the Indian Railways with effect from the 1st October, 1962 instead of

the 1st April, 1968 as already done ; and

(b) if so, when it is likely to be finalised ?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) : (a) and (b). Some representations have been received in this regard and the matter is receiving consideration.

Railway Tickets Issued in Exchange of I. A. F. T.

3101. SHRI A. K. GOPALAN :
SHRI MOHAMMAD ISMAIL :
SHRI K. M. ABRAHAM :

Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that no amount on account of I. A. F. T. 1702A issued in respect of first class Military traffic has been billed for against the Ministry of Defence from April, 1968 to September, 1968 in the Foreign Traffic Accounts Office of the Western Railway, Delhi ;

(b) if so, the total number of tickets issued in exchange of I. A. F. T. 1702A and the amount due to be billed for on that account ; and

(c) steps taken by Government to fix responsibility on the supervisory staff responsible for this ?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) : (a) No form numbered I. A. F. T. 1702A is in use for first class Military Traffic on the Railways.

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

Forwarding Railways

3102. SHRI MOHAMMAD ISMAIL :
SHRI K. M. ABRAHAM :
SHRI K. RAMANI :

Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that no amount on account of Mileage Coupons has been debited to Forwarding Railways in the Foreign Traffic Accounts Office of the Western Railway, Delhi, Traffic Accounts

Office, Western Railway, Ajmer and Traffic Accounts Office, Northern Railway, Delhi ;

(b) if so, the amount involved and the reason for its non-adjustment with the Forwarding Railway ; and

(c) action taken by Government against the Officer and Supervisor for non-adjustment of the amount against the Forwarding Railways ?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) : (a) No.

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

Sanctioned Strength of Traffic Accounts Office, Ajmer

3103. SHRI A. K. GOPALAN :
SHRI K. M. ABRAHAM :
SHRI MOHAMMAD ISMAIL :

Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 8173 on the 23rd April, 1968 and state :

(a) the sanctioned strength of the Traffic Accounts Office, Western Railway, Ajmer as on the 1st October, 1962 ;

(b) the sanctioned strength as on the 1st April, 1968, permanent posts and shadow posts, separately ; and

(c) the number of staff rendered surplus in the Foreign Traffic Accounts Office, Western Railway, Delhi ?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) : (a) 930.

(b) Permanent posts = 810
Shadow posts = 112 } 922

(The difference between the sanctioned strength as on 1-10-1962 and as on 1-4-1968 is due to surrender of 8 posts for reasons other than mechanisation/simplification.)

(c) 42.

पटसन के सामान और नारियल जटा के सामान का उत्पादन का नियांत्रण कम हो गया था

3104. श्री रमेश शास्त्री : यह वाहिन्य मंत्री यह बताने की कृपा करें कि :

(क) क्या यह सच है कि वर्ष 1967-68 में

पटसन और नारियल जटा के सामान का नियांत्रण बहुत कम हो गया था ;

(ल) यदि हां, तो इसके क्या कारण हैं ; और

(ग) पटसन और नारियल जटा के सामान का नियांत्रण बढ़ाने के लिये सरकार क्या उपाय करने का प्रस्ताव कर रही है ?

वाहिन्य व्यापार में उपचाली (वी मौहम्मद शास्त्री कुरेशी) : (क). 1966-67 के नियांत्रण की तुलना में 1967-68 में पटसन के मास में 17,200 में 0 टन की वृद्धि हुई जबकि नारियल-जटा तथा नारियल-जटा के उत्पादों के नियांत्रण में 6743 में 0 टन की गिरावट हुई ।

(ल) नारियल-जटा तथा नारियल-जटा के उत्पादों के नियांत्रण में गिरावट के कारण ये ये ; अन्य सोफियाना फर्श-बिछुबानों से प्रतिस्पर्श, विकसित देशों के जीवन-स्तर में सामान्य रूप से उत्थान होना तथा उपभोक्ताओं में बेहतर किस्म के उत्पादों के लिए रुचि पैदा होना परिणामतः नारियल जटा के बागे, बटाइया तथा बिछुबानों, कालीनों तथा रसों की बिक्री में कमी हुई ।

(ग) एक विवरण जिसमें किये गये उपायों का व्यीरा दिया गया है सभा-पटल पर रखा जाता है [पुस्तकालय में रखा गया है । देखिये संख्या LT- 2499/68]

Survey of Mineral Resources of Rajasthan

3105. SHRI D. N. PATODIA :
SHRI K. M. KOUSHIK :

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

(a) whether the aerial survey of the mineral resources of Rajasthan has been completed ;

(b) if so, the findings of the survey completed so far ; and

(c) the different minerals which have been located so far ?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL, MINES AND METALS (SHRI RAM SEWAK) : (a) Yes.

The airborne survey was started in Rajasthan on 4-12-1967 and completed on 7-4-1968. The area selected under Hard-rock Operation in Rajasthan included parts of Ajmer, Bhilwara, Bundi, Chittor, Jaipur, Junjhunu, Nagaur, Pali, Sikar, Tonk and Udaipur districts covering about 30,140 sq. miles.

(b) The airborne survey has shown significant conductive and magnetic anomalies in the areas selected under Operation Hardrock. Some of the anomalies are over the known mineralised zones of Singhana, Khetri, Akwali, Kishorepura, Saladipura, Ajmer, Rajpura-Dariba and along strike extension of these zones. The isolated electromagnetic and magnetic anomalies in covered areas may lead to entirely new mineralised zones.

Ground geological electro-magnetic, magnetic and Induced Polarisation surveys were carried out in May, 1968, August, 1968 and in October, 1968 over the anomalies in Khetri-Ajitsagar and east of Babai, which confirmed the presence of anomalies. Geological ground follow-up work is in progress in other anomaly zones in the area.

(c) The airborne anomalies do not directly indicate ore bodies. Detailed ground work including geophysical prospecting, geochemical sampling and geological mapping are necessary to find out what exactly is the cause for these conductive and magnetic anomalies. Some of them may prove to be ore deposits.

Railways Passengers Marooned at Salyedpur Station

3106. SHRI D. BASUMATARI : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that the Bihar Government sought the help of the Air Force helicopters to rescue thousands of marooned railway passengers at Salyedpur and Kishanganj Stations of the North-Eastern Railway in Purnea district on the night of the 6th October, 1968;

(b) the number of persons dead and injured; and

(c) the estimate of loss to the railway property and the property of individuals?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) : (a) It is presumed that the stations referred to are TAIABPUR and Kishanganj as there is no station by name SAIYEDPUR in Purnea District. It is not known whether Bihar Government sought the help of Air Force helicopters to rescue passengers at TAIABPUR. Attempts were, however, made by local Army and Railway authorities on 6-10-68 to get a helicopter for Air dropping food to the marooned passengers at TAIABPUR but not for evacuation.

(b) No passenger died or suffered injuries.

(c) The extent of damage to railway property due to floods in Purnea District was approximately Rs. 9.20 lakhs. There was no loss of passenger's property.

एक माल गाड़ी का पटरी से उत्तर आना

3107. श्री विद्यवानाथ पटेल : क्या रेलवे मन्त्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि 12 अक्टूबर, 1968 को दक्षिण भारत के निजामाबाद और सिकन्दराबाद सेक्षन पर, मिक्टूर और तालमाडिया के बीच एक गाड़ी के 17 माल डिव्हें प्रचानक पटरी से उत्तर गये थे ;

(ख) यदि हां, तो इस दुर्घटना के क्या कारण थे ;

(ग) इसके परिणामस्वरूप रेलवे को कितनी राशि की हानि हुई ; और

(घ) इस बारे में सरकार की क्या प्रतिक्रिया है ?

रेलवे मन्त्री (श्री डॉ. मु. पुनाचा) :

(क) जी हां ।

(ख) दुर्घटना के कारण की जारी है ।

(ग) रेल सम्पर्क को लक्षण 12,895/- रुपये की राति के बहुत ज्यादा अधिक है ।

(घ) कमचारियों में सुरक्षा की भावना पैदा करने और दुर्घटनाओं की रोकथाम के लिए रेल एक चौमुखी सुरक्षा अभियान-सीरिएक, मनोवैज्ञानिक-

निक, दण्डात्मक और तकनीकी पहले से चला रही हैं।

कोटेंगंगूर और हारनहाली स्टेशनों के बीच
मालगाड़ी का पटरी से उतरना

3108. श्री विजयनाथ पांडेय : क्या रेलवे मन्त्री यह बताने की रुपा करेंगे कि :

(क) क्या सच है कि 11 अक्टूबर, 1968 को ग्राम्य इसके आसपास दक्षिणी रेलवे के तालगुप्ता-बिहार संवेदन पर कोटे गंगूर और हारनहाली के बीच एक माल गाड़ी के 11 डिन्डे पटरी से उतर गए थे;

(ख) यदि हाँ, तो उक्त दुर्घटना के क्या कारण थे;

(ग) इसके परिणामस्वरूप रेलवे की सम्पत्ति को हुई हानि का अनुमान क्या है; और

(घ) इस बारे में सरकार की क्या प्रतिक्रिया है?

रेलवे मन्त्री (श्री चै. मु. पुनाचा) :

(क) दुर्घटना 11-10-68 को हुई।

(ख) जांच समिति के निष्कर्ष के अनुसार, एक माल डिब्बे में खराबी प्राप्त जाने के कारण दुर्घटना हुई। ग्राम्यिक रफतार और अचानक खेक लगाने के कारण भी दुर्घटना हुई।

(ग) रेल सम्पत्ति को लगभग 8,177 रुपये की अनि पहुंचने का अनुमान है।

(घ) दोनी कर्मचारियों के विरुद्ध उपयुक्त कारंबाई की जायेगी।

Coal Mining in West Bengal and Bihar

3109. SHRI MOHAMMAD

ISMAIL :

SHRI BHAGABAN DAS :

SHRI GANESH GHOSH :

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

(a) whether it is a fact that a large number of private companies have given

leases for coal mining West Bengal and Bihar;

(b) if so, whether it is also a fact that most of the companies have not started production;

(c) names of the companies which have exploited the area and started production; and

(d) further action taken by Government in the matter?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL, MINES AND METALS (SHRI RAM SEVAK) : (a) to (d). Approval of the Central Government has been given for the grant of mining lease for coal in West Bengal and Bihar in about 30 cases since 1961 onwards. From the information available, M/s. Central India Coalfields Ltd. (Now known as the Western Bengal Coalfields Ltd.), M/s. Khas Sijua Coal Company, Sri Sri Lakshmi Narayan Trust and some other private individuals are reported to have started production. In a few cases, the production has not yet started even after the approval to the grant of mining leases which are due to various factors, namely want of industrial licence, opening permission, etc. The Government is, however, having a close watch on the situation.

Automatic Trailer Brake System

3110. SHRI YAJNA DATT

SHARMA :

SHRI P. VISWAMBHARAN :

Will the Minister of RAILWAYS be pleased to state :

(a) whether the attention has been drawn to the invention of an 'Automatic Trailer Brake System' by an Indian engineer (Shri A. R. Fernandez);

(b) if so, whether the inventor has claimed that the use of this mechanism can result in minimising casualties and irreparable loss to the bogies; and

(c) if so, whether Government propose to make use of this invention in trains on the Indian Railways and if not, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) : (a) and (b). Yes, Sir.

(c) This device is meant for non-braked trailer vehicles. As all the passenger and goods vehicles on the Railways are through braked, there is no scope for adopting this device on the Railways.

Grinding Machine Tool Plant at Ajmer

3111. SHRI VISWA NATH PANDEY: Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state :

(a) whether it is a fact that collaboration agreement between Czechoslovakia and the Machine Tool Corporation of India Ltd., for the establishment of a grinding Machine Tool Plant at Ajmer (Rajasthan) was signed in Delhi recently ;

(b) if so, the main features of the agreement ; and

(c) the total expenditure involved ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) to (c). An Agreement for Technological documentation for the establishment of Grinding Machine Tool Plant at Ajmer was signed by Machine Tool Corporation of India Ltd., a Central Government Undertaking, and Mesers. Skodaexport, Praha, Czechoslovakia on the 16th October, 1968. The main terms of the Agreement are as follows :—

(i) Messrs. Skodaexport will supply the design and documentation for three types of grinding machine tools ; supply the Czechoslovak technical standards, render technical co-operation, and train the personnel of the Machine Tool Corporation of India ;

(ii) The total price for the design and technological documentation for production is Rs. 27.38 lakhs. The fee for the consulting activity will be Rs. 9.62 lakhs in addition to the monthly salary payable to the Czech exports. Payments shall be made in accordance with the Trade and Payments Agreement, 1963. M/s. Skodaexport will depute experts in consultation

with the Machine Tool Corporation of India ;

(iii) Design documentation for all the three machines will be supplied by June, 1969.

(iv) The Agreement is operative for a period by 6 years.

Derailment of Goods Train between Chandanpur and Belmuri

3112. SHRI VISWA NATH PANDEY: Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that a down goods train derailed on the 13th October, 1968 at a point between Chandanpur and Belmuri stations, 45 kilometres from Howrah on the Howrah-Burdwan chord line ;

(b) if so, the causes of the derailment ; and

(c) the total amount of loss to the railway property ?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) : (a) Yes. The accident occurred at Belmuri station.

(b) The cause of the accident is under investigation.

(c) The cost of damage to railway property was estimated at approximately Rs. 90,100

Shortage of Raw Jute

3113. SHRI MOHAMMAD ISMAIL :

SHRI GANESH GHOSH :

Will the Minister of COMMERCE be pleased to state :

(a) whether Government have received any memorandum from the Trade Unions representing the Jute Industry of West Bengal suggesting measures for meeting the shortage of raw jute ;

(b) if so, the details thereof ;

(c) whether Government have considered the memorandum ;

(d) if so, the decision taken thereon ; and

(e) if not, the reasons therefor ?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI) : (a) No specific suggestions have been made by the Trade Unions for meeting the shortage of raw material.

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

State Textile Corporations

3114. **SHRI R. K. AMIN :** Will the Minister of COMMERCE be pleased to state :

(a) whether it is a fact that Textile Corporations are proposed to be formed by the States ; and

(b) if so, the details of aid proposed to be given by the National Textile Corpora- in this regard ?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI) : (a) A Textile Corporation has already been formed by the Government of Maharashtra. The Government of Gujarat have also very recently set up a Textile Corporation. The Government of Uttar Pradesh do not at present propose to set up a Textile Corporation. The view of the other State Governments concerned in the matter are not yet known.

(b) The extent and mode of financial assistance to be given to the State Textile Corporations are under consideration.

Railway Bridge on River Ambica

3115. **SHRI R. K. AMIN :** Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that the bridge on River Ambica between Surat and Bombay was considerably damaged during the recent floods in Tapti and Ambica rivers ;

(b) whether it is due to bad workman- ship of the construction of the bridge ; and

(c) if so, details thereof ?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) : (a) Yes.

(b) No.

(c) Does not arise.

Diamond Bearing Rocks in Anantapur District

3116. **SHRI R. K. AMIN :**
SHRI VISHWA NATH PANDEY :
SHRI S. R. DAMANI :

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

(a) whether it is a fact that diamond bearing rocks have been found recently in Anantapur District of Andhra Pradesh ; and

(b) if so, the details thereof ?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL, MINES AND METALS (SHRI RAM SEWAK) : (a) and (b). Diamond bearing rocks are known to occur in Anantapur district of Andhra Pradesh. Areas around Wajrakarur in Anantapur district which lie about 20 miles north-west of this place yield occasionally diamonds generally after the rains. Investigations conducted by the Geological Survey of India since 1961 have brought to light Kimberlite pipe rocks which carry diamonds in Panna (Madhya Pradesh).

During the field season 1967-68, the Banganapalle conglomerates horizon, which was worked in the ancient times for diamonds were investigated in the Banganapalle-Munimadugu and Ramallakota areas, Kurnool district. The gravels along the Krishna gorge were also examined. During this preliminary work a diamond weighing about 0.43 Carat was collected by the Geological Survey of India in January, 1968. The Krishna gravels along the river Krishna near Kolluru, West Godavari district and the Wajrakarur pipe rocks, Anantapur district and other areas near Munimadugu, Kurnool district, are being investigated by the Geological Survey of India for diamonds.

Machine Tool Factory at Bhavanagar

3117. **SHRI R. K. AMIN :** Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state :

(a) whether it is a fact that the scheme for establishing a machine tool factory at Bhavanagar in Gujarat State has been

deferred for the Fifth Five Year Plan ; and

(b) if so, the details thereof ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) and (b). Under the Second Agreement on Economic Collaboration between India and Czechoslovakia signed in May, 1964, two factories for the manufacture of machine tools were included among the projects to be implemented within the framework of the Agreement. A provision of Rs. 630 crores has been made under the Second Czech Credit to meet the foreign exchange requirement of these projects. According to original expectations, these two projects were to represent part of the additional capacity which was required to be set up during the Fourth Plan period to bridge the likely gap between demand and indigenous availability of machine tools.

Taking into account the probable demand of various types of machine tools and the likely growth of indigenous capacity, it was decided that a Grinding Machine Tool Plant at Ajmer with a capacity of 3000 tonnes a year and a Medium Heavy Machine Tool Plant at Bhavnagar with a capacity of 5,000 tonnes a year should be set up. A Grey Iron Foundry with a capacity of 10,000 tonnes a year, common to both the plants and to be attached to the Medium Heavy Machine Tool Plant, was also envisaged. The Bhavnagar project was to cost Rs. 20.50 crores with a foreign exchange content of Rs. 6.18 crores.

The Detailed Project Report for the Bhavnagar Project was received in January 1967. By then, due to general recession in engineering industries, there had been a fall in demand for machine tools, leading to a downward revision of the target for the machine tools industry during the Fourth Plan period. Further studies revealed that the Heavy Machine Tool Plant of the Heavy Engineering Corporation Ltd., Ranchi and Hindustan Machine Tools Ltd., Bangalore had between themselves enough surplus capacity to undertake the manufacture of virtually all the machine tools programmed for production in the Bhavnagar Project. In these circumstances, it was decided to postpone consideration of this

project till the year 1969-70 when it would be re-examined to see if there would be any need for a new machine tool unit.

Training of Steel Technologists

3118. SHRI D. N. PATODIA : Will the Minister of STEEL, MINES AND METALS be pleased to state :

(a) the total expenditure that the Government of India had to incur during the last ten years for sending steel technologists employed in public sector undertakings for getting training from abroad ;

(b) whether it is a fact that the foreign training does not fully correspond to the needs of the Indian Steel Plants ;

(c) whether during all these years, India has not been able to develop enough experienced officials to impart the necessary initial training to the new staff ; and

(d) if so, whether Government have taken any step to stop sending people abroad and instead give them training here ?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL, MINES AND METALS (SHRI RAM SEWAK) : (a) to (d). The information is being collected and will be laid on the Table of the House.

Prosecuting Inspectors on Eastern Railway

3119. SHRI RAMAVTAR SHASTRI : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Railway Property Unlawful Possession Act, 1966 is in force and appointments of Prosecuting Inspectors from the executive staff of the Railway Protection Force are contemplated ;

(b) whether it is a fact that on the Eastern Railway, confusion has been created by appointing a person who is not a Law Graduate whereas deserving staff has been left out ;

(c) whether it is a fact that Railway Board's directive to appoint departmental candidate in the Prosecution Branch remains unfulfilled ;

(d) whether it is a fact that one departmental case on the Eastern Railway,

appointment has been conferred straightway in the Prosecution Branch even though the person is not a Law Graduate ; and

(e) if so, the reason why departmental candidates having Law Degree have been left out arbitrarily ?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) : (a) Yes, Sub-Inspectors and Inspectors of Railway Protection Force who are Law Graduates and who have successfully completed a training course of Assistant Public Prosecutors in some Police Training Centres are eligible for posting to Prosecution Branch.

(b) No. Staff having the requisite qualification and training have not been left out.

(c) No.

(d) Yes. However, the candidate in question is a re-employed ex-Court Inspector of Police with considerable experience in prosecution work. He has been put to officiate as a Prosecuting Inspector in view of the acute shortage of Prosecution Officers.

(e) No qualified departmental candidate have been left out. The two Sub-Inspectors who are Law Graduates, but had not undergone the course of Assistant Public Prosecutors' training could not be put to work as Prosecutors. They have since been drafted for this course at the Police Training College, Phillaur (Punjab).

Meeting of the Iron and Steel Advisory Council

3120. **SHRI HIMATSINGKA :**
SHRI S. K. TAPURIAH :

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

(a) whether the Iron and Steel Advisory Council at its meeting held in New Delhi on the 31st October, 1968 advised to cut down or drop the pending export orders for scarce categories of steel, including the staggering of supplies against some of the pending orders particularly those relating to billets ;

(b) if so, the specific suggestions made by the Council in this regard ;

(c) Government's reaction thereto ;

(d) whether the targets of production

and export of steel for the Fourth Five Year Plan were also thrashed out at the Council ; and

(e) if so, the decisions taken in this regard ?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL, MINES AND METALS (SHRI RAM SEWAK) : (a) No, Sir.

(b) to (e). In the meeting of the Iron and Steel Advisory Council held on 31.10.1968, there was a discussion about export of billets. The question of export of other scarce categories of steel did not come up as no such export is permitted. It was mentioned in the aforesaid meeting that in respect of billets, there was a temporary shortage and a balance had to be struck between the requirements of export and those for domestic consumption, after taking into account such relevant factors as utilization of installed capacity, flow of supplies to the domestic market and the need to boost up export trade in general in a developing economy. The position in this regard is being reviewed by Government. Targets of production and export of steel during the Fourth Five Year Plan period however, were not finalised and it was clarified in the meeting of the Iron and Steel Advisory Council that a Steering Group on Iron and Steel Industry was separately reviewing this matter.

पटना और राजगीर स्टेशनों के बीच तेज रेलगाड़ी

3121. **श्री रामाचलातार शास्त्री :** क्या रेलवे मन्त्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि घटनूबर से कर-वरी की प्रवधि में यानायात सम्बन्धी उचित सुविधाओं के घमाव के कारण पर्यटकों को राजगीर पहुँचने में, जो एक प्रसिद्ध पर्यटक केन्द्र है, कई कठिनाइयों का सामना करना पड़ता है ;

(ल) क्या सरकार का विचार पटना और राजगीर के बीच एक तेज रेल गाड़ी कलानी का है जिससे पर्यटकों को सुविधा और रेलवे की साथ में बुद्धि हो ; और

(ग) यदि हाँ, तो उक्त गाड़ी को कब चालू करने का विचार है और यदि नहीं, तो उसके क्या कारण हैं ?

रेलवे मंत्री (भी चै० मु० पुनाचा) : (क) और (ख). जी नहीं। पटना की ओर से आने-जाने के लिए मुख्य नाइन की गाड़ियों के साथ मेल लेने वाली बस्तीयारपुर-राजगीर खंड पर दो जोड़ी सवारी गाड़ियों के अतिरिक्त पटना और राजगीर के बीच एक जोड़ी सीधी गाड़ियां अर्थात् 412 डाउन/411 अप दानापुर/पटना-राजगीर सवारी/मिली-जुली भी उपलब्ध हैं।

(ग) पटना और राजगीर के बीच एक अतिरिक्त तेज गाड़ी बलाने का यातायात सम्बन्धी प्रौद्योगिकी नहीं है।

दानापुर में लकड़ी का ऊपरी पुल

3122. भी रामावतार शास्त्री : क्या

रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि दानापुर (खान) स्टेशन पर, जो पूर्व रेलवे के दानापुर डिवीजन का मुख्यालय है, यात्रियों के लिए स्टेशन के पार जाने के लिए लकड़ी का एक ऊपरी पुल है;

(ख) क्या यह भी सच है कि दक्षिण से उत्तर तथा उत्तर से दक्षिण की ओर पुल पार करने में यात्रियों को बड़ी कठिनाई होती है, क्योंकि यह पुल बहुत तंग है;

(ग) यदि हाँ, तो क्या उक्त पुल को चौड़ा करने का सरकार का विचार है;

(घ) यदि हाँ, तो कब और यदि नहीं, तो इसके क्या कारण हैं;

(इ) क्या उक्त स्थान के निवासियों तथा मजदूरों ने बत्तमान पुल के पश्चिम की ओर एक और ऊपरी पुल का मिर्चाण करने की मांग की है; और

(च) यदि हाँ, तो इस बारे में सरकार की क्या प्रतिक्रिया है ?

रेलवे मंत्री (भी चै० मु० पुनाचा) : (क) जी हाँ। इस्पात के ढांचे और लकड़ी के डेक बाला एक ऊपरी पैदल पुल मौजूद है।

(ख) ऊपरी पुल की चौड़ाई कम होने के सम्बन्ध में यात्रियों से कोई शिकायत नहीं मिली है।

(ग) जी नहीं।

(घ) बत्तमान ऊपरी पैदल पुल को चौड़ा करने का विचार नहीं है क्योंकि दानापुर स्टेशन के पश्चिम सिरे पर लोको बस्ती के सामने एक नया पुल बनाने का कार्यक्रम बनाया गया है।

(इ) जी हाँ।

(च) जैसा कि ऊपर भाग (घ) में उत्तर में बताया गया है, दानापुर स्टेशन के पश्चिमी सिरे पर लोको बस्ती के सामने एक और ऊपरी पैदल पुल बनाने की योजना को अन्तिम रूप दिया जा चुका है।

Deputation from Foreign Traffic Office, Western Railway

3123. SHRI K. M. ABRAHAM :
SHRIMATI SUSEELA
GOPALAN :
SHRI UMANATH :

Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that a deputation from the Foreign Traffic Office, Western Railway led by Shri K. Ananda Nambiar, M. P. met the Union Minister of State for Railways on the 31st August, 1968 for the allotment of Railway quarters to the staff of that office who have been denied the same since the formation of that office ;

(b) whether any assurance was given to the deputationists ; and

(c) if so, the steps taken by Government to allot Railway quarters to the aggrieved employees ?

THE MINISTER OF RAILWAYS
(SHRI C. M. POONACHA) : (a) Yes.

(b) No.

(c) Does not arise.

Exports to Pakistan

3124 SHRI ABDUL GHANI DAR : Will the Minister of COMMERCE be pleased to state :

(a) whether any firms from Jammu and Kashmir State exported goods to Pakistan during the years from 1948 to 1968.

(b) if so, the names of those firms with the details of the goods supplied and the quantity thereof ;

(c) the amount of foreign exchange earned therefrom ;

(d) the quantity of woollen and wooden articles and fruits exported by the Jammu and Kashmir State during this period ; and

(e) the amount of foreign exchange earned thereby ?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI) : (a) to (e). Since the export trade statistics of India are not compiled on state-wise basis, compilation of the information sought by the Hon'ble Member would involve very heavy labour and considerable time which will not be commensurate with the results achieved.

Railway Claims

3125. SHRI K. M. KOUSHIK : SHRI D. BASUMATARI :

Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that a number of claims which occur due to transit delay of perishable goods booked from various sections of Nagpur, Vijayawada and Bhusaval are repudiated by the Railway authorities on the ground of the consignments booked at Owner's risk rate under the condition of reduced rates, which exonerates the Railway from liability for any loss, destruction, deterioration or damage due to any cause whatsoever ;

(b) whether it is also a fact that when such cases are referred to the Court of Law, 99 per cent of them are decided in favour of the consignees ;

(c) if so, whether he will lay a statement of such cases in respect of all the Railways particularly the Northern Railway

indicating the reasons for not accepting the claims in the first instance and the circumstances under which claims are paid only on Decrees for the period 1965, 1966 and 1967 ; and

(d) what steps Government propose to take to avoid unnecessary harassment to the consignees ?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) : (a) No.

(b) No.

(c) The information is being collected

and will be laid on the Table of the House.

(d) In view of the answers to parts (a) and (b), this question does not arise.

Impact of Western Countries Financial Crisis on India's Trade

3126. SHRI D. N. PATODIA : Will the Minister of COMMERCE be pleased to state :

(a) whether a financial crisis has developed in the Western countries over the changes in money values of Franc and Mark ;

(b) whether the present crisis also hits Indian in any way ; and

(c) if so, its impact on country's trade and commerce ?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI) : (a) There has been a monetary crisis in Western Europe generated by expectations of changes in the values of the French Franc and the German Mark. However, the exchange values of the two currencies have not been changed.

(b) and (c). The impact of the present monetary crisis in Europe on India's trade and commerce may not be very significant.

विहार का आर्थिक विकास

3127. श्री रामाकर्ण शास्त्री : क्या आर्थिक विकास तथा सम्बाद-कार्य मन्त्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि स्वतन्त्रता प्राप्ति के बाद विहार के आर्थिक विकास की ओर कोई ध्यान नहीं दिया गया है ;

(ल) क्या यह भी सच है कि ग्रीष्मोगिक विकास के मामले में उत्तरी बिहार सबसे अधिक पिछड़ा रहे हैं;

(ग) क्या यह भी सच है कि ग्रीष्मोगिक विकास के लिये बिहार में आवश्यक संसाधन हैं;

(घ) यदि हाँ, तो क्या सरकार ने इस राज्य के उचित ग्रीष्मोगिक विकास के लिये कोई योजना तैयार की है;

(इ) यदि हाँ, तो उसका व्योरा क्या है;

(च) क्या इम सम्बन्ध में भारत सरकार का विचार सहायता देने का है; और

(छ) यदि हाँ, तो क्या सहायता देने का है?

ग्रीष्मोगिक विकास तथा सम्बन्ध-कार्य मंत्री (भी फलरहीन इली आहमद) : (क) और (ख). जी, नहीं। 1951-68 की अवधि में सभी राज्यों में केन्द्रीय ग्रीष्मोगिक परियोजनाओं में लगाई गई कुल 2,450 करोड़ रु की पूँजी में से बिहार की इन परियोजनाओं पर इसी अवधि में 356.5 करोड़ रु की पूँजी लगाई गई है। बिहार में केन्द्रीय ग्रीष्मोगिक परियोजनाओं में से बरीनी तेल शोधक परियोजना और बरीनी उद्योग परियोजना उत्तर बिहार के क्षेत्र में हैं। देश के ग्रीष्मोगिक विकास की योजना बनाने में सरकार एक राज्य के सम्मूर्ण क्षेत्र को एक इकाई के रूप में लेती है।

(ग) से (छ). भारत सरकार ने सीधे बिहार के ग्रीष्मोगिक विकास की अभियानों का कोई मूल्यांकन नहीं किया है। राज्य सरकार ने स्वयम् ही नेशनल कौसिल आफ एप्लाइड इकानामिक रिसर्च के अधिकरण की माफतं स्वयम् ही ऐसा मूल्यांकन किया है। एन० सी० ए० ई० आर० ने बिहार भूमित सभी राज्यों/संघ राज्य-क्षेत्रों के बारे में तकनीकी अधिक सर्वेक्षण किये हैं। एन० सी० ए० ई० आर० की जांच के परिणाम प्रकाशित हो गये हैं। इन सर्वेक्षणों के अंतरार पर राज्य सरकारें/संघ राज्य क्षेत्र ग्रीष्मोगिक विकास के लिए स्वयम्

प्रस्ताव भेजते हैं। इन प्रस्तावों पर पंचवर्षीय योजनाएं और साथ की कार्यक योजनाएं बनाते समय योजना आयोग द्वारा निर्मित कार्यकारी दलों द्वारा चर्चा की जाती है और योजनाओं में उनके सम्मिलित किए जाने के बारे में निरांय किए जाते हैं।

Stoppage of Down Goods Train at Gomoh West Outer Cabin

3128. SHRI RAMAVATAR SHASTRI : Will the Minister of RAILWAYS be pleased to state :

(a) whether there is any restriction to stop any Down goods train at Gomoh (Eastern Railway) West Outer Cabin ;

(b) if not, the grounds on which the West Cabin Asst. Station Master, Gomoh was arrested by Government Railway Police for detention of a goods train at the outer signal in connection with the theft committed in the train by miscreants in August, 1968 ;

(c) whether armed Railway Protection Force personnel are posted at the outer signal, Gomoh, for checking frequent thefts ;

(d) whether Government have examined the possibility of thefts being committed by the miscreants with the connivance of Railway Protection Force ; and

(e) whether Government propose to dispense with the outer cabin, if thefts taking place there cannot be checked ?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) : (a) No.

(b) The Assistant Station Master, Gomoh, was arrested by Government Railway Police as he was suspected for having connived in the theft committed near the west cabin. A case has been registered by G. R. P. under Section 147/379/337/109 of IPC.

(c) There was no armed Railway Protection Force posted at the outer signal, Gomoh. On receipt of information, however, R.P.F. staff reached the site of occurrence and were able to recover a part of the stolen property.

(d) Yes. Whichever R.P.F. staff are found to be conniving, they are suitably dealt with.

(e) No, as cabins are meant for the operation of points and the signals.

Theft of Railway Goods from Coaches

3129. SHRI JUGAL MONDAL : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government have assessed the loss due to the theft of electric bulbs and other electrical equipment from the Railway Coaches every year ;

(b) if so, the amount involved during 1967 (till October, 1968) ;

(c) whether these equipments are stolen from the yard or from the running trains ; and

(d) the number of persons arrested for such thefts ?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) : (a) Yes.

(b) 1967 Rs. 13,68,852/-
1968 (upto end of September) Rs. 10,29,249/-

(c) Both from the yards as well as running trains.

(d) 1967 1,259
1968 (upto the end of Sept.) 755

Allotment of Quota of Raw Films to Producers

3130. SHRI ARJUN SINGH BHADORIA : Will the Minister of COMMERCE be pleased to state :

(a) the raw film quota allotted by Government to M/s. (1) Bimal Roy Productions (2) Basant Pictures (3) Citizens Films (4) Sri Prakash Pictures (5) Shakti films (6) Sadashiv Chitra (7) Wadia Movietone (8) Nasir Husain Films (P) Ltd. (9) Mehboob Productions (P) Ltd. (10) Rahul Theatres (India) (11) B. R. Films (12) A. G. Films (13) Eagle Films (14) Geetanjali Films during the last four years ; and

(b) whether any complaints have been received against the above Film Companies that they mostly sold their quotas of raw films in the black market and if so, the action taken by Government against them ?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHIAFI QURESHI) : (a) and (b).

The information is being collected and will be placed on the Table of the House.

बिहार जारी प्रामोशोग संघ, दरभंगा, के लेखों में प्रनियमितताएं

3131. श्री मोरोन्द्र भट्टा : क्या बाणिज्य मन्त्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि बिहार जारी प्रामोशोग संघ का सबसे बड़ा केन्द्र पूसा रोड, दरभंगा, बिहार में स्थित है ;

(ख) क्या यह भी सच है कि वर्ष 1965-66 के लिए लेखों की लेखा परीका के फलस्वरूप 7.25 लाख हू की अनियमितताओं का पता चला ; और

(ग) यदि हां, तो इसके मामले में क्या कार्यवाही की जा रही है ?

बाणिज्य मन्त्रालय में उप-मन्त्री (श्री मोहम्मद शफी कुरेही) : (क) से (ग). जानकारी एकत्र की जा रही है और यथा समय सभा-पटल पर रख दी जायेगी।

Incentives to Exporters

3132. SHRI ABDUL GHANI DAR : Will the Minister of COMMERCE be pleased to state :

(a) the total amount paid by way of incentives to the exporters for their exports during the last five years ;

(b) whether it is one of the conditions that import licences will be given to the actual consumers ;

(c) if so, whether Government have any control on the sale price of the products manufactured from the imported raw materials ; and

(d) whether Government have received any complaints against the importers of such raw materials like raw wool or wool tops that they are charging for the worsted spinning yarn at rates two or three times higher than the control price which is only Rs. 12.50 paise per lb ?

THE MINISTER OF COMMERCE (SHRI DINBISH SINGH) : (a) The total

amount paid by way of assistance to exporters during the last five years (upto October 1968) amounts to Rs. 41.23 crores. The assistance by way of import entitlement/replenishment against exports is paid for by the exporter himself.

(b) and (c). The import licences against exports allowed in terms of the pre-devaluation Export Promotion Schemes were for twice the import content in the product exported. The imports also enjoyed limited transferability and because of shortages of raw materials in certain spheres, these attracted a premium. However, after devaluation the pattern of export promotion schemes has been changed providing for only single replenishment of imported materials used in the products exported. This import is for actual use either of the exporter manufacturer, himself or his nominee. The question of control on sale price of products manufactured from the imported raw materials would not, therefore arise as the imports are in replenishment of the materials used in the exported product.

(d) No, Sir.

Railway Advertisements given to the Newspapers

3133. SHRIMATI NIRLEP KAUR : Will the Minister of RAILWAYS be pleased to state :

(a) the total number of Railway advertisements given to the Newspapers in the last five years (year-wise) ;

(b) its percentage to advertisements given in English and regional languages ;

(c) how many advertisements have been given to Papers published in Punjabi language during this period ; and

(d) whether any advertisements have been given to the Punjabi Paper "Qaumi Dard" published from Jullundur during last five years ?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) : (a) to (d). Information is being collected and will be laid on the Table of the Sabha.

Smuggling of Saris to Ceylon

3134. SHRI LOBO PRABHU : Will the Minister of COMMERCE be pleased to state :

(a) whether the Government of India

have approached the Government of Ceylon for fixing an import quota of saris in view of large scale smuggling of saris to that country in order to add to the revenues of both the countries ; and

(b) if so, whether Ceylon allows import quotas of cloths to other countries also ?

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

(b) Import of saris into Ceylon from all sources, including India, is banned since July, 1967. Import of textiles other than saris is permitted on a quota basis without any discrimination against India.

Steel Plant at Bailadila

3135. SHRI SHIVA CHANDRA JHA : Will the Minister of STEEL, MINES AND METALS be pleased to state :

(a) whether it is a fact that Government propose to set up another Steel Plant at Bailadila in Madhya Pradesh ;

(b) if so, the reasons therefor and specially for selecting that site ;

(c) the estimated amount of money that would be spent for its construction ;

(d) whether the plant will have any foreign collaboration ;

(e) if so, with which country and on what conditions ;

(f) the foreign exchange likely to be spent on it ; and

(g) the annual production capacity of that plant and the prospective markets for it abroad, if any ?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL, MINES AND METALS (SHRI RAM SEWAK) : (a) The question of setting up of new steel plant(s) and its location are expected to be considered by the Government only after the recommendations of the Steering Group which has been appointed to help the Government to formulate its Fourth Plan development programme for iron and steel, are available. It is expected that the recommendations of the Steering Group in this regard will be available shortly.

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

Quota of Cars and Scooters allotted to Manipur

3136. SBRI M. MEGHACHANDRA : Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state :

(a) the number of cars of all types and scooters allotted as quota for Manipur during 1967-68 and 1968-69;

(b) the number of persons who were allotted cars and scooters against the quota of 1967-68; and

(c) the total number of applicants respectively for cars and scooters in the waiting list?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) to (c). A statement containing the required information is laid on the Table of the House. [Placed in Library. See No. LT-2490/68.]

इस्पात का आयात

3137. रामावतार शर्मा : क्या इस्पात, जान तथा धातु मन्त्री यह बताने की कृपा करेंगे कि :

(क) देश में प्रतिवर्ष कितने मूल्य के इस्पात का आयात किया जाता है; और

(ल) इस आयात को बन्द करने के लिए सरकार क्या प्रयत्न कर रही है?

इस्पात, जान तथा धातु मंत्रालय में उप-मन्त्री (श्री राम सेवक) : (क) वर्ष 1967-68 में इस्पात के आयात का मूल्य 9,26,645,000 रुपये था। गत चार वर्षों का औसत वार्षिक उत्पादन 89 करोड़ रुपये के लगभग है।

(ल) इस्पात विदेशीकर मिशन-इस्पात इनने प्रकार के हैं और मात्रा इतनी कम होती है कि इस समय देश में सब प्रकार के इस्पात का उत्पादन करना संभव नहीं है। फिर भी देश में ही उत्पादन करने और जात्म-निर्भरता प्राप्त करने के लिए सतत प्रयत्न किये जा रहे हैं। वर्ष 1968-69 की आयात नीति के अनुसार प्रत्येक प्रकार के इस्पात के आयात की अनुमति

है बासतेंकि देशीय उत्पादकों से अनुपलब्ध सर्टिफिकेट प्रस्तुत किये जायें।

Admission to the Eastern Railway Boys H.S.M.P. School, Asansol

3138. SHRI DEVEN SEN : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Chief Personnel Officer, Eastern Railway has communicated to the Principal, Eastern Railway Boys H.S.M.P. School, Asansol that no fresh admission in Urdu in the above school will be allowed from January, 1969;

(b) as there is a large muslim community in Asansol town, whether he is aware that this decision will cause great discontentment amongst them; and

(c) whether Government will consider the desirability of withdrawing the order of the Chief Personnel Officer, Eastern Railway?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) : (a) Yes, to the Divisional Superintendent, Asansol, Eastern Railway.

(b) and (c). The decision to discontinue teaching in Urdu in the Boys H.S.M.P. School, Asansol was taken in view of the dwindling number of children offering Urdu and after consultation with the West Bengal Government. As such the question of the withdrawal of the order does not arise.

Khadi and Village Industries Commission

3139. SHRI DEVEN SEN : Will the Minister of COMMERCE be pleased to state :

(a) whether the Khadi and Village Industries Commission has decided to discontinue its trading activities and hand them over to an outside new organisation;

(b) whether it is also a fact that the Calcutta Bhavan will be handed over to a new institution on the 2nd April, 1969;

(c) whether a majority of the workers of the Calcutta Bhavan have formed an organisation called Khadi Gramodyog Bhavan Karmi Sang registered under the Society's Act and are willing to take up the management of the Calcutta Bhavan; and

(d) if so, the reaction of Government to this proposal of the workers?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) Yes, Sir. The Commission's policy is to hand-over its direct trading units to State Boards or registered institutions wherever feasible.

(b) No such decision has been taken so far by the Commission.

(c) and (d). The Khadi and Village Industries Commission is considering a proposal made by the Sangh to take over the Khadi Gramodyog Bhavan at Calcutta.

Expert's report on Export of Indian Engineering Goods to West Europe

3140. **SHRI RAMACHANDRA VEERAPPA :**
SHRI N. K. SANGHI :

Will the Minister of COMMERCE be pleased to state:

(a) whether it is a fact that Mr. Helmut Vollarth, a West German expert and the author of the report relating to exports of Indian engineering goods to West Europe has suggested that India should refund the entire excise taxes charged on the exported goods in order to keep their prices competitive in the international market; and

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

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) and (b). Government have not received any suggestion from Mr. Helmut Vollarth regarding refund of taxes on exports.

Export of Coal to Burma

3141. **SHRI RAMACHANDRA VEERAPPA :**
SHRI R. R. SINGH DEO :

Will the Minister of COMMERCE be pleased to state:

(a) whether it is a fact that a contract has been concluded by the Minerals and Metals Trading Corporation for the supply of coal to Burma; and

(b) if so, the details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) and (b). Yes, Sir. The Minerals and Metals Trading Corporation has secured a contract for the supply of coal and coke to Burma for a period of three years commencing from 1st January, 1969. Under this contract, the Corporation would be supplying 2,59,380 Long Tons of coal and coke during 1969. The quantities and the prices of the coal to be supplied in the subsequent years will be negotiated by the Corporation with Burmese authorities each year, four months prior to the expiry of each year's delivery period.

Export of Manganese Ore to North Korea

3142. **SHRI RAMACHANDRA VEERAPPA :**
SHRI R. R. SINGH DEO :

Will the Minister of COMMERCE be pleased to state:

(a) whether it is a fact that the Minerals and Metals Trading Corporation has signed a contract with North Korea for the supply of Manganese Ore; and

(b) if so, the main features of the agreement?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) and (b). Yes, Sir. The Minerals and Metals Trading Corporation entered into a contract in September, 1968 with M/s. Korea Minerals Export and Import Corporation (North Korea) for supply of 10,000 tonnes of manganese ore (43/45%) delivery October, 1968. The shipment has been completed.

Small Scale Industries

3143. **SHRI RAMACHANDRA VEERAPPA :**
SHRI R. R. SINGH DEO :

Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state:

(a) whether it is a fact that Government propose to send a team of experts to Iran to study the prospects of developing

small scale industries and industrial estates ;

(b) if so, what would be the Composition of this team ; and

(c) when a final decision is likely to be taken in the matter ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) Yes. A team has already been deputed to Iran to study the local conditions in consultation with the Iranian officials and prepare a scheme to assist the Iranian Government in the development of small scale industries and handicrafts.

(b) The team consists of :

(1) Shri R. N. Gandhi	Leader
(2) Shri Mohd. Akram	
(3) Shri K. C. Rao	
(4) Shri G. B. Jakhelia	
(5) Dr. J. D. Verma	
(6) Shri A. B. Divekar	
(7) Dr. P. N. Kaul and	
(8) Shri N. Hariharan	

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

Purchase of Industrial Plants and Machinery by Iran

3144. **SHRI RAMACHANDRA VEERAPPA :**
SHRI R. R. SINGH DEO :

Will the Minister of COMMERCE be pleased to state :

(a) whether it is a fact that there is a possibility of buying Indian Industrial Plants and machinery by Iran against the large Russian Credits offered to her ; and

(b) if so, the items likely to be purchased by Iran from India ?

THE MINISTER OF COMMERCE (SHRI DINESH SINGH) : (a) and (b). It is believed that the Russian Credit made available to Iran can be utilized for purchase of goods only from Russia ; but the possibility of Indian machinery being supplied against it is being explored.

G. E. C. India (P) Ltd. and A. E. I. (India) Ltd.

3148. **SHRIMATI SUSEELA GOPALAN :**

SHRI UMANATH :

SHRI GANESH GHOSH :

Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state :

(a) what percentage of shares of the market the G. E. C. of India (P) Ltd. and A. E. I. (India) Ltd. each have in respect of radios, ceiling fans, refrigerators, industrial fans, electric lamps, motors, transformers and starters ; and

(b) whether the combined share of the market of the proposed merged G. E. C. - A. E. I. group will attract certain observations of the Monopolies Commission report.

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) A statement showing the percentage share of G.E.C. of India (P) Ltd. and A.E.I. (India) Ltd. in the aggregate production of relevant items during the year ended 31.12.67 is given as Annexure I which is laid on the Table of the House. [Placed in Library. See No. LT-2491/68].

(b) In case of merger, the share of G.E.C. of India (P) Ltd. in the total production of industrial fans as in 1967, will by itself attract clause 13 of the draft bill proposed by the Monopolies Inquiry Commission at page 171 of their Report laid on the Table of the House on 8th December, 1965.

G. E. C. of India (P) Limited

3149. **SHRI P. GOPALAN :**

SHRI A. K. GOPALAN :

SHRI GANESH GHOSH :

Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state :

(a) whether Government are aware of the fact that the Board of A.E.I. (India) Ltd., a public limited Indian Company, is being dictated to by the Managing Director of G.E.C. of India (P) Ltd., a private foreign company to do everything in the interest of G. E. C. and not of A. E. I. ; and

(b) if so, whether Government are considering a proposal to appoint a Government nominee on the Board of A. E. I. (India) Ltd., to safeguard the interests of 8,000 Indian shareholders of A.E.I. (India) Limited ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) No, Sir.

(b) There is no such proposal before Government.

Import of Radio Components

3150. SHRI K. P. SINGH DEO : Will the Minister of COMMERCE be pleased to state :

(a) whether it is a fact that Government propose to allow import of radio components including certain banned items which are now manufactured in the country itself ;

(b) if so, the reasons therefor ;

(c) the likely effect on the indigenous industry as a result thereof ; and

(d) whether Government would consider the question of allowing the indigenous industry to import raw material to increase their production capacity of radio components instead ?

THE MINISTER OF COMMERCE (SHRI DINESH SINGH) : (a) No, Sir.

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

(d) The Industry engaged in the manufacture of radio components is being treated as a Priority Industry for purposes of import of raw materials and import licences are issued according to the requirements of this Industry.

Students Mobilized for Checking Ticket-less Travel

3151. SHRI K. SURYANARAYANA : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that a model campaign for mobilising the assistance of students in the eradication of ticketless travel and misusing the railway alarm chains was launched by the South Central Railway authorities ; and

(b) if so, the response from the students so far in this effort to root out such anti-social habits among the rail users ?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) : (a) Yes, for eradicating ticketless travel.

(b) The response has been encouraging.

Advisory Committees in Boards

3152. SHRI K. N. PANDEY : Will the Minister of STEEL, MINES AND METALS be pleased to refer to the reply given to Unstarred Question No. 1617 on the 30th July, 1968 and state :

(a) whether the information regarding the names of various Advisory Committees and Boards of the organisations connected with his Ministry has since been collected ; and

(b) if so, the total expenditure incurred on these organisations during 1967-68 ?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL, MINES AND METALS (SHRI P. C. SETHI) : (a) and (b). The information is still being collected and will be laid on the Table of the House shortly.

Parli Overbridge Scheme

3153. SHRI E. K. NAYANAR : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government have finally accepted the Parli overbridge Scheme in Palghat District, Kerala State ; and

(b) if so, reasons for delay in starting the construction of the bridge ?

THE MINISTER OF RAILWAYS (SHRI C.M. POONACHA) : (a) Yes.

(b) There is no delay on the part of the Railway who have sanctioned the estimate for the work in February, 1968.

It is understood that the Government of Kerala who will have to undertake the work on approaches to the bridges, has only recently approved necessary estimate for the work, and are now making arrangements for the execution of the work. As soon as the State Government take up the work on approaches, the Railway will

simultaneously take up the work on the bridge structure.

बिहार में कास्ट ग्रायरन ट्रूल्स सेटर

3154. श्री सखन साल कपूर : क्या प्रौद्योगिक विकास तथा समवाय-कार्य मन्त्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि सरकार ने चकला पंचायत, किशनगंज खण्ड, जिला पूर्णिया, बिहार में एक आदान कास्ट ग्रायरन ट्रूल्स सेटर स्थापित किया है ;

(ख) क्या यह भी सच है कि वहाँ पर कई बधों से महीने बेकार पड़ी हैं और कारी-गरों को दिना किसी काम के बेतन दिया जा रहा है ; और

(ग) यदि हाँ, तो इसके क्या कारण हैं ?

प्रौद्योगिक विकास तथा समवाय-कार्य मन्त्री (श्री कल्पलक्ष्मी अली भाहमद) : (क) से (ग), बिहार राज्य सरकार से सूचना इकट्ठी की जा रही है और वह सभा पट्टन पर रख दी जायेगी ।

Dearness Allowance to Railway Guards

3155. SHRI ISHAQ SAMBHALLI : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that a great discontentment is prevailing amongst the Indian Railway Guards due to the delay in the publication of Running Allowance Committee's Report and nearly 150 telegrams from all over India were issued in this regard :

(b) whether it is also a fact that their demand of counting of 75 per cent of pay for payment of Dearness Allowance is pending for a long time ;

(c) whether there is great disparity in the Running Allowances of Guards Gr. 'B' and Drivers Grade 'C' when their pay scales are equal ; and

(d) if the reply to all the above parts be in affirmative, action taken to remove the disparity in the rate of allowances and

the discontentment prevailing amongst them ?

THE MINISTER OF RAILWAYS (SHRI C.M. POONACHA) : (a) A number of telegrams have been received from the Guards of Indian Railways on the subject.

(b) Yes.

(c) Yes, just as there are other differences in the rates of running allowances between different categories of running staff.

(d) The recommendations of the Running Allowance Committee, including that regarding the demand for counting a portion of the Running Allowance as pay for payment of Dearness Allowance is under consideration of the Government.

Selection of A.S. Ms IV/Section Controllers and Yard Masters in Delhi Division of Northern Railway

3156. SHRI ISHAQ SAMBHALLI : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that in the Delhi Division of the Northern Railway, the selection of A.S. Ms. Grade IV/Section Controllers' Grade Rs. 250-380 was held in 1961 and the result was declared in 1962 but in July 1966, thirteen successful candidates were re-panelled on the plea that they were not qualified in pre-requisite promotion course ;

(b) whether the depanelled candidates have filed a Writ Petition in the Delhi High Court against their depanelling ;

(c) whether in that very Delhi Division selection of Yard Masters, scale Rs. 250-380, was held in 1966 in which employers non-qualified in pre-requisite promotion course i.e. P. 16/P. 201d, had been selected ;

(d) whether it is also a fact that to favour these non-qualified employees, qualified employees were ignored who had already been working satisfactorily as Yard Masters and had also secured very good marks in the written tests ; and

(e) If so, the reasons for such controversial orders, and the action taken in the matter ?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) : (a) to (e). The information is being collected and will be laid on the Table of the Sabha.

Mileage Allowance to Guards of N.E. Railway Lucknow District

3157. SHRI ISHAQ SAMBHALI : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that a Guard of the North-Eastern Railway, Lucknow District, has issued notice of hunger strike to him and also to all concerned, if his legitimate, legal and hard-earned mileage allowance is not paid under the existing rules ;

(b) whether it is also a fact that a number of Guards of Lucknow District have submitted their consent in writing to all concerned including the Minister of Railways to follow him in the hunger strike, without disturbing their legitimate duties ; and

(c) if so, preventive action taken by Government in the matter ?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) : (a) One Guard Shri S.C. Dhar of the Lucknow District of the North Eastern Railway gave notice of hunger strike if the demands given in a notice submitted by him were not accepted.

(b) Yes.

(c) Shri Dhar has been advised by the Railway of the position regarding the demands made by him, some of which are under examination.

मुख्यालय, गोरखपुर में गाड़ प्रेड "सी" के पद

3158. श्री बोलहू प्रसाद : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि पूर्वोत्तर रेलवे के क्षेत्रीय कार्यालय जिला गोड़ा ने गाड़ प्रेड "सी" के 19 पद भरने के लिये मुख्यालय गोरखपुर से अनुमति मांगी थी ;

(ल) क्या यह भी सच है कि गोरखपुर में मुख्यालय ने इन पदों को भरने के लिये

प्रबन्धकार, 1968 में अपनी स्वीकृति दे दी है ; और

(ग) यदि नहीं, तो इसके क्यां कारण हैं ?

रेलवे मंत्री (श्री जे० मु० पुनाचा) : (क) से (ग). सही स्थिति यह है कि प्रबन्धकार, 1968 में गोड़ा जिले के लिये "सी" प्रेड के गाड़ों के 19 पदों का सूजन किया गया है और जब और जैसे ही आवश्यकता होगी, इन पदों को भरा जायेगा ।

रेलवे अस्पतालों में नसं

3159. श्री बोलहू प्रसाद : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि रेलवे अस्पतालों में नसं हाई स्कूल पास उम्मीदवारों में से नियुक्त की जाती है और उन्हें 4 वर्ष के प्रशिक्षण के बाद 150-280 रुपये के बेतन-मान में रखा जाता है जब कि यात्रिकी हंडीनियरी विभाग में वही अर्हता तथा प्रशिक्षण प्राप्त व्यक्तियों को 250-380 रुपये के बेतनमान में नियुक्त किया जाता है ;

(ल) क्या यह भी सच है कि इस भेदभाव के कारण नसों की हमेशा कमी रहती है ; और

(ग) यदि नहीं, तो रेलवे अस्पतालों में नसों की कमी के अन्य कारण क्या हैं ?

रेलवे मंत्री (श्री जे० मु० पुनाचा) : (क) नसों की मती के लिए अहंताएँ :

उम्मीदवार को मैट्रिक पास होना चाहिए और उस के पास किसी मास्टर प्राप्त मैडिकल संस्था का ज्ञानियर नसिंग 'बी' प्रमाणपत्र जिसे नसों, मिडवाइफों और हैल्प विजिटरों के लिए बनाये रखें सरकार के धर्मनियम के प्रत्यंगत पंजीकृत किया जा सके, अब तक उनके तमक्का कोई और अर्हता होनी चाहिए । तुने ही उम्मीदवारों की 150-280 रुपये के प्राप्तिकृत बेतनमान में स्टाफ नसं के कप में नियुक्त किया

जाता है कियामण पद (working post) पर नियंत्रित से पहले उन्हें कोई प्रतिक्रिया नहीं दिया जाता।

यांत्रिक इंजीनियरिंग विभाग में मैट्रिक पास उम्मीदवारों को अप्रैन्टिस मैकेनिक प्रथम अप्रैन्टिस गाड़ी परीक्षक के रूप में भर्ती किया जाता है। उन्हें 5 वर्ष का प्रारंभिक प्रशिक्षण दिया जाता है और उसकी सफलतापूर्वक समाप्ति पर उन्हें 205-280 रुपये के प्राप्तिकृत वेतनमान में नियुक्त किया जाता है।

(ल) और (ग). स्पष्ट है कि इन दोनों समूहों की भर्ती में तुलना नहीं की जा सकती और भेदभाव का कोई प्रदर्शन नहीं है। विभिन्न रेलों में नसों की कमी और उसके कारणों के सम्बन्ध में सूचना इकट्ठी की जा रही है और सभा-पटल पर रख दी जायेगी।

Export of Bicycle Free Wheels to Thailand

3160. SHRI ONKAR LAL BERWA : DR. SUSHILA NAYAR :

Will the Minister of COMMERCE be pleased to state :

(a) whether an inquiry has been completed into the matter in which a consignment of bicycle free wheels was exported by a Ghaziabad firm and duly sealed by a representative of the State Trading Corporation of India but which when opened at Bangkok (Thailand) by the consignee contained bricks and not bicycle free wheels ;

(b) if so, the details of the inquiry and the result thereof ; and

(c) the action taken by Government against the persons concerned ?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI) : (a) to (c). The inquiry by the Police authorities has not been completed. S.T.C's representative had not sealed the consignment. It was sealed by the Export Inspection Agency.

Import of Cotton from U.S.A.

3161. SHRI ONKAR LAL BERWA : DR. SUSHILA NAYAR : SHRI YASHPAL SINGH :

Will the minister of COMMERCE be pleased to state :

(a) whether an agreement has been reached with the Government of U.S.A. for the purchase of cotton ; and

(b) if so, the terms of the agreement and the amount of foreign exchange involved ?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI) : (a) and (b). Negotiations with the U. S. Government for an allotment of cotton under P.L 480 are in progress. Cotton imported under P.L. 480 is paid for only in Indian Rupees.

Automobile Associations of Upper India

3162. SHRI K. ANIRUDHAN : SHRI P. VISWAMBHARAN :

Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state :

(a) whether Government's attention has been drawn to an item in the feature "New Delhi Notebook" in the Statesman, New Delhi of the 7th October, 1968, regarding the State of affairs in the Automobile Association of Upper India, a company registered under the Companies Act ;

(b) whether Government have also taken note of a memorandum submitted by some members of the Association to the Registrar of Companies, New Delhi regarding financial and other irregularities in the company ; and

(c) if so, what action has been taken in the matter?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) Yes, Sir.

(b) Yes, Sir.

(c) The matter is under examination.

Price of Salt

3163. SHRI TRIDIB KUMAR CHAUDHURY : Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state :

(a) whether it is a fact that whole-sale

ex-ship prices of fine salt in Calcutta have risen from Rs. 205-255 per 100 mds. for West Coast Salt and Rs. 190-230 per 100 mds. for Tuticorin Salt in 1951-52 to Rs. 380-450 and Rs. 300-415 respectively in 1968 owing to the shortage of shipping space and port facilities for movement of salt from West Coast ports and Tuticorin;

(b) the latest position with regard to ex-ship price of fine salt in the Calcutta market;

(c) whether Government have received any representation from the West Bengal Government for linking salt supplies for the Calcutta market with inland sources of salt production like Hindustan Salts Ltd. Kharaghoda and Sambhar Salts Ltd. wherefrom industrial salt and domestic salts can be moved cheaply by Rail; and

(d) what stands in the way of the acceptance of the proposals of the West Bengal Government in this regard?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) Yes, Sir.

(b) Rs. 415/- for West Coast salt and Rs. 395/- for Tuticorin salt ex-ship per 100 B. maunds.

(c) Yes, Sir.

(d) The Railways are against this movement in the face of the Cabinet Committee decision taken in 1961 which provided movement of salt from the manufacturing sources to Calcutta by sea alone. This is being reviewed now. Pending this review, the Railways have agreed to accept transport of salt from Hindustan Salts Ltd. at Kharaghoda for destinations in West Bengal, with a view to tide over scarcity of salt in that area. No such movement has, however, taken place so far.

Manufacture of Printing Machines by H. M. T.

3164. DR. RANEN SEN : Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to State :

(a) whether it is a fact that the Hindustan Machine Tools Ltd., wanted collaboration agreement with various

foreign firms for the manufacture of Printing machines in India;

(b) whether it actually entered into some agreement with West German firm; and

(c) if so, the main features of the agreement?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) Hindustan Machine Tools Ltd. have been negotiating with various foreign firms for technical collaboration for the manufacture of Printing machines in India.

(b) No.

(c) Does not arise.

Collaboration between India and U. A. R. for Developing Phosphorus

3165. SHRI INDRAMIT GUPTA : Will the Minister of STEEL, MINES AND METALS be pleased to state :

(a) whether the United Arab Republic has sought India's Collaboration in developing phosphorus deposits in that country and in the manufacture of elemental phosphorus;

(b) if so, the terms offered; and

(c) whether India has accepted the offer?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL, MINES AND METALS (SHRI RAM SEWAK) : (a) to (c). The Government of India is not aware of any proposal for the development of phosphorus deposits in U. A. R. However, the question of manufacturing elemental phosphorus was posed for Tripartite Co-operation between India, U. A. R. and Yugoslavia at the Tripartite meeting for Industrial cooperation held in August, 1967. The Government of India expressed interest in such a venture and the matter is still under discussion with U. A. R. authorities.

Foreign Investment Board

3166. SHRI INDRAMIT GUPTA : Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state :

(a) whether the constitution and pro-

cedures to govern the functioning of the proposed Foreign Investment Board have been finalised;

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

(c) when the board is expected to start functioning?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) and (b). Yes, Sir. The Board will have as its Chairman a Secretary in the Ministry of Finance. Secretaries to Government in the Economic Ministries, Secretary, the Planning Commission, Director General of the Council of Scientific and Industrial Research and Director General of Technical Development will be its members.

The Board will deal with all cases except those in which total investment exceeds Rs. 2 crores of equity capital and where the foreign investment exceeds 40% of the issued equity capital. The Board will have a Sub-Committee which will deal with cases involving foreign participation upto 25 per cent and where total investment does not exceed Rs. One crore. Cases which involve only technical collaboration without any foreign investment will be decided by the administrative Ministries.

(c) The Board is expected to start functioning shortly.

Zund-Kandala Railway Line

3167. SHRI P. N. SOLANKI : Will the Minister of RAILWAYS be pleased to state:

(a) the reasons for the delay in opening the Zund-Kandala railway sections;

(b) whether it is a fact that several times arrangements were made for opening this section and then postponed; and

(c) when Government propose to inaugurate this section?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) : (a) and (b). The target date for opening of this line to traffic is 30-10-1969 and there has been no delay/postponement in opening it.

(c) The Jhund-Dhrangadhra (52.72 Kms.) portion of this line has already been opened

to goods traffic with effect from 27-3-1968. Further portion from Dhrangadhara upto Halvad (31.04 Kms., was opened to traffic on 8-11-1968. The remaining portion of this 230.84 Kms. BG line will be completed and opened to traffic by 30-10-1969 according to schedule.

Changes in Pattern of India's Export Trade

3168. SHRI NARENDRA SINGH MAHIDA : Will the Minister of COMMERCE be pleased to state:

(a) whether after the recent tour of the Deputy Minister of Commerce of the East European countries, Government have initiated a process of refashioning our trade with those countries to meet the changing needs of our developing economy;

(b) if so, the main changes contemplated in the established pattern of trade; and

(c) their expected impact on India's export trade?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI) : (a) to (c). It has been the policy of Government to develop commodity exchanges with East European countries in keeping with the changing needs of India's developing economy. In this context the delegation led by the Deputy Minister of Commerce which visited some East European countries recently was successful in negotiating steadily increasing supplies of some industrial raw materials and fertilisers. Increased imports of such items from these countries will generate resources which would enable India to increase her exports particularly of engineering and manufactured goods.

निवासी रेलवे स्टेशन पर लेटफार्म

3169. श्री नारेन्द्र सिंह महिंदा : या रेलवे मंत्री यह बताएं की कृपा करें कि :

(क) प्रक्षेपण, 1967 से 30 जून, 1968 तक कांसी वानिकपुर रेलवे स्टेशन के निवासी रेलवे स्टेशन पर कितने रेलवे माल डिल्वे आये और वहाँ से कितने माल डिल्वे गये;

(ख) या यह तथा कि लेटफार्म जूमि

से केवल 6 इंच ऊंचा होने के कारण इस स्टेशन पर माल उतारने और चढ़ाने में बहुत कठिनाई होती है ;

(ग) क्या यह भी सच है कि बहां पर कोई शेड न होने के कारण उक्त स्टेशन पर वर्षा जल में अनाज, सीमेंट, चीनी और अन्य वस्तुएं खुले में पड़ी रहती हैं ; और

(घ) क्या सरकार बिना और अधिक विलम्ब के उक्त प्लेटफार्म में आवश्यक सुधार करने के लिए कायंबाही करेगी ?

रेलवे मंत्री (श्री जे. मु. मुनाखा) : (क) आगत, माल से लदे प्राप्त हुए = 242 माल डिव्हे निर्गम, माल से लदे भेजे गये = 281 माल डिव्हे

(ल) कुछ दिनों से माल लादने और डारने में कुछ कठिनाई अनुभव हो रही है ।

(ग) चूंकि निवाड़ी स्टेशन पर छतदार माल गोदाम की व्यवस्था नहीं है, माल लादने और उतारने का काम लुली जगह में किया जाता है । लेकिन खराब होने वाले माल को तिरपाल से ढक दिया जाता है ।

(घ) 80 फुट लम्बे प्लेटफार्म और 1500 वर्ष फुट क्षेत्रफल के एक छतदार माल गोदाम की व्यवस्था करने का विचार है ।

मिलाई इस्पात कारखाने में विदेशी विशेषज्ञ

3170. श्री नाशूराम अहिरवार : क्या इस्पात, ज्ञान तथा धातु मंत्री यह बताने की कृपा करेंगे कि :

(क) भिलाई इस्पात कारखाने में कितने विदेशी विशेषज्ञ काम कर रहे हैं ;

(ल) कितने समय में भारतीय विशेषज्ञ विदेशी विशेषज्ञों की सहायता के बिना काम करने की स्थिति में हो जायेगे ; और

(ग) क्या देश में बेरोजगारी की गम्भीर समस्या को ध्यान में रखते हुए सरकार

सरकारी क्षेत्र के सभी कारखानों में भारतीय विशेषज्ञ नियुक्त करेगी ?

इस्पात, ज्ञान तथा धातु मंत्रालय में उप-मंत्री (श्री राम सेवक) : (क) 31 अक्टूबर 1968 को भिलाई इस्पात कारखाने में 884 विदेशी विशेषज्ञ काम कर रहे थे ।

(ख) और (ग). आरम्भ में बहुत से विदेशी-विशेषज्ञ रखने पड़े क्योंकि अपेक्षित अनुभव और योग्यता के भारतीय इंजीनियर पर्याप्त संख्या में उपलब्ध नहीं थे । भारतीय इंजीनियरों को विदेशी विशेषज्ञों के साथ काम सीखने के लिए लागता गया है और धीरे-धीरे ये उनका स्थान भरणे कर रहे हैं । विदेशी विशेषज्ञ अब उसी काम के लिए रखे जाते हैं जिसके लिए उन्हें रखना अत्यावश्यक है । जहां भारतीय विशेषज्ञ उपलब्ध होते हैं, विदेशी विशेषज्ञ नहीं रखे जाते ।

इस्पात का उत्पादन

3171. श्री नाशूराम अहिरवार : क्या इस्पात, ज्ञान तथा धातु मंत्री यह बताने की कृपा करेंगे कि :

(क) 1 अप्रैल, 1967 से 31 मार्च, 1968 तक की अवधि में प्रत्येक इस्पात कारखाने द्वारा इस्पात का कितना उत्पादन किया गया ।

(ख) भिलाई, रुरकेला और लुग्नपुर इस्पात कारखानों में तैयार किये गये इस्पात में से कितने इस्पात की देश में खपत हुई और कितनी मात्रा का निर्वात किया गया ; और

(ग) इस्पात के निर्यात से कितनी विदेशी मुद्रा प्राप्त हुई ?

इस्पात ज्ञान तथा धातु मंत्रालय में उप-मंत्री (श्री राम सेवक) : (क) वर्ष 1967-68 में प्रत्येक इस्पात कारखाने का लोहे और इस्पात का उत्पादन इस प्रकार था :—

(हजार टन)

	टिस्को	इस्को	राउरकेला	भिलाई	बुगपुर	कुल
विकेय कच्चा लोहा	—	196	64	656	278	1194
विकेय ग्रदू तैयार इस्पात	486	180	2	561	176	1385
विकेय तैयार इस्पात	955.4	450	612	685	350	3052.4

(ल) वर्ष 1967-68 में प्रत्येक कारखाने का लोहे और इस्पात का निर्यात इस प्रकार था :—

(हजार टन)

	इस्पात	कच्चा लोहा
हिन्दुस्तान स्टील नि०	273.3	515.2
टाटा आयरन एण्ड स्टील		
कम्पनी लिमिटेड	69.0	—
इंडियन आयरन एण्ड स्टील		
कम्पनी लिमिटेड	35.7	92.6

स्पष्ट है कि शेष उत्पादन तथा आयात किये गये इस्पात की खपत देश में हुई ।

(ग) प्रत्येक उत्पादक की विदेशी मुद्रा की भाय इस प्रकार है :

लाख रुपये

हिन्दुस्तान स्टील लिमिटेड	3059.03
टाटा आयरन एण्ड स्टील कम्पनी	394.02

इसके अलावा मैंनूर आयरन एण्ड स्टील लिमिटेड द्वारा तैयार किये गये कच्चे लोहे और बिलेट तथा पुनर्वैलित उत्पादों के निर्यात से 1401.40 लाख रुपये की विदेशी मुद्रा प्राप्त हुई । इस प्रकार वर्ष में कुल 5348.53 लाख रुपये की विदेशी मुद्रा की भाय हुई ।

Shuttle Service between Bandikui and Jaipur

3172. SHRI NAVAL KISHORE SHARMA : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that there was a shuttle service in between Bandikui junction and Jaipur on the Western Railway a few years back ;

(b) if so, reasons for suspending this service ; and

(c) whether in view of the increase in traffic and availability of rolling stock, Government will reconsider the decision or extend the present Rewari-Bandikui service to Jaipur ?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) : (a) and (b). Prior to March 1942, two pairs of shuttles were running between Bandikui and Jaipur. These services were suspended due to exigencies of 2nd World War.

(c) An analysis of utilisation of existing services has revealed that there is no traffic justification for introduction of any additional services between Bandikui and Jaipur by way of extension of Rewari-Bandikui Fast Passengers upto Jaipur.

Running of Regular Train between Bombay and Cochin

3173. SHRI VASUDEVAN NAIR : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government propose to run a regular train service between Bombay and Cochin ; and

(b) if so, by what time this new service will be started ?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) : (a) No.

(b) Does not arise.

Ban on Import of Sisal and Manila Ropes

3174. N. K. SANGHI :

SHRI RAMACHANDRA VEERAPPA :

Will the Minister of COMMERCE be pleased to state :

(a) whether it is a fact that Govern-

ment have banned with immediate effect the import of Sisal and Manila ropes by the Shipping Companies ; and

(b) if so, the reasons therefor ?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI) : (a) and (b). It has been decided to ban the import of sisal and menila ropes as ships stores under bond in view of the fact that the indigenous production of such ropes can cater to the demands of ships.

Tractor Plant with Soviet Collaboration

3175. **SHRI N. K. SANGHI :**
SHRI RAMACHANDRA
VEERAPPA :

Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state :

(a) whether it is a fact that Government have approved a project for setting up a Tractor Plant by a private firm in collaboration with the Soviet Government ; and

(b) if so, where it will be located and the amount of foreign exchange involved therein ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) and (b). M/s. Ghaziabad Engineering Co. Private Ltd. New Delhi have submitted a proposal for the establishment of a new undertaking at Loni in the State of Uttar Pradesh for the manufacture of DT-14B (14 HP) tractors with a capacity of 10,000 Nos. per annum in collaboration with M/s. Prommash export and M/s. Tractor export of USSR. The proposal has been examined and Government's reactions to the terms of foreign collaboration and the phased manufacturing programme proposed have been communicated to the firm. They have also been asked to submit the application for the import of capital goods required for implementing the scheme.

It has been indicated by the firm that the value of the equipment including jigs, tools, fixtures, etc. required for the manufacture of tractors including engines will be about Rs. 559.0 lakhs. According to them 30% of this equipment is likely to be

procured indigenously and the balance may have to be imported.

Aerial Survey of Iron Ore in Mysore

3176. **SHRI N. K. SANGHI :**
SHRI RAMACHANDRA
VEERAPPA :

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

(a) whether it is a fact that an aerial survey of iron ore in Mysore will be conducted by a Japanese team ;

(b) if so, by what time the work on this project will be taken up ; and

(c) the time by which a detailed report will be made available ?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL, MINES AND METALS (SHRI RAM SEWAK) : (a) No, Sir.

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

Hedge contracts in Cotton Trade

3177. **SHRI NARENDRA KUMAR SALVE :** Will the Minister of COMMERCE be pleased to state :

(a) whether it is a fact that during a recent meeting of the Chief Ministers of States, the Chief Ministers of Maharashtra and Gujarat demanded opening of the hedge contracts in cotton trade for the benefit of the Cotton growers ; and

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

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI) : (a) and (b). It is not clear which particular meeting of the State Chief Ministers the Hon'ble Member is having in mind. However, the question of resumption of hedge trading in cotton along with other relevant trade practices has been considered. It has been decided to permit transferable specific delivery contracts in respect of Bengal Deshi cotton for export with a delivery period of three months excluding the month of delivery. It has also been decided to extend the period of non-transferable specific delivery contracts for cotton to six months including the month of delivery.

It has not been considered necessary to allow hedge trading in cotton.

rather than rely on the STC and MMTC to avoid hardships?

Hedge trading in Cotton

3178. SHRI NARENDRA KUMAR SALVE: Will the Minister of COMMERCE be pleased to state:

(a) whether it is a fact that the Cotton Advisory Board which consists of farmers, traders, industry, labour and the Textile Commissioner has approached Government to permit hedge trading in cotton immediately;

(b) whether Government have also been urged to permit NTS contract without any time duration and TSD contract for Bengal Deshi Cotton; and

(c) if so, the reaction of Government to these proposals and the action proposed to be taken in the matter?

THE MINISTER OF COMMERCE (SHRI DINESH SINGH): (a) and (b). Yes, Sir.

(c) It has been decided to revive TSD contract in respect of Bengal Deshi cotton for export, with a period of delivery of three months excluding the month of delivery. It has also been decided to extend the period of delivery in case of NTS contracts in cotton to six months including the month of delivery.

In view of the above, revival of hedge Trading is not considered necessary.

Distribution of Imported Steel Products by STC and MMTC

3179. SHRI M. N. READY: Will the Minister of COMMERCE be pleased to state:

(a) whether Government are aware that the State Trading Corporation and the Minerals and Metals Trading Corporation are tardy in distributing imported steel products and also sell imperfect sizes of the same by adding 25 per cent to their selling price as remuneration charges which is very high;

(b) If so, the steps taken to obviate the hardships being faced by the consumers; and

(c) whether Government consider the desirability of permitting the actual users to import their own requirements directly

THE MINISTER OF COMMERCE (SHRI DINESH SINGH): (a) S.T.C. does not import and distribute steel. This is done by the M.M.T.C. It is not correct to state that MMTC is tardy in distributing imported steel and that it sells imperfect sizes and types or adds 25% to the selling price.

(b) Does not arise.

(c) Import of steel as raw material is not canalised during the current period and the actual users are allowed to import direct.

— — —

12.26 hrs.

CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE

Dacoity at New Shahdara Colony

श्री कांबर लाल गुप्त (दिल्ली सदर): अध्यक्ष महोदय, मैं अविलम्बनीय लोक महत्व के निम्न-लिखित विषय की ओर गृह-कार्य मंत्री का ध्यान दिलाता हूँ और प्रार्थना करता हूँ कि वह इस बारे में एक वक्तव्य दे:—

“न्यू शाहदरा कालोनी में डकेती और स्थिति को सम्भालने में पुलिस की असफलता।”

SHRI HEM BARUA (Mangaldal): This is strange that you allow calling attention notices on dacoities, but you do not allow calling attention on U. P. Teachers' strike.

MR. SPEAKER: This is about Delhi Centre's responsibility.

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI VIDYA CHARAN SHUKLA): On the night of 29/30.11.68. at 1.34 a.m. a report was received by the Police Control Room that some persons were indulging in a quarrel in Jhilmil Colony, Shahdara. The Patrol Van of Shahdara Area was informed by wireless about this message and it reached the spot at 1.45 a.m. The Assistant Superintendent of Police (Sub-Div-

[Shri Vidya Charan Shukla]

sional Police Officer, Shahdara) who was also informed by the Control Room about this incident, reached the spot at 2.16 a.m.

It was found that 3 persons had entered the house of Brij Lal resident of Jhilmil Colony, by breaking open the door latch with some instrument while the inmates of the house were asleep. The burglars had removed two boxes containing some ornaments and also some cash. The total value of the articles removed amounts to about Rs. 600/-.

After committing the above act of house-breaking these burglars also knocked at the house of Shri Shiv Charan Das resident of Jhilmil Colony nearby. The local chowkidar, Man Bahadur challenged the burglars. He was, however, belaboured by them and deprived of his khukri. In the meantime the owner of the house Shri Shiv Charan Das also came out and hit on the nose by the khukri which the intruders had snatched from the chowkidar. On hearing this hue and cry, the neighbours assembled there and pursued the burglars who by then started running away. Two persons were hit with the khukri and given lathi blows by the burglars, who were then escaping. In all 4 persons were injured. When the Police Van arrived at the spot at 1.45 a.m. arrangements were made to remove the injured persons immediately to the Irwin Hospital in the Police Control Room Van. One of them was discharged after first aid and the remaining three who were admitted in the hospital are reported to be progressing satisfactory.

Investigation was immediately taken up and the Dog Squad was also pressed into service. A case under section 438/380 IPC was registered at Police Station Shahdara and is being pursued.

On the same night another incident of burglary in the house of an employee of the DDA in the same locality was also reported. The house is in an unfinished stage and the doors and other fixtures have not yet been fitted. Only one iron shutter is fitted at the main entrance. The intruders remove articles valued at about 1000/- from the house while the inmates were asleep. A case under section 437/380 IPC has been registered and is being investigated.

The DIG of Police (R), Superintendent of Police and the Additional S.P. North District also visited the spot soon after. Both these cases are being investigated under the personal guidance of the S. P. (North District).

श्री कंवर लाल गुप्त : अध्यक्ष महोदय, दिल्ली की ला एंड आर्डर स्थिति दिन प्रति दिन बिगड़ रही है। 76 मर्डर हो चुके हैं पिछले दस महीनों में यहां पर, जब कि पिछले साल इन महीनों में 52 हुए थे। इस तरह से दिल्ली के बाजारों में लोगों का सून बहता रहा है जिसमें पुलिस भी शामिल है। आज ही अखबारों में आपने पढ़ा होगा कि इन 37 चोरियों में एक हेड कॉस्टेबल भी शामिल है। वह हेड कॉस्टेबल इस गिरोह का इन्वार्ज था। सुदूर पुलिस के कनाइबेस से यह सब कुछ हो रहा है। दिल्ली में नाइट क्लब भी चलते हैं। जब एक नाइट क्लब में पुलिस ने आपा मारा तो उस गिरोह के साथ एक सब-इंस्पेक्टर पकड़ा गया। इस तरह से यहां पर यह काम चलता है।

माननीय मंत्री महोदय ने डकैती के केस को एक चोरी का केस बनाने की कोशिश की है। यह यहां का एक आम रवैया हो गया है कि पुलिस जो भी खतरनाक और गम्भीर मामले होते हैं उन को इस तरह से रखती है जैसे वह बहुत सीधे सादे मामले हों। मैं कहता चाहता हूँ कि आज उन का एक आम तरीका यह है कि लोगों के केसों को रजिस्टर नहीं करते। आज दिल्ली इलिसिट लिकर की विस्टिलरी बन गया है। उसमें भी पुलिस का हाथ है। यहां के 98 परसेंट केसेज जो आयेल बर्गर के पकड़ गये हैं वह ऐक्विट हो गये क्यों कि पुलिस उन का ठीक तरह से इम्प्रेसिनेशन नहीं कर सकी।

मैं मानता हूँ कि गृह-कार्ब मंत्री जी इस में सुदूर दिलचस्पी से रहे हैं और आई जी भी काफी तेजी से काम कर रहे हैं। लेकिन इसके बावजूद दिल्ली की दूसरत बिगड़ती जा रही है और वह

आउट आफ कंट्रोल हो रही है। जहाँ तक इस केस का सवाल है मंत्री महोदय ने कहा कि चोरी का केस है। वास्तव में आपको ताज्जुब होगा क्योंकि अलबारों में यह बात आई है कि पांच घरों में वह डाकू एक के बाद एक छुसे। जो अलग चोरी बतलाते हैं उस में भी वास्तव में वही लोग थे। पहले वह एक घर में छुसे, उसके बाद दूसरे में और किर तीसरे में। यह गवाही वहाँ के चौकीदार ने भी दी और दूसरे लोगों ने भी कहा है कि वह सात आदमी थे। उनके पास हथियार थे और वह काले कपड़े पहने हुए थे। वह उन जगहों में छुसे। 6 आदमियों में से तीन आदमी गम्भीर रूप से इन्जर हुए और बाकी तीन आदमियों के चोटें लगी। वहाँ पर पहले पुलिस मोर्ट थी लेकिन उसको हटा दिया गया था। वहाँ पर दिली और उत्तर प्रदेश का बोर्डर मिलता है। इस कारण से वह एक सेफेस्ट हाइड आउट क्रिमिनलज के लिये बन गया है और उनके साथ पुलिस की कानाह वेम भी है। मैं कहना चाहता हूँ कि यह पहला इंस्टेंस नहीं है। अब से नगभग एक महीना पहले शाहदरा में एक मैजिस्ट्रेट के घर में डकैती हुई थी। तब उन्होंने हवा में फ़ायर भी किया था। उम डकैती में भी जो लोग शामिल थे उनको आज तक नहीं पकड़ा गया है। इसके अन्दर भी एक आदमी भी अब तक नहीं पकड़ा गया है।

मेरा सवाल यह है कि क्या मंत्री महोदय को जो तथ्य मैंने दिये हैं और जो तथ्य उनको पुलिस के जरिये मिले हैं, वूँ कि उनमें जमीन आसमान का अन्तर है—अगर वह वही जाकर इंकावायरी करेंगे तो उनको पता चल जायेगा कि जो मैं कह रहा हूँ वह सही है क्या वह किसी सैट्रूल एजेंसी से, सी० बी० आई के जरिये से या किसी और एजेंसी से इसकी इंकावायरी करवायेंगे ताकि जो सही तथ्य है वे सामने आ सकें?

दूसरा मेरा सवाल है कि जो पुलिस क्रिमिनल की रिपोर्ट आपके पास आई है उस रिपोर्ट पर आप क्या कार्रवाई कर रहे हैं?

तीसरी बात यह है कि उत्तर प्रदेश और दिल्ली का जो बोर्डर एरिया है वहाँ पर ये बार-दाते हर रोज हो रही हैं। इस बास्ते वहाँ पर इन डकैतियों को रोकने के लिए आगामे क्या कार्रवाई की है और क्या वहाँ पर जो पुलिस पोस्ट पहले थी उसको फिर से आप बहाल करेंगे, उसका भी आप इंतजाम करेंगे ?

श्री विद्यावरण शुक्ल : मैंने कहा है कि इस घटना की जांच पड़नाल मुपरिटेंडेंट आफ पुलिस स्वयं कर रहे हैं। इससे पता लगता है कि इस को कापी प्रमुखता दी जा रही है ताकि इस की जो दुर्घटनायें होती हैं वे दुबारा न हो सकें।

जहाँ तक इस सवाल का सम्बन्ध है कि तीन आदमी थे या सात आदमी थे, और कितने घरों में उन्होंने चोरी की, जो अभी तक हम लोगों के पास रिपोर्ट आई है, इनवैस्टीगेशन के आधार पर, जांच पड़नाल के आधार पर उससे यह जाहिर होता है कि उसमें नीन या चार व्यक्ति थे और दो घरों में जो बिल्कुल आस-पास हैं, दस पंद्रह गज़ की दूरी पर हैं उन्होंने कुछ इस नरह की चोरियां की।

जो हादसा बताया जाता है कि वह किसी दूसरे दल के द्वारा हुआ था, इस दल के द्वारा कहना चाहता है कि हमारे पास अभी तक नहीं हुआ, इसके बारे में मैं इंटरिम रिपोर्ट ही आई है। मैंने जैसा कहा जांच पड़ताल लग रही है। जब तक वह पूरी नहीं होती यह कहना मुस्किल है और पक्के तौर पर इसको नहीं कहा जा सकता है कि माननीय सदस्य जो सूचना दे रहे हैं वह सही है या जो सूचना मेरे पास है वह सही है। पूरी इनवैस्टी-गेशन जब हो जायेगी। उसके बाद ही हम लोग इसके बारे में सही तौर पर कुछ कह सकेंगे।

माननीय सदस्य ने पुलिस स्टेशन का सवाल भी उठाया है। यह घटना शायद माननीय सदस्य की कस्टिट्यूटिंसी की घटना है। पुलिस स्टेशन वहाँ से तीन मील दूर है। बाज़ एंड बांड की एक पोस्ट है जो कि वहाँ से बैहू मील दूर है। पहले तो टेलीकोम से सूचना देने की

[श्री विद्यावरण शुक्ल]

कोशिश की गई। इस में कुछ देरी हुई। लेकिन जैसे ही सूचना मिली……

श्री कंबर लाल गुप्त : सूचना के चार घंटे के बाद पुलिस आई।

श्री विद्यावरण शुक्ल : जो मेरी सूचना है उसके प्रनुसार वहां पर सूचना मिलने के बाद वायरलैस से पुलिस बैन को खंबर दी गई और पुलिस बैन दस मिनट बाद पहुंची और उसी पुलिस बैन में जो लोग धायल हुए थे उनको वहां से अस्पताल ले जाया गया।

जनरल क्राइम सिचुएशन का जहाँ तक सम्बन्ध है, इसके बारे में हम लोगों ने स्वयं भी बड़ा सोच विचार किया है और दिल्ली के माननीय सदस्यों से भी विचार विमर्श किया है और जो पुलिस कमिशन बिठाया गया था उसने भी इसके बारे में कुछ सिफारिशें की हैं। उन सब बातों को ध्यान में रखते हुए हमने प्रयत्न किया है कि यहाँ पुलिस का काम ज्यादा अच्छा हो और जो क्राइम हो रहे हैं वे कम हों। लेकिन मैं यह कहना चाहता हूँ कि हम किसी भी तरह से पूरां रूप से सतुष्ट नहीं हैं उससे जैसे पुलिस का काम चल रहा है। लेकिन यह बात भी दिल्ली सही है कि उसका काम अच्छा होते हुए भी हम चाहते हैं कि वह और भी अच्छा हो। जितना अच्छा हम लोग उसके काम को कर सकते हैं, करने के लिए प्रयत्नशील हैं।

बोर्डर की जो उन्होंने बात की है, माननीय सदस्य जानते हैं कि हर जगह जहाँ इंटर स्टेट बोर्डर होता है वहाँ योड़ी बहुत समस्या पैदा होती ही है और इस समस्या को कैसे हल किया जाए, इसके बारे में भी हम सोच विचार कर रहे हैं।

जहाँ तक पुलिस कमिशन की रिपोर्ट का सम्बन्ध है, उसके ऊपर हम लोग काफी सोच विचार कर रुके हैं।

श्री कंबर लाल गुप्त : सेंट्रल एजेंसी से आच करवाने के बारे में भी मैंने पूछा था।

प्रध्यक्ष महोदय : श्री देवगुण।

श्री हरदयाल देवगुण (पूर्व दिल्ली) : मैंने स्वयं वहाँ जाकर इस घटना का पता लगाया है। यह गलत है कि तीन चार आदमियों का ही यह गिरोह था। यह दो तीन गिरोहों में बंटा हुआ था और इन्होंने तीन चार घरों को ललकारा और डाकुओं की तरह से डाके डालने की कोशिश की। इसकी सूचना पुलिस को पहुंचाई गई। जो सूचना देने के लिए गया उस को पुलिस ने कहा कि पहले घर से अपनी सब चीजों की सूची ले आओ, फिर पुलिस में रिपोर्ट निली जाएगी। यह घटना शाधी रात से पहले हुई थी और वहाँ पर पुलिस तीन बजे पहुंची। यह एक ही गिरोह था जिसने वहाँ पर हमला किया। शाहदरा दिल्ली का एक भाग है। दिल्ली हिन्दुस्तान की राजधानी है और उस राजधानी का वह एक हिस्सा है। दिल्ली में जहाँ तक ला एंड आर्डर और पुलिस का संबंध है, वह सीधे गृह मंत्री जी के अधिकार में है। यहाँ पर ला एंड आर्डर की पोजिशन बिगड़ी हुई है। विशेष रूप से उस क्षेत्र में यह बहुत बिगड़ी हुई है। वहाँ नाजायज शराब बिकती है। सारी सीमा के साथ नाजायज शराब की भट्टियाँ हैं। लोग बोर्डर कास करके आते हैं और बेचते हैं।

प्रध्यक्ष महोदय : प्रश्न पूछिये।

श्री हरदयाल देवगुण : मैं बताना चाहता हूँ कि वहाँ पर यह डकैती क्यों पड़ी है। दिल्ली में तीन घंटे तक डाकू आ कर लूटमार करते रहे और पुलिस को पता ही नहीं चला। अगर देश की राजधानी की यह स्थिति है तो देश के दूसरे हिस्सों में क्या हालत होगी, इसका अनुमान आप लगा सकते हैं। पुलिस वहाँ पर क्यों नहीं पहुंची? वहाँ पर पुलिस का पहरा क्यों नहीं था? जब सूचना देने के लिए लोग गये तो पुलिस ने क्यों कायंवाई नहीं की? क्या इसका कारण यह है कि वहाँ पर जो पुलिस है, और बोर्डर पर जो पुलिस हैं, वह दूसरे घंटों में लगी रहती है और इस कारण से उम इलाके की सुरक्षा का कोई इंतजाम नहीं हो पाता है?

मैं जानना चाहता हूँ कि इस घटना के बाद अब उस क्षेत्र में पुलिस बौकी स्थापित करने का इंतजाम किया गया है? वहां पर पुलिस की गश्त का कोई इंतजाम नहीं है। वह सीमावर्ती बस्ती है। क्या वहां पर पुलिस की गश्त का कोई इंतजाम कर दिया गया है या नहीं किया गया है?

श्री विद्याचरण शुक्ल : माननीय कंवर लाल गुप्त जी ने जो सवाल पूछे, माननीय सदस्य ने उसको ही दोहरा दिया है। अगर आप आज्ञा दें तो मैं अपने उत्तर को भी दोहरा दूँ...

अध्यक्ष महोदय : इसकी जरूरत नहीं है।

श्री विद्याचरण शुक्ल : माननीय सदस्य ने एक नया सवाल यह पूछा है कि वहां पर पुलिस गश्त ठीक से हो रही है या नहीं। मैं बतलाना चाहता हूँ कि वहां पर पहले जितनी पुलिस की गश्त थी, अब उसको हमने ज्यादा बढ़ा दिया है ताकि इस तरह की दुवारा घटना न होने पाए।

SHRI D. N. PATODIA (Jalore) : While the Home Minister time and again, after every incident, gives more and more assurances to the House, on the other hand, the police is becoming more and more careless, inactive and non-cooperative with the civil administration. Now, please permit me to say that the police administration in our country today is possibly the most corrupt administration, over which the government has not been able to create any control whatsoever. In the name of providing protection to the citizens, the police administration is giving shelter to the criminals and harassment to the innocent law-abiding citizens. Kidnapping in the city is on the increase and in each case the kidnapping is with the connivance of the police. The New Shahdara-Gandhinagar area has been made the paradise of underground criminals with the connivance of the police and the Home Ministry have detailed information in regard to these incidents. May I ask the hon. Home Minister whether it is a fact that after giving the various assurances in

the House to prevent such incidents in the future, he conveniently forgets these assurances and does not act upon them. If not, how does the Home Minister explain the rising trend of criminal acts in the country?

SHRI VIDYA CHARAN SHUKLA : It is very unfair to make general allegations against the police force throughout the country.

SHRI D. N. PATODIA : It is true. Everybody knows it.

SHRI VIDYA CHARAN SHUKLA : There may be instances of dereliction of duty but, by and large, they do a very arduous and difficult job in which they face a lot of difficult. At the same time, I am not saying that there is no mistake committed by the police force. Even then, it is extremely unfair for the hon. Member to make a sweeping general allegation against the police in general.

SHRI D. N. PATODIA : It deserves it, Unless you act upon your assurances you can never improve them.

SHRI VIDYA CHARAN SHUKLA : About the assurances which have been given in the House about improving the efficiency of the police in the Union territory, we have answered several questions. But, if the hon. Member so desires, I will lay a statement on the Table, giving the particulars of the action we have taken. But it will take a little time to see the improvements that have taken place.

12.40 hrs.

RE. SUPPLEMENTARY TO QUESTIONS AND CALLING ATTENTION NOTICES

MR. SPEAKER : Today only three questions out of the whole list could be covered during the Question Hour. Now, if each supplementary is going to be prefaced by a long or short speech, it is difficult to cover more questions, I do not know how I can get over this difficulty. I can only make an appeal to hon. Members to ask supplementaries which are short and

[Mr. Speaker]

to the point. If I try to cut them short, I will appear to be rude and I am trying to avoid it. But only three questions for the entire Question Hour is too small a number. The moment some hon. Members get up to ask a supplementary I get a little nervous because they preface each question with a big speech. I may point out here that if they continue this practice it is they that lose. If they do not co-operate with me and I ring the bell, it will be a little rude. So, I want your co-operation. From tomorrow I will be a little quick in disposing of questions. I will only try. If I fail, I will have to revert to the present practice of two or three questions per day.

श्री लोलाहु प्रसाद (बांसगांव) : अगर सीनियर मेम्बर भूमिका न बांधे और केवल प्रश्न पूछें, तो समय बच सकता है और अधिक प्रश्न पूछे जा सकते हैं।

MR. SPEAKER : That difficulty is there. Because, when seniors get up, the juniors on their part suffer because I am inclined to call the seniors when they get up. So, naturally, the juniors are suffering.

SHRI RANGA (Srikakulam) : The seniors are not getting up at all.

MR. SPEAKER : Only some of them are doing it and then I cannot help it.

Then, Shri Hem' Barua asked why this Calling Attention was admitted. I may point out that the other one has also been admitted. But there the Ministry wants time to get the particulars. In this case, being a matter connected with Delhi, they could get the information immediately. Actually, two or three important subjects are pending. This was put in today only to fill up a gap. In the normal course, this should have found a place later on, day after tomorrow. In regard to the teachers, the hon. Minister wants some time to collect information from UP and that is why this has been put up for today.

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12.43 hrs.

RE. QUESTION OF PRIVILEGE

SHRI J. M. BISWAS (Bankura) : Mr.

Speaker, Sir, having received your kind consent under rule 222 to raise a question of privilege arising out of my so-called arrest and detention between 19th and 20th September 1968 in Purulia district in West Bengal, I rise here to place the facts before the House. The facts of the case are as follows :

I was arrested by the police at Adra, Purulia District in West Bengal on 19th September 1968 at about 6.30 a. m. under section 147/353 IPC, section 5 of the Ordinance of September 1968 and section 100B of the Indian Railway Act. I was then produced before Shri S. K. Ganguli, Magistrate 1st Class, Purulia at about 4 p. m. The Magistrate immediately released me on the ground that the investing officer did not send copy of case diary add the first information report of the case (*vide* Parliament Bulletin Part II No. 856). But I was kept under detention by the police unlawfully till 1.00 a. m. on 28th September 1968. At 4 p. m. I was released by the Magistrate but the police detained me up to 1.00 a. m. without any authority and without any warrant of arrest.

While under unlawful detention by the police I was re-arrested at about 1 A. M. on 20th September, 1968, and produced before the sub-divisional magistrate, Purulia, at about 2.20 A. M. on 20th September, who ordered for my release on PR bond at about 2.30 A. M.

From the above it will be seen that I was held in custody by the police even after my release at 4.00 P.M. on the 19th September till 1 A. M. on the 20th. It appears that no information was set to the Lok Sabha Secretariat about this arrest and the illegal detention. The magistrate who released me on PR bond did not also inform the Lok Sabha Secretariat. All these constitute a clear breach of privilege of a Member of the House and the House itself.

In this connection I would invite your attention to rules 229 and 230 of the Rules of Procedure and Conduct of Business in Lok Sabha. The matter may, therefore, kindly be referred to the Privileges Committee.

THE MINISTER OF HOME AFFAIRS

(SHRI Y. B. CHAVAN) : We will give all the details in the course of the day.

MR. SPEAKER : Tomorrow.

SHRI Y. B. CHAVAN : Certainly, tomorrow.

श्री मधु सिंधये (मुंगेर) : प्रध्यक्ष महोदय, जब 26 नवम्बर को मैं आग से मिना था, तो मैंने आपसे यह कहा था कि यह विशेषाधिकार का मान-हानि का मामला है ; उसका और मेरे द्वारा सुप्रीम कोर्ट के सामने रिट पेटीशन दाखिल करने का कोई सम्बन्ध नहीं है ; जो कागजात मैंने आपके सामने भेजे थे, यह सदन उनके आधार पर फैसला कर सकता है कि, मैंने यहां पर मेंज पालियामेंटरी प्रैक्टिस से जो उद्धरण दिया था, उसके अनुसार मेरे विशेषाधिकार का भंग और इस सदन की मान-हानि हुई है या नहीं। आप मैंने मुझसे कहा था कि कम से कम सुप्रीम कोर्ट को निरांय तो करने दिया जायें ; जब वह मेरी रिहाई का हुकम देगी, तो उससे यह जाहिर हो जायेगा कि मेरी गिरफतारी के लिए कोई वैध या कानूनी आधार नहीं था।

उस बत्त भी मैंने पूरे विश्वास के साथ कहा था कि मैं सुप्रीम कोर्ट में तो शानिया जीतने वाला हूँ, मैं शतिया छूट जाऊंगा। लेकिन आपने कहा कि फिर भी आप जाहते हैं कि मैं सुप्रीम कोर्ट के निरांय का इन्टर्वार करूँ। कल सुप्रीम कोर्ट का निरांय हुआ है। मुझे बड़ा अफसोस हुआ कि मेरे लिलाफ उच्चन्यायालय का एक भूतपूर्व मुख्य न्यायाधीश ही नहीं बल्कि एक संसद-सदस्य लड़ा हुआ। जब न्यायालय के सामने संसद की मान-हानि और सदस्यों के विशेषाधिकार-भंग का सवाल आया, तो श्री चागला घेरे लिलाफ लड़े हो गये। कोई बात नहीं है।

लेकिन दो घंटे की बहुस के अन्त में चागला साहब को कबूल करना पड़ा कि दफा 151 में पुलिस के द्वारा जो मेरी गिरफतारी हुई, उसमें कोई कानीबेबल आँखें का आदेश नहीं था, इसलिए मेरी गिरफतारी अर्द्ध और जल-कानूनी

थी। उन्हें यह भी कबूल करना पड़ा कि जब कोई मुकदमा और जांच शुरू नहीं हुई है, तो अजिस्टेंट के द्वारा क्रिमिनल प्रोसेसर कोर्ट की दफा 344 के तहत मुझे हिरासत में रखना भी गंर-कानूनी था। तीसरी बात उन्हें यह भी कबूल करनी पड़ी कि मेरी गिरफतारी का और हिरासत में रखने का कोई कारण नहीं बताया गया, जब कि संविधान के अनुच्छेद 22 के अनुसार हर एक व्यक्ति को—इसमें केवल संसद-सदस्यों की बात नहीं है—जल्द से जल्द गिरफतारी का कारण बताना चाहिए।

इसके बाद मैंने सुप्रीम कोर्ट से यह बिनती की कि जब हमारे सदन में मान-हानि की कार्यवाही होती है, तो प्रध्यक्ष या सदन कारणों सहित एक स्पीकिंग घाउंडर जारी करता है। इस पर जस्टिस जे० सी० शाह हस पड़े और उन्होंने कहा कि हम आपको स्पीकिंग घाउंडर देने के लिए तैयार हैं। वह घाउंडर उन्होंने सुरक्षित रखा है, जो कि बाद में मिल जायेगा। लेकिन आपने जो यह शर्त रखी थी कि सुप्रीम कोर्ट मुझे अस्तरिम तौर पर नहीं, स्थानी तौर पर छोड़ दे, वह पूरी हो गई है।

मैंने सुप्रीम कोर्ट में पूछा कि मेरे 110 साधियों का क्या होगा। इस पर जस्टिस शाह ने कहा कि आपके बारे में जो फैसला हुआ है, उसकी रोकनी में मुझे उम्मीद है कि सरकार उचित फैसला करेगी। और फिर चागला साहब ने आवश्यक दिया मुझको कि 110 लोगों को भी छोड़ दिया जायेगा। तो यह अन्यत्री जी यहां पर है। मैं उनसे यह भी जानना चाहूँगा कि क्या मेरे 110 साधियों को रिहा करने का आदेश दिया है ? (Interruption)

MR. SPEAKER : Order, order. I do not want anybody to explain Mr. Madhu Limaye's case.

On that day, we said that let the Supreme Court judgment come. We have read in the papers that they have reserved the judgment. Of course, you have been released. The detailed judgment, on what grounds you have been released, should be got before that. I should also see it ; the Government should also see it. I also ex-

[Mr. Speaker]

pect the Minister later on, after seeing the judgment, to say something about it. A copy of the judgment will come. It is a matter of a few hours or one or two days, whatever it is. The judgment must be seen. I have already said on that day that after the judgment is given, we shall examine this case. I shall look into it and give my ruling after I hear the Government, the Home Minister and the Law Minister. As I said, we should not take it as Mr. Madhu Limaye's case at all. We should take it as a case of the hon. Member of this House to whichever party he may belong. There are different Governments belonging to different parties in different States. We shall see what we should do in the matter. The Papers to be laid.

12.51 hrs.

PAPERS LAID ON THE TABLE

Report of Railway Accidents Inquiry Committee

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI R. L. CHATURVEDI) : On behalf of Shri C.M. Poonacha, I beg to lay on the Table a copy of the Report of the Railway Accidents Inquiry Committee, 1968—Part I. [Placed in Library. See No. LT-2462/68]

Export of Minerals and Ores Amendment Rules

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI) : On behalf of Shri Dinesh Singh, I beg to lay on the Table a copy of the Export of Minerals and Ores—Group II (Inspection) Amendment Rules, 1968, published in Notification No. S. O. 3978 in Gazette of India, dated the 12th November, 1968, under sub-section (3) of section 17 of the Export (Quality Control and Inspection) Act, 1963. [Placed in Library. See No. LT-2460/68].

Cotton Textile Companies (Amendment) Rules Notification under Forward Contracts (Regulation) Act etc.

SHRI MOHD. SHAFI QURESHI : I beg to lay on the Table—

(i) A copy of the Cotton Textile

Companies (Management of Undertakings and Liquidation or Reconstruction) (Amendment) Rules, 1968, published in Notification No. G. S. R. 1918 in Gazette of India dated the 2nd November, 1968, under sub-section (2) of section 10 of the Cotton Textile Companies (Management of Undertakings and Liquidation or Reconstruction) Act, 1967. [Placed in Library. See No. LT-2461/98].

- (2) A copy of Notification No. S. O. 4098 (English version) and S. O. 4099 (Hindi version) published in Gazette of India, dated the 15th November, 1968, issued under section 5 of the Forward Contracts (Regulation) Act, 1952. [Placed in Library. See Nos. LT-2456 and LT-2457/68].
- (3) A copy each of the following Notifications under sub-section (2) of section 18A of the Industries (Development and Regulation) Act, 1951 :
 - (i) S. O. 3246 published in Gazette of India dated the 14th September, 1968. [Placed in Library. See No. LT-2463/68].
 - (ii) S. O. 3746 published in Gazette of India dated the 26th October, 1968, containing corrigendum to S. O. 3246 published in Gazette of India, dated the 14th September, 1968. [Placed in Library. See No. LT-2464/68].
- (4) A copy of the Audited Accounts of the Central Silk Board for the year 1966-67. [Placed in Library. See No. LT-2458/68].
- (5) A copy of the Annual Report of the Central Silk Board for the year 1967-68. [Placed in Library. See No. LT-2459/68].

12.52 hrs.

STATEMENT RE. THREATENED STRIKE BY LIC EMPLOYEES

MR. SPEAKER : Shri Morarji Desai.

SHRI S. M. BANERJEE (Kanpur) : On a point of order, Sir.

MR. SPEAKER : You can lay it on the Table of the House.

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI K. C. PANT) : On behalf of Shri Morarji Desai, I beg to lay the statement regarding the threatened strike by the employees of the Life Insurance Corporation of India on the Table of the House.

STATEMENT

Mr. Speaker, Sir, with your permission I would like to make a statement on the proposed strike by Class III and Class IV employees of the Life Insurance Corporation of India from 5.12.1968 for an indefinite period.

On 7.11.68, the All-India Insurance Employees' Association served a notice on the Life Insurance Corporation that it would call upon the employees of the Life Insurance Corporation of India to go on strike for an indefinite period from 5.12.68. That Association was at that time the recognised Union of Class III and Class IV employees but later on, about 21.11.68, on account of established breaches of the Code of Discipline, the Corporation derecognised the Association. The derecognition was authorised in terms of the conclusions reached at the meeting of the Central Implementation and Evaluation Committee of the Ministry of Labour, Employment and Rehabilitation, held on 16.11.68.

The Association gave in the resolution accompanying the strike notice, the following grounds for the strike :—

- (i) Automation, including installation of the second computer system in Calcutta ;
- (ii) refusal to come to a settlement on the Charter of Demands submitted by it ;
- (iii) alleged victimisation against the leaders of the Association.

As the Honourable Members may be aware, the decision of the Life Insurance Corporation to instal two electronic computers, one at Bombay and the other at Calcutta, was taken as long ago as 1964 and this matter has been discussed in this

House in one way or the other a number of times. The Life Insurance Corporation of India as well as the Government have given repeated assurances that there will be no retrenchment or loss of remuneration to employees or even transfers out of station. Even the loss of employment potential was expected to be small. Switching over to computers would entail disappearance of 383 jobs, but the very process of computerisation will create 225 new jobs. The net reduction in the number of jobs was, therefore, expected to be only 158, that is about 50 per year, an insignificant figure compared to the 1500 or so new jobs created every year in the Life Insurance Corporation. The figures of actual net displacement on account of the introduction of the computer at Bombay which is already functioning, have been found to be even less. There has, in fact, been no retrenchment whatsoever nor transfers out of station nor loss of emoluments.

In January, 1967, the Association presented the Life Insurance Corporation with a "Charter of Demands" listing 42 demands. These demands would have involved an additional expenditure of Rs. 52 crores per annum increasing the present renewal expense ratio of 16%, which is already in excess of the statutory limit of 15%, to about 45%. Discussions on the Charter followed. The Corporation was willing to an additional outlay of Rs. 1.20 crores. Later, the Chairman indicated that he would be agreeable to increase this figure by another 10%. This was not acceptable to the Association whose revised demands would still have involved an outlay of Rs. 11 crores per annum, a figure which was well beyond the Corporation's means.

On 5th April, 1968, in response to a call from the Association, many Class III and Class IV employees went on an one-day strike to protest against automation and non-settlement of the Charter of Demands.

In July, 1967, the Conciliation Machinery of the Government of India intervened in the dispute relating to the Charter of Demands but it was not possible for the two parties to come to an agreement. The "failure" was duly reported to the Labour Ministry. In view of the failure of the conciliation proceedings, the Central Government constituted on 28th November, 1968 a National Industrial Tribunal at

[Shri K. C. Pant]

Calcutta with Shri Justice B. N. Banerjee as Presiding Officer to adjudicate on the dispute between the management of the Corporation and their workmen in respect of the following matters :

1. Revision of the scales of pay of different categories of workmen.
2. Revision of Dearness Allowance.
3. Grant of special pay to certain categories of Workmen.
4. Payment of other allowances.
5. Revision of the existing provident fund, pension and gratuity schemes.
6. Medical benefits.

The allegation that office-bearers and others are victimised is certainly not correct. The so-called acts of victimisation are nothing but disciplinary action under the relevant provisions of the Staff Regulations for the misconduct of the individual employees concerned. Some office-bearers are facing cases instituted by the police against them for charges under various sections of the Indian Penal Code.

Now that a National Industrial Tribunal has been appointed by the Central Government to adjudicate on the question of revision of scales of pay of different categories of workmen, revision of dearness allowance, etc., I hope the employees concerned will abandon the proposed strike.

I now see from the papers that the strike on the 5th will not take place.

SHRI S. M. BANERJEE : On a point of order, Sir.

The statement has been laid on the House. I wanted to raise a point of order before that. I invite your attention to item No. 7 of the Order Paper—Statement by Minister. I think, he had made the statement under Rule 372. We have been tabling Call Attention notices and we also gave a Short Notice Question about the threatened strike of the employees of the L.I.C. The strike has now been deferred. Now, I invite your kind attention to the fact that today, in the other House, there is a Call Attention notice by 10 Members on the same subject

MR. SPEAKER : I am not interested in knowing that.....

SHRI S. M. BANERJEE :of the threatened strike of the employees of the Life Insurance Corporation of India. That appears even in the newspapers today that this is being discussed in the other House in the form of a Call Attention notice. Sir, as a Member of this House, like other Members also, I am also answerable to the people who elect us. We are directly elected by the people to this House. The hon. Minister has chosen to make a statement *suo motu* after the threatened strike is over in the sense that it has been deferred. You must have read it in the newspapers that the strike has been deferred. Now, in the other House, he makes a statement on the subject and invites 10 questions from 10 Members. But here, the hon. Minister simply lays it on the Table of the House. This House is being treated with contempt by the hon. Minister. I am sorry to say that. Since we are not allowed to put questions now, I would request you to either allow us, after we study the statement, to put questions or allow a discussion on this matter. This is a very serious matter. I have got the Order Paper of the other House.

श्री रामावत्सार शास्त्री (पटना) : अद्यतम होदय, चन्द्रशेखर सिंह गया में तीन चार दिनों से भ्रूख हड्डताल कर रहे हैं उनके बारे में गवर्नर्मेंट को कुछ कहना चाहिए.....

MR. SPEAKER : Your name is also included in what Mr. Banerjee has said. I cannot promise off-hand anything because somebody raises something. If I go on permitting on the floor of the House, it will not be proper. The point of order raised is that the Minister has laid the statement *suo motu*

SHRI S. M. BANERJEE : Not that. My point of order is only this. You can in your wisdom disallow a Call Attention notice. I have no grouse against that. Whenever you refuse Call Attention notices, we know, under embarrassment, you do so or because there are so many Call Atten-

tion notices. I have no grouse against that.

On your advice, Sir, we thought that in respect of such important matter like a strike which involves 40,000 employees of the LIC, let us have a short-notice question. My submission is only this, Sir. We have got a chit from the Secretariat saying that the Minister of Finance is unable to accept the short notice question on the subject of Strike in LIC. The question is, not that it is being replied to by Shri K. C. Pant, instead of Shri Morarjibhai. The question is that he is replying to a calling-attention notice in the other House while he rejects it here.

MR. SPEAKER : You are repeating. I understand all that.

S. M. BANERJEE : There is discrimination by the Minister, Sir.....

MR. SPEAKER : Let us see what can be done.

श्री रामावतार शास्त्री : अध्यक्ष महोदय, चन्द्रशेखर सिंह को भूत्त हड़ताल के बारे में मंत्री जी क्या सदन को कोई जानकारी देंगे(व्यवधान).....

MR. SPEAKER : Order, order. Shri Patodia.....

SHRI K. C PANT : Sir, it was unfair of Shri Banerjee to say that I am not making a statement. I asked you in the beginning whether I should make the statement and wanted the statement to be laid on the Table of the House.....

MR. SPEAKER : That makes no difference. You read the statement here. By laying on the Table you have read the statement. That makes no difference.

SHRI S. M. BANERJEE : I have no grouse against Mr. Pant. He is as good a friend of mine as anybody else. We are answerable to our voters. How it is that in Rajya Sabha he could answer that.....
(Interruption)

श्री रामावतार शास्त्री : अध्यक्ष महोदय, वह कई दिनों से भूत्त हड़ताल कर रहे हैं, मंत्री

महोदय को उनके बारे में सदन को बताना चाहिए.....(व्यवधान).....

MR. SPEAKER : Order please. Mr. Patodia.

12.57 hrs.

MATTER UNDER RULE 377

Enhancement of Duty on Petrol and Diesel Oil

SHRI D. N. PATODIA (Jalore) : Sir, under Rule 377 of the Rules of Procedure I rise to bring to the notice of the House that manner in which the privilege of the House has been ignored, bypassed and flouted by the hon. Minister Dr. V.K.R.V. Rao while speaking in Visakhapatnam on December 1, 1968. I wish to quote from a news-item published in the *Statesman* of December 2, 1968, in regard to this matter, as reported by the UNI. It says :

"The duty on petrol and diesel oil is proposed to be enhanced, Dr. V.K.R.V. Rao, Union Minister for Transport and Shipping said here today, according to UNI.

Inaugurating the 15th conference of the Andhra Pradesh Motor Transport Operators Association, he said the proceeds from the enhanced duties, which were estimated at Rs. 20 crores, would be utilized by the national highways."

Similar news-items have appeared in other papers also. Now, Sir, this raises three fundamental issues.

Firstly, it raises the issue of the privilege of the House.

Secondly, it is a matter in which the observance of secrecy relating to the budgetary proposals are involved.

Thirdly, Sir, it raises a fundamental point relating to the functioning of the Cabinet.

Now, Sir, with regard to the privilege of the House, I wish to quote from the book, *Practice and Procedure of Parliament* by Shri Shakdher. It says :

"It has also been held that policy statements should first be made on the floor of the House when the House is in session, before releasing them to the press or the public."

[Shri D. N. Patodia]

It is very clear, Sir.

MR. SPEAKER : That, I know. There is convention also.

SHRI D. N. PATODIA : There have been various rulings and conventions in regard to this matter, but what we find is that Ministers from time to time are making irresponsible statements outside the House, without taking any cognisance of the propriety or of the dignity of the House. By making this statement, proposing to impose additional duty on petrol and diesel oil, to fetch an estimated revenue of Rs. 20 crores, the hon. Minister has ignored, bypassed and treated the House with contempt. And therefore this has to be taken care of and this practice must come to an end.

Secondly, it involves the question of secrecy. Budget secrecy is top secrecy maintained by the Government. It involves financial, economic and trading implications and complications. This particular proposal which relates to raising a duty which is capable of raising an additional Rs. 20 crores of revenue is a budgetary proposal which can be dealt with only by the Finance Minister.

Therefore, budgetary secrecy to that extent has been violated in respect of which the Finance Minister alone is capable of making a suggestion. The Finance Minister, I hope, will be able to make a suitable reply on this point.

13.00 hrs.

The third point is with regard to the functioning of the Cabinet. We know that although the Cabinet functions as a jointly responsible body, yet, with the exception of the Prime Minister and Deputy Prime Minister who alone are capable of making statements on any subject they like, other Ministers are expected to restrict themselves to the subjects allotted to them.

In this particular case, while proposing increase in duty on petrol and diesel, which was the portfolio of the Minister of Petroleum and Chemicals and which was not the portfolio of Dr. V.K.R.V. Rao, and secondly while proposing duty which was capable of bringing an additional Rs. 20 crores, which was the portfolio of the Finance Minister and not his, he has violated this principle.

In this manner, if every Minister of the Cabinet starts talking about all other subjects, it would be a bundle of confusion. Therefore, I urge upon you to deal with the matter in a suitable manner because three principal issues are involved.

THE MINISTER OF TRANSPORT AND SHIPPING (DR. V. K. R. V. RAO) : I am afraid that the hon. Minister has allowed himself to build up a whole case on the basis of a report which is just not correct. I made no statement to the effect that there was a proposal for enhancing the duty, customs and excise, on diesel oil and petrol. I hope I am sufficiently aware of my responsibilities not to entrench into the field of my respected colleague the Deputy Prime Minister and Finance Minister.

I would like to draw the attention of this House to the fact that on the 24th and 25th June, 1968 we had the Seventh meeting of the Transport Development Council in Mysore. The proceedings of that council, the speech that I made as well as the discussions and the decisions taken at the Council meeting were circulated to Members of Parliament, to Members of Rajya Sabha on the 19th August and to Members of Lok Sabha on 23rd August. Perhaps, that document might have escaped the notice of my otherwise very vigilant friend Shri D. N. Patodia. Since all sorts of things have been said about this matter, I would like to read out, if I may ...

MR. SPEAKER : Is it necessary to read it out ?

DR. V. K. R. V. RAO : Since all sorts of things have been said I hope you will allow me to protect myself.

If the hon. Member would refer to the text of my speech this was what I had stated. I had pointed out that a suggestion had been made that a road budget should be separately prepared, and said :

"The idea underlying these proposals seem to be that the revenue from road transport should be ploughed back into roads to the maximum extent possible. I do not dare to give my personal endorsement for a separate Road Budget because I am a little nervous..."

—and undoubtedly I was right in view of what has happened today—

“...of the repercussions which it might generate.”

And now comes the relevant thing :

“A more modest suggestion is that the accruals to the Central Road should be augmented by crediting to it a part of the revenue realised from the customs and excise duty on high speed diesel oil. At present, the Central Road Fund derives its revenue from a surcharge of 3.5 paise per litre on the customs and excise duty on petrol. This provides an annual revenue of about Rs. 5 crores only. It has been suggested that this revenue could be considerably increased if the present levy on petrol amounting to about 6 per cent of the total revenue from the customs and excise duty is increased to 10 per cent and likewise 10 per cent of the revenue from customs and excise duty on diesel oil is also credited to the Central Road Fund. On the basis of the total revenue of about Rs. 206 crores derived from customs and excise duty on petrol and diesel in 1966-67 the proposed rate of 10 per cent will contribute about Rs. 20 crores per year to the Central Road Fund in place of the present Rs. 5 crores. The Chief Minister of Mysore has gone beyond that. He would like to have a share from excise duty on diesel oil, petrol and also other taxes such as motor vehicles excise duty on automobiles, trucks, buses, tyres, tubes etc. But I am not sure he will be able to get all that. In any case I think we have to strive hard for getting this Road Fund increased from its present level of Rs. 5 crores.”

Now, I am reading from the conclusions of the Transport Development Council :

“It was noted that the present accrual to the Central Road Fund, based on a surcharge of 3.5 paise per litre on the excise and customs duty on petrol, worked out to about Rs. 5 crores i.e. about 6 per cent. It was agreed that this might be raised to 10 per cent in the case of petrol and a similar fresh levy of 10 per cent introduced on diesel oil. This would yield

a total accrual of about Rs. 20 crores per annum which would be nearly four times the present revenue.”

So, I would like to point out that, I was not making a statement on my own behalf and certainly I was not making any statement on behalf of Government that there was a proposal to levy a fresh tax of 10 per cent on diesel oil and 4 per cent more on petrol.

SHRI RANGA (Srikakulam) : *Proposal by whom ?*

DR. V. K. R. V. RAO : I said I did not make any statement.

SHRI RANGA : He said there was a proposal. By whom ?

DR. V. K. R. V. RAO : Let me repeat what I have said I said there was no statement made by me as has been suggested in this UNI report which, on the face of it, is rather extraordinary because it even says :

“The duty on petrol and diesel oil...” —this is the basis on which the hon. Member proceeded to raise all those various questions including my having talked about things other than my subjects in the Cabinet....

MR. SPEAKER : The point is that just now he said there was a proposal. They are asking, by whom ?

DR. V. K. R. V. RAO : Which proposal ? I quoted extracts from a document circulated to MPs in August.

SHRI RANGA : That is not the point. Admittedly, he meant there was a suggestion by somebody, not proposal.

DR. V. K. R. V. RAO : There is no proposal. The UNI report says :

“The duty on petrol and diesel oil is proposed to be enhanced.”

I flatly denied that. I did not make any statement saying that the duty on petrol and diesel oil is proposed to be enhanced. I have no business to make any such statement because I am not the Finance Minister.

[Dr. V. K. R. V. Rao.]

Then it also says :

"...the proceeds from the enhanced duties which were estimated at Rs. 20 crores would be utilised..."

MR. SPEAKER : So he has not made any such statement. He denies having made any such statement.

DR. V. K. R. V. RAO : He has raised a number of other issues. I would like to be advised. I am very new, Mr. Speaker, to membership of the Cabinet. But it has been suggested by the hon. member that no member of the Cabinet can speak on any subject other than the particular portfolio with which he is concerned.

SHRI D. N. PATODIA : In policy matters.

DR. V. K. R. V. RAO : I want to be quite clear on this because it becomes extremely difficult for me to speak for the rest of my life only on transport and shipping. I am not sure whether I will be able to put myself under that restraint, that I should speak on nothing except transport and shipping. If that is a part of the procedure of Cabinet formation, I would like to be advised, because it then becomes very difficult to function.

MR. SPEAKER : Neither Shri Patodia nor any other hon. Member can do that.

SHRI D. N. PATODIA : On a point of clarification. When this news appeared, did he issue a denial of the report ?

MR. SPEAKER : He has denied it here.

SHRI RANGA : The question is whether he took the public into confidence and denied the newspaper report immediately thereafter.

MR. SPEAKER : Bill to be introduced. Shri Morarji Desai.

CUSTOMS (AMENDMENT) BILL*

THE DEPUTY PRIME MINISTER AND MINISTER OF FINANCE (SHRI MORARJI DESAI) : I beg to move for leave to introduce a Bill further to amend the Customs Act, 1962.

MR. SPEAKER : The question is :

"That leave be granted to introduce a Bill further to amend the Customs Act, 1962."

The motion was adopted

SHRI MORARJI DESAI : I introduce *the Bill.

MATTER UNDER RULE 377— Contd

Enhancement of duty on Petrol and Diesel Oil—*Contd.*

SHRI RANGA : I am afraid you have been a bit too quick for us. I thought the Minister wanted to say something in regard to the clarification asked for by my hon. friend.

MR. SPEAKER : He has denied it on the floor of the House in the presence of members. It is no record that he has not said that. I think that is more than enough. He must accept it. What else could he do ?

SHRI RANGA : You may come to that conclusion. But you should be a little patient with us after having been patient with us for so many minutes when the matter was raised.

MR. SPEAKER : What does he want me to do ?

SHRI RANGA : The only question is : why is it that the Minister did not catch time by the forelock and contradict the wrong statement attributed to him published in no less a newspaper than *The Statesman* earlier than today ? Why should he have waited ?

*Published in Gazette of India Extraordinary, Part II, section 2, dated 3.12.68.

*Introduced with the recommendation of the President.

SHRI D. N. PATODIA : He has denied it only when the matter was brought to the notice of the House.

MR. SPEAKER : He has contradicted it here. Why he did not do it earlier is the point.

DR. V. K. R. V. RAO : I can answer that. I was out of station. I came only last night from a tour of Machlipatam, Vijayawada and other places.

MR. SPEAKER : He saw it last night.

So, you saw it only last night.

DR. V. K. R. V. RAO : I saw it only last night, and I could deny it only today.

13.10 hrs.

The Lok Sabha adjourned for Lunch till Fourteen of the Clock.

The Lok Sabha reassembled after Lunch at Eight Minutes past Fourteen of the Clock.

[Mr. Deputy-Speaker in the Chair]

STATE AGRICULTURAL CREDIT CORPORATIONS BILL—Contd.

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI K. C. PANT) : Sir, I beg to move :

"That the Bill, as amended, be passed."

If you will permit me, I just have one small point that I wanted to mention. Yesterday, while accepting amendment No. 172 by Shri K. Narayana Rao, I had mentioned a little alteration and sought the permission of the House to make that alteration, that this amendment should come after the word "Fails to subscribe." It is just shifting a few words back. It makes it more meaningful, but that seems to have escaped the attention of the Lok Sabha Secretariat. I hope you will agree to this change being made.

MR. DEPUTY-SPEAKER : It is just a drafting change. It is not a material change. I hope the House accepts it.

SOME HON. MEMBERS : Yes.

MR. DEPUTY SPEAKER : Yesterday, I said I would just permit half an hour's discussion. The Minister will just take 10 minutes for his reply.

श्री अध्युल गंगी डार (गुडगांव) : हिप्पी स्पीकर साहब, माप जानते हैं कि यह रीडिंग स्टेज पर कुछ यादा कहना प्रस्तुत नहीं लगता है लेकिन इससे कोई इकार नहीं कर सकता कि यह मेझे 80 परसेन्ट कलटीवेट्स, किसान, पीजेंट्स और लेवर्स लोगों के भेले में लिए सरकार द्वारा लाया जा रहा है। इस अवसर पर मैं उनसे सिर्फ हाथ जोड़ कर यही प्रबंध करना चाहूँगा :

"खिलौने देकर बहाया गया है,
व तमाजों में उत्तमाया गया है।"

मेरा कहना यह है कि खाली जबानी जमां खर्च से किसानों का मसला हल होने वाला नहीं है। किसानों को वक्त पर ट्रैक्टर्स नहीं मिलते, वक्त पर उनको बीज नहीं मिलते, कटिलाइजर्स नहीं मिलते और न ही उन्हें वक्त पर कर्जा मिल पाता है। एक तो कर्जा वक्त पर नहीं मिलता है और मिलता भी है तो जैसे मेरे और भाइयों ने कहा किसानों को उसे हासिल करने में बड़ा लचाक करना पड़ता है। किसान बेचारे इधर, उधर धरके लाते फिरते हैं। इसी तरह जब वह ट्रूबवैल्स लगाते हैं तब उनको कर्नेवल नहीं मिलता है। एक बात मैं और कहना चाहता हूँ जल्दी मैं ताकि पांच मिनट में मैं अपनी बात कह दूँ। जब मेनेजरेंट का सबाल उठा या उस वक्त तब जह दिलाई गई थी, और उन्होंने इनकार कर दिया था इसमें भी कोई शक नहीं, लेकिन हकीकत यह है कि उन की पाटी के जो लोग हार जाते हैं वह काविलियत में कम होते हैं, मगर माझ तक देखने में नहीं आया कि जो कारपोरेशनों के बेयरमैन बन रहे हैं या एन्ड्रिक सेक्टर के बेयरमैन बन रहे हैं, उनमें से कोई भी अपौजीवन का लीडर हो। जाहे वह कामत ही या कोई और हो। जो बड़े कांग्रेसी तसदीकशुदा लोग हैं वही आये हैं। इससे डर पैदा होता है :

[श्री अब्दुल गनी डार]

जहां 656 करोड़ रुपया लगा हूँगा है वहां किसी अपोजीशन वाले को नहीं लिया गया है हालांकि पब्लिक सेक्टर को हम भी पसन्द करते हैं और हमारे भाई भी पसन्द करते हैं। आज उसमें करोड़ों रुपये का नुकसान हो रहा है। वहां किसानों के लिये कोई ट्रैक्टर नहीं बनता, कोई और भौजार नहीं बनता, जो किसानों को फी दिया जा सके।

कल यहाँ 1 करोड़ और 5 करोड़ की बहस चल रही थी। लेकिन सिर्फ बेस्ट बंगाल का नुकसान कई करोड़ रुपयों का है। आप बिहार को छोड़िये, उड़ीसा को छोड़िये, गुजरात को छोड़िये, राजस्थान को छोड़िये, हरियाणा को छोड़िये, उनको जो नुकसान हुआ वह अलग है। मैं कहता चाहता हूँ कि अगर मिनिस्टर साहब वाकई सीरियस हैं और ईमानदार हैं तो यूनियन पब्लिक सर्विस कमीशन के जरिये पब्लिक सेक्टर में आदमी भेजे जायें। मैंने अपनी पालियामेंट्री जिन्दगी में कोई ऐसा मिनिस्टर नहीं देखा जिसने कोई भी कामन सैंस की बात को कबूल किया हो। सिर्फ एक मिनिस्टर शिन्दे मैंने देखा जिसने ऐसा किया है। हमारे डिट्री प्राइम मिनिस्टर को ही देखिये। कितनी ही माकूल बात क्यों न हो फाल्स प्रेस्टिज में फंसकर वह उसको नहीं मानते। मैं श्री पन्त को कांग्रेसुलेट करता हूँ कि वह किसानों की भलाई की बात करने जा रहे हैं। यह बात उनकी काबिलता रीफ है, लेकिन मैं उनसे रिक्वेस्ट करता हूँ कि जैसा पहले होता आ रहा है, अगर घब की भी वही हुआ तो इसका नतीजा खराब होने वाला है। मैं उम्मीद करता हूँ कि जहाँ तक मेनेजर्मेंट का सबाल है उस पर मिनिस्टर साहब जरूर तब्जिह देंगे और उनको मुकरंर करते बत्त खब ठोक बजा कर उनको लिया जायेगा। जो भी किसानों के हितवी हों वह इस कारपोरेशन के बलाये और रिजर्व बैंक को भी बलायें।

मैं वो तीन दिनों के भीतर दूसरा आई-प्रोपेनर बेने वाला हूँ जिससे अगर पच तक

सरकार की प्रांखें नहीं खुली तो अब खुल जायेंगी ।

تینی طبقی دار (اگرچہ کافی) پہنچی ایکروں حب۔ آپ جانتے ہیں کہ فڑپڑیں ایک ایسے پرکھے زیادہ بک اچھا ہیں گھٹاہے میں اس سے کوئی انکا رخیں کر سکتا کہ جس سرسر ۹ پریسٹش کھلیتے ہیں۔ کسان۔ پینٹنگ اور سیرس لوگوں کے بھی کئے سکردار دوڑا لایا جا رہا ہے۔ اس اور سرہبہ میں ان سے صرف ہنخ جوڑا کر جیسے کرنا چاہیے گا۔

کل ہاں ایک کروڑ اور پانچ کروڑ کی بعث پہلی بھی یکیں مرد
بیٹے بھائیں اسی نقصان کی کروڑ روپے دیں کہا ہے اُپ بھار کو ہمچوڑیجے
اویس کو چھوڑیجے۔ بھرتوں کو چھوڑیجے۔ سماجی نقصان کو چھوڑیجے۔ ہر رہنا کو
چھوڑیجے۔ اس کا جام نقصان ہر اولاد اُنگ ہے۔

میں کہتے چاہتا ہوں کہ اہر صاحب واقعی سریں، یہی اور یا جاندرا راجھ تو بولیں۔ پہنچ سریں کیش کے زیر یہ پہنچ سکیں جس آدمی پیٹھے جوں جیسا تھا اپنے پاری منیشی زندگی کوئی ایس مفترد دیکھا جس کو کوئی بھائی کا منش کی باتاں کو قبول کیں ہو۔ عرفت ایک شتر نہیں صاحب کوئی نہ وکھا جائے اسی سے ہے۔ ہمارے ڈپلی پارٹیم شتر کو ہر دیکھتے۔ مکنی ہی مقبول ہاتے کیوں نہ ہو۔ فائز یا پریشیں میں سپس سرو ۱۵ سو ۱۵ سو کوئی ہیں اور نخنچیں شری کی پنچ کا گھر جو بیٹھ کر رہا ہے۔ کہتا ہوں کہ وہ کس نوں کی بھائی کی تھی۔ تھی کہ نجف راجھ ہے۔ یہ اس کی قابل تعریف ہے مگنی میں ان سے کوئی سیست کرتے ہوں کہ میسا پچھے ہوتا آڑا ہے۔ انکے پار اس کو دھی ہڑا قیس کا تختہ خراب ہوتے والا ہے۔ میں اس میر کرتا ہوں کہ جہاں تک پہنچتے ہو سوال ہے اس پر اہر صاحب ضرور تو دیں گے اور ان کو مقرر کرستے وقت خوب ٹھوک۔ یہاں کر ان کو بھائیکا جو میں سازوں کے تھیں ہوں وہ اس کا پریشان کو جلا تھیں اور روزہ پہنچ کر بھی چلا گئی۔ جس دیس، دن کے اندر دوسرا آئتا وہ پہنچ دیتے والا ہوں میں اگر بے سک سرکار کی تھیں سنسکریتی لوار تکمیل جائی گی۔

श्री बिन्दुति मिथ (मोतीहारी) : उपाध्यक्ष महोदय, मैं इस विधेयक के लिये सरकार को हार्दिक बधाई देता हूँ कि सरकार को देर से ही सही, लेकिन यह बात सूझी कि किसानों के लिये कुछ करना चाहिये, खास कर उन किसानों के लिये जो कि बिहार, बेस्ट बंगाल और असम के हैं जहाँ पर कोआपरेटिव कमज़ोर हैं। सरकार के दिमाग में यह बात बहुत देर से प्राई कि इन स्टेट्स में कोआपरेटिव कमज़ोर है। ढाठ० राम मुभग सिंह यहाँ बैठे हुए हंस रहे हैं लेकिन जब वह ऐपीकल्चर मिनिस्टर थे तब उन्होंने खुद सोचा कि इन जगहों पर कोआपरेटिव कमज़ोर है।

मैं एक बात कहना चाहता हूँ कि जब किसानों को रुपया देने का सवाल है तब नियम सरल होना चाहिये, नहीं तो जो कोषापरेटिव की स्थिति है वही होगी कि किसान दौड़ते-दौड़ते मर जाता है, लेकिन कोषापरेटिव से रुपया जल्दी नहीं मिल पाता है।

दूसरी बात मैं यह कहना चाहता हूँ कि आप ने जो लिमिट आफ विजिनेस रखी है वह बड़ाई जाये। मैं श्री पन्त से कहना चाहता हूँ कि वह लिस्टरों से हमर्वर्डी रखते हैं तो कम से कम जो विजिनेस की लिमिट है उस को बढ़ायें। मैं एक कोलापोरेटिव बैंक का मेम्बर

है। उस में लिमिट इतनी कम रहती है कि जब पैसा चुक जाता है तो किसानों को पैसा नहीं मिलता। इस पर ध्यान देने की जरूरत है।

स्टेट में तो कोम्पारेटिव होंगे ही, लेकिन मैं चाहता हूँ कि यहाँ पर एक सैंट्रल स्टेट ऐपी-कल्चर क्रेडिट कारपोरेशन भी होना चाहिये ताकि सब कोम्पारेटिव्स का अन्दाज रहे कि कहाँ कितना बिज़नेस हुआ और कितना नहीं हुआ। इस की सक्त जरूरत है जिस की गुजाहास इस बिल में नहीं रखली गई है। यारे सरकार इस पर विचार करे और सोचे।

जब आज इस कारपोरेशन की स्थापना होने जा रही है तब इस में ऐसे अफसर रखें जायें जो किसान-माइन्डेड हों और किसानों की कठिनाई को सोचते हों। किसान को कब किस प्रकार की जरूरत है उन को मासूम होना चाहिये। अगर आप शहरों के लोगों को वहां पर रख देंगे तो उन को तो पता ही नहीं होगा कि कब भद्री की फसल होती है, कब रवी की फसल होती है और कब किसान को रुपयों की जरूरत होती है कब नहीं। इस विभाग में जो बड़े-बड़े अफसर रखें जायें वह किसान-माइन्डेड हों और रांगवांस से आने वाले हों, जिन के पार का बेघाल लाइफ किसानी का हो। भले ही वह शहर में रहते हों, लेकिन इस संगठन में वे ही लोग रहें जो किसान के तुल दर्द को समझते हों। अगर वैसा आदमी नहीं रखता जायेगा और शहर का आदमी रखता जायेगा। तो उसे किसान से कोई मतलब नहीं होगा।

इस के साथ ही मैं यह आहता हूँ कि किसान से कर्ज को बापस लेने की बारा में जो पांच वर्ष का समय रखका गया है उस में कुछ मुश्किल हो जाएगी। मान सीजिये किसी किसान ने टैक्टर खरीदा। तो पांच वर्ष में टैक्टर से बेती कर के जो उस की आमदनी होणी उस से बह अपना कर्जा नहीं भटा कर पायेगा। मेरा अपना अन्धाज है कि पांच वर्ष का जो नियम रखका गया है उस को बढ़ा कर उस वर्ष रखका बाये ताकि उस वर्ष में अपर बह कोई बड़ा

[श्री विश्वाति मिश्र]

काम करना चाहता है, कोई बींध बनवाना चाहता है, कोई बड़ा कुश्मां खुदवाना चाहता है, बिजली लगवाना चाहता है या बिजली के लिये टैंक बनवाना चाहता है तो वह उस काम को आसानी से कर सके और कर्जा भी अदा कर सके।

मैं चाहता हूँ कि सरकार इस चीज को जल्दी से जल्दी लागू करे और जिन स्टेटों में कोआपरेटिव कमज़ोर हैं, जिन के लिये यह खास तौर पर बनाया जा रहा है, उन की ओर इस में विशेष ध्यान दिया जाये। ऐसा न हो कि इस की स्थिति भी कोआपरेटिव जैसी हो, जिस के बनाने से कोई फायदा न हो।

श्री महाराज सिंह मारती (मेरठ): उपाध्यक्ष महोदय, किसानों को कर्जे देने वाली बहुत सी एजेन्सियां पहले से यहाँ चल रही थीं, यह भी एक नई एजेन्सी बनाई गई है। मालूम तो ऐसा पढ़ता है कि बहुत ज्यादा कर्जा देने के लिये सरकार लालायित है, लेकिन दो कसौटियां कर्जा देने की होती हैं। दोनों में ही यह नई एजेन्सी बनने के बाद कोई राहत मिलने वाली नहीं है। पहली कसौटी यह है कि चूंकि राष्ट्रीय भाष्य का पचास फीसदी से ज्यादा भाग खेती से प्राप्ता है और जो एक्स्पोर्ट कर रहे हैं उस का भी 50 फीसदी से ज्यादा भाग डाइरेक्ट या इनडाइरेक्ट खेती से ही प्राप्ता है, इस लिये मुल्क का जो काफ़ाइनेंशल फ़ोडिट सिस्टम है उस में 50 प्रतिशत कर्जा खेती को दिया जाना चाहिये। लेकिन मुसीबत यह है कि खेती का जो विषय है वह सूबे का है और रुपये पैसे की मालिक दिल्ली की सरकार है। बैंक सारे आप लोगों के हाथ में हैं। सायद आपका ताल मेल नहीं बैठता और बीच में कफीहृता हो जाया करता है। बर्न जो बैंक सोशलाइजेशन सिस्टम बलाया गया उस में से 18 प्रतिशत कर्जा आप खेती के लिये हैं। उस 18 प्रतिशत में से भी आधे देखेंगे कि 10-12 प्रतिशत दुड़ ले जायेगा खेती के बच्चे से। मैं कहना चाहता हूँ कि इस कसौटी

पर अब तक जितनी आप की एजेन्सीज हैं सब मिल कर सिवा इस के कि किसानों को मूल्य बनायें और कुछ नहीं करतीं। प्रोप्रेगेन्डा के लिये तो आप कह सकते हैं कि यह एजेन्सी किसानों को कर्जा देने के लिये और दूसरी सहायताएं देने के लिये हैं, लेकिन सही बात यह है कि इस मुल्क में कर्जा देने के लिये जो फाइनेंसिंग होती हैं उस का 50 प्रतिशत निश्चित रूप से खेती पर जाना चाहिये, लेकिन वह 10 प्रतिशत तक नहीं पहुँच रहा है। इस बिल के बाद भी वह नहीं पहुँच पायेगा।

किसानों को कर्जा मिल जाये उन की हैसियत के हिसाब से और कर्जे की वसूली होने की गारेन्टी हो, इस में कोई दो रायें नहीं हो सकतीं। सरकार ने कभी इस बारे में नहीं सोचा। ऐसी हालत में इस तरह का बिल लाने से कोई फायदा नहीं है। मैं कहना चाहता हूँ कि इस बार हिम्मत कर के आप कोई ऐसा सिस्टम बना लीजिये और कोई ऐसा बिल ले आइये जिस में इन पचास एजेन्सियों के बजाय एक ही एजेन्सी रह जाय। हर किसान को यह पता हो कि उस की हैसियत क्या है। सरकार उस को एक कांड दे सकती है, एक पास बुक दे सकती है जिस में उस की हैसियत लिखी हूँई हो। अगर वह अपनी जमीन बेचे तो उस का दालिल खारिज हो जाये, अगर वह खेती के लिये कर्जा ले तो वह कर्जा उस में लिख लिया जाये, वह किस जगह पर है इस का उस को पता रहे। उस को मालूम रहे कि इतना रुपया वह ले सकता है और यह उस को देना है। इस के लिये आप एजेन्सी बनायें। मान लीजिये कि मेरी हैसियत कुछ है। मैं 5,000 रु. और ले सकता हूँ। तो मैं एजेन्सी से जा कर 5,000 रु. ले लूँ। उस के बाद यह गारेन्टी सूचे की सरकारों के साथ होनी चाहिये कि वह रुपया अगर में नहीं बेता तो वह एजेन्सी सैड रेबेन्यू की तरह से मुक्त से मे ले। अगर मेरी जमीन इस के लिये नीलामी भी हो जाये तो भी वह रुपया मुक्त से बसूल ही जाये, और जिसना

रूपया एजेन्सी हमें दे उतना ही रूपया रिजर्व बैंक एजेन्सी को एडवान्स कर दे। इस रूपये को फाइनेन्स करने के लिये एक ही एजेन्सी होनी चाहिये और बसूली की गारेन्टी होनी चाहिये ताकि रूपया सहलियत से बसूल हो सके। दोनों बातों का समन्वय बहुत ज़रूरी है। जितनी अब तक की आप की फाइनेंसिंग एजेन्सीज़ हैं किसी के जरिये से इन में से कोई काम नहीं हो रहा है। यह जो एजेंसी आप हम को दे रहे हैं इसको देने में जितना हम को फायदा होता है उससे ज्यादा हम को परेशानी हो जाती है। बौन सी आप गारंटी करेंगे कि आसानी के साथ कर्जा किसानों को मिल जाएगा। आप की अफसरशाही है जो कि हर जगह चल रही है। कोओप्रेटिव्ज में वह चल रही है। यहां भी वही चलेगी। थोड़ा तो आप रुपया देंगे, ज्यादा मांगने वाले होंगे। इसकी वजह से फिर वही प्रोसीजर चलेगा। इस अक्सर से उस अक्सर तक चीज़ जाएगी। नतीजा यही होगा कि कर्जा लेने वाला आदमी जो है उसको कई सौ रुपया तो रिश्वत में देना पड़ जाएगा। उसके बाद बसूली का सवाल पैदा होता है। इस सब का क्या परिणाम निकलेगा, इसको आप भी देख सकते हैं।

मैंने पहले भी सुझाव दिया था और वित्त मंत्री जी को एक चिट्ठी भी लिखी थी। इस हाउस में भी मैंने इस सुझाव को रखा था। लेकिन उसकी ओर अभी तक कोई ध्यान नहीं दिया गया है। मैं उस चीज़ को दोहरा देना चाहता हूँ। आपने एक ही देश में दो मुळलिफ़ किसान और गैर किसान बना दिये हैं। किसान और गैर किसान के लिए भेदभाव आपने क्यों बरत रखा है। आपके बैंकिंग मिस्ट्री में लैंड मार्टिंग बैंक मौजूद हैं। वे सूबों के अन्दर हैं। वहां से अगर किसान कर्जा लेना चाहता है तो कानून उसको कूट है कि वह कोट फीस न दे। दिना कोट फीस के उसको कर्जा मिल जाता है। लैंड मार्टिंग बैंक सूबों की सरकारों के नियंत्रण में कार्य करते हैं। उन से पोलिटिकल फायदा भी उठाया जाता है। जिस दल की सरकार बनती है वह किसानों को कर्जे

दिलाने के नाम पर राजनीतिक जाग्र भी उठाना चाहती है। जो दूसरे बैंक हैं इनमें से अगर किसान कर्जा लेना चाहता है तो भटारह सैकड़ा उससे लिया जाता है। किसान लैंड मार्टिंग बैंक से जो कर्जा लेता है उसके दो साल के व्याज के बराबर उसका लब्ज़ हो जाता है अगर वह दूसरे बैंकों से कर्जा लेना चाहता है तो। सोलह सतह सैकड़ा जैसा बड़ा व्याज हो जाता है। मैंने वित्त मंत्री जी को चिट्ठी लिखी थी कि बेहतरानी करके एक सकर्युलर निकाल दीजिये इसके बारे में। जहां पर सेंटर का राज है वहां तो गवर्नर से कहकर आप निकाल सकते हैं, आप अस्पायेश जारी कर सकते हैं और जहां पर गवर्नर का राज नहीं है, वहां पर आप उनको सलाह दे सकते हैं। उन्होंने कहा कि यह तो सूबों का विषय है, इसमें हम क्या कर सकते हैं। एक हजार बातों में तो आप सूबों को सलाह देते रहते हैं लेकिन इस बात में आप नहीं दे सकते हैं। जहां आपका मतलब होता है वहां पर तो आप दे सकते हैं लेकिन जहां पर किसान के मतलब की चीज़ होती है तो आप सूबों को राय नहीं दे सकते हैं? क्या इसका यह अर्थ लगाया जाए कि सूबे किसी दूसरे देश के हिस्से हैं, उन से सेंटर का क्या मतलब? आप उनसे क्या कोई सम्बन्ध नहीं रखते हैं? यह तो एटीट्यूड है यह किसान और बेती के लिए निहायत ही खतरनाक एटीट्यूड है।

मैं कहता चाहता हूँ कि अगर इन दोनों कस्टिटियों पर, किसान को ज़रूर देने वाली बात पर यह बिल खारा नहीं उतरता है तो यह बेकार का बिल है। इससे पहले भी जितने बिल आपने बना रखे हैं, वे भी बेकार हैं। दूसरी कस्टी यह है कि राष्ट्रीय आय का जितना बड़ा हिस्सा आप बेती से ले रहे हैं और एक्सपोर्ट में जितना बड़ा हिस्सा आप बेती से ले रहे हैं, उतना हिस्सा किसान को ज़रूर में आप देने की अवस्था करें। टोटल काइनेंसिंग जो हृषि में होती है, उसमें आप इसको भी शामिल करें। इस बात का भी आप व्याप रखें कि किन्तु आसानी से और बिना रिवैज़

[श्री महाराज सिंह भारती]

दिये हुए उसको अहरण मिल सकता है। मैं समझता हूँ कि इन दोनों कसौटियों पर आपका यह बिल खरा नहीं उतरता है। मैं प्रार्थना करता हूँ कि एक कमिंग्रेसिव बिल आप लायें, एक ही एजंसी बनाने की कोशिश करें, जो इन सब कामों को कर सकें और जो इन दोनों कसौटियों पर खरी उतर सके।

श्री शिव नारायण (बस्ती) : मैं इस बिल का हार्दिक समर्थन करता हूँ। मुबह का भूला शाम को धर आ जाए तो उसको भूला नहीं कहा जा सकता है। गवर्नरमेंट अगर कोई प्रच्छा काम करे तो उसके ऊपर हैमरिंग करना शुरू नहीं कर देना चाहिये। मैं आपने मिश्र को बतलाना चाहता हूँ कि जो फाइनेंस मिनिस्टर हमारे सामने बैठे हुए है ये कोई मामूली फाइनेंस मिनिस्टर नहीं हैं। बड़े बाप के ये बड़े बेटे हैं। फाइनेंस के ये पंडित हैं। ये इस चीज़ को जानते हैं। इनसे हम लोगों को बड़ी आशा है, विश्वास है। कमिंग इवें्ट्स कास्ट देशर शेडो बीफोर। मुझे यकीन है कि ये बेहतरीन फाइनेंस मिनिस्टर साहब साबित होंगे। ये पर्स्ट क्लास एम० एस० सी० हैं। आपकी तरह से मिडल फेल नहीं हैं। मुझे पूर्ण आशा है कि पंत जी के नेतृत्व में हम गरीब किसानों को समय पर कर्ज़ा मिल सकेगा और हम सुखी होंगे, समृद्ध होंगे। जिस तरह के ढपोल संलिये आपकी संविद सरकार में थे, उस तरह के इस सरकार में नहीं हैं। संविद सरकारों की ढपोल संलियों जैसी नीति रही है, हमारी सरकार की नहीं रही है। हमारी जिस सरकार ने बिजली आर लम्पों तक फी दी थी कि किसानों को, इनकी गवर्नरमेंट जब पावर में आई तो उसने हमारे ऊपर बैन लगा दिया। हम किसान लाल आंसू बहाते हैं, रोते हैं लेकिन हमारी सुनवाई नहीं होती है। हम को ठीक समय पर कर्ज़ा मिलना चाहिए। दफ्तरों में काम ठीक से होना चाहिए। अधिकारी वर्ग को ठीक तरह काम करना चाहिए। महाराज सिंह भारती जी ने जो रिपब्लिक वाली बात कही है, उस रिपब्लिक

वाले बाजार को आप ठीक करें। जेती को आप ठीक करें ताकि हम को अमरीका से भीख न मांगनी पड़े। ठीक ढंग से और ठीक समय पर कर्ज़ा हम को मिले, जेती का डिवेलपमेंट हो, यह हम सब की कामना है।

इन शब्दों के साथ मैं इस विधेयक का समर्थन करता हूँ और आशा करता हूँ कि पंत जी के रहते हुए हमारे देश का कल्याण होगा।

श्री शिव नारायण भा (मधुबनी) : वैसे तो जब संशोधन पेश किये गए थे तभी मैं बोल दुका हूँ लेकिन अब जब इस बिल को पास करने जा रहे हैं, तो मैं एक बार किर इसका स्वागत करता हूँ।

मैं मंत्री महोदय से कहना चाहता हूँ कि कहीं ऐसा न हो कि हम ओवर-आप्टिमिस्ट हो जाएं और ओवर-आप्टिमिजम में आ कर जो हकीकत है, उसको भूल जायें और वास्तव में जिनको इस बिल से फायदा पहुँचना चाहिए, उनको न पहुँच पाये। कर्ज़ी देने वाली जो आपकी एजंसीज़ हैं, जो सिलसिला आपने एग्रिकल्चरल लोंज़ का बनाया है, तकाबी कज़ों का बनाया हुआ है, कोशेप्रेटिव लोंज़ का बनाया हुआ है, उस सिलसिले को आप सरजामीन पर जा कर देखिये और पता लगाइये कि वास्तव में कितना कर्ज़ी किसानों को मिलता है और कितनी कठिनाइयों और परेशानियों में से होकर गुज़रने के बाद मिलता है। जो आपकी मशीनरी है यह भृष्ट मशीनरी है। यदि आपकी मंशा यह हो कि किसान को एक रुपया मिले तो वास्तव में उसको दस पैसे ही मिल पाते होंगे। यह जो बीमारी है, इसको आपको खत्म करना होगा। यह तो सभी अनुभव करते हैं कि हृषि में केंडिट की कमी अनुभव की जा रही है और उनको समय पर कर्ज़ा नहीं मिलता है, पैसा नहीं मिलता है, पूँजी का इत्तजाम नहीं हो पाता है, बीज का इत्तजाम नहीं हो पाता है, दूसरी सुविधाओं का नहीं हो पाता है। इस बास्ते ये सुविधाओं उसको उपलब्ध हों इसका प्रबल्ल्य आप

को करना होगा । इनके अभाव में वे उत्पादन नहीं बढ़ा पाते हैं, जेति का विकास नहीं कर पाते हैं । ये जो रुकावटें हैं इनको आपको दूर करना चाहिए यदि आप चाहते हैं कि वास्तव में किसान को फायदा हो और आपका उत्पादन बढ़े । इनको इम्प्लेमेंट करने वाली जो प्रशासनिक मशीनरी है उसमें आपको परिवर्तन करना होगा, उसमें आपको बुनियादी तबदीलियां करनी होंगी । जब आपने ऐसा किया तब जाकर यह सुनकिन होगा कि आपका जो मकसद है वह पूरा हो ।

क्रेडिट से ही एप्रिकल्चर का जो मसला है वह हल होने वाला नहीं है । आजादी के बाद जमीदारी का एवालिशन हुआ । लेकिन इससे क्वालिटेटिव चेंज जो आना चाहिए या वह नहीं आया । अभी भी बहुत से लोग हैं जो बेंजमीन हैं । उनका मसला एक बुनियादी मसला है । जब तक आप भूमिहीनों को जमीन नहीं देते हैं तब तक कुछ नहीं होगा । क्रेडिट के लिए आप जितना पैसा दें, दिलाने के लिए आप बेशक हमें बढ़े बढ़े आंकड़े दिला दें, लेकिन जब तक हिन्दुस्तान में भूमिहीन लोगों की समस्या हल नहीं होती है, उनको भूमि नहीं मिलती है तब तक कृषि के क्षेत्र में रेडीकल परिवर्तन नहीं होगा, बुनियादी परिवर्तन नहीं होगा । देश में जितनी भूमि फालू पड़ी हुई है वह भूमिहीनों में बाँट दी जानी चाहिये । केवल कानून के द्वारा इसका हल नहीं निकल सकता है । कानून को छोड़ कर जरा यामदान का जो उम्मूल है उसको आपको लागू करना होगा । उससे भूमिहीनों को जमीन मिल सकती है । उससे कोओप्रेशन के लिए भी रास्ता साफ होगा । लार्ज स्केल फार्मिंग भी हो सकेगा । साइंटिफिक फार्मिंग भी हो सकेगा तब यह जो क्रेडिट वाली बात है इससे वास्तव में लाभ होगा, इससे एप्रिकल्चर में जो कोओप्रेशन वाली बात है, उसको बढ़ावा मिलेगा और एप्रिकल्चरल प्रोडक्शन बढ़ेगा, कृषि उत्पादन बढ़ेगा । उस समय मार्किटेक्सल सरपलस भी आपको मिलेगा और उससे आपको इंडस्ट्रियलाइजेशन में भी बदल मिलेगी ।

इस बास्ते में कहूँगा कि आप और एप्रिकल्चरल प्रोडक्शन न हों । मशीनरी को आप स्ट्रींज

लाइन करें, ताकि किसानों को आसानी से कर्ज मिल सके ।

जो कुछ भी आप इस बक्त बना रहे हैं उस का मैं स्वागत करता हूँ । हकीकत में किसान को इससे लाभ हो, इस पर आपको गौर करना होगा ।

भी लिंकरे (पंजिम) : मैं मन्त्री महोदय का अभिनन्दन करता हूँ इस बास्ते कि यह जो विषेषक है इसको केवल मेरे जैसे निर्वालीय सदस्य द्वारा पुरस्कृत नहीं किया जा रहा है । सभी दलों ने इसको पुरस्कृत किया है मन्त्री महोदय ने कई एमेंडमेंट्स जो वेश हुए थे उन में से कुछ को स्वीकार भी किया है । यह खुशी की बात है । यह एक योग्य परम्परा है । इस तरह की परम्पराओं का धीरे-धीरे और भी निर्माण किया जाना चाहिये ।

हम यह देख रहे हैं कि भारत में गरीब प्रधिक गरीब होते जा रहे हैं और श्रीमन्त प्रधिक श्रीमन्त होते जा रहे हैं । गरीबों और श्रीमन्तों में जो अन्तर है, वह बहुत बड़ने लगा है । मैं चाहता हूँ कि जो कारपोरेशन बनाया जा रहा है, इसके द्वारा इस अन्तर को और ज्यादा बढ़ावा न दिया जाए और कोशिश की जाए कि यह कम हो ।

इस कारपोरेशन में कर्ज देने की जो बान कही गई है, उसके बारे में कोई लिमिट नहीं रखी गई है । कितना भी एक आदमी को कर्ज मिल सकता है । मैंने गोधार में देखा है कि जब केन्द्र सरकार ने कमशियल बैंकों को अनुमति दी थी कि वे कृषि के लिए छह दो सकती हैं तब वहाँ के जो कमशियल बैंक हैं उन्होंने वहाँ जो इंडस्ट्रियलिस्ट हैं उनको कार्मिंग के लिए आठ-आठ लक्ष का कर्ज दिया है । इतना कर्ज देने की बजाह से नये तरीके की जमीदारी निर्माण होने का बोका है । यह आवश्यक है कि जोटे किसानों को कर्ज प्राप्त करने की पूरी सुविधा दी जाये । इस बारे में कोई लिमिट न रखने का परिणाम यह होगा कि वह और जोटे कामजं में अन्तर बढ़ जायेगा और इस बिल का भीलिक, बुनियादी, हेतु पूरा नहीं होगा ।

[भी शिकरे]

जहाँ तक चेयरमैनशिप का सम्बन्ध है, मैंने बार-बार यह स्ट्रेस करने का प्रयत्न किया है कि चेयरमैन का पद ऐसे लोगों को दिया जाये, परिलक अंडरटेकिंग में जिन की अद्दा है। माज सुबह और कल ही इस सदन में श्री केशवदेव मालवीय का चिक्क किया गया। जब श्री मालवीय जैसे लोग किसी परिलक अंडरटेकिंग के चेयरमैन के पद पर मियुक्त किये जाते हैं, तो मेरे बैसे लोग तो बहुत खुश होते हैं, क्योंकि जिस व्यक्ति की किसी विषय में अद्दा होती है, वही उस में सुचारू रूप से कार्य कर सकता है और उस में सफलता प्राप्त कर सकता है। इसलिए मन्त्री महोदय इस बात का ध्यान रखे कि इस कारपोरेशन के चेयरमैन के पद पर वही व्यक्ति नियुक्त किये जायें, जिन की इस विषय में अद्दा हो।

श्री भोला नाथ मास्टर (झनवर) : उपाध्यक्ष महोदय, वास्तव में यह बिल बहुत ही अच्छे समय पर आया है। जब पंडित जी ने कम्यूनिटी प्राजेक्ट और पंचायती राज का एक नया दौर शुरू किया था, उस समय यह व्यायाल था कि उन के द्वारा देहात का क्षेत्र विकास करेगा। लेकिन वहाँ से जो तकावियां मिलती थीं, लगभग सभी सरकारों ने उन्हें स्वतंत्र कर दिया और यह काम को-प्रापरेटिव के सुपुर्दं करना तय किया गया लेकिन यह देखा गया कि किसानों को न तो लैंड मार्गेज बैंक्स से पूरा पैसा मिला और न को-प्रापरेटिव बैंक्स से। को-प्रापरेटिव बैंकों में सब से बड़ी कठिनाई भी वियम टर्म लोन्ज के बारे में है। इस लिए इस बिल में यह व्यवस्था जहर होनी चाहिए कि अधिक से अधिक भी वियमटर्म लोन और लांग-टर्म लोन दिये जायें।

इंडस्ट्रीज डिपार्टमेंट में किसी भी नीरी के लिए केवल दस परसेंट जमा कराना पड़ता है, लेकिन जब किसान इंडस्ट्रीज की तकावी के निमा, सामुदायिक विकास लंड में जाता है,

तो उसे पचास परसेंट जुटाना पड़ता है। उस व्यवस्था को स्वतंत्र करना चाहिए। मेरा सुझाव यही है कि जो सहूलियत इंडस्ट्रीज के क्षेत्र में दी जाती है, वही किसानों को भी दी जानी चाहिए।

श्री हुकम चन्द कछवाय (उर्जन) : उपाध्यक्ष महोदय, वैसे तो यह आम चर्चा है कि यह सरकार बिल्कुल नालायक सरकार है, लेकिन पिछले बीस बरसों के बाद यह सुन्दर बिल ला कर इस सरकार ने जो काम किया है, मैं उस का स्वागत करता हूँ।

हम सब लोगों की यह इच्छा है कि किसानों को जो कर्जा दिया जाये, वह उन्हें बहुत सरलता से मिले और उस में कानून की इतनी पेचीदगियां नहीं होनी चाहिए, जिन के कारण उन्हें परेशानी हो। इस समय यह स्थिति है कि किसानों को कर्जा लेने में बड़ी दिक्षत पेश आनी है और वे बहुत परेशान होते हैं।

आज हमारे देश में एक बहुत बड़ा भार्यक संकट है; आज वह कर्जे के बोझ से दबा जा रहा है। अगर किसानों को कर्जा सरलता से मिले और उस में कोई कानूनी पेचीदगियां न हों, तो वे उस का सदृपयोग पैदावार बढ़ाने के लिए करेंगे। अधिक पैदावार होने से हमारा देश इस भार्यक संकट और कर्जे के बोझ से छुटकारा पा सकता है।

जो काश्तकार भूमि लारीदेते हैं, उन्हें सरलता से कर्जा मिलना चाहिए। इस बात का प्रयत्न करना चाहिए कि बनवासी, आदिवासी, पिछड़ी जातियों के लोग और हरिजन इस दिशा में अधिक हाजि लें और कर्जा ले कर जमीन लारीदें और उस में अधिक पैदावार करें। सरकार को इस तरफ विशेष व्याप देना चाहिए कि इस समय जो जमीन परती पड़ी है, जो किसी के काम नहीं आ रही है, वे लोग उस में हल लेता कर पैदावार को बढ़ावें।

श्री शशि शुश्राण बाजपेयी (खारगोन) : एक लायक आदमी का सटीकिकेट तो मिला सरकार को ।

वित्त भवानीय में राज्य भवानी (श्री हृष्ण चन्द्र पत्न) : उग्राध्यक्ष महोदय, पित्रीनी चर्चाओं में इम विधेयक के सम्बन्ध में जो मुरुर्य-मुरुर्य बातें उठाई गईं, उनके बारे में मैं बोल चुका हूँ। जब इम विधेयक की धाराओं और मंशोधनों पर विचार हुआ, तो हमें उन सब विषयों में नक्सीन के साथ जाने का अवसर मिला। इसलिए इम वन्ह उन सब बानों के बारे में लम्बी चर्चा करने का अवसर नहीं है। मुझे इम बान की खुशी है कि मदन के सभी कोनों से इम विधेयक का समर्थन हुआ है, यहाँ तक कि २०, २१ साल के बाद श्री कद्मवाय को भी सरकार हारा लाये गये किसी विधेयक का समर्थन करने का अवसर मिला।

इस विधेयक में इस सदन की कितनी दिलचस्पी है, यह तो इसी से स्पृष्ट होता है कि इस के मिलनिसने में यहाँ पर २०६ संशोधन येता हुए और उनके बारे में भी यहाँ बहुत दिलचस्पी के साथ चर्चा हुई। भले ही कोई सैद्धान्तिक मन्भेद इस बारे में नहीं था, किर भी इस विधेयक पर इन्हीं लम्बी चर्चा हुई कि यत्पि इसके निए दो नीत घंटे दिये गये थे, लेकिन यह यहाँ सान, आठ घंटे तक चला और इसके हर एक पहलू, और इम बिल के बाहर भी जा कर सारी कृपि-नीति और अन्य सम्बद्ध विषयों पर चर्चा हुई।

माननीय महास्य, श्री शिकरे, ने मेरे बारे में अभी जो कहा, उसके निए मैं उनका आभारी हूँ। उन्होंने कई संशोधन स्वीकार किये जाने के बारे में कहा। यह तो हमारा काम हो रहा है। संसद में विधेयक इसी निए आना है कि उसमें सुधार करने के लिए मुझकों और संशोधनों को यथा-सम्भव स्वीकार किया जाये।

श्री अम्बुल गन्नी डार : लेकिन हमने यह मौका पहली बार देता है।

श्री शुश्राण चन्द्र पत्न : मैं माननीय सदस्यों के प्रति भ्रपता आभार प्रकट करता हूँ कि

उन्होंने इस विधेयक में इतनी दिलचस्पी ली और अध्ययन कर के अपने-अपने संशोधन और सुझाव दिये।

इस चर्चा से एक बात तो यह निकली कि कृष्ण-उत्पादन के विषय में सब की चिन्ता है और सब चाहते हैं कि हम खाद्यान्त के सम्बन्ध में आत्म-निभरता की तरह बढ़ें। माननीय सदस्य, श्री भारती, ने एक ही एजेंसी बनाने का सुझाव दिया। मैं समझता हूँ कि एक एजेंसी से काम चलना बड़ा मुश्किल है। वह कुछ कहते हैं कि अग्रणी की मात्रा, उसका प्रत्युपात, बड़ाने की अवश्यकता है। अगर एक ही एजेंसी रखी जाये, तो यह सभव नहीं है। इसके निए कई एजेंसीज की आवश्यकता हो सकती है। वह चाहेंगे कि इस काम के लिए बैंक भी कर्ज दें और को-प्रापरेटिव भी। दो एजेंसीज तो ये हैं। यह कारोबारिशन एक तीसरी एजेंसी है। इस निए मैं समझता हूँ कि वह इस बात को मानेंगे कि एक ही एजेंसी बनाना इतना मरन नहीं है और उस से शायद किसानों को पूरा लाभ भी नहीं हो पायेगा।

किसी माननीय सदस्य ने इस बात पर तो एनराज नहीं किया कि महाकारिता के ही हारा किसान को कर्ज पड़वाया जाना चाहिये, लेकिन इस बात की चर्चा अवश्य की गई कि कई जगहों में महाकारी संस्थायें प्रबली तरड़ में नीचे चढ़ रही हैं, उन में कुछ खामियाँ और कम-जीरिया हैं। श्री भा और श्री डार ने इसकी चर्चा की। मैं उन माननीय सदस्यों को याद दिलाना चाहता हूँ कि ये सब सहकारी संस्थायें राज्य सरकारों के नीचे काम करती हैं। एक हद तक उन में मानाद-मश्वरा भी हो सकता है, लेकिन प्राविर में यह काम राज्य सरकारों के नीचे ही आता है। इसलिये जिस-जिस राज्य से वे आते हैं, अगर वे वहाँ की सरकारों को सलाह दें, तो ज्यादा लाभ होगा। मुझे यही आशा है कि यब राज्य सरकारें जल्दी से जल्दी इन कारपोरेशनों का संगठन करेंगी।

एक शीत की चर्चा निर इस बहुत हुई। मैं उसके बारे में कुछ कहता आवश्यक समझता हूँ। वह यह कि इसाक पैसा कम होगा और

[**श्री कृष्ण चन्द्र पन्त**]

इस में जितना पैसा रखा गया है वह पर्याप्त नहीं होगा अरु देने के कार्य को पूरा करने के लिए सारी बहस में मैं नहीं जाता। लेकिन यह मैं आवश्यकता दे सकता हूँ सदन को कि अगर यह पैसा पर्याप्त नहीं है, जिस काम के लिये रखा गया है उसके लिये काफी नहीं है तो हम आप के पास आयेंगे और पैसा बढ़ाने की आवश्यकता समझेंगे तो उसको बढ़ायेंगे। इस लिए इसके बारे में आप को कोई चिन्ता करने की आवश्यकता नहीं है।

शिकरे साहब ने दो एक बातें कही थीं। कुछ रूपरुप और रेगुलेशंस की बात थी कि लिमिट रहनी चाहिये। यह बिल में रखने की बात नहीं है। यह बाद को बोर्ड के तय करने की बात है।

कोटं फीस का जिक भारती जी ने किया था। उन्होंने कहा था कि कोटं फीस आप कहते हैं कि राज्य सरकारों की बात है। तो राज्य सरकारों की बात तो ही है। यह स्टाम्प एक्ट के मात्रातः राज्य सरकारे कोटं फीस मुकर्रर करती है।

श्री महाराज तिह मारती : आप उनको सलाह दे सकते हैं।

श्री कृष्ण चन्द्र पन्त : हम उनको लिखेंगे। आप को पत्र उप-प्रधान मंत्री ने लिखा है, वह मिला होगा।

श्री महाराज तिह मारती : नहीं मिला है।

श्री कृष्ण चन्द्र पन्त : ताज्जुब है। लेकिन उन्होंने कहा है कि हम राज्य सरकारों को आवश्यकता पड़ी तो लिखेंगे।

श्री महाराज तिह मारती : अभी आवश्यकता पड़ी नहीं?

श्री कृष्ण चन्द्र पन्त : आप वह पत्र पढ़ सें किर सलाह देना चाहें तो दें बरता सदन का समय खराब होगा।

तो मैं आखिर में फिर सब माननीय सदस्यों को धन्यवाद देता हूँ कि इतनी दिलचस्पी उन्होंने इसमें ली और आशा करता हूँ सदन इस बिल को पास करेगा।

MR. DEPUTY-SPEAKER : Now, the question is :

"That the Bill, as amended be passed."

The motion was adopted

14.40 hrs.

MOTION RE FINAL REPORT OF ROAD TRANSPORT TAXATION ENQUIRY COMMITTEE—Contd.

MR. DEPUTY-SPEAKER : We shall now take up further consideration of the Final Report of the Road Transport Taxation Enquiry Committee. The time at our disposal is 1 hour and 20 minutes. I do not like that this be discussed in instalments. The House would like to hear the hon. Minister. I would request the hon. Members to confine their remarks to 10 minutes each. Shri Goel to continue his speech. You have already taken 10 minutes. Please conclude in a few minutes.

SHRI CHAND GOYAL (Chandigarh) : Mr. Deputy-Speaker, Sir, I narrated yesterday that the transport industry is in the doldrums. It has not got a fair deal at the hands of the Government. It is good that the hon. Minister is present today. We missed him very much yesterday. He himself is of the opinion that, at present, the industry is faced with several difficulties. I would not read from his speech where he has admitted all this. He has admitted that the industry is suffering from heavy taxation. I would like to make an appeal to him that, if he really feels that the industry is suffering from heavy taxation, that it will be good to make a beginning with the reduction of excise duties on fuel, tyres and tubes and vehicles so that this burden may be reduced to some extent.

Another difficulty which the hon. Minister has also admitted is about inter-State movements. These transporters who have to pass from one State to another are subjected to various laws of various States. For that purpose, I would request the hon. Minister that the Inter-State Commission on Transport must be strengthened and made a permanent body, an independent body, and it must also be given powers to impose taxes on inter-State movements so that, after having collected all these taxes; these can be fairly and equitably distributed between the various States.

Another difficulty is with regard to these checkposts. I also want to remind him that the Keskar Committee in its Second Interim Report has suggested the abolition of octroi because in U. P. alone there are 27 such check-posts. The recommendation of the Second Interim Report has not been implemented by the various States. In fact, various corporations and local committees are now suggesting that the entire octroi schedule should be revised. It should be in the fitness of things that, from the Central Government, a directive should go to all these corporations and various local bodies so that the octroi duty is not enhanced at all.

14.45 hrs.

[*Shri Vasudevan Nair in the Chair*]

The illegal gratification which is being charged at various check-posts from these transporters is also another problem. They have to pay very huge sums on account of that. That problem also has to be very effectively tackled.

Then, Sir, I would invite the hon. Minister's kind attention to one thing; and that is, the absence of credit facilities given by the Government. This is proving to be a great hindrance in the way of development of the industry. The Minister himself has admitted that these transporters have to pay interest even upto 30%. In order to free them from the clutches of these greedy financiers, I think, the Government should think of some arrangement by which some financial aid can be made available to the transporters because Road transport is admittedly one of the best means of transport and the difficulties which we experience in rail transport are not ex-

perienced in road transport. It is a most convenient way of transport. There is no pilferage. The dealer who wants to take his goods from Delhi to Amritsar can take them during the night and can unload them at Amritsar in the morning and sell them realise the money that very day. Considering that the money market is tight these days, road transport provides one of the most easy, convenient and speedy mode of transport. Therefore, Sir, it deserves the Government's encouragement and I think the hon. Minister who realises this would do something in the matter. Now, that the ills have been diagnosed and various reports have almost given these unanimous reports. What has not been done is the implementation part of it and I would request the hon. Minister to see that whatever recommendations have been made by the Keskar Committee and Dalal Committee and various other committees are implemented. Even if he implements 25% of what has been recommended I think the industry will get some relief and would develop to the desired extent.

Sir, this industry, as I submitted already has to play an effective role in the economy of our country. And, therefore, I would appeal that something must be done in the matter of implementing what has already been recommended. The Inter-State Commission should be strengthened with powers of imposing taxes on inter-State movements and this should become an independent body and something should be done in this behalf. Some formula should be evolved with regard to the standard tax. This is all that I have to submit.

SHRI BEDABRATA BARUA (Kaliabor):
Road transport, though essentially of national importance, has been treated as a step-subject, and the inquiry has brought out justifiably the fact that there are a lot of difficulties in the way of the development of road transport due to all types of taxes and duties in various States.

Another aspect of the road transport business is that it is rather a small man's business, and about 80 per cent of the operators are middle class people, and 60 per cent among them are stated to be those who have only one truck each at their disposal and who use their truck for their own maintenance.

[Shri Bedabrata Barua]

The third aspect about the motor transport industry is the scope which it offers for corruption. The stiff control mechanism which is there is easily relaxed by the payment of some money. A motor operator is hopelessly at the mercy of those people who have to give him a licence or permit or a certificate of fitness for his vehicle and so on in respect of which one could always raise the question of judgment. Therefore, I feel that something should be done to look to the interests of this industry and the small men who are being subjected to regulations which are bound to be implemented in an arbitrary, way—it is not that the regulations are arbitrary, but the authorities can very easily act in an arbitrary manner by saying 'I do not accept your vehicle as being roadworthy; I reject it, unless you pay me'. It is because of this reason that those people who are placed in charge of checking the transport vehicles of certifying their roadworthiness tend to become corrupt, and I would submit that the extraordinary scope for corruption which this offers should be avoided; and it can only be avoided by bringing about certain changes. I hope that some of the changes that have been suggested by the committee will be implemented.

I know the difficulty involved in that matter, because some of the suggestions will have to be implemented by the States. For example, it has been stated that the taxation has been rather on the heavy side. I, for one, believe that it is true. Whether it is passenger tax or road tax or goods tax or any other tax, ultimately it falls on the consumer. A ridiculous aspect of the whole thing is this. In certain States, they impose passenger and goods tax; they impose it upon the bus passenger but they do not impose it on the passenger who travels by private car who also moves for visits, dinner etc. But when a man is sick and he hires a taxi, he will have to pay the tax because he is a passenger. This is the most regressive system of taxation that I could imagine, and I feel that it should be done away with. It is absolutely anti-people form of taxation. The man who is bound to appear in a case or somebody who is sick or somebody who has to appear in an office is obliged to pay

this tax, but one who travels in his own vehicle does not have to pay anything. This kind of thing should be avoided. The committee has suggested a very good step for avoiding this. I hope Government will try to put that suggestion through. For instance, the committee has suggested that there should be a tax on fuel. If diesel is more useful and cheaper, then it may be taxed more. Some way should be found to tax the fuel and the State Governments might be asked to collect it. If this system is adopted, there is very little scope for corruption, bribery etc. Of course, those who have a bad car will possibly have to pay something more on petrol; but they can change the carburettor or stop using bad petrol and so on. To the extent that the tax will be more on petrol by way of consumption by an old car, some injustice would no doubt be there. But the committee has suggested that the amount of petrol consumed is a very good indicator and therefore, the tax on petrol or fuel is good from the point of view of the industry.

There has been a general argument that the taxation has become a disincentive. I believe that this is an argument which cannot be rejected. We have to find out some ways and means by which we could remove the disincentive aspect. But it is not the disincentive aspect about which I am so much worried, but the encouragement to blackmarketing which is there because of the very heavy tax. I have seen that most of the drivers go about without any papers and without paying any taxes. They can easily do it; for, if the tax is very high, then all that one has to do is to go on avoiding that tax and paying just Rs 15 or Rs. 10 here and there. This type of thing has become an institution in itself. I have found it a sort of universal culture, so to say, in our country. So far as the motor vehicles are concerned, this is the state of affairs in the entire country. I thought that it was there only in my State, but I find that it is happening everywhere. Any vehicle could be stopped and the man asked to pay tax. If the duty is high, the man can always pay some money and manage to escape or pass; if, however, the amount of goods that he is carrying is not subject to octroi duty, he can always pass through.

It is taxation which has been very heavy so far as motor vehicles are concerned. I find also that the figures of taxation vary so much from State to State that some directive should be issued in this regard. This being a financial matter, I feel that some directives or instructions could be issued so that there is no scope for private taxis or private operators to operate in this field without paying any taxes. In those States where there are very heavy taxes, the private operators alone work. Private taxis have become the regular system. They have got their own stands, private taxi stands. I have seen in several States the same state of affairs. This has been directly caused by the faulty policy of State Governments. They should tax what is possible; Rs. 100 or Rs. 200 extra should be enough, until the common people, everybody can have a car. If this procedure is adopted, Government will not lose: on the other hand, they will get twenty times more tax—I can say this without hesitation—if they reduce the taxes. Do not have passenger and goods tax. Do not harass them. As it is, they have to go from one office to another. You go to any tax office. If you find a man in the morning there, you will still see him standing there at 4 P. M. because some terms have not been settled. It is not one office he has to go to. He has to go from one office to another. For passenger tax, it is one office; for goods tax it is another, for excise and sales tax it is a third office; for motor vehicles tax it is another office, and for fitness certificate it is the office of some other inspector.

This way of harassing people actually breeds corruption. We have to consider whether our system can stand so much. Should we make people unnecessarily corrupt? We have to see that whatever taxes we impose in such a way that we do not corrupt the common man and unnecessarily force him to *salaam* somebody with Rs. 10 for getting a thing done. This is not good for anybody.

I think the Minister should take this matter in hand because it involves the common people's interest. Also the vehicle-owners cannot protest. I have told vehicle-owners sometimes about it and asked why they are not protesting. They say that if they did, their vehicle would be deregistered for one year for one reason or another. This is the type of things going on and unless the initiative is taken by the Ministry—because the vehicle-owners are unable to protest—things will not improve.

SHRI INDRAJIT GUPTA (Alipore): The Report of the Road Transport Taxation Enquiry Committee has, in my opinion, brought out correctly but rather one-sidedly the difficulties which this industry is facing due to what I should call the anarchy of the taxation system. I am not concerned so much just now with the question of the absolute level of this taxation; it is not possible for me to judge to what extent this industry can bear any further increases in that direction, because I find that although, as has been pointed out by the Committee, over 85 per cent of the operators are small-scale operators, in the sense that they have only one or two vehicles each—surely this is a factor which merits Government's special attention—it is also true, so far as I know, that there is still a very huge rush for permits. I am inclined to believe that it is such a profitable business even now, despite the heavy level of taxation, that perhaps it would be wrong to consider this question simply from the angle of the capacity of the operators to bear this taxation level, because in that case this rush for permits would have begun to decline, but there is no sign of it declining. I am not actually shedding tears for these operators just now. But what I would bring to the attention of the Minister is that road transport, specially long-distance road transport, has definitely come to stay in India.

Without it now it is not possible for the country's economy, its commerce and its trade, to be carried on effectively and efficiently. I say this because there is a lurking suspicion in the public mind which the Government has not been able to dispel, that the rather stepmotherly attitude of the Government towards this road transport industry derives basically from the idea of the Government that it is a competitor with the railways, and it is necessary for the Minister to assure us not only on his behalf, because I know he has got a lot of sympathy for the development of this industry, but on behalf of the Government which he represents, that because of its vested interests in the railways it is not

[Shri Indrajit Gupta]

subjectively being influenced to take rather a stepmotherly attitude towards the development of this industry.

15.00 hrs.

What I am concerned about more than the actual absolute level of taxation is the fact that there is complete anarchy in the system, and it is this anarchy which is standing in the way of developing a really efficient, speedy and modern road transport system such as the country now requires. There is no uniform rate of taxation, there are so many types of taxes and they vary from State to State, there is a multiplicity of checkposts, there are these octroi levies, all these points have been made quite correctly by other speakers and they are emphasized in the report also. Apart from the total accumulative financial burden of all these things, this kind of system is something which is completely anarchic, and just to leave it on constitutional grounds to the various states to manage it will mean that the Central Government is actually abandoning its responsibility in the matter. If it wants to have a really efficient, cohesive and speedy road transport system operating in this country, it cannot be done if this anarchy is allowed to continue. Therefore, some ways and means must be found by which the system of taxation is simplified. They have also recommended it should be a single point taxation. I do not know why the passenger tax and the goods tax should not be consolidated with the motor vehicles tax. In some States that is done. For instance, in my own state Goods tax and passenger tax are included in the motor vehicles tax and we do not have to pay them separately at different places. In many States I think octroi duties are not much of a problem, in some States they are. I saw in the papers only two days ago that in Bangalore there was a Bangalore *bandh* on this issue. Perhaps the Minister saw it. The reason was that the Bangalore Corporation wanted to extend these octroi duties to cover about 200 or 300 items among which there are also motor spares and accessories. This led to a total *bandh* in the city. That kind of thing is also there. Moreover, this multiplicity of check-posts

and toll posts and octroi duties and all that has converted this as Mr. Barua has very correctly pointed out, into a cesspool of corruption. It is the main incentive for corruption. So I would suggest that some serious thought should be given to this matter of making this system of taxation more simplified and uniform and removing all these multiple irritants which exist and which lead not only to inefficiency but to corruption.

Secondly, this report deals mainly with direct taxation. What about all the indirect taxation from which this industry is suffering and over which I am afraid the Minister of Transport and Shipping has no control whatsoever, that is to say the high prices, the constantly rising prices firstly of vehicles,—there Birlas and Tatas are involved—the price of fuel which is going up all the times, spare parts, accessories, tyres etc. What about all this. This is the heaviest part of indirect taxation because the manufacturer and suppliers of these commodities are being allowed to use their monopoly or near-monopoly position in a sheltered market, protected market to fleece the consumers and charge prices and go on increasing them year after year without any kind of check.

Will you please tell us as to what is the use of our discussing this road transport problem unless it is taken as a comprehensive problem. It cannot be discussed piecemeal. It cannot be solved piecemeal. All these things are involved. There is the question, for example, of the wages of the road transport workers. Their wage structure has a direct bearing on the efficiency or inefficiency of this system. Everybody knows that the wages are low. The conditions of work are very different. All over the world it is known that the driver's occupation and profession is one of the toughest jobs in the world. Here also it is because of the business of the States having their own standards, having their own rights and so on, no uniformity has been brought about. Though there is some wage board appointed, it will go on in a pedestrian manner and I do not know what will come out ultimately. But this is also something which does not bring about a sort of organized and standardised system in wages which will allow the transport

industry to be manned by efficient workers and contented workers. May I remind you, Sir, it was these workers, the workers of the private transport operators who were called upon during the emergency in 1965 to carry supplies for the army on the border during the Indo-Pakistan hostilities when 4000 or 5000 of them had to be requisitioned for this purpose and it was the private transport drivers and cleaners who worked at the front line of the fire and many of them had been killed also by enemy bombs. Let us think about them a bit. Unless something is done, I do not see how you will get out of this unless it becomes a common concern not only of this Ministry but of the Government as a whole. I find this here in an answer which the Hon. Minister gave to one of my questions sometime ago. The question related to the Central Road Transport Corporation which is their own pet baby. The Central Road Transport Corporation is running on a loss. The loss is Rs. 16,52,000 during 1966-67. When it was asked as to what was the reason for this loss, many reasons were listed. The first two which the Minister cited are : (1) increasing cost of fuel and tyre and (2) increasing motor vehicle tax. It is because of these factors that the Government-owned Central transport Corporation is suffering. Then what is the solution ? I was very much pained to hear this. It also hurts me. I am sure the hon. Minister also feels that way. He is going about speaking in many places. He is an important man and he is saying all sorts of things. This is what he said in the annual general meeting of the Thana Manufacturers association sometime ago.

The Minister is quoted as saying that Dr. V. K. R. V. Rao pleaded his helplessness in meeting the demand of the road transport owing to the progressive cuts in the budgetary provision year after year and unless his hands are strengthened there is no use expecting things from him. I think it is correctly reported. He means that a powerful lobby should be built up in the Parliament to increase the budgetary allocation for transport and road development. The worst sufferer has been the Ministry of Transport and Shipping. If he wants to get out of the Finance Minister's clutches, I am prepared to support him fully. I would like to know just as we have a railway budget, why not we have a sepa-

rate road budget outside the general budget. Why not the Government think in terms of a separate road transport budget if we want to bring about a co-ordinated transport system instead of leaving everything to Mr. Poonacha ? He is there as the inheritor of the past legacy. Now the road transport system is only complementary to the Railways; it should not be regarded as a rival and it should be properly organized and put on a sound footing. I would suggest that the hon. Minister should think of a separate road transport budget. In that we are supporting him fully. Rather than going about the country and pleading helplessness and asking for a lobby in the Parliament—the lobby is here—he should stand up and fight against Mr. Morarji Desai. Otherwise how can we support him ? (*Interruptions*) Otherwise let him moot the idea of a separate road transport budget and we will support him.

SHRI SRADHAKAR SUPAKAR
(Sambalpur) : Mr. Chairman, Sir. I thank you for giving me a chance to speak on this subject, and I propose to confine my remarks entirely to Chapter IX of the report which speaks of the conditions of the roads in the country. The Central Government has taken up the responsibility of maintaining the national highways through the State Governments but I am afraid they do not pay any attention to the upkeep and development of the national highways.

15.11 hrs.

[*Shri Thirumala Rao in the Chair*]

In this connection, I would draw your attention to a very relevant remark in the report, namely, "the Central Government realises every year a sum of Rs. 236 crores on account of the motor transport taxation but it spends only Rs. 67 crores." That is, only one-fourth of the sum realised by taxation is spent on roads. I think this needs improvement having regard to the fact that the national highways are very important, and I think it is high time that the Central Government spent more on the development of roads than its income.

In this connection, it has been stated and justifiably so, that the economy of not maintaining the roads properly is a very

[Shri Sradhakar Supakar]

bad economy, which affects the transport operators, the people who are using the roads and others, the general public, in a very bad way by way of wear and tear of the vehicles, by way of breakdown, by way of detention in journeys and by way of slowness in speed and not doing the work properly and in proper time on account of the delay on the roads. The hon. Minister was in the Planning Commission and the Committee has recommended that at least Rs. 750 crores should be provided in the fourth Plan for the development of roads, but I think that even that is a rather very low target, because, if the Government has an income of Rs. 236 crores per annum, there is no reason why the allotment of money for the fourth Five Year Plan on account of the development of roads should not exceed a thousand crores. When I speak these thing I hope I am helping the hon. Minister in strengthening his hands.

So far as the tax element is concerned, it has been stated that for the running of these transport vehicles, the tax element in passenger vehicles is 43.3 per cent and so far as the goods vehicles are concerned, it is 35.7 per cent. Though a very strong and harsh criticism is made of the Government of the States and of the Centre that this amount is too heavy, I do not think if, having regard to the conditions of our road, the Centre and the States spend an adequate amount commensurate with the taxes that they realise, that is too heavy. If they spend an adequate amount on the maintenance of the roads, this percentage of taxation so far as the passenger vehicles and goods vehicles are concerned, would be perfectly justifiable. But that is not done. Taxes are realised but the roads are not maintained properly. That creates difficulty.

Even roads in the capital city of Delhi are in a very sad state. If anybody travels by scooter-rickshaw in Delhi, he can have the pleasure of galloping on horse back. Fortunately, accidents in Delhi are not many. Perhaps it is an accident that this debate takes place immediately after the two serious accidents in the car marathon race from London to Sydney. This does not speak well of our care of roads. There is a lot to be done not only in the matter of maintenance of the roads, but the

way in which traffic is taken care of. There are too many cows and road blocks on the roads. Why should we blame only the octroi and other checkpoints, when there are mere formidable checkpoints in the form of gheraos, strikes and bandhs on the roads?

Government should take into consideration all these facts. If at all they are serious that the transport system and the standard of our people should improve, the first and foremost thing they should consider is bringing the conditions of roads in our country to the same standard as is prevailing in other civilized countries of the world, where a car or goods truck can easily do 60 to 70 mph. Railways are trying an experiment of having a run of 100 to 150 km per hour. I would like Dr. Rao to compete with the railways and see that the day is not far off when we can have a safe journey on the roads without accident or death at a speed of 100 to 150 km per hour.

SHRI S. K. TAPURIAH (Pali) : Sir, I would confine my remarks to passenger transport. Seeing the way in which our people have started travelling more and more by buses and seeing that buses are the commonest possible mode of transport available to the common man whether in the village or in the city, we should take steps to see that this method of transport is made as cheap as possible. I would just like to mention two or three points that come to my mind immediately.

The first is about the heavy excise duties levied on diesel oil, motor parts and accessories. It is necessary to make the passenger transport system completely free from all encumbrances and difficulties. Only yesterday, in answer to my question, the Deputy Prime Minister said that diesel oil and petrol bear the highest incidence of excise duty. May I request the hon. Minister to see whether it is possible to remove the excise duty on diesel oil consumed by passenger buses, so that the rates of bus travel may come down and the common man may be benefited?

Secondly, in every State there is rush for permits. When there was a Congress Government in West Bengal, I remember opposition parties used to make complaints against the concerned minister for allowing

favouritism in granting permits. When the U.F. Government was in power, the Congress opposition made the same allegation. While there is such a rush for permits which implies that there is profit in this trade, how is it that every single nationalised passenger transport corporation in our country is losing money? There is not a single nationalised corporation either in Bengal or in any other State, which is making money. The reason is that the common man's transport cannot bear the burden of overheads which a centralised unit entails. We all talk of the common man. Now here is a business in which only small men and small traders are involved. One or two people get together and get a bus on hire-purchase and there are one or two men working with them.

There was no monopoly of bigger men in this trade. It was all run by smaller people. When we nationalised this, we threw these smaller people out of job and then we created these giants. And these giants started losing money. Losing of money by the State Corporations meant either higher incidence of taxation or increase in fares. If there is increase in fares, that again affects the common man. In the case of nationalised transport, we have seen that there is a burden on the people because the corporations have lost money and fares have been increased. Therefore, I believe that it is high time that some action is taken to stop them from increasing the burden on the people and the suggestion I have for consideration is this: I would like to know whether the Minister would consider de-nationalisation of these Corporations. This can be achieved by creation of small co-operatives, you are especially fond of co-operatives. Create co-operatives of 8 or 10 people including two drivers, four conductors, etc. and give them the buses owned by the Corporation on the basis of hire-purchase. The employee provident fund or other funds can be used as down payment and when you strip these corporations of their managerial staff, supervisors and store-keepers, the cost will definitely come down and then I believe you will be in a position to offer the man on the street a cheaper bus travel. It is for the Minister to consider this and I hope he will reply to this point.

श्री मुहम्मद इस्माइल (बंरकपुर) : सभापति महोदय, जो प्रस्ताव रोड ट्रांस्पोर्ट के बारे में पेश किया गया है, मैं उसके सम्बन्ध में कहना चाहता हूँ कि यह एक ऐसी इंडस्ट्री है जो आज भीम वर्ष की आजादी के बाद भी एक विश्वासन और डिसेंट्रलाइज़ेशन इंडस्ट्री है और इसका कोई माइंड बाप नहीं है। इसका पता नहीं है कि कौन इसके टेकल कर सकेगा कौन नहीं। रोड ट्रांस्पोर्ट बड़ी महत्वांग इंडस्ट्री है लेकिन अगर आप देखिये तो आप को पता चलेगा कि कुछ दिनों से रोड ट्रांस्पोर्ट इंडस्ट्री में छोटी-छोटी कम्पनियाँ हमारे देश में डेवेलप हो गई हैं, और इन्हें जोर ये डेवेलप हो गई है कि वह सारे देश में फैल गई हैं। उनकी इन्हीं इम्पारेंस हो गई हैं कि हिन्दुस्तान के तमाम शहरों में उसकी बाजेज़ बुल गई है, और रेलवे पर उसका जबर्दस्त प्रसर पड़ रहा है। अगर रेलवे से पूछा जाय तो मालूम होगा कि उनके पास 10, 15 या 20 से ज्यादा ट्रक्स नहीं हैं। वह सोग किस तरह से काम करते हैं और क्या उन का हिसाब है, अगर इसको बेला जाय तो दिल्ली में कुछ हिसाब है, बंगाल में कुछ हिसाब है, पान्नी में कुछ और हिसाब है। ऐसी स्थिति में व तो गवर्नरेंट इनकम टैक्स तय कर सकती है और न कुछ और कर सकती है। जब से यह भी इंट्रोड्यूस हुई है तब से बहुत लंबाई आ गई है।

इसके साथ-साथ यदि आप यह देखिये कि किस के पास कितने ट्रक्स हैं तो आप को मालूम होगा कि जिनके पास एक ट्रक है उनकी संख्या 1,36,000 है जिन के पास कुछ विलाकर 1,36,000 ट्रक हैं, जिन के पास दो से पांच तक ट्रक हैं उनकी संख्या 14,046 है, जिनके पास कुल मिलाकर 50,000 ट्रक हैं, जिनके पास 6 से 50 तक ट्रक हैं उनकी संख्या 3,187 है, जिनके पास कुल मिलाकर 61,440 ट्रक हैं, इसी तरह से जिनके पास 51 से 100 तक ट्रक हैं उन की संख्या 32 है, जिनके पास कुल मिलाकर 2,000 ट्रक हैं और जिन लोगों के पास 100 से ज्यादा ट्रक हैं, उनकी संख्या 37 है और उनके पास कुल मिलाकर 21,000 ट्रक है।

[श्री मुहम्मद इस्माइल]

यहां पर एक किस्म की मोनोपोली बन रही है और 37 आदमी आज 21,000 ट्रकों के मालिक हैं और बहुत काफी जायदा उठा रहे हैं। असल में यही लोग रोड ट्रांस्पोर्ट इंडस्ट्री को कंट्रोल करते हैं। जो एक एक ट्रक बाले 1,36,000 आदमी हैं उनका महत्व सबसे कम है। न तो वह टैक्स दे सकते हैं न अपनी गाड़ियों को भेन्टन कर सकते हैं, मगर उन को टैक्स बराबर देना पड़ता है। सब से ज्यादा टैक्स इन्हीं लोगों से बहुल होता है और उन 37 आदमियों को जिनके पास आज 21,000 ट्रक हैं उनको तमाम किस्म की छूटें मिली हुई हैं।

मैं कहना चाहता हूँ कि आज सब लोगों पर यूनिफार्म टैक्स होना चाहिये और वह सैटली कंट्रोल होना चाहिये और साथ में जो 37 आदमी 100 से ऊपर ट्रक बाले हैं उन पर ज्यादा टैक्स होना चाहिये और एक एक ट्रक बालों को खास रियायतें मिलनी चाहिये। तभी ज्यादा से ज्यादा आदमी इस इंडस्ट्री में एम्प्लाय हो सकते हैं और कमा कर खा सकते हैं। जो लोग आज कंसेट कर रहे हैं, मोनोपोली बना रहे हैं उन पर टैक्स का भार ज्यादा डालना चाहिये और छोटे-छोटे लोगों पर कम होना चाहिये ताकि वह अपनी टैक्स चला सकें, बर्ना उनके लिए बड़ी मुश्किल होगी।

आज लोग क्या करते हैं कि एक ट्रक रख लेते हैं और दस आदमियों के नाम में उसको दिखलाते हैं। एक ही आदमी साइड विजिनेस की तरह उसको चलाता है और दस आदमियों का काम एक आदमी करता है लेकिन जब टैक्स देना हो तो कहता है कि यह तो हमारा समिक्षिकारी विजिनेस है। जो ऐसे लोग हैं उन के पास कम से कम 61,000 ट्रक हैं। आज इस तरह की धांधलेबाजी चल रही है। इस रिपोर्ट के अन्दर भी यह चीज किटिसाइज की गई है। इसको पकड़ने का तरीका इस रिपोर्ट में है। मैं मंत्री महोदय से कहूँगा कि वह खास तौर पर इस चीज पर ध्यान दें। यह चीज सैटली कंट्रोल होनी चाहिये और जो हमारे

छोटे-छोटे ट्रक मालिक हैं उसको हिट में रखा जाये ताकि सरकार इस रोजगार का संचालन कर सके और इसका ज्यादा बोक जो मोनो-पोनिस्ट है उन पर रहे नहीं तो उनकी मोनो-पोली चालती रहेगी।

इस कमेटी की रिपोर्ट में बहुत सी रिकमेंडेशन्स हैं। जहां तक रिपोर्ट का ताल्लुक है, कमेटी ने अच्छी-अच्छी रिकमेंडेशन्स की हैं, मगर मेरा विश्वास नहीं है कि जो रिकमेंडेशन्स साधारण लोगों के हित में हैं वह काम में लाई जायेगी। मैं मंत्री महोदय से कहना चाहता हूँ कि जो रिकमेंडेशन्स छोटे-छोटे लोगों के हित में हैं वह खास तौर से इम्प्लायमेंट की जायें। मैंने देखा है कि जो गरीब लोग हैं वह तो सरकार को टैक्स देते हैं लेकिन जो बड़े-बड़े लोग हैं वह सरकार को धोखा देते हैं और दिन भर धूम-धूम कर अपनी गाड़ियों में चलते रहते हैं। अगर आप कोई एन्क्वायरी कमिशन बिठलायें तो आपको इस तरह के सैकड़ों नहीं हजारों आदमी मिलेंगे खास कर मेरे सूबे के बहुत से लोग मिलेंगे। यह काम सबसे ज्यादा बड़े-बड़े लोग करते हैं, जिनको कोई पूछते वाला नहीं है।

जैसा श्री इन्द्रजीत गुप्त ने कहा, इसके लिए एक सेपरेट बजट जरूर होना चाहिये। रोड इंडस्ट्री की बड़ी इम्पारेंस हमारे देश के लिये है। देहातों और गांवों में यह चीजें सप्लाई करती हैं। आज रोड्स का डेवलपमेंट हो रहा है। जब रोड्स का डेवलपमेंट होगा तब रोड ट्रांस्पोर्ट का भी डेवलपमेंट होगा। इसलिए इस का स्पेशल स्टेट्स होना चाहिये और सेपरेट बजट होना चाहिये। आज सेन्ट्रल गवर्नमेंट में एक सेन्ट्रल गवर्नमेंट रोड ट्रांस्पोर्ट अन्डरटेकिंग बनाई है। वह एक व्यक्तिगत किस्म की चीज है। कई मतभाव रिप्रिजेटेशन किया है, कोई मार्ड बाप नहीं है, कौन भेजेगा, कौन लेगा, क्या होगा, किसी किस्म का कुछ नहीं है। वहां बड़ी धांधलेबाजी है। मैं चाहता हूँ कि फुल प्लेज लारपोरेशन बनाया जाए और वह सब चीजों को देखे। रोड ट्रांस्पोर्ट को संट्रोल

करने के लिए बहुत सी चीजों पर आपको कंट्रोल करना होगा । छोटी-छोटी रोड ट्रांस्पोर्ट कम्पनियाँ हैं । उन पर खास तौर से इसको नजर रखनी होगी, उनकी इनकावायरी करनी होगी । क्या वे ट्रक्स देती हैं या नहीं देती हैं, इनकम ट्रक्स अदा करती हैं या नहीं करती हैं, इस पर इस रोड ट्रांस्पोर्ट कार्पोरेशन को नजर रखनी होगी और हमारे मिनिस्टर साहब को नजर रखनी होगी ।

37 आदमी हैं जिन के पास 21,000 ट्रक्स हैं । उन पर आपको निगाह रखनी होगी । जिन के पास एक-एक ट्रक होता है उनको ही ज्यादा मुसीबतों का सामना करना पड़ता है । उनकी तरफ आपका रुख सहानुभूति का रुख होना चाहिये । उनको ट्रैक्सों में राहत दी जानी चाहिये । कम से कम पैसा उन से लिया जाना चाहिये ।

श्री शशि भूषण (खारगोन) : ट्रांस्पोर्ट के हमारे मंत्री महोदय समाजवादी विचारधारा के मंत्री हैं । खास तौर से जो देश के नौजवान हैं वे उनकी तरफ हमेशा आशा लगाये रहते हैं । जिस समाजवादी सङ्क का वह देश में निर्माण कर रहे हैं, मुझे ऐसा लगता है कि उसी सङ्क पर योनोपोलिस्टों के ट्रक और उसी सङ्क पर सोशल बैलफेयर के ट्रक चलने वाले हैं । ये सब एक साथ नहीं जा सकते हैं ।

श्री घटल बिहारी बालपेती (बलरामपुर) : अलग-अलग सङ्कों चाहिये ?

श्री शशि भूषण : मैं यो रका की सङ्क का जिक नहीं करता । वह तो स्वर्ग को ले जाती है ।

ट्रक्स के जो ड्राइवर हैं उनके सम्बन्ध में मैं इतना ही जानता हूँ कि जब मैं प्रपनी गाड़ी से यहा से खारगोन आता हूँ और चुद ही गाड़ी को ड्राइव करके आगरा बन्वाई रोड पर से आता हूँ तो कभी भी ऐसा नहीं हुआ है कि कि मुझे पांच इस ट्रक उलटे हुए नजर न आये हों । ड्राइवर जो उनके होते हैं वे बेमीत भर जाते हैं । उन बेचारों को बहुत ज्यादा और बोडिंग करना पड़ता है । ऊपर की आमदनी

इसमें काफी होती है । इससे यही निष्पत्ति निकलता है कि यह जो इंडस्ट्री है वह यह से फायदे में चल रही है । इतने ट्रक उलटने के बाद भी कैसे यह आगे बढ़ती जाती है । इसके पीछे जो रहस्य है वह समझ में नहीं आता है । मैं गुप्त जी की जानकारी के लिए बतलाना चाहता हूँ कि दिल्ली की काइनेस कम्पनीज ने एक सौ करोड़ रुपया इसमें लगा रखा है । इस प्रकार से सारे देश में ट्रक्स का एक जाल सा फैला हुआ हमें दिखाई देता है । यह कहा गया कि ट्रकों में चोरी का माल जाता है । लेकिन मैं आपको बतलाना चाहता हूँ कि तीन सौ करोड़ रुपये का सोना देश के कोने-कोने में इन ट्रकों के जरिये जाता है । इन ट्रक कम्पनियों के कौन मालिक हैं ? बड़े-बड़े पूँजीपति ही तो इनके मालिक हैं ।

इस इंडस्ट्री के लिए आप सङ्कों तो ग्रन्थी बनायेंगे ही । मुझे उम्मीद है कि मंत्री महोदय रास्ते में ट्रक ड्राइवर्ज के लिए विश्राम करने की व्यवस्था भी करेंगे । ऐसी व्यवस्था भी इसके साथ-साथ होनी चाहिये कि कम से कम सौ मील पर इंडियन आयल कम्पनी का एक पैट्रोल पम्प लग जाए । प्राइवेट जो पैट्रोल कम्पनियाँ हैं वे तो प्राफिट के लिए ही काम करती हैं । लेकिन आई० ओ० सौ० ऐसा नहीं करती है । वह तो रास्ते में इन पम्पस की व्यवस्था कर ही सकती है ताकि उनको रास्ते में पैट्रोल मिल सके ।

इस सब का सही इलाज तो यही है कि सङ्क यातायात का राष्ट्रीयकरण हो । इसके अलावा कोई इसरा इलाज नहीं है । पिछले दिनों इन ट्रांस्पोर्टर्ज की एक बहुत बड़ी मीटिंग हुई थी । उसमें मंत्री महोदय भी भीड़ में देश के बड़े-बड़े नेताओं ने बहां नेशनलाइजेशन की बड़ी मुख्यालिपत की थी । हम आक्षा करते थे कि कम से कम हमारे मंत्री महोदय तो उस का विरोध करेंगे क्योंकि जो समाजवाद की सङ्क इस देश में वह बना रहे हैं, वह बात उस के अनुकूल नहीं थी । जिन नेताओं ने राष्ट्रीय-करण का विरोध किया उनका वजाब हम आप

[श्री शशि भूषण]

जैसे क्रान्तिकारी मंत्री से हमेशा चाहते रहे हैं।

जहां तक टैक्सों का प्रश्न है, म्यूनिसिपैलिटी वाले अलग लेते हैं, कस्टम्ज वाले प्रलग लेते हैं, हर प्रान्त में टैक्स अलग-अन्तर हैं, यह ठीक नहीं है। मेरा ख्याल है कि जब एक बार लाइसेंस ट्रक को दे दिया जाय तो उसको इजाजत होनी चाहिये कि वह देश के जिस भाग में जाना चाहे जा सके। देश के किसी भी भाग में ट्रक ले जाया जा सके, इसकी उनको छूट होनी चाहिये। काश्मीर के कन्याकुमारी तक ट्रक को ले जाने की उनको छूट होनी चाहिए। देश एक है और एक प्रान्त में से दसरे प्रान्त में ट्रक ले जाया जाए तो टैक्स देना पड़ता है, रिवत देनी पड़ती है। दिल्ली से बम्बई ले जाना हो तो रिवतों देनी पड़ती है। जब एक ट्रक ओनर ने ट्रक ले लिया, लाइसेंस ले लिया तो वह उसको जहां चाहे से जाए, इनकी उसको छूट होनी चाहिए। यह अजीब सा लगता है कि यहां का ट्रक यहां नहीं जा सकता है और वहां का वहां नहीं जा सकता है। जो बंदिशें हैं लाइसेंस आदि पर उनको योड़ा आपको कम करना चाहिए। इन बंदिशों से जो लोगों के अधिकार हैं उनका हनन होता है। ट्रक एक बार कोई से लेता है तो ऐसी व्यवस्था होनी चाहिए कि जहां वह चाहे उस को से जाए।

टैक्सिस का भी यूनिफिकेशन होना चाहिये। जिस तरह से गाड़ियों पर जयपुर की प्लेट लगी रहती है, ग्वालियर की प्लेट लगी रहती है, यह ठीक नहीं है। यह अजीब सा लगता है। यद्यपि राजा रहे हैं और न रानियां। प्रान्तों के ऊपर आप सर्वोपरि हैं। सारे देश में टैक्स जा सकें, इसकी व्यवस्था आप करें ताकि रिवत का जो बाजार है वह बन्द हो। टैक्स एक ही बगह लगें, इसकी व्यवस्था आप करें। इस दस और पचास पचास जगह टैक्स नहीं लगने चाहिये। उन देशों को वर्तमान व्यवस्था में जैवों में बीली रखती है इन रिवतों को देने के लिए। इसीलिये वे घोबरलोडिंग भी करते हैं और इसीलिए देशों की जांच भी जाती है।

उनकी जानें की सुरक्षा के लिए भी जरूरी है कि टैक्सों का एकीकरण हो।

मैं इनश्योरेंस के बारे में भी कुछ कहना चाहता हूँ। सड़कों पर आपकी हैं, उनकी मरम्मत आप कराते हैं लेकिन ट्रक्स की जो इनश्योरेंस है वह प्राइवेट सेक्टर में होती है। ऐसा क्यों? सड़कों पर आप दुर्घट करवा रहे हैं, रोड ट्रास्पोर्टेशन को आप धीरे धीरे नेशनलाइज़ कर रहे हैं और ऐसा करने के लिये आपको पूँजी भी चाहिये और पूँजी प्राप्त करने के लिये यह आवश्यक है कि उनका इनश्योरेंस भी आप करे। मैंने देखा है कि प्रदेशों की सरकारों की जो अपनी गाड़ियां भी हैं, ट्रक्स भी हैं वे भी प्राइवेट सेक्टर के यहां जाकर उनका इनश्योरेंस करवाती हैं। मैं चाहता हूँ कि उनके लिए आप एक जनरल इनश्योरेंस कम्पनी ऐसी बनाइये जहां पर इन ट्रक्स और गाड़ियों का नेशनलाइजेशन हो सके।

MR. CHAIRMAN : How much time will the Minister take?

THE MINISTER OF TRANSPORT AND SHIPPING (DR. V. K. R. V. RAO) : 20 minutes.

MR. CHAIRMAN : Shri Deven Sen.

SHRI RANDHIR SINGH (Rohtak) : I will take only 5 minutes.

MR. CHAIRMAN : No please. There is no time. The discussion is to be concluded by 4 O'Clock. A very important discussion is coming up at 4 O'Clock.

SHRI S. M. BANERJEE (Kanpur) : May I suggest that the discussion may continue till 4 O'Clock today and let the Minister reply tomorrow so that more Members can be accommodated.

MR. CHAIRMAN : Let it be concluded today. I would request the hon. Member to be brief and not to repeat the arguments.

श्री देवेन सेन (धारानसोल) : समाप्ति मर्दोदय, यद्यपि इस कमीशन ने अपनी स्पीच

सर्व सम्मति से दी है तो भी मैं भ्रात्री महोदय से पूछना चाहता हूँ कि किसके हित के लिए ये सिफारिशों की गई हैं? रिपोर्ट में यह वकानि का प्रयास किया गया है कि आप्रेटर्जं के हित में ये सिफारिशों की गई हैं। आप देखें कि 1952 में 46,000 आप्रेटर्जं ये जिनकी तादाद 1963 में बढ़ कर 1 लाख 53 हजार हो गई। यह इस रिपोर्ट में दिया गया है। 1952 में 1 लाख 30 हजार वीहिकल्ज ये जिनकी तादाद 1963 में बढ़ कर 2 लाख 70 हजार हो गई। यह जो कहा जाते हैं कि केन्द्रीय सरकार और प्रांतीय सरकारों द्वारा जो टैक्स लगाये जाते हैं उनके बोझ की बजह से मोटर ट्रांस्पोर्ट में कोई सुधार नहीं हो पा रहा है और लारी तथा बस आपने जं को नुकसान हो रहा है, यह इन आंकड़ों से जाहिर नहीं होता है। तब इनकी तादाद 46,000 से बढ़ कर 1,53,000 क्यों होती दम साल में और ट्रक्स की तादाद 1,30,000 से बढ़ कर दस साल के अर्सें में 2,70,000 क्यों होती। इनका स्पष्टीकरण होना चाहिये।

मैं आपका ध्यान रिपोर्ट के पेज 87 की तरफ भी दिलाना चाहता हूँ। इसमें 182 आप्रेटर्जं का हिसाब दिया गया है और देकर यह बतलाने की कोशिश की गई है कि किसी को नफा नहीं होता है। जहां पर 1 लाख 53 हजार आप्रेटर हों और जहां पर 2 लाख 70 हजार ट्रक्स हों वहां पर 182 का हिसाब लेकर यह निष्कर्ष निकालना तीक नहीं है कि उनको नफा नहीं होना है। तो भी इन 182 आप्रेटर्जं का हिसाब मैं देता हूँ। उनमें से 51 आपरेटर्जं को लास हुआ, 62 आपरेटर्जं को 12 परसेंट तक मुनाफ़ा हुआ, 33 आपरेटर्जं को 18 परसेंट तक मुनाफ़ा हुआ और 36 आपरेटर्जं को 18 परसेंट से ऊपर मुनाफ़ा हुआ। इसका मर्याद यह है कि 182 आपरेटर्जं में से सिफे 51 को लास हुआ और बाकी को 12 से लेकर 18 परसेंट, और उससे ऊपर भी, मुनाफ़ा हुआ। और किसी इंडस्ट्री में इतना मुनाफ़ा नहीं होता है। इसलिये हमारे लिये यह मान लेना असम्भव है कि इस इंडस्ट्री में किसी आपरेटर को कोई कायदा नहीं होता है।

मुझे बंगाल का अनुभव है। एक जमाने में मैं वहां ट्रांस्पोर्ट एडवाइजरी कमेटी का बैम्बर था। न जाने कितने आदमी लारी और बस लेने के लिए आते थे और एक बस के लिए तीस हजार रुपये की रिश्वत देने के लिए तैयार होते थे। कलकत्ता में जिस किसी को एक बस मिल गई, जिन्दी भर उसके परिवार की परवरिश हो जाती है। आसनसोल में यह स्थिति है कि जिसको बस मिल जाती है, वह उसके द्वारा न केवल अपना और अपने परिवार का काम लगाना है, बल्कि वह उसकी बंध-परम्परा बन जाती है। वे लोग कोई गरीब आदमी नहीं हैं। कलकत्ता में काशीपुर में बहुत से चौधरी लोग हैं। उनमें से हर एक के पास एक एक लारी है और वे बहुत धनी हैं।

इस स्थिति में यह समझ में नहीं आता है कि इस रिपोर्ट में किसके लिए रोया गया है और किसके हितों की रक्खा की गई है। अगर तीस लाख व्हीकल्ज हों और एक व्हीकल में दो ट्राइवर और क्लीनर हों, तो कुल साठ लाख एम्लाईज हो जाते हैं। इस रिपोर्ट में उनके बारे में कुछ नहीं कहा गया है। और फिर क्या यह टैक्स लारी-प्रोनर और बस-प्रोनर देते हैं? इन टैक्सों का बोझ कनज्यूमजं पर पड़ता है। इस रिपोर्ट में कनज्यूमजं के बारे में कुछ नहीं कहा गया है। इस लिये मुझे इस रिपोर्ट पर कुछ भरोसा नहीं होता है।

इस रिपोर्ट की सब से महत्वपूर्ण सिफारिश यह है कि एक इन्टर-स्टेट ट्रांस्पोर्ट कमीशन स्थापित किया जाये और उसको टैक्स लगाने का हक दिया जाये। अगर इस सिफारिश को स्वीकार किया जायेगा, तो संविधान का उल्लंघन होगा और राज्य सरकारों के साथ भगड़ा होगा। संविधान के अनुसार हम इस सिफारिश को लागू नहीं कर सकते हैं। मैं आप का ध्यान सातवें शिव्यूल, कानकेष्ट लिस्ट के पाइटम 36 की तरफ दिलाना चाहता हूँ, जिस में कहा गया है:

"Mechanically propelled vehicles including the principles on which taxes on such vehicles are to be levied."

[श्री देवेन सेन]

मोटर ट्रांसपोर्ट एक स्टेट सबजेक्ट है। उन पर किस बुनियाद पर, किस प्रिसिपल पर, टैक्स लगाया जाये, इसका फैसला करना केन्द्र के हाथ में है, जब कि टैक्स लगाना स्टेट्स का काम है। मंत्री महोदय ने बताया कि बहुत सी राज्य सरकारों ने इस रिपोर्ट को मन्त्रर नहीं किया है। मैं जानना चाहना हूँ कि कौन कौन सी राज्य सरकारों ने इसको स्वीकृति दी है। बिना राज्य सरकारों की स्वीकृति के इन सिफारिशों को कार्यान्वित नहीं किया जा सकता है। इनको लेकर राज्य सरकारों के साथ फिर झगड़ा होगा, क्योंकि इनके द्वारा केन्द्रीय सरकार राज्य सरकारों से टैक्स लेने के अधिकार को छीन रही है।

इस रिपोर्ट में यह भी सिफारिश की गई है कि राज्य सरकारों की भिन्न-भिन्न चेकपोस्ट्स को इन्टर-स्टेट ट्रांसपोर्ट कमीशन के अधीन कर दिया जाये। यह ठीक है कि चेकपोस्ट्स के जरिये बहुत करपान होता है, लेकिन बिना चेकपोस्ट्स के राज्य सरकारों का काम कैसे चलेगा? जहां स्टेट्युटरी राशनिंग या प्राविधिकान है, वहां चेकपोस्ट्स कायम करनी पड़ेगी। जिस स्टेट में ज्यादा डकैतियां होती हैं और अनसोशाल एलिमेंट्स मोटरों, लारियों और बसों पर चढ़ कर आते हैं, वहां चेकपोस्ट्स न होने पर उनको कैसे रोका जा सकेगा?

इस सब बातों के आधार पर यह कहा जा सकता है कि कमेटी ने सब पहलुओं पर विचार करके अपनी राय नहीं दी है। यह तो नहीं कहा जा सकता है कि उसने जलवायी से काम निया है, क्योंकि इस रिपोर्ट के लाने में तीन चार पाच साल लग गये हैं, लेकिन यह एक कम्ती रिपोर्ट है और इसमें कोई महत्वपूर्ण बात नहीं रखी गई है।

इस रिपोर्ट में कहा गया है कि अगर रोड्ज मच्छी बनाई जायें, तो पचास परसेंट खर्च बढ़ जायेगा। लेकिन रोड्ज को मच्छी बनाने के लिये कोई सिफारिश नहीं की गई है। यद्यपि तारी-ओलर्स और बस-ओलर्स बहुत बनी हैं, हम लोगों—पालियामेंट के लोगों—से पकाया

बनी है, लेकिन इस रिपोर्ट में उन पर टैक्स कम करने की सिफारिश की गई है।

जैसा कि माननीय सदस्य, श्री इन्द्रजीत गुप्त, ने कहा है, मोटरों और लारियों की कीमतें लगातार बढ़ती जा रही हैं, लेकिन इस बारे में इस रिपोर्ट में कुछ नहीं कहा गया है।

इस प्रकार हम देखते हैं कि रिपोर्ट में जो सिफारिशों की गई हैं, उनसे फायदा केवल घनी लोगों को होगा, गारीबों को नहीं होगा, मोटर-ट्रांसपोर्ट में काम करने वाले एम्प्लाईज को भी नहीं होगा और कन्जूमर्स—हमें और आपको—भी नहीं होगा। इस लिये हम इस रिपोर्ट को मन्त्रर करने में भ्रस्तमर्थ हैं। अगर राज्य सरकारें इस को मन्त्रर न करें, तो इसको कार्यान्वित नहीं किया जा सकता है।

जिस इन्टर-स्टेट ट्रांसपोर्ट कमीशन का मुभाव दिया गया है, वह भी एक खतरनाक चीज़ है। उसमें तीन सदस्य होंगे और उसके चेयरमैन के बारे में रिपोर्ट में कहा गया है कि उस पद पर कोई बैन आफ पब्लिक इम्प्रार्ट्स नियुक्त किया जाना चाहिए। इसका मतलब यह है कि जितने डिफीटिड मिनिस्टर्ज हैं, उनके पुनर्वास के लिये यह जगह खाली रखी जा रही है।

इस सरकार की विदेयक-निर्माण की पालिसी में मुझे दो बातें देखने को मिलती हैं। एक तो यह है कि जहां तक हो सके, मजदूरों के हक्क छीने जायें, जैसा कि इंडियन रेलवे एमेंट्स बिल में किया गया और दूसरी यह है कि जहां तक हो सके, डीसेंट्रलाइजेशन को खत्म करके केन्द्रीय-करण किया जाये। आज जो बिल पास किया गया है—एप्रीकल्चरल क्रेडिट कारपोरेशन बिल, उसमें भी केन्द्रीयकरण की तरफ कदम बढ़ाया गया है और इस रिपोर्ट में भी वही प्रवृत्ति नजर आती है। इस लिए मैं इसको मन्त्रर नहीं कर सकता हूँ।

मैं चाहता हूँ कि मंत्री महोदय इन बातों का स्पष्टीकरण करें।

SHRI DINKAR DESAI (Kanara) : Sir, if one reads this report, one gets the impression that there is nothing but chaos in our road transport system. It is very clear that the taxes have been increased on the road transport vehicles compared to the general increase in taxation in the whole country. That is rather curious. The figures show that in 1950-51 6.15% was the total tax revenue in respect of these motor vehicles, out of the total tax revenue. Now, this figure has increased to 13.33% in 1965-66. From 6.15% in 1950-51, it has increased to 13.33% in 1965-66. The taxes on this industry has been increasing much more speedily than the general taxation in the whole country. We can prove this by another way. They have given the cost of one truck as Rs. 29,868 of which the total tax is Rs. 15,114—that is, more than 50% is the tax, out of which the central tax itself is 31.3%. The taxes are very heavy. Who are the persons who pay these taxes ? Sir, it has been revealed that 89% of the operators are owners of only one vehicle. They are small people. There may be a few big companies. There are a few big companies, no doubt ; but on the whole, 90% of the operators have only one truck. They are small people. When there is so much of taxation, Sir, there cannot be development in respect of road transport. That is very obvious. They cannot bear that much of heavy taxation. That is one of the reasons why our road transport has not improved. Sir, road transport, in a way, is much more important than railway transport so far as the rural areas of our country are concerned.

The railways cannot go to every village. But road transport can and should go to every village, because India is essentially a land of villages. If we want to develop India, road transport must be developed. Every village must have an approach road leading to the bigger road and then on to the national highway. So this question is very important.

There are so many impediments in the way of development of road transport as shown in the Report. Take, for example, checkposts. As rightly pointed out by many speakers, these are hotbeds of corruption. We cannot imagine to what extent they are corrupt. I will cite only one

story, not fictional. It actually happened very recently, about 8 months ago in Mysore State from which I come. The Assembly legislators of the State had gone to Madras to attend an international conference. While they were returning, they were stopped by the police at the Madras-Mysore border at midnight. He was a person dressed as a policeman. He said, 'I will not allow the vehicle to pass unless the *mamool* is paid. *Mamool* in Kannada means 'traditional bribe'. They said 'We are members of the Mysore Legislature'. He said, 'That is not my concern. Unless my *mamool* is paid, I cannot let this vehicle enter Mysore State'.

This is what actually happened. The vehicle was stopped for one hour. There were discussions and the members of the Legislature got down. Nothing could be done. Ultimately, the real police came. The man who stopped them was dressed like a policeman. He was employed by the police to collect *mamool*. Ultimately, it took the Mysore legislators one hour to enter their own State. This is the story of the checkposts.

Just now Shri Indrajit Gupta mentioned about Bangalore *bandh*. There is so much corruption. This is in Mysore State, once described by Mahatma Gandhi as *Ram Raj*. If this is *Ram raj*, I would prefer *Ram raj* to it any day.

The octroi is a medieval system of tax. Every student of economics knows that it is against the modern system of tax. That is why this Report also says that octroi must go and must be substituted by a modern mode of tax which may be distributed among all States.

Various other suggestions are made in the Report. They are generally good suggestions. The final suggestion is that there should be an Inter-State Transport Commission so that there is uniformity in the laws on taxation. In the matter of taxation, the whole country should be treated as one unit. Then alone road transport will develop ; otherwise not. Under our Constitution, roads are a State subject also. In the case of railways, it is governed by one central authority. I do not know how this matter is going to be solved. Of course, the Transport Minister thinks—at least this Report thinks—that the setting

[**Shri Dinkar Desai**]

up of an Inter-State Transport Commission will solve all problems. I do not think so. I do not think that alone will be sufficient.

In this connection, Government should make a study of the development of the road transport systems in big countries like the USA and USSR, both of which have a federal constitution like ours. They should see how the system operates in these countries.

14.54 hrs.

[**Mr. Deputy-Speaker In the Chair**]

In America and the Soviet Union, road transport is very well developed.

Just now we are going to discuss the subject of Centre-State relations. This is a question of Centre-State relations also. That is why it is not so simple a subject. Moreover, just because some good recommendations are made in this report I am not sure that they will all be accepted by the Government or that they will take necessary action on the recommendations, because this report itself has mentioned at page 22 that in the past so many commissions and committees were appointed for the improvement of road transport but nothing has been done. Generally we are following the British policy in this country. Whenever there was some difficulty, there was some cry, Government used to appoint commissions and committees and then nothing happened. The same thing has happened in free India also. That is why I would like to get an assurance from the Transport Minister whether they are really serious. I know that the Minister himself is serious, but it is a question ultimately of the Cabinet. That is the whole trouble. Here you will have to manage things with the States also. That is why I would like to know from the Transport Minister whether this question will be seriously considered at the Cabinet level and whether all the recommendations, useful recommendations, made in this report will be acted upon. If not, it is merely waste of time and the whole country may lapse into greater chaos because after all transport is the most important thing in the country and as I have pointed out earlier, road

transport is most vital because unless road transport is developed our rural areas will not develop.

This is why it is a very important question and I am glad that we were given an opportunity by the Minister to discuss this report, but let us not end only with discussions because today everybody loses face in this country because this Government only discusses things and they never take decisions nor implement them. Whenever a decision is taken, it is reactionary. That is why I would like to have some definite assurance from the Transport Minister as to what he is going to do, when he is going to set up this Inter-State Transport Authority and whether he is going to make a serious study of the transport system in other countries, particularly big countries where they have a federal type of Government, to see that our roads develop quickly so that the whole of India can be developed more speedily.

I have nothing more to add. I would request the Minister to make a careful study of these questions and give us a satisfactory reply that something will be done and the Government will not sleep as it has been sleeping all these twenty years.

श्री रमेशीर सिंह (रोहतक) : उपाध्यक्ष मंडोदरी, मैं वह बात कहूँगा जो भ्रष्ट तक किसी ने कही नहीं है। पहली बात मैं यह कहता चाहूँगा, मिनिस्टर साहब को तजवीज़ दूँगा, वह सोचें कि जो नेशनल हाईवे ज़ हैं या दूसरी माड़कें हैं उन पर टांगे बाने, रेहड़ीबाले, किसान या दूसरी इस तरह की जो सवारियाँ होती हैं उन की कोई कफर नहीं है। अगर वह सङ्क पर आ जायं तो उन को ढुक्के मार कर नीचे पटरी पर उतार दिया जाता है। तो एक तो मिनिस्टर साहब यह इन्तजाम करें कि जहाँ किसान की गाड़ी दिले, नजर आए, वहाँ बस बाला हो, या कार बाला हो या कोई दूसरा इक बाला हो, एक ऐसा निशान लगा दें मोटर पर जैसे सिगनल होता है ताकि वह सनाम कर के जाय। जैसे कोई फ़ंडा होता है, जैसे हमारा वह एक निशान होता है, हम को नेशनल पैलेज देते ही हम उसे

सलाम करते हैं इसी तरह से ठेले बाला, कार बाला जो अपने आप को मालिक समझता है सारी सङ्क का जब कि मालिक उस का किसान है और वह सङ्क उस की है उस को सङ्क पर नहीं चलने देना चाहते तो उस की कम से कम इतनी इज्जत तो कर दें, वह चाहे मिनिस्टर हों, चब्बाणा साहब हों, उन की कार हो तो वह ऐसा निशान करें कि जिस में मालूम पड़े कि मेरा सलाम कबूल करे किसान। किसान तो इसी बात पर खुश हो जायगा।

16.00 hrs.

दूसरी बात जो मैं कहना चाहूँगा वह यह है कि जहां बड़े-बड़े शहर हैं वहां तो राव साहब ने रिंग रोड नेशनल हाई-वे या बड़े-बड़े हाई-वे पर दे दी हैं, लेकिन गांवबालों ने क्या जुलम किया है, गांव के बीच में से नेशनल हाई-वे या बड़ी हाई-वे युजरती है, उस में बांध-नास नहीं दिया है। हमारे गांवों की बच्चियां, गरीब हरिजनों, गरीब मजदूरों, गरीब किसानों के बच्चों की रोजाना भौंते होती हैं। डिटी स्टीकर साहब, प्राप्त जानते हैं कि ये ट्रक बाले किसी लापरवाही से ट्रक चलाते हैं.....

MR. DEPUTY-SPEAKER : The hon. Member may resume his speech on the next occasion.

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16.01 hrs.

DISCUSSION RE : CENTRE STATE RELATIONS

ओं कंबर लाल तुल (विली सदर) : उपाध्यक्ष बहोदय, केन्द्र और राज्यों के सम्बन्धों की समस्या बहुत मम्भीर है और यह समस्या गिरने दो मालों से तो और भी ज्यादा जटिल हो गई है, टेढ़ी और पेचीदा हो गई है। जब 1067 में आम चुनावों के बाद देश में क्रान्ति आई तो अमृतसर से लेकर अगर गाड़ी कलकत्ते तक जनी जाय, बत्कि भुवनेश्वर तक जाय, तो जहां पर पहले काँग्रेस की राजसत्ता थी, वहां पर गैर-कांग्रेसी सरकारें बनी।... (अवधारण)...

बव ब्रेस्ट यह है कि ये पेचीदगियां क्यों आईं ? इस के दो कारण हैं दो साल पहले, उपाध्यक्ष जी, भारत में केन्द्र तथा राज्यों में प्रायः कांग्रेस की सरकारें थीं, इस लिये कभी-कभी थोड़ा-बहुत मतभेद होता था, लेकिन कोई जटिल समस्या नहीं बनी और इस का दूसरा कारण यह था कि देश में प० जबाहर लाल नेहरू जैसे व्यक्ति की टालरिंग-परसनेलिटी थी, जिनका सब सम्मान करते थे। लेकिन ये दोनों बातें 1967 के बाद नहीं रहीं, जिसका परिणाम यह हुआ कि समस्या दिन पर दिन बढ़ती गई।

अगर पिछले दो साल की कहानी को ध्याप देले तो आप पायेंगे कि यह केन्द्र तथा राज्य सरकारों के सम्बन्धों की कहानी बड़ी बर्बादी कीर कम्पलीकेट रही है। किस हांग से केन्द्र ने राज्य सरकारों से बताव किया, अगर यह चीज़ बेक्षी जाय तो इस के भयानक नतीजे निकलेंगे। अपनी पार्टी के लिये राजनीति को लाकर किस तरीके से इन लोगों ने गैर-कांग्रेसी सरकारों को, जो आपे से ज्यादा देश में बनाई गई थीं, उस्टा, तिस्टेमेटिक तरीके से उस्टा, लोगों के बहिकट को पलटने की साजिश की गई, उस की मिसाल महीं बिलैगी।

उपाध्यक्ष जी, मैं यह मानता हूँ कि हमारे देश का कांस्टीचून फैडरल है, जैसा फैडरल कांस्टीचून हमारे देश में है बैना दुनिया के और किसी देश में नहीं है। केन्द्र और राज्यों के जो अधिकार इस पालियामेन्ट ने बनाये हैं, उन का पालन हार राज्य सरकार को करना चाहिये। हमारे केन्द्र को अधिकार है कि वह किसी भी राज्य सरकार को डायरीकिट दे सकती है, उनकी बातें भी को भी बेच कर सकती है, एडजस्टमेन्ट भी कर सकती है, यहां तक कि राज्य सरकारों को बत्तम भी कर सकती है। ये सब पावर दुनिया के किसी और फैडरल कांस्टीचून में नहीं हैं। मैं डा० अम्बेदकर को भी इस अवसर पर कोट बरना चाहता हूँ—वह कांस्टीचून की ड्रिपिंग कमेटी के बेवरीन थे, उन्हें कहा था—

[श्री कंबर लाल गुप्त]

"The Committee wanted to make it clear that though India was a federation, the federation was not the result of an agreement by the States to join a federation.. and no State has the right to secede from it. The country is one integral whole, its people a single people living under a single imperium derived from a single source."

उपाध्यक्ष महोदय, यह देश एक है और हमारे दल की यह मान्यता है कि इस में यूनाइटेड टाइप की गवर्नमेंट होनी चाहिये, एक सरकार होनी चाहिये, लेकिन जब फैडरल गवर्नमेंट है, दोनों चीजें बांटी हुई हैं, अधिकार बटे हुए हैं, तो केन्द्र सरकार का यह कर्तव्य है कि दोनों में बैलेंस रखा जाय, राज्य सरकारों को खुली घूट देनी चाहिये कि वे अपने इनिशियेटिव से जितना काम कर सकें, करें, लेकिन देश के अहित में नहीं, जो केन्द्र को बैलेंस कर के नहीं करना चाहिये। एक ऐसा बैलेंस कोड बनाना चाहिये था, जिससे कि दोनों के सम्बन्ध अच्छी प्रकार से चलते, लेकिन, उपाध्यक्ष जी, मुझे खेद के साथ कहना पड़ता है कि केन्द्र सरकार इस में बुरी तरह से नाकामयाब रही है। उन को जिस तरह का आदान केन्द्र सरकार के नाते रखना चाहिये था, उस तरह का आदान नहीं रखा।

पहला तीर जो चम्भारा साहब के तरक्स से निकला—वह राजस्थान था। वहां की असेम्बली को भंग करने के बारे में निकला। वहां पर कांग्रेस की मैजोरिटी नहीं थी, लेकिन किसी भी बहाने से इन्होंने गवर्नर को कहा और गवर्नर ने योहे दिन के लिये असेम्बली को भंग कर दिया, इस बीच में वहां हाउस-ट्रेडिंग होती रही और आखिर में जब कांग्रेस की मैजोरिटी बन गई, उस के बाद उस असेम्बली को फिर जिम्मा कर दिया गया। इतना ही नहीं उस के बाद बिहार में, पंजाब में, बंगाल में, इन्होंने माइनोरिटी गवर्नमेंट्स बनाई—जहां पर कि गैर-कांग्रेसी सरकारें थीं। उपाध्यक्ष जी, मिनि-स्कर्ट और मिनि-शर्ट तो नौजवान नड़के-नड़किया पसन्द करते

हैं, लेकिन जब एक बूढ़ा आदमी और वह भी गृह-मंत्री हो, वह मिनि-गवर्नमेंट पसन्द करे—लड़के-नड़कियों का मिनि-शर्ट या मिनि-स्कर्ट पहनने से यह होता है कि कुछ हिस्सा नंगा रहता है, लेकिन इन्होंने तो मिनि-सरकारे पैदा कर के.....

श्री स० मो० बलर्जी (कानपुर) : गुप्ता जी, ये मिनि-डिवेट्स हैं।

श्री कंबर लाल गुप्त : मिनि-सरकारे पैदा कर के गृह मंत्री स्वयं तो नंगे हो ही गये, लेकिन दुनियां के सामने सारे भारत की डेमोक्रेसी को भी नंगा कर दिया।

श्री राधार्थ तिह (रोहतक) : यह क्या लैंगेज इस्तेमाल की गई है। बकील हो कर भी ऐसी लैंगेज इस्तेमाल करते हैं...(व्यवधान)...

श्री कंबर लाल गुप्त : जिस तरह से इन्होंने बिहार में किया—मंडल को चीफ मिनिस्टर बनाने के लिये पहले एक आदमी को तीन दिन के लिये चीफ मिनिस्टर बनाया, उस के बाद उन को नैमिनेट कराया—हिन्दुस्तान के इतिहास में ऐसा कभी नहीं हुआ। इस तरह की कहानियां चलती गईं—इसी तरह से पंजाब में हुआ। मैं उस लम्बे विस्ते में नहीं जाना चाहता हूँ। मैं सिफं यही कहना चाहता हूँ कि एक प्रकार से नान-कांप्रे सी सरकारों को गिराने के लिये कास्टिपरेसी की गई—इस काम के लिये गवर्नर की इस्टीचूपान को यूटिलाइज किया गया, मिस-पूजा किया गया—पार्टी-एप्ल्स के लिये—यह डेमोक्रेसी पर एक जबरदस्त छोट थी।

मैं यह भी कहना चाहता हूँ कि गवर्नर जो लोग बनाये गये—किन को बनाया गया—जो सेकेचरल-रेट के लोग थे, जो इलेक्शन में हार गये थे, उन लोगों को गवर्नर बनाया गया, ताकि वे इन के हाथों में कठपुतली की तरह से नाचे, कास्टीचूपान के मुताबिक काम न कर

पायें, गवर्नर की जो ताकत है, गवर्नर के लिये जो कायदे-कानून हैं, उन को भुलाकर उन्होंने यह सब कुछ किया। मैं यह भी ज़हर मानता हूँ कि जो कुछ इन्होंने किया, वह तो निदनीय है ही, लेकिन हमारी तरफ से भी बंगाल के स्पीकर ने पंजाब के स्पीकर ने जो कुछ किया, उस को डिफेण्ड नहीं किया जा सकता। हम समझते हैं कि अगर देश में प्रजातन्त्र को रखना है तो विरोधी पक्ष को भी उतना ही जिम्मेदार होना पड़ेगा जितना कि हम सरकार से मांग करते हैं, तभी दोनों बैलंस हो हो कर ठीक ढंग से बाम चला सकते हैं।

मेरी मांग यह है कि जिस तरह से गवर्नर की इस्टीकूशन को इन्होंने मिस्यूज़ किया है कोई ऐसा तरीका बनाया जाना चाहिये जिसमें कि गवर्नर की नियुक्ति आइन्दा इण्डिपेन्डेंट लोगों में से हो जो संविधान के मुताबिक चलें। ऐसा न हो कि कोई मंत्री हार जाय, तो उस को गवर्नर बना दिया जाय, यह मिनिस्ट्री आफ रिहैबिलिटेशन नहीं होना चाहिये।

दूसरी चीज जो दो साल के तजुबे से हम ने सीखा है, वह यह है कि हमारे विधान में गवर्नर को इम्पीच करने का कोई अधिकार नहीं है। हम राष्ट्रपति को इम्पीच कर सकते हैं, लेकिन गवर्नर को इम्पीच करने का कोई अधिकार हमारे विधान में नहीं है। इस लिये मैं मांग करना चाहता हूँ कि गवर्नर को भी इम्पीच करने की ताकत विधान में होनी चाहिये, क्योंकि राष्ट्रपति उन को नियुक्त करता है, इस लिये हो सकता है कि राष्ट्रपति की मर्जी के बारे भी गवर्नर कभी कोई गलत बात कर दें इसलिए गवर्नर को किस तरह से इम्पीच किया जाए, यह चीज भी विधान में होनी चाहिये। इतना ही नहीं, आपको यदि होगा कि राष्ट्री में कुछ रायटेस हुए थे, वहाँ के उस समय के चीफ मिनिस्टर, महामाया बाहु ने कहा कि मैं कमेटी नियुक्त करता हूँ, जुडिशल इंस्वायरी करता हूँ और देखता हूँ कि क्या आरण है लेकिन उनको बनीर पूछे केन्द्र ने अपनी तरफ से एक इंस्वायरी कमेटी बिठा

दी। जब राज्य सरकार उसके लिए तैयार थी तो मैं पूछना चाहता हूँ कि उसके लिए एक अलग कमेटी बिठाने की क्या ज़रूरत थी? जब वे कमेटी बिठा ही रहे थे तो फिर उनके साथ सहयोग करना चाहिए था।

इतना ही नहीं, जहाँ तक फाइनेंशल मैटर्स का सम्बन्ध है, स्टेट्स के एलोकेशन्स बहुत कम हैं। पैसे की बजह से स्टेट्स में एक फस्ट्रेशन आया हुआ है।...(व्यवस्थाएँ)...मेरा कहना यह है कि आज कल क्या हो रहा है? 40 परसेन्ट से लेकर 80 परसेन्ट तक स्टेट्स को एलोकेशन होता है केन्द्र की ओर से लेकिन 40 परसेन्ट और 80 परसेन्ट में भेदभाव क्यों होता है? किसी को 40 परसेन्ट दिया जाता है और किसी को 80 परसेन्ट दिया जाता है और यह केवल एक आदमी के ब्लॉक के ऊपर ही निर्भर करता है। आप कहते हैं कि अगर आपको बोलना है तो स्पीकर की आई कैच कीजिए और फिर हमको मौका मिल जाता है। लेकिन यहाँ पर क्या है? अगर पैसा लेना है—We will not get anything unless we catch the feet of the Finance Minister. This is the position. हरएक स्टेट को एक न्युनिश-पैनिटी का दर्जा दे दिया गया है जिसके कारण उनमें फस्ट्रेशन है। मैं चाहता हूँ कि उनको ज्यादा अधिकार मिलने चाहिए, ज्यादा पैसे का एलोकेशन होना चाहिए और प्रायर्टीज़ फिल्स होनी चाहिए। एक परमानेन्ट फाइनेंस कमीशन की स्थापना की जानी चाहिए जोकि इन चीजों के तय करे। आपने एक सोकाल्ड एन० डी० सी० बना रखी है, नेशनल डेवलपमेन्ट कॉमिशन जिसका कोई जबाब नहीं है। सुद मेसूर के चीफ मिनिस्टर, श्री बीरेन्द्र पाटिल ने 28-४-८८ को यह मांग कर रखी है कि एक परमानेन्ट फाइनेंस कमीशन सेटअप होना चाहिए जोकि पार्सं और सेयर आफ मनी को डिफाइन करे। प्राटिकल 275 में, किसीनी आन्सर मिलनी चाहिए, यह चीज बताई गई है।

बद मैं केरल की ओर आता हूँ जोकि वास्तव में कमज़ू आफ दि ब्राज्जम है। वहाँ पर

[श्री कंबर लाल गुप्त]

पहला सवाल यह है कि सी० आर० पी० को केन्द्र ने भेजा। क्या सी० आर० पी० को भेजने का अधिकार केन्द्र का था? मैं मानता हूँ कि सी० आर० पी० को भेजने का अधिकार केन्द्र को था। यह चीज हरएक ने मानी है। स्वयं केरल के चीफ मिनिस्टर, श्री नम्बूद्रीपाद ने भी कहा है कि केन्द्र को अधिकार था। लेकिन मैं ने पहले भी यह सवाल किया था कि अधिकार था अधिकार है लेकिन आपको राज्य सरकार से पूछना चाहिए था। आपने क्यों नहीं पूछा, इसका जवाब चलाएं साहब नहीं देते हैं। गोलमाल आफिशाल्ट के नाम पर बोलने वाले सरकारी कर्मचारी कहते हैं कि पूछने का क्या फायदा था, हमें तो उनके विचार पहले से ही मालूम थे। आपको यह मालूम था कि यह जो केन्द्रीय कर्मचारियों की हड्डताल है इसके बारे में राज्य सरकारों में मतभेद है, इसके बारे में पाटियों में मतभेद है तब तो आपके लिए और भी ज्यादा जरूरी था कि आप उनसे सलाह करते। और सलाह करने के बाद फिर आपको पूरा हक था कि जो चाहें करें... (व्यवधान)...

SHRI NAMBIAR (Tiruchirapalli) : He said, there was no necessity to consult.

श्री कंबर लाल गुप्त : मैं मानता हूँ कि यह विषान में राइट है और विषान में राइट होते हुए यह कांस्टीट्यूशन के खिलाफ न भी हो लेकिन इसमें कांस्टीट्यूशन की इन्प्रो-प्रायटी जरूर है। प्राक्षिर आप किस ढंग से देश को चलाना चाहते हैं? क्या एक हाथ में कांस्टीट्यूशन की किताब लेकर और दूसरे हाथ में डंडा लेकर आप राज्य सरकारों से कहेंगे कि यह विषान है, या तो इसको मानो या फिर तुम्हारे सिर पर डंडा पड़ेगा। इस प्रकार से तो कोई भी केन्द्रीय सरकार राज्यों के साथ सम्बन्ध नहीं रख सकती है और भगवर ऐसी गलतफहमी में कोई हो तो उसे आपनी धांखे लोल लेनी चाहिए, इस प्रकार से कभी होने वाला नहीं है। तो इसमें कांस्टीट्यूशन की इन्प्रो-प्रायटी की वजह है जोकि इस सरकार के नहीं ही।

इसी प्रकार से मैं कहना चाहता हूँ कि जब बिहार में गवर्नर के एप्वाइन्टमेन्ट का सवाल आया तो आपने चीफ मिनिस्टर से पूछा, चीफ मिनिस्टर ने कहा कि हमें यह गवर्नर नहीं चाहिये लेकिन उसके बाद भी आपने वही गवर्नर भेजा। ठीक है। बिहार गवर्नरमेन्ट को मना करना चाहिए था या नहीं मना करना चाहिए था, वह अन्य बात है लेकिन जैसी कि आपकी परम्परा रही है, आपने उनसे पूछा उसी तरह से आपको सी० आर० पी० के बारे में भी सलाह करनी चाहिए थी।

सी० आर० पी० का आरम्भ में जो निर्माण हुआ था वह पुलिस फोर्स की तरह से नहीं हुआ था जिस ढंग से कि आप अब चल रहे हैं, सी० आर० पी० को प्रिलिमिनरी फोर्स बना रहे हैं, राज्य सरकारों की पुनिस के साथ-साथ। सन् १९४८ में जबकि सरदार पटेल गृह मंत्री थे और उस समय जो एक बिल इन्ड्रोइयूस किया गया, उस समय के उनके भाषण से मैं थोड़ा सा कोट करना चाहूँगा। यह सी० आर० पी० जो बनी थी यह पहले क्राउन रिप्रेजेन्टिव पुलिस लाइन पर बनाई गई थी। राज्य सरकारों और राजा-महाराजाओं की जो रियासत थीं उनको सहायता देने के लिए जो पुलिस हुआ करती थी वह उनके नीचे हुआ करती थी इसलिए सरदार पटेल ने कहा कि चूंकि उनके पास अधिक फोर्स (पुलिस) नहीं हैं और उनको सहायता की जरूरत पड़ती है इसलिए सेन्ट्रल रिजर्व पुलिस का निर्माण किया गया। आपकी आज्ञा से मैं उसमें से कोट करना चाहता हूँ:

"We have told the Provinces that they should as far as possible be self-sufficient in their requirements for internal security. The Police forces for the Unions and States are in the process of formation. We shall still require considerable time before they function anything like the manner in which Provincial police forces have been functioning. We must, therefore, have a force for the interim period (mark the words *interim period*, and having regard to the State in which the

police forces of the Unions and States are at present, I am afraid that the interim period is going to be a pretty long one. Thirdly, a process of re-organisation of State forces is also on and during this process of reorganisation, it will be most useful to have a force which would take the first shock of any threat to security."

16.10 hrs.

[Mr. Speaker in the Chair]

अध्यक्ष महोदय, इससे स्पष्ट रूप से मालूम होता है कि इसके पीछे जो बैकग्राउन्ड थी वह यह थी कि अगर कहीं राज्य सरकारों की जरूरत पड़ती है जैसे कि उड़ीसा सरकार को पड़ी तो उस के मतलब के लिए यह बनाई गई थी। लेकिन आपने इसको एक प्रिलिमिनरी फोर्म बनाकर खड़ा कर दिया है।... (अवधारणा)...

अब एक चीज और चल रही है कि जो सी० आर० पी० है जोकि अभी प्राजीकृत्यान्वयन नहीं कर सकती है या इन्वेस्टिगेशन नहीं कर सकती है, उस के लिए सी० आर० पी० के ऐक्ट में परिवर्तन किया जाए ताकि उसको प्राजीकृत्यान्वयन और इन्वेस्टिगेशन की पावर भी दी जा सके। अगर सरकार ने ऐसा बिल सदन में रखा और सदन से पास भी करा लिया तो किर उससे केन्द्र और राज्य सरकारों के संबंधों में खलबली मच जायेगी, एक हालाकार मच जायेगा। मैं समझता हूँ कि जिस तरीके से आपने केरल से हैंडिंग की है यह ठीक नहीं की है। मैं जानता हूँ कि आपने केरल सरकार से कहा कि जो सेन्ट्रल ऐक्ट है उसको पूरी तरह से अमल में लाना चाहिए, पहले केरल के चीफ मिनिस्टर ने नहीं माना लेकिन जब आपने लेटर लिखा तो उन्होंने मान लिया लेकिन फिर भी एक चीज उन्होंने नहीं मानी। आपने कहा कि जो ट्रैड यूनियन लीडर्स हैं उनको पहले गिरफ्तार करो, इस तरह के इन्स्ट्रक्शन डिट्रॉइट मैरिलैंडेस को देने चाहिए, लेकिन उन्होंने इस चीज को नहीं माना। आपने दोबारा भी चिट्ठी लिखी लेकिन उसके बाद भी वे नहीं माने।

यद्य मैं पूछना चाहता हूँ कि आपने क्या किया? आप कम्युनिकेशन करते हैं और उसका जो तरीका आपने अपनाया उस पर मुझे एतराज है। आपने अपनी सी० आर० पी० भेज दी, ठीक है लेकिन एक चीज मैं आपसे पूछना चाहता हूँ कि अगर आप यह महसूस करते हैं कि उन्होंने बायलेशन किया है, स्वयं नम्बूद्धी-पाद जी ने कहा है कि हमने कांस्टीट्यूशन की स्पिरिट का बायलेशन किया है, और अगर आप यह समझते हैं कि उन्होंने स्पिरिट या लेटर का बायलेशन किया है तो आप ने डायरेक्टिव क्यों नहीं भेजा?

यह देश आपसे मांग करता है कि जो राज्य सरकार केन्द्र की अवहेलना करती है और उसे चेलेज करती है उसे केन्द्र को उसका योग्य स्थान अवश्य बनाना देनी चाहिए।

कुछ भाई यह कहते हैं कि सी० पी० आई० एम० को बैन करना चाहिये सी० पी० आई० (राइट) को बैन नहीं करना चाहिये या नक्सेलाइट्स को बैन कर देना चाहिये तो ऐसी निगाह में इन तीनों में कोई विशेष फर्क नहीं है। मांग, साप ही है, जहाँ वह कैसा भी हो। इसलिए मैं इन तीनों में किसी में भेद नहीं समझता हूँ। तीनों ही प्रत्येकी लाएल्टी संदिग्ध है, तीनों की ही लाएल्टी बाहर है और यह तीनों ही पाटिया पालियामेंटरी सिस्टम में विश्वास नहीं करती हैं। अलबत्ता अगर फर्क है तो सिंक स्ट्रेटिजी में है जाकी उम्में और कोई फर्क मेरी नजर में नहीं है। यह बिलकुल साफ बात है कि तीनों ही पालियामेंटरी सिस्टम में विश्वास नहीं करती है.....

SHRI NAMBIAR : With due respect to the hon. Member, if there is any reference to CPI(M), I stand here to refute it with all the emphasis at my command.

SHRI KANWAR LAL GUPTA : Sir, with your permission, I want to quote a Kerala Minister, Shrimati Gauri :

"Her party was in office, not out of any faith in parliamentary system of government, but because it wanted to use the administration as a tool for agitation."

[श्री कंवर लाल गुप्त]

अध्यक्ष महोदय, यह उन्होंने एलपी में कहा है और वह सब अखबारों में छपा है। अब मेरा कहना यह है कि जब आप यह समझते हैं कि ये लोग पालियामेंटरी सिस्टम में विश्वास नहीं करते हैं तो आपने क्यों नहीं उनको डाइरेक्टर दिया? हमारा जो कांस्टीट्यूशन है वह अमरीका के तर्ज का नहीं है। अमरीका में क्या है अमरीका में जब वहां पर रेसियल राइट्स हुए और कैनेडी ने केन्द्र से पुलिस भेजी थी लेकिन उनको वह डाइरेक्टर नहीं दे सकते थे। लेकिन आप को यहां डाइरेक्टर देने का अधिकार है तो आपको डाइरेक्टर देना चाहिए और इस तरीके से अमन नहीं करना चाहिये जैसा कि आपने वहां के लिए किया। अगर आप यह समझते हैं कि कम्युनिस्टों ने कोई गडबड़ की है तो हम आप से माँग करते हैं कि कोई आप को ब्हाइट पेपर निकालना चाहिये कि फलां-फलां लोग बाएलैंस में बिनीव करते हैं, या कौन-कौन लोग अथवा युप हैं जिन्होंने कि वहां पर बाएलैंस की है और किन-किन चीजों में आपकी बात नहीं मानी है। साथ ही मैं यह भी माँग करता हूँ कि जो आपकी और उनकी करत्सपीडेंस है वह भी लोगों के सामने आनी चाहिए और जनता को पता लगना चाहिए कि आप ठीक हैं या वह ठीक हैं.....

SHRI NAMBIAR : We welcome the white paper. Let us have a discussion on it.

श्री कंवर लाल गुप्त : दूसरी चीज देखने की यह है कि इस केन्द्रीय सरकार का नौन-कांग्रेस गवर्नमेंट्स के लिए क्या रवैय्या रहा है। वर्तमान प्रधान मंत्री महोदया ने प्रधान मंत्री बनने के बाद यह चीज कही थी कि हमें कोई दिक्षकत नहीं होनी चाहिए और हमें इस दंग से काम चलाना है जिससे कि केन्द्र और गैर-कांग्रेसी राज्य सरकारों के आपसी सम्बन्ध ठीक तरीके से चलें लेकिन मुझे खेद के साथ यह बात कहनी पड़ रही है कि वह केवल उनके कहने की बात थी और कहनी और करनी में बहा अस्तर है। मुझे कहने दिया जाय कि केन्द्र

की कांग्रेसी सरकार ने डबल स्टैन्डर्ड का परिचय दिया है। इन का यह डबल स्टैन्डर्ड हम लोग यहीं दिल्ली में भुगते हुए हैं। वक्फ बोर्ड एक छोटा सा मामला जो कि ट्रांसफर्ड सबजैक्ट है उस वक्फ बोर्ड के कम्पोजीशन में प्राइम मिनिस्टर से लेकर नीचे तक का हर एक आदमी इंटरेस्टेंट या और वह अपने अपने आदमी उस में नौमिनेट करने के लिए किस तरीके से किया वह सब चीजें आपके सामने हैं। इतना ही नहीं एक बोर्ड आफ हायर सेकेंडरी एजुकेशन का बनाना है। अब एजुकेशन यह एक ट्रांसफर्ड सबजैक्ट है लेकिन हमारे शिक्षा मंत्री महोदय जो उघर बैठे हैं उसे हमें नहीं बनाने देंगे। इतना ही नहीं लोकल सैल्फ गवर्नमेंट एक ट्रांसफर्ड सबजैक्ट है और उपराज्यपाल महोदय ने साल में दो, तीन बार यह मंत्री महोदय को लिखा कि कारपोरेशन को तोड़ देना चाहिये। यह लिखा है या लिखाया जाता है वह एक सवाल है। मैं पूछना चाहता हूँ कि क्या इस दंग से आप राज्यों के साथ अपने सम्बन्ध रखते हो और क्या यह तरीका अपनायें? जाहिर है कि इस तरीके से काम नहीं चलने वाला है। मैं जानना चाहता हूँ कि यह दो साल में क्या कुछ हुआ और कौन सी गलती केन्द्र की है इस का एक असेंसमेंट होना चाहिए। या तो कोई पालियामेंटरी कमेटी बनायें या कोई एक इंडिपेंडेंट कमेटी अथवा कमिशन होनी चाहिए जो कि इस की जांच करे कि किस तरीके से प्रान्तों में स्थापित गैर कांग्रेसी सरकारें गिराई गई हैं किस तरीके से उन्हें समाप्त किया गया है। जब मैं यह कहता हूँ तो कोई पोस्टमार्टम के हक में मैं नहीं हूँ लेकिन मैं ऐसा इसलिए कहता हूँ कि आइन्डा के लिए वह एक गाइडिंग लाइन हो जायगी।

एक बेरा निवेदन यह है कि आटिकिल 263 का अभी तक कोई उपयोग नहीं किया गया है। उसमें स्पष्ट तीर पर लिखा गया है:

"If at any time it appears to the President that the public interests

would be served by the establishment of a Council charged with the duty of—

inquiring into and advising upon disputes which may have arisen between States ;

investigating and discussing subjects in which some or all of the States, or the Union and one or more of the States, have a common interest ; or

making recommendations upon any such subject and, in particular, recommendations for the better co-ordination of policy and action with respect to that subject.”.

मुझे दुख है कि इस प्रार्टिकिल 263 में जिसमें एक इंटर-स्टेट कॉसिल बनाने की बात है वह अभी तक बन जानी चाहिये थी। यह आलरेडी ओवरडियु हो गई है और आयन्दा भी चूंकि कोई एक पार्टी की हुक्मत इस देश में चलने वाली नहीं है और राज्यों में आयन्दा भी मल्टी पार्टी गवर्नमेंट्स बनने वाली हैं इसलिए यह और भी जरूरी हो जाता है कि इस तरह की एक इंटर-स्टेट जोनल कॉसिलें बनें। इतना ही नहीं अपेजीशन की तरफ से भी और सेंटर की तरफ से भी मैं यह भी चाहता हूँ कि इस तरह के रवायात हों इस तरह के कन्वेंशंस हों और इम तरह का कोड डेवलप करना चाहिये जिससे कि हारमोनियसली काम चले। जैसा मैंने पहले भी कहा कि हम युनिटरी टाइप आफ गवर्नमेंट चाहते हैं और हम नहीं चाहते हैं कि स्टेट्स को और अधिक प्रधिकार मिलें लेकिन यह जहर चाहते हैं कि जो भी अधिकार उन्हें पहले से संविधान में मिले हुए हैं वह उन्हें उपयोग में ला सकें और मैं नहीं चाहता हूँ कि केन्द्र एक बड़ा हाथ में लेकर मिनी-डिक्टेटर की हैसियत से उनके सिर पर सवार हो जाय। केन्द्र का एक इस तरह से बड़ा हाथ में लेकर उनके सिर पर लड़ा हो जाना भी ठीक नहीं होगा।

आपने भाषा के अधार पर प्रान्त बनाये उसमें आपको बिलकुल मिलरेतुल ऐस्योर हो गया और मेरा कहना है कि जो ऐक्सपरीमेंट आप आताम में कर रहे हैं और रिवारमाइ-

जेशन की बहां पर बात कर रहे हैं वह डिज़ा-स्टरस होगा और वह देश के लिए चातक सिद्ध होगा। आप जाहे भाज हमारे साथ सहमत होया न हों लेकिन हमें इस नेश के कामकाज को एक मुनासिब ढंग से चलाना चाहिये। उसे एक दूसरे के साथ मिल कर चलाना चाहिये।

अभी जो हमारा स्ट्रक्चर है वह फेडरल टाइप का स्ट्रक्चर है। यह फेडरल स्ट्रक्चर की बजह से ही ज्यादा अधिकारों की मांग उठती है। कई बार यहां पर आजाद राज्यों के बनाने की भी बात उठती है। आज ही डी० एम० के० के मिनिस्टर की बात जो उन्होंने कही वह मुझे पसन्द नहीं आई। उन्होंने यह कहा कि अभी तक हमारी वह पुरानी डी० एम० के० की आजाद राज्य की मांग रद नहीं हुई है हालाकि चीफ मिनिस्टर ने उस बारे में जो बात कही मैं उन्हें इसके लिए बधाई देना चाहता हूँ। लेकिन एक मिनिस्टर ने बैसी बात जो कही वह ठीक नहीं कही। उसने कहा कि आजाद डी० एम० के० की मांग अभी जिन्दा है...

SHRI V. KRISHNAMOORTHI (Cudalore) : You are wrong, Sir.

MR. SPEAKER : You can say that when you speak.

भी कंवर लाल गुप्त : इसनिए मैं केन्द्रीय सरकार से मांग करूँगा कि इस बक्त जो स्ट्रक्चर है वह फेडरल नहीं रहना चाहिये वह युनिटरी होना चाहिये। मैं चाहूँगा कि आज दुर्भाग्य से हमारी सेंट्रल लीडरशिप की जो कमी है वह दूर हो और एक बजबूत सेंटर कायम हो। मैं भगवान से प्रार्थना करूँगा कि वह इस देश में बजबूत लीडरशिप प्रदान करे जो कि एक बेलैंस करके इस देश का कामकाज ठीक प्रकार से चलाये। पार्टीलाइंस का लक्ष्याल न करके वह देश के हित को ही अपने सामने रखे और राज्यों और केन्द्र के इस तरीके से संबंध बनावें और ऐसे कन्वेंशंस बनाये जिससे अभी जो हमारी देनोडेसी है वह आहिस्ता आहिस्ता बढ़ती जाये और बजबूत से बजबूत होती चली जाये वह इस देश का नाम बुकिया के देखें मैं

[**श्री कंवर लाल गुप्ता**]

जंचा हो। इन शब्दों के साथ मैं अपना भाषण समाप्त करता हूँ।

MR. SPEAKER : He has taken half an hour. There are seven parties in the Opposition and the spokesman of each one of them must be given time. Naturally, an equal number has to be given time on the Congress side also; after all, they are more than 50 per cent on that side. That is what we are following. Therefore may I appeal to hon. Members to take about ten minutes each?

SHRI P. K. DEO (Kalahandi) : 20 minutes.

MR. SPEAKER : That means, only one or two will speak and the others will not speak. That is what will happen. If each one of them takes half an hour in a two-hour discussion, that is what will happen. If it is not possible, I cannot help it. How am I to distribute time among others?

SHRI P. K. DEO : Extend the time.

MR. SPEAKER : It can be done only by half an hour or 45 minutes.

Even then, you will not get each one half an hour. If each one of you get 20 minutes, I have absolutely no objection. But I am rather worried I will be put into difficulty of ringing the bell. After all, 5 minutes this side or that sides will not matter. I am not giving all the 50 per cent time to the Congress Party because the Minister also takes away the time. Anyway, I would appeal to you to take, if not 10 minutes, not more than 15 minutes. Even then, 15 Members have to speak. You should take that into account. Shri R. D. Bhandare.

SHRI R. D. BHANDARE (Bombay Central) : Mr. Speaker, Sir, I was both surprised and amused to hear the speech of my hon. friend, Shri Kanwar Lal Gupta. This subject arose out of the demand for a discussion under Rule 193 because he wanted to discuss the Centre-State relationship in the context of attitude of the Kerala Government. That was the subject.

But my hon. friend has spoken of philosophy of his Party, that he would like to have a unitary form of Government in India. The major portion of his speech was devoted to the pleading for a loose type of federation that he would like to preach. He has lost faith in majority rule and, I think, he has developed some sort of mini-skirt mania, because he started with the Rajasthan Government and ended the first portion of his speech on the mini-skirts. There was no reason whatsoever to deal with mini-skirts at all.

AN HON. MEMBER : You should not follow him.

SHRI R. D. BHANDARE : Don't be under the impression that you will not.

I am coming to the point. The major portion of his speech was devoted to the defence of the action taken by Kerala Government and he said that Government had a right to intervene, right to send the Central Reserve Police Force, and, at the same time, he asked why the Kerala Government was not consulted before the CRP was sent. On that basis, he tried to defend the Kerala Government. Here is a case where the Jana Sangh and the Communists are found today as strange bed-fellows.

SHRI NAMBIAR : For a few minutes only; then, my friends parted company.

SHRI R. D. BHANDARE : The major portion of his speech was directed to a loose form of federation. What the Communist friends want is that the Centre should be so loose, the federation should be so loose and states should demand more powers so that the Centre should be weak. And powers for what? They want powers to destroy democracy they want powers to destroy the Constitution itself. Have I not heard Mr. Nambiar, very patiently, saying, "I do not believe in democracy at all."?

SHRI NAMBIAR : Of this type.

SHRI R. D. BHANDARE : The type of democracy that we have established is under the Constitution. That is the type...

MR. SPEAKER : You must also say what your view is.

SHRI R. D. BHANDARE : I am coming to that. I am going to tell them the constitutional provisions, the constitutional arrangements, that have been made in order to retain, maintain and preserve inter-State relationship, so that the unity of the country could be preserved.

I was really very surprised to hear my learned friend, Shri Kanwar Lal Gupta, reading out a portion of the speech of one of the Ministers of the Kerala Government and yet supporting that Government. From that I conclude that the Communists are more interested in a weak Central Government, more interested in a loose type of Federation, as Mr. Kanwar Lal Gupta is. Therefore, I said that they are today strange bed-fellows ..(Interruptions). I am certain that the Home Minister will take care of himself ; because of my speech I do not think that he will lose the case.

Now I come back to the original proposition whether the Kerala Government's action during the Central Government employees' strike was justified or not. It was not justified at all. Why was it not justified ? Once we have accepted Federation, so long as the Federation stands accepted, we have got to preserve the Constitutional provisions *in toto*. To deal with the Centre-State relations, the Constitutional provisions have first dealt with the federal principle itself. The powers are divided between the States and the Centre. This is one aspect of it. But our Constitution is not satisfied with mere division of powers. Our Constitution has also accepted provisions as to how the administrative relationship should be between the States and the Centre. This is the second and the most important point. Apart from the question of the division of powers, the spheres within which the States will operate, and the Centre will operate, even the administrative relationship is well-defined and incorporated in our Constitution. Then, our Faunding Fathers were also not satisfied with merely defining the administrative relationship, they have even defined the financial relationship, the distribution or devolution of finance(Interruption) and the machinery by which the distribution of finance could be effected has also been provided

in our Constitution, and that machinery is the Finance Commission; so, the machinery itself is incorporated in the Constitution. Then, there, are provisions about the High Court judges, the Public Service Commission, the Election Commission, the All-India Service, the SCST Commissioner, the Institution of Governorship. Mr. Kanwar Lal Gupta dealt with this aspect as to why is it that Governors are not appointed in consultation with the States...

SHRI KANWAR LAL GUPTA : never said that.

SHRI ATAL BIHARI VAJPAYEE (Baldampur) : He has not followed his speech at all.

MR. SPEAKER : The hon. Member has already taken ten minutes. He has only five minutes left.

SHRI R. D. BHANDARE : I will conclude in five minutes.

He mentioned the case of Bihar and, therefore, I have raised that question. Then, the provision for Inter-State Council, for inter-State water disputes is also there. These are the Constitutional provisions by which the good relationship, the workable relationship, between the States and the Centre could be preserved.

Sir, apart from the Constitution. .

SHRI S. M. BANERJEE (Kanpur) : Which constitution ?

SHRI R. D. BHANDARE : Don't think I am referring to your constitution. I am referring to the constitution of India.

Sir, apart from the Constitution, the extra-constitutional relationship has been accepted ever since the constitution was adumbrated. How to preserve good relations between the Centre and the various States, apart from the constitutional provisions, is also a subject which has been dealt with. The National Development Council, for instance, has been able to retain good relationship between the various States and the Centre. There are various agencies like the Planning Commission which take care of the centrally sponsored schemes, formulation of plans etc. If we

[**Shri R. B. Bhandare**]

were to study the history of the federal Government all over the world, we have to take into consideration that in spite of the enumeration of powers, the balance is always tilting with the Centre, towards the Central Government. Why?—because, there are certain inherent powers. There are certain implied powers. There are also certain residuary powers which lie with the Centre in the constitution itself and I need not elaborate on that point, as to what those powers are. The taxation system, the monetary system, foreign relation agreements, the State security as the time of external aggression and internal direction, are all subjects which lie with the Centre. Even under those circumstances the Centre has certain powers. In view of all this I would have certainly advised the Home Minister and the Central Government to take drastic action against the Kerala Government for not following the mild form of advice during the central government employees' strike. Sir, let the whole world know that the communists do take advantage of democracy. Let the whole world know that the communists take advantage of the constitution....It is a well-known fact. (*Interruption*).

SHRI NAMBIAR : The whole world knows very well. (*Interruption*).

SHRI R. D. BHANDARE : If I give a lecture on communists and communism, I do not know whether they have the patience to hear me.... .

MR. SPEAKER : Both of you may agree ; but I have to ring the bell now.

SHRI R. D. BHANDARE : Still I have got two minutes more ; I am conscious of the time and I was concluding. Apart from the speeches of some of my hon. friends, even the action of the Kerala Government—clearly and glaringly—brings out their faith and their thinking, that they are not for democracy, they are not for the constitution.

SHRI P. K. DEO (Kalahandi) : Sir, the general election saw the rout of the congress party at the polls and the monopoly of the congress rule broken. With

the emergence of various non-congress Governments in various States and the Congress strength being much reduced in the Centre the States-Centre relationship has taken a new dimension.

Sir, in a country which is multilingual and multi religious and various units are there having separate identity, perhaps, a federal type of Government is the only answer which implies division of power between the Centre and the States, which will give full scope to the various units to develop according to their genius in their autonomous way.

The Indian Constitution is not a federation in the strictest sense of the term as the States and the Centre should have the power and ability to function in their respective fields through their respective agencies. Even though the various subjects have been enumerated in different lists of the 7th Schedule, residuary powers rest with the Centre and any law made by a State in respect of any of the State subjects even will be inoperative to the extent of any inconsistency or conflict with the laws made by Parliament. In case of national emergency or breakdown of the constitutional machinery or mismanagement of State finances, Parliament can step in and assume the legislative powers of the State.

The Constitution, while it has divided the various legislative powers as between the Centre and States, does not envisage a separate agency for enforcing Central laws in the States. They have to depend on the State administration or State machinery for this purpose. Art. 256 makes it obligatory on the part of a State to comply with Central laws.

The Kerala Government's attitude in regard to the implementation of the Essential Services Maintenance Ordinance is one which is calculated to undermine not only the integrity and sovereignty of this country, but the very basis of the rule of law. Though we recognise the fundamental rights of some categories of government servants, of course excluding the army, police and members of the civilian administrative service, to strike for purpose of collective bargaining, I must say the strike of 19 September was a political

one and was politically manœuvred, masquerading of course as an industrial dispute. Shri Masani has very nicely analysed the whole situation and I do not want to repeat it.

On 13 September, the Ordinance was promulgated empowering the Central Government to declare strikes in specified essential services to be illegal. Accordingly, instructions were issued to all States to take such appropriate action against instigators and offenders. On the very same day, the Kerala Chief Minister declared that he was not going to carry out the instructions of the Central Government. Four Ministers of the Kerala Cabinet blessed the strike and extended their full sympathy to it in public meetings.

SHRI S. M. BANERJEE : Congratulations.

SHRI P. K. DEO : In the circumstances, the Centre had no option but to send the CRP to guard central offices in the State, as the same time reminding the State Government of its constitutional obligations to comply with the law of the land, that is, the Ordinance at that time.

SHRI S. M. BANERJEE : Lawless law of the land.

SHRI P. K. DEO : When the Kerala Chief Minister spoke in clear terms of his intention not to comply with the Centre's instructions, the Centre could not remain a silent spectator and abdicate its own responsibility to safeguard central installations and to give protection to loyal workers against the wrath of the law-breakers. In fact, it was its duty to do so ; its deployment of the C. R. P. was therefore fully justified.

The question of propriety comes in. The Kerala Government might not have asked for the C.R.P. as the Orissa Government had asked when communal disturbance broke out in that State. But there is some limit to this.

How long could the Central Government be a silent spectator of all this drama? What Kerala did was to throw a challenge to the Central Government in exercising its constitutional duty and violated article 256

in very clear terms. The Centre did no more than enforce the ordinance.

Lately we are getting very grim reports, that a sub-inspector was speared to death and that some members of the State police force have been butchered in Kerala. How could a Government which could not protect its own police force, its own employees, give protection to the Central installations especially against the orders of the Kerala Chief Minister? Subsequent events which have unfolded have revealed that it was a calculated move to spread lawlessness throughout the country to prepare the ground for foreign intervention. Fraternal help is always ready to come from certain countries. The precedent is there. We saw the Russians rushing to Czechoslovakia to suppress the humanisation, liberalisation, of their administrative system. I quoted that day from Mr. Nagi Reddy's statement to the students of Hyderabad preaching Mao's theory, the theory of enemy No. 1 of this country, who stated that power flows from the barrel of the gun. Whether it is Kanu Sanyal or whether it is Jangal, Santhal or Kunnikkal Narayan an, their activities and *modus operandi* are no better than those of the dacoits operating in the ravines of Chambal valley.

The only difference is that the former have extra-territorial loyalty and have got inspiration from foreign countries and from the enemies of this country. Any pretext is good enough for the Kerala Chief Minister to declare hostility against the Centre. I will not be surprised if even a partial repudiation of the Treaty of Merger on the part of the Government of India sparks a demand for sepratism in Kerala and they may ask for the restoration of the *status quo ante*. We cannot forget C. P. Ramaswamy Ayyar's days when they wanted to declare Kerala independent. It was the iron hand of Sardar Patel which put it down with the willing cooperation of the Travancore Ruler which smoothed the integration of the States in India. I request that this should be examined from this aspect. As I pointed out, the sending of the Central Reserve Police is fully justified.

Taking advantage of this debate, I would like to focus the attention of the House on some important aspects of State-Centrelationship. We stand for the maximum State autonomy. At the same

[Shri P. K. Deo]

time we have to respect the Central authority. It is a question of a cooperative federation, something of a matrimonial relationship. Even if they quarrel, it is a question of give and take, it is a question of compromise, and they should extend a helping hand to promote the common interests. It should be examined in that perspective, but recent events are not encouraging for the promotion of happy relationship between the Centre and State. As pointed out by my hon. friend Shri Kanwar Lal Gupta, the institution of Governor is being utilised as a lever to topple down non-Congress Ministries. No standard is being laid down for the conduct of the Governors. I would like to quote from a speech of my distinguished friend, the late Shri H. C. Mathur. He said :

"The Governor is the representative of the President in the State, but at the same time in political and administrative matters he is not an agent of the Government of India."

We saw in Madhya Pradesh when the Assembly was in session and was discussing the budget, it was prorogued on the advice of the Chief Minister who did not enjoy a majority at that time. In West Bengal the Governor insisted hastening of the State Assmby to be called. In Rajasthan the Chief Minister feared to face the Assembly and no attempt was made to form an alternative government even though the majority of the Members of the Assembly came here and paraded before the President and expressed their allegiance to the leader of the Opposition and the President's Rule was imposed. In Haryana a stable Ministry was toppled down and we are given long thesis on defection and public morality. But in the neighbouring State of Punjab one area defector was appointed Chief Minister, a minority Government with the support of the Congress. Not a day was given to Sardar Gurnam Singh to meet the Prime Minister when he came to Delhi. No prescribed standard has been laid down regarding the behaviour of the Governor. This has put the institution of Governor to shame. Guide lines should be provided regarding their behaviour. We find often encroachment on the State's autonomy. Industries primarily assigned to the State

later declared by Parliament to be expenditure in public interest come under the provision of the Centre. So also the mines and archaeological sites. But the worst comes when we go to the financial resources. That is why a constitutional provision has been made in the Constitution for this quinquennial Finance Commission because you know very well the functions and the resources of the State could not be matched together. Functions are many but the resources are limited. That is why the recommendation of the Finance Commission is necessary for the allocation of the central revenues and further provision also exists for statutory grants under Art. 275 and thirdly comes the discretionary grant under Art. 282 and lastly, loans for capital expenditure which is given to the various States according to the priority that is laid down by the Planning Commission. The first two are kept in the purview of the Planning Commission. But I would suggest that all these four things should be looked into by the Finance Commission.

Sir, the dependence of the State finance on central resources is on the increase. The total central resources transferred as a percentage of the States total expenditure in 1950-51 was only 30—30.3%. In the First Plan it rose to 41.8%, during the second plan it was 49% and in the Third Plan it was 53%. Taking into consideration this aspect, I must say that the interim report of the present Finance Commission has been most disappointing and depressing and arbitrary. In this regard instead of going into many aspects, I would like to pin-point on my State of Orissa. If you read the interim report of the Finance Commission, paragraph 60 and 61, you will see that the Finance Commission has accepted the forecast of the Central Government in toto. It has rejected the claims of the States on the ground that the estimated surplus of Central Government has fallen so much short of the total estimated portion of the States. This is not a happy situation because the legitimate claims of the States could not be ignored merely on the ground that the Central Government's forecast does not reveal adequate surplus funds for transfer to the State. In the case of Orissa the Finance Commission recommended the continuance

of the grant in aid at the existing level of Rs. 29.8 crores in spite of the fact that the revenue deficits are bound to be more than what led the previous Finance Commission to recommended this order of grant. There has been a very significant burden on the State on account of the revision of the dearness allowance. It is estimated to cost as Rs. 13 crores over and above the level of the expenditure on the basis of the recommendation of the previous Finance Commission. The economic condition is deteriorating because of the rise in prices and inflation for which the Central Government is primarily responsible. The wrong economic policies pursued for the last 20 years are responsible to bring this mess. Why should the States be penalised for this? Why should not the Centre bear a portion of the burden in this regard?

Since the grant of such assistance is discretionary, and is so far not bound up on a statutory basis, autonomy of States is jeopardised. If the Central Government wants to discredit the State Government, it can decline to grant loan assistance to the State for enabling her to meet repayment liabilities, and then invoke article 360 regarding financial emergency on the ground that the State Government has failed to keep her financial commitments. The financial powers have been used by the Centre to impede the progress and to discredit the non-Congress State Governments.

17.00 hrs.

Further, the centralised planning has superseded the federal character of the Constitution and is functioning like a unitary system. In spite of the Central planning, in spite of being told time and again that the regional imbalance should be removed, it is on the increase. The difference between the *per capita* income of Orissa State, as compared to the national *per capita* income, was only Rs. 100 in the last fifties, and now the difference is Rs. 200 in spite of 15 years of planning. You can therefore very well realise what we are heading for, when the gulf of disparity is widening in each plan.

The allocation of planning and priorities is being done on a partisan basis. Before I conclude, if the Constitution were

to function properly and if the States were to preserve their autonomy, I would like to quote from a nice observation made by Mr. Mohan Kumaramangalam in the Seminar held at Delhi. He says :

"...the experience of countries like Canada was a clear indication that the unity of a country could be achieved more effectively by making the States more autonomous, since this ensured a better and more effective working of the Governments."

Before I sit down, I would like to quote a few lines from no less a person than Mr. K. Santhanam, who was the Chairman of the second Finance Commission, and also a Lieutenant-Governor and also a Member of the Constituent Assembly, in his address to the Indian Institute of Public Administration at Delhi. He said :

"If at any time in the future, a considerable number of State Governments should belong to parties different from that which controls the Union Government or the Union Government finds it necessary to curtail drastically its financial assistance, there may have to be a reversion to State autonomy to the fullest extent provided by the Constitution."

I conclude my remarks with the following suggestions : firstly, the Inter-State Council, as suggested by Kanwar Lal Gupta, should be constituted under article 263 to go into all these matters. Secondly, instead of the Governor calling upon the leader of his choice to form the Government, he shall convene the Legislative Assembly and the Legislative Assembly should elect the leader of the House and only he is the person who should be called upon by the Governor to form the ministry. Finally, the Finance Commission should be made a permanent Commission to review from year to year the fiscal relations between the Centre and the States and who can dispassionately distribute the various revenues according to the needs and requirements of the States.

MR. SPEAKER : According to the group-strength, time is being allotted and that is what we have been doing. The other parties will also have the same proportion. Mr. Bohra.

श्री ओंकार साल बोहरा (चित्तोड़गढ़) : अध्यक्ष महोदय, केन्द्र और राज्यों के सम्बन्ध में जो आज चर्चा उठी है उसके बारे में जो बुनियादी बात है, उसके ऊपर मैं आपका ध्यान आकर्षित करना चाहता हूँ। चौथे आम चुनाव के बाद जो परिणाम आये हैं और जिस तरह की राज्य सरकारें बनी उसके बाद केन्द्र और राज्यों के सम्बन्धों की चर्चा एक विशेष प्रकार का बातावरण हमारे देश में बना। मैं इस समय आपका ध्यान धोड़ा इतिहास की ओर ले जाना चाहता हूँ। हमें वह दिन याद है जब मुहम्मद गोरी ने दूसरे देश पर आक्रमण किया था और पृथ्वीराज और जयचन्द एक नहीं हो सके। हमें वह दिन याद है जब बाबर ने इस देश पर आक्रमण किया था और सांगा ने आहवान किया था कि हम सब मिल कर इस देश की रक्षा करें लेकिन हमारा देश उस समय एक नहीं हो सका। हमें वह दिन याद है जब मुगल काल के अन्तिम दिनों में हमारे देश के सूबे स्वतन्त्र हो गये थे। हमारे देश में अलग अलग सूबे कमज़ोर पड़ रहे थे, केन्द्र कमज़ोर हो गया था और अंग्रेजों को बड़ी आसानी से हमारे देश पर कब्ज़ा करने में सफलता मिली। तो इतिहास के इस सबक को यदि हम ध्यान में रखें तो सबसे पहली आवश्यकता इस बात की स्वीकार करें कि हमारे सामने राष्ट्रीयता, राष्ट्रीय एकता और राष्ट्र एक है, यह हमारे देश के सूबे यह मुरुग बात है जिसकी आया में और जिसके परिवेश में हमें इस प्रश्न पर विचार करना चाहिए।

मैं अपने बहुत योग्य और कर्मठ शुहमंत्री का इस अवसर पर अभिनन्दन करना चाहता हूँ जिन्होंने इस नाजुक समय में जब कि चौथे आम चुनाव के बाद हमारे देश की आन्तरिक स्थिति उभड़ कर सामने आ गई, कहीं नक्सलबाड़ी, कहीं केरल में कम्यूनिस्टों की हरकतें, कहीं बंगाल के अन्दर माध्योत्से-तुंग के चित्र, इन तमाम परिस्थितियों के अन्दर देश को नेतृत्व दिया और इस बात का सबूत दिया कि यदि सेंटर मजबूत नहीं रहेगा तो इस देश की स्वतन्त्रता खतरे में पड़ जायेगी। मैं, इसलिए

बहुत अदब के साथ निवेदन करना चाहता हूँ और मुझे दुख है कि मेरे भाई श्री कंवर लाल गुप्त ने अपने सिद्धान्तों और विचारों के विपरीत सस्ती लोकप्रियता प्राप्त करने के लिये एक ऐसे लूज फैडरेशन की चर्चा की, जब कि उनके जो नेता हैं, अटल बिहारी वाजपेयी जी, उन्होंने हमेशा इस बात की मांग की है, उन्होंने हमेशा इस बात पर जोर दिया है कि केन्द्र मजबूत होना चाहिये, राष्ट्रीय एकता के लिए, राष्ट्रीय अखण्डता के लिए, राष्ट्रीय स्वतन्त्रता की रक्षा के लिये केन्द्र मजबूत होना चाहिए। लेकिन मैं आपसे कहना चाहता हूँ, जनसंघ की यह दृष्टि नहीं है। उन्होंने जो कुछ कहा वह इस पिछले साल भर के दौरान में उनको जो एक मौका मिला उसको लेकर कहा। पिछले साल भर में देश के अन्दर कई प्रांतों में कांग्रेस को अपदस्थ करके जिस प्रकार की सरकारें बनीं उन सरकारों में जनसंघ ने भाग लिया और ऐसे समझौते उनको करने पड़े, कहीं कम्यूनिस्टों के साथ, कहीं ऐसे लोगों के साथ जिनके साथ उन की विचारधारा मेल नहीं खानी, ऐसी स्थिति में जो खिचड़ी सरकारें बनीं उन सरकारों के प्रति केन्द्रीय सरकार दयावान नहीं हो सकनी थी, करुणा नहीं दिखा सकती थीं क्यों कि जिस तरह की खिचड़ी सरकार बनी उसमें आपस में कोई तालमेल नहीं था। तो अपने दोषों, अपनी कमज़ोरियों को छिपाने के लिए इस तरह की बात आज कही जा रही है। मैं कहना चाहता हूँ, १५८ बात तो यह है कि सिद्धान्तों को त्याग कर जनसंघ और कम्यूनिस्टों ने मिल कर या अन्य विचारधारा के लोगों ने मिल कर जिस तरह की सरकारें बनाई उन सरकारों का अन्त स्वाभाविक था। उनका इसके अलावा और कोई परिणाम नहीं था। ... (अपवाहन) ... मैं बड़े ग्रदब के साथ कहना चाहता हूँ कि आज केरल की सरकार को गिराने के लिए केन्द्र की ओर से कोई प्रयत्न नहीं किया जाता। उड़ीसा की सरकार को गिराने के लिए केन्द्र की ओर से कोई प्रयत्न नहीं किया जाता क्यों कि हम जानते हैं कि उड़ीसा की सरकार अपने ढंग से काम

कर रही है। डी० एम० के० की सरकार मद्रास में अपने बहुमत से अपने विचारों के अनुसार काम कर रही है। लेकिन जिन प्रान्तों में यह सरकारें समाप्त हुई, चाहे हरयाना हो, चाहे पंजाब हो, चाहे बिहार हो उन का इस के अलावा और कोई दूसरा परिणाम नहीं होना था। और मध्य प्रदेश में क्या हो रहा है? मध्य प्रदेश में तो आप की ही सरकार चल रही है। वहाँ किस प्रकार प्रजातन्त्र का तमाशा हो रहा है? मैं आप से पूछता चाहता हूँ आप केन्द्र से क्या चाहते हैं? आप का आपस में विचारों का मेल नहीं है, आपस में भत्तेद है। ऐसी सरकार के लिए आप केन्द्र से मदद चाहते हैं। आप चाहते हैं कि वह सरकारें कायम रहें, तो मैं आप से कहना चाहता हूँ कि गवर्नरमेंट में आने से पहले कांग्रेस ने वर्षों तक आजादी के लिए संघर्ष किया और तब सत्ता में आई। आप चाहते हैं कि बिना संघर्ष और सेवा के, आप सरकार में आ जायें। पहले आप जा कर जनता में काम कीजिए और जब आप का बहुमत हो तब सत्ता में आइए। लेकिन सिद्धान्तों को त्याग कर सस्ते समझोते न कीजिये। मैं कहना चाहता हूँ कि इन खिचड़ी सरकारों के पतन के कारण राज्य और केन्द्र के सम्बन्धों के ऊपर जो चर्चा हो रही है उसका मुख्य कारण यह है कि आप ने खिचड़ी सरकार बनाई, सिद्धान्तों को त्याग कर आप ने समझोते किये ताकि आप सत्ता में आ जायें। इस लिए मैं कंवर लाल गुप्त जी से कहना चाहता हूँ कि खिचड़ी सरकार बनाने के बनिस्त आप सिद्धान्तों पर बढ़े रहिए। जनता अगर आप को बहुमत दे तो आप गवर्नरमेंट बनाइये। लेकिन जब आप सिद्धान्त को त्याग कर सरकार बनाना चाहेंगे, तो केन्द्र आपके प्रति दयावान बने, अपने राइट को भूल जाय, यह सम्भव नहीं है।

आपने राजस्थान का जिक्र किया—आप को याद है कि दौसा के उप-चुनाव में महारानी गायत्री देवी का लड़का पराजित हुआ, फालीर में भी अभी अभी आप हारे हैं—यह किन बातों का संकेत है यह इस बात का संकेत है कि स्वतन्त्र पार्टी और महारानी गायत्री देवी... ... (अवधारण) ...का प्रभाव वहाँ से] समाप्त हो

रहा है। अगर वास्तव में स्वतन्त्र पार्टी और जनसंघ का राजस्थान में बहुमत होता तो ऐसा नहीं होता। किस तरह से प्रलोभन देकर रानी गायत्री देवी ने, सामन्ती नेताओं ने, पैसे के बल पर अपने राजप्रसादों में, किलों में विधान सभा के सदस्यों को दबा कर रखा, लेकिन इस का परिणाम यह हुआ कि जब उनको जनतन्त्र की हवा मिली, सब उन को छोड़ छोड़ कर कांग्रेस के साथ आ गये—जिस का ताजा उदाहरण ये दोनों उप-चुनाव हैं। आप हवा के रुख को देखिये, राजस्थान में जो भी उप-चुनाव हुए, उन में कांग्रेस भारी बहुमत से जीती। इस लिए यह कहना कि राजस्थान में जनतन्त्र की हत्या हुई है या राजस्थान के साथ केन्द्र ने अच्छा सुलूक नहीं किया या कांग्रेस ने अपना बहुमत बनाने के लिये ऐसा किया—यह सब भूल है, प्रबंधन है, अपनी शक्ति को ज़रूरत से ज्यादा समझता है।

17.11 hrs.

[Mr. Deputy Speaker In the Chair.]

केरल के बारे में भी दो शब्द मुझे कहना है। केरल में केन्द्रीय कर्मचारियों के प्रश्न को लेकर केरल सरकार ने जिस तरह का अवधार किया और हमारे घृह मंत्री जी ने जिस तरह की दृढ़ता दिखाई, उस के लिए मैं उनका अभिनन्दन करना चाहता हूँ। इस लिये अभिनन्दन करना चाहता हूँ.....

श्री अटल बिहारी वाजपेयी : क्या दृढ़ता दिखाई ? ... (अवधार) ...

श्री ओंकार लाल बोहरा : यह प्रश्न केवल केरल का नहीं था। यह प्रश्न उसी तरह का था जिस तरह नक्सलबादी के अन्दर, पश्चिमी बंगाल के अन्दर कुत्सित अवध्यन्त्र चल रहा था, उस समय भी केन्द्रीय सरकार ने जिस दृढ़ता के साथ कदम उठाया था और जिसका हम सब ने समर्थन किया था, उसी तरह...

श्री अटल बिहारी वाजपेयी : क्या कदम उठाया था ?

श्री ग्रोकार लाल बोहरा : राष्ट्रपति शासन जिसकी माँग बंगाल की जनता ने की थी।

मैं आप से निवेदन करना चाहता हूँ कि यदि हम देश की एकता को कायम रखना चाहते हैं—मैं लास तौर से वाजपेयी जी और कंवर लाल गुप्ता जी से निवेदन करना चाहता हूँ—यदि आप देश की अखण्डता की बात करें तो अपने दिमाग से प्रान्तीयता को दूर रखना चाहिये। केरल में केन्द्रीय सरकार ने जो रुल अपनाया है, वह राष्ट्रीय एकता की दृष्टि से, अखण्डता की दृष्टि से, केन्द्र का महत्व बना रहे, केन्द्र शक्तिशाली हो, उस दिशा में उचित कदम था। इस लिये मैं कहना चाहता हूँ कि आज जो केन्द्र और राज्यों के सम्बन्धों का प्रश्न उठाया गया है, यह बहुत महत्वपूर्ण प्रश्न है—यह इस बात का द्योतक है कि हम इस देश की राष्ट्रीय एकता की रक्षा करना चाहते हैं या नहीं, हम इस देश की राष्ट्रीय एकता को मजबूत करना चाहते हैं या नहीं, वास्कोडीगामा सब से पहले कालीकट में उत्तरा था, लेकिन कलाइव और हेस्टिंग्स सब से पहले बंगाल की घरती पर आये थे। इस लिये हम चाहते हैं कि देश की एकता मजबूत हो। हम अपने पुराने इतिहास से सबक ले और जैसा हमारे भाई नमियार कहते हैं कि हमारी कालोनीज हैं मैं उनसे कहना चाहता हूँ कि यदि वास्तव में आप प्रजातन्त्र में विश्वास करते हैं तो आप अपने आप में निरीक्षण करें कि आप प्रजातन्त्र के हांचे में देश की राष्ट्रीय एकता की रक्षा करना चाहते हैं या नहीं। अगर आप यह समझते हैं कि आपको देश के प्रजातन्त्रीय संविधान में दिलचस्पी नहीं है तो मैं नहीं समझता कि इसके सम्बन्ध में कुछ कहा जा सकता है।

अन्त में, उपाध्यक्ष महोदय, मैं यही निवेदन करना चाहता हूँ कि हमें केन्द्र को अधिक से अधिक शक्तिशाली बनाने के लिए दृढ़ता से केन्द्र का समर्थन करना चाहिए।

SHRI MURASOLI MARAN (Madras South) : Mr. Deputy Speaker, Sir, today

we are discussing a problem, the problem of Centre-State relations, which may develop as a major crisis very soon if it has not developed already. Some years ago any discussion about the Centre-State relations in this august House would have been considered as a piece of anachronism because, as my hon. friends have pointed out, at that time we had a monopolistic dominance of a single party at all levels of government and, as Shri Gupta has pointed out, we had the towering personality of Nehru also. At that time any problem of the Centre and the States remained as a problem of constitutional law and a matter of academic interest. Today it has become a political problem and a problem of day-to-day politics.

It is very unfortunate that the Ordinance, which was promulgated to meet the circumstances of a temporary phenomenon, the one-day token strike of the Central Government employees, should have created a permanent source of misery to thousands of people and left indelible smudges on the fabric of our federal system.

The entire controversy between Kerala and the Centre revolves around three points. Questions are being asked whether the Centre should consult the States before promulgating an Ordinance; in issuing a directive if the Centre has discretion to arrest some persons and leave some other persons, whether the State also has got the same discretion; and whether the Centre can deploy the Central Reserve Police in a State without its knowledge.

As the Chief Minister of Kerala, Shri Namboodiripad, has said, nobody questions the legal and the constitutional validity of the Ordinance. Everybody is aware of the rigours of the directives of the Union Government which demand implicit and instantaneous obedience to union laws. Similar powers are there to issue directives to the States with regard to the welfare of the Scheduled Tribes, the education of the minorities, the Union official language and so on. Any State can disobey them only at the risk of constitutional punishment. There is article 365 under the heading "Effect of failure to comply with, or to give effect to, directions given by the Union" and any refusal by the State Governments is equivalent to the breakdown of the constitutional machinery and

the ever ready Presidential rule may be clamped on the State. This is something special to our Constitution the like of which is not to be found in any federal constitution evolved in the world. It is a sword of Damocles which is hanging over the heads of States.

What will happen if the directive is in the form of a lawless law which infringes the very fundamental rights of a citizen? Such a question was asked and discussed at a symposium on the All India Radio and the famous jurist, Shri Setalvad, has said that even in that case the State has no alternative but to obey it. But I think that there may be an alternative viewpoint also. It is for the constitutional pundits to go into that. Yet these are all in accordance with the letter of the Constitution. But I want to ask : Are they in consonance with the spirit of the Constitution?

Let me quote one example. According to article 123 the President can promulgate an Ordinance during the recess of Parliament. How shall he exercise his powers? Of course, on the advice of the Council of Ministers of the Union Cabinet. Let us imagine a hypothesis that tomorrow we have a President, who wants to act as the President of America and issues an Ordinance even without the advice of the Council of Ministers of the Union Cabinet. What shall happen? Definitely we do not want such a situation, but there is nothing written in the Constitution to say that the President should promulgate an Ordinance only on the advice of the Council of Ministers.

Healthy conventions demand that the President should carry out these kinds of duties on the advice of the Council of Ministers. Our stand is that the very same healthy conventions demand that the Central Government should consult the States before promulgating an Ordinance.

This problem today is between a Congress Centre and a non-Congress State.

But tomorrow it may change and *vice versa* may happen. It is not an impossible thing that tomorrow there may be a non-Congress Centre and the Congress State. I want to pose a question to Congress friends in that situation and in this context. Would they want to be consulted before an Ordinance is proclaimed

or not? Would they want to be informed before the Central Reserve Police Force is deployed to the State or not? I would like my Congress friends to look into the problem from that point of view.

After the Fourth General Elections, everything has changed. The political set-up has changed in our country. Our experiment with federalism started only after the Fourth-General Elections. So, we have still to evolve democratic feelings, traditions and conventions. But what is happening is otherwise. The law and order has been considered as a privileged preserve of the States. But for the first time in the history of free India, this Government has deployed the Central Reserve Police Force to a State even without its knowledge. When our learned Law Minister was asked about it on September 23, 1968 at Cochin, he replied that the presence of C.R.P. in Kerala was rather symbolic. Symbolic of what? It is symbolic of the inherent passion of this Government to topple down all non-Congress Ministries in India? Is it symbolic of the desire of the Centre to become the ring master so that the States may perform at the crack of the whip? I do not want to blame individuals for this.

It is a part of the attitude of the Empire building which is permeating the atmosphere of New Delhi. It is the result of the Constitution and that is to be blamed. In our Constitution, there is a built-in complex of perpetual Centre-State conflict. If law and order breaks down in a State, the Centre intervenes in the form of the President's Rule. If law and order breaks down in a Union Territory, such as, it happened during the policemen's strike and the anti-cow-slaughter agitation in New Delhi, and if law and order breaks down in a State which is under the President's Rule who will intervene? Whether Gen. Kumaramangalam with his army will intervene is a question I want to pose before this Minister? There is something inherently wrong in our Constitution. In my language there is a proverb that if a pot is broken by mother-in law, it is a mud pot and, if the same pot is broken by daughter-in-law, it will be considered as a golden pot and a lot of hue and cry will follow. Our Constitution is such that the Centre considers itself as an irate, tempestuous mother-

[Shri Murasoli Maran]

in-law and the States are concerned as docile daughters-in-laws.

AN HON. MEMBER : One day daughter-in-law will become mother-in-law.

SHRI MURASOLI MARAN : In Britain, the King can do no wrong. In India, the philosophy is that the Centre can do no wrong.

SHRI NAMBIAR : The Home Minister.

SHRI MURASOLI MARAN : There is the disbelief or lack of faith in the States. The Constitution itself does not believe the States ; there is lack of faith in States. Any estranged relationship between the Centre and the State is due to the shortcomings inherent in our Constitution.

I would like to quote here what the ex-Chief Minister has said about the Centre State relations. These are the words of the ex-Chief Minister of the biggest State in India. Let me quote :

"There is less and less inclination to treat State Governments as partners in a common endeavour in a growing inclination to treat them as subordinates and agents whose outlook is normally narrow and who cannot be trusted to take important decisions by themselves."

These are the words of Dr. Sampurnanand in his book. "Memoirs and Reflections" written some six years ago. We all know he belongs to the biggest State in India which has supplied all the Prime Ministers of free India and more number of Union Cabinet Ministers and Governors. If such is the position, what will be the position of other non-Congress States I wish to point out.

This Government follows the letter of the Constitution like Shylock followed the letter of the bond. We are yet to know why the Inter-State Council as provided by article 263 of the Constitution has not been set up. I want to know the reasons for the same. There is another proverb in my language that the unseen legs of a snake are visible only to another snake. Like that, the mind of the Congress Minister is

better known to another Congress Minister.

I want to quote the words of an ex-Minister explaining why such a Council has not been set up. I am quoting from the speech delivered at the Harold Laski Institute of Political Science in Ahmedabad on October 20, 1967 :

"Probably this is because there is a fear that, in an inter-State Council, the Governments of the Union and the States will have equal status and there will be no scope for Central domination."

There are the words of our ex-Minister Shri K. Santhanam. I want to know whether this is the reason for not setting up the Council. That is why, we urge for the appointment of high-powered Commission to examine the Constitution vis-a-vis the relationship between the Centre and the States and suggest reallocation of powers facing the realities.

When we plead for a minimal Centre, at the same time I want to establish that we are second to none in maintaining the integrity and unity of India. Let there be no doubt about this. That is why we want that such powers that are essential for the maintenance of the integrity and unity of India to be vested in the Union, and the others should be re-allocated to the States.

In the years to come, in future, there will be a polarisation of all political parties in India on this basis of changing this farce of federalism to create a real federalism. In the meanwhile, I wish to bring to the notice of the hon. Minister the learned advice of Shri Gajendragadkar, ex-Chief Justice of India :

"Healthy Centre-State relations must be evolved wisely and not in a partisan spirit if democracy and federalism are to succeed in this country."

Therefore, in the interest of the country, in the interest of the unity of the country, I request the hon. Minister to stop the cold war which is being waged on Kerala.

बी रत्नेश तिट्ट (रोहतक) : हिन्दी स्पीकर महोदय,

बात जो दिल से निकलती है असर रखती है, पर नहीं, ताकते परवाज भगर रखती है।

इतनी गहरी बात सदन के सामने पेश है लेकिन अफसोस है कि इसने हल्केपन से इसको लिया गया। जैसे मेरे दोस्त ने भट्टा बिठा दिया जनसंघ का वह प्वाइंट पेश करके। आज मुझे श्री कंवर लाल गुप्त से बड़ी मायूसी हुई। कहां गई उनकी देशभक्ति की ठेकादारी?... (व्यबधान)... कश्मीर का इन्टिरेशन, नागानैड़ के चीफ मिनिस्टर ने क्या कहा, सारा मशिरकी हिन्दुस्तान खोखला हो गया है... (व्यबधान)... सबाल यह है कि अशोक के समय में यह देश एक हुआ या और किर दाई हजार साल के बाद हमारी चुकाकिस्मती से सारा देश एक सूत्र में बंधा है। और ये लोग जो बैठे हुए हैं माझे त्सेतुंग के चेने चपटे, ये देश को बर्बाद करना चाहते हैं। माहे सात मी स्टेट्स इंटिरेशन हमारे सरदार पटेल और कौप्रेस के नीडरान ने किया था लेकिन ये लोग किर से 1500 स्टेट्स बनाना चाहते हैं। लेकिन इस चीज को हम होने नहीं देंगे। हमारे होम मिनिस्टर, चक्राग साहब और कांग्रेस गवर्नरमेंट ने इस देश के ऊपर एक भ्राह्मान दिया है, दुनिप दि हविल इन दि बड़े, ताकि एक कांटा बड़ा होकर सारे देश को कहीं नासूर न बनाए, इन्होंने उस चीज का गना पकड़ लिया है। यहां पर तो मिर्के केरल की बहस है किर आप लोग चारों तरफ क्यों छूम रहे हैं? आज केरल में जो जब्दा काम कर रहा है वह यह कि इस देश के विधान को कायम रखना है या नहीं रखना है, इस देश का भंडा कायम रखना है या नहीं रखना है, देश में हिमोके सी को कायम रखना है या नहीं रखना है, इस देश की यूनिटी को कायम रखना है या नहीं रखना है, इंसानियत को कायम रखना है या नहीं रखना है, और इस देश में प्रजातंत्र को कायम रखना है। या नहीं रखना है। आज देश के सामने भीजूदा सबाल यह है। लेकिन बनर्जी और उनके बेसे चपटे इस देश को तहस-नहस करना चाहते हैं।

यहां पर कांग्रेस पार्टी या और किसी पार्टी का सबाल नहीं है। इस देश के 50 करोड़

आदमी आज यह चाहते हैं कि हमारे होम मिनिस्टर इस देश की युनिटी पर आंच नहीं आयें दें। इस देश का कोई भी हिस्सा कमज़ोर न पड़े। आज देश का हर एक आदमी यह चाहता है कि हर कीमत पर इस देश की एकता कायम रखनी जाय और जाहिर है कि वह मजबूत सेंटर होने से ही कायम रह सकती है। देश का कोई भी हिस्सा, कहीं पर भी कोई डिस्ट्रिक्ट फोसेंज भगर इस देश को नुकसान पहुंचाना चाहती है तो ऐसी डिस्ट्रिक्ट फोसेंज का स्वात्मा किया जाय और सेंटर द्वारा उसका मिर कुचम दिया जाय। इस नाते में समझा है कि उच्चर के हमारे भाई नाम्बियार साहब ने जो बात कही वह कोई छोटी बात नहीं है कि उसे दरगुजर कर दिया जाय। उच्चर के वह भाई बार-बार यह कह चुके हैं कि वह इस पालियामेंटी डेमोक्रेसी को एक मजाक समझते हैं। इस संवाद को वह एक मजाक समझते हैं। पालियामेंटरी डेमोक्रेसी को वह एक मजाक-समझते हैं और इसलिये हमें उनके दिमाग में जो शारात काम कर रही हैं उससे खबरदार रहना है और ऐसे डिस्ट्रिक्ट एलिमेंट जहां भी हों उन्हें हमें मजबूती से टेकिल करना है। इसे लाली 19 सिनम्बर की हड्डताल की समस्या ही हमें नहीं समझता है बल्कि यह देखना है कि मेंटर की रिट सभी जगह देश भर में चलती है या नहीं। अब यहां पर केन्द्रीय सरकार ने इस समस्या पर काढ़ पाने के लिये एक मायूली प्राइवेंस पास किया और वह केरल की गवर्नर-मेंट ने कह दिया कि हम इसे नहीं मानते हैं। अब इस तरह की किसी भी राज्य सरकार के निवेश की अवहेलना करना एक बड़ी गम्भीर बात है। अब चक्राग साहब या सेंटर कोई रिट जारी करे और पंजाब उत्तर प्रदेश या हरियाणा की राज्य सरकारें कहें कि हम उसे नहीं मानते तो इस देश का क्या बनेगा? इस लिये यह बहुत आवश्यक है कि हमारा सेंटर मजबूत हो। मुझे अफसोल है कि भी कंवरलाल गुप्त कहे इस बात के मुकाबिल हो गये...

बी कंवर लाल गुप्त : मैंने ऐसा कही वही कहा कि सेंटर मजबूत नहीं होना चाहिए। मैंने

[श्री कंवर लाल गुप्त]

तो हमेशा यही कहा है कि सेंटर को मजबूत होना चाहिये। माननीय सदस्य जो मेरे लिये इस तरह की गलत बात कह रहे हैं यह उचित नहीं है। मैंने यह कभी नहीं कहा कि सेंटर मजबूत नहीं होना चाहिये।

श्री रणधीर सिंह: माननीय सदस्य को इस तरह से डिस्टर्ब नहीं करना चाहिये। उन्हें दूसरा न्यु प्लाइट भी सुनना चाहिये। आज की उन की स्पीच एक निराशावादिता की स्पीच थी। आज तक मैं श्री कंवर लाल गुप्त को हरयारों का अपना एक भाई समझता था लेकिन आज से मैंने उन को बतौर हरयारों के अपने एक भाई के तौर पर अपने दिमाग से निकाल दिया। इससे बढ़कर अफसोस की ओर कोई बात नहीं हो सकती है कि हरयारों के आदमी के मुँह से देश को कमज़ोर करने वाली बातें निकलें। मैं तो श्री कंवर लाल गुप्त के मुँह से यह सुनना चाहता था कि सेंटर मजबूत होना चाहिये और श्री चब्हाण ने बतौर होम मिनिस्टर के जो कुछ किया वह ठीक किया। केरल में जो कम्युनिस्टों को लेकर और उन चीज़ के माझोंसे तुंग के भतीजों को जिस तरह से रगड़ा वह उन्होंने ठीक किया। मुझे आज उनकी बात सुन कर बड़ी हैरत और साथ में दुख भी हुआ क्योंकि होम मिनिस्टर ने जो कुछ किया वह कोई कांग्रेस के लिए नहीं किया बल्कि इस देश को मजबूत बनाये रखने और इस देश की एकता कायम रखने के लिए किया था। श्री कंवर लाल गुप्त को मजबूत सेंटर के लिये कहना था ताकि इस देश में कोई विधटन कारी क्षक्तियां न पनप सके और देश की एकता कायम रह सके। उस तरह की अव्यवस्था और कमज़ोर सेंटर जैसा कि बहादुरसाह या भोरंगजेब के अंतिम काल में था वैसी नौबत आज न आ पाये। यह हमारे श्री कंवर लाल गुप्त मह चाहते हैं कि जिस तरह से बहादुरसाह के जमाने में मुगल शासन लालकिले में महबूब हो कर रह गया था और मुगल शासन के अंतिम दिनों में मुगल बादशाहों की रिट लाल किले के बाहर नहीं आती थीं वैसी हालत आज

बन जाय और सेंटर की रिट प्रान्तों में न चले ?...

श्री कंवर लाल गुप्त: माननीय सदस्य मालूम पड़ता है कि जब मैं बोल रहा था तब वह सो रहे थे अन्यथा इस तरह की गलत बात वह मेरे लिए कदापि नहीं कहते।

श्री रणधीर सिंह: मैं श्री कंवर लाल गुप्त को आगाह कर देना चाहता हूँ कि जब तक कांग्रेस गवर्नरमेंट मौजूद है क्या तो वह खुद या डी० एम० के० अथवा और भी कोई भाई जो भी इस तरह से सेंटर को कमसोर करना चाहेंगे और देश की आजादी और एकता को अगर कोई खतरा होगा तो केरल में जैसा सेंटर ने किया और जगहों पर भी अगर आवश्यक हुआ तो सेंटर मजबूत कदम उठायेगा। जो भी इस देश की एकता को चैलेंज करेगा, इस देश के संविधान को और इस देश की युनिटी व सौलैडैरिटी को चैलेंज करेगा उसे हमारे चब्हाण साहब रगड़ देंगे। हमारे चब्हाण साहब जो भी कायंवाही करेंगे वह कांग्रेस पार्टी के हित की हाप्टि से न करके सम्मूल देश के हित को ध्यान में रखते हुए करेंगे।

बस एक बात कह कर मैं खत्म करूँगा। हमारे भाई ने इनाहाबाद की बात कह दी। अब इनाहाबाद या रांची का क्या इससे ताल्लुक था ? लेकिन मैं कहना चाहूँगा कि इलाहाबाद और रांची में जो कुर्कम हुआ जो गड़बड़ हुई उसके लिए वह खुद जिम्मेदार हैं। मैं अपने दोस्त श्री कंवर लाल गुप्त को कहना चाहूँगा कि अगर उनकी पार्टी में से यह कम्युनलिज्म निकल जाये तो वह उन्हें ही बढ़िया हो सकते हैं जैसे कि यह कांग्रेस है। यह कम्युनलिज्म वह अपने में से निकाल दें हकीकत यह है कि वह उसे निकाल नहीं रहे हैं। दरअसल यह लोग कम्युनलिस्ट्स और सरमायेदार हैं और जिसे भी इस देश का हित प्यारा है वह कभी इन का साथ नहीं दे सकता है।

उपायमंत्री अहोदाय: माननीय सदस्य का समय समाप्त हो गया है।

श्री राणवीर सिंह : बस मैं एक मिनट में सत्तम किये दे रहा हूँ। मैं चाहूँगा कि सेंटरल रिजर्व पुलिस को और ज्यादा मजबूत करने के लिये हमारे चलाएं साहब और प्रधिक अधिकार अपने हाथ में ले क्योंकि इन दोस्तों के जो मंसूबे हैं वह उन्हें बलूनी मालूम हैं और देश की एकता को बनाये रखने का जहां तक तालुक है उस बारे में उन्हें कोई भी रिस्क नहीं लेना चाहिये।

अब अमरीका में फेडरल टाइप औफ गवर्नर्मेंट है और वहां अमरीका में फेडरल पुनिस व फेडरल आर्मी है। आपको मालूम है कि वहां अमरीका में जो कि अपने को डेमो-क्रेटिक कहता है वहां पर अगर कोई स्टेट इस तरह से बदमाशी करे, चाहे वह नीप्रोज के मामले में करे या और किसी बात में करे तो वहां का सेंटर उसे रगड़ सकता है। इसलिए मैं चाहता हूँ कि यहां पर सी० आर० पी० को और अधिक मजबूत किया जाय और जो भी इस देश की एकता को आंच पहुँचाये चाहे वह शेष अब्दुला हों, नम्बूदरीपाद हों, या नागानैड़ या मीजोनैड़ ऐसी कोई भी चीज़ हो तो उन्हें मजबूती के साथ सी० आर० पी० के जरिये सेंटर टेकिल करे। इसके लिये बम्बई से एक आदमी खुद लिखता है कि अगर यह बात नहीं की गई तो हिन्दुस्नान की एकता को खनरा है और मौजूदा सिस्टम को तोड़ कर इस देश के बारे हिस्से बनाने पड़ेंगे। इसलिए हमें देश को और सेंटर को मजबूत बनाना होगा। यह ठीक है कि कौप्रेस गवर्नर्मेंट और चलाएं साहब ज्यादा से ज्यादा लिंगविस्टिव वेसिस पर आटोनमी देना चाहते हैं लेकिन अगर वह उसे मिस्त्रूज करते हैं तो उन्हें रोका जायेगा और हम किसी भी हालत में सेंटर को कमजोर नहीं होने देंगे और हम ऐसी डिस्ट्रिटिव फोर्मेंज पर रगड़ा चढ़ायेंगे। हम इस देश की एकता व हित को सर्वोपरि अपने सामने रखते हैं।

श्री कांवर लाल गुप्त : उपाध्यक्ष महोदय, तीन कांप्रेस के मेरे भाई बोले। दोनों ने यह कहा कि मैंने कोई लूज़ फेडरल स्ट्रक्चर की बात कही है लेकिन उनका ऐसा कहना एकदम गलत

है। मैंने तो साफ कहा मैं एक मजबूत सेंटर के हक में हूँ...

MR. DEPUTY-SPEAKER : If three members had the same impression, he had better examine his own speech. I cannot permit him to convince them now. Every member had listened with great patience and attention. No more explanation is called for.

श्री कांवर लाल गुप्त : मैंने तो युनिटरी कीमं आफ गवर्नर्मेंट की बात की है। माननीय सदस्य मालूम पड़ता है कि उस समय सो रहे थे। उन्होंने इलाहाबाद का जिक्र किया लेकिन मैंने इलाहाबाद की बात ही नहीं की।

SHRI VASUDEVAN NAIR (Peerwade) : I am not a legal expert, but I am speaking on the basis of the bitter experience of my State and my people. The hon. Home Minister stated the other day that he always goes by the spirit of the Constitution. I wonder who is bothered about the spirit of the Constitution. At least as far as this Government is concerned, we are convinced by our experience that they are never bothered by the spirit of the Constitution. On the other hand, right from 1957—not from 1967—our experience had been that the leaders at the Centre and the Government at the Centre had done everything possible to subvert a legally constituted Government in the State of Kerala.

AN HON. MEMBER : Question.

SHRI VASUDEVAN NAIR : Now, after 1967 also, my charge against the Central Government is that they in every possibly way are assisting and abetting all the forces at work in toppling that legally constituted Government in my State. I am making this charge with full responsibility.

In this nefarious activity, the Central Government have assigned a very important role to one of their Ministers in the Cabinet, the Law Minister, Shri Govinda Menon. It is not a pleasure for us, coming from Kerala, always to find fault with him; he is the only hon. Congress member elected from Kerala to this Parliament,

AN HON. MEMBER : That is why he is opposed to him.

SHRI VASUDEVAN NAIR : He has the privilege to represent that once glorious organisation, the Indian National Congress, from Kerala in the 1967 elections, in this Parliament.

But his recent speeches, his recent activities as Union Law Minister—we are not concerned about the activities of Shri P. Govinda Menon—have been unlawful, and the Kerala Government have taken serious objection to his speeches and activities. They have brought it to the notice of the Home Minister and the Prime Minister and the Government of India that they should take serious notice of his activities. He is constantly exhorting people for collective self-defence against the so-called violence of the ruling party in Kerala, the Marxists. On 3rd November he urged his partymen at Trichur that they should all resort to sticks,—he does not think of other weapons, he only thinks of sticks—to take the law into their own hands. If the Union Law Minister himself begins to exhort people to organise collective self-defence and take the law into their own hands and then if he begins, to say that he is honouring the spirit of the Constitution, it is nothing but hypocrisy.

The Home Minister in a letter to the Chief Minister—I have no time to read it, otherwise I would quote it—has tried to give an excuse for not consulting the Kerala Government before sending the C.R.P. All sides of the opposition I think, except perhaps the Swatantra Party members, including my hon. friend Shri Kanwar Lal Gupta, are agreed that at least the Central Government ought to have consulted the Kerala Government before they despatched the C.R.P. So, in the letter to the Chief Minister, the Home Minister explains that he did not have enough time to do that. Is it a serious enough explanation for the Home Minister of the Government of India to say that there was not enough time to consult the State Government? Of course, he also says that he has got the authority. That he always asserts, that it is not necessary to consult. That point is always there.

My only request to this Congress

Government is this. Let them not declare too much from the housetops. We know what they are by their professions, by their practices, but they try to hide their activities, their real colour, the real face, by tall professions, but we want to tear this mask from their faces. I want to say that in our State of Kerala as well as in many other States, all along after 1967 they have been doing everything possible to topple the non-Congress Governments. My hon. friend had gone over the entire scene after 1967, and I do not want to go over the entire subject again. We know what happened in West Bengal, we know what happened in many other States, we know what is going to be the fate of other Governments like the Tamil Nadu Government and other Governments. They are coming. Now the main target is the Kerala Government. They want to finish the Kerala Government and then concentrate on other Governments. So, this is part of a conspiracy which the Central Government has hatched right from 1967. That is how I look at this matter. There is no point in dabbling in constitutional niceties and legal terms in this matter.

Let us face facts as they are. So, the question is whether the Central Government is prepared to put up with State Governments that have adopted entirely different policies, political, ideological and economic. The fact remains that during the last 20 years the Government at the Centre has come to represent in this country a lot of vested interests, monopolists and landlords and black-marketeers and the worst elements in the Indian society. There were occasions in India, may be only for a few months, 28 months in 1958-59, our Government was there and it was short-lived. We are not afraid of it because we are facing a big challenge. We know because they have got powers in their hands, they have got their army, they have got their C. R. P., they have got sections and articles in the Constitution. We knew that we represent something very different from what they are representing. This is the trouble. The trouble arises from the situation. At present the agitation in Kerala against the State Government has been intensified of late because the State Government has gone in for a very important piece of legislation. It happened in

1957. The land reform Act is there. A Bill is on the agenda. Then the affected people are up in arms. Certain sort of people who will be affected by this are up in arms. The University Bill is on the agenda and is being debated in the legislature. The private colleges management, churches and all the vested interest in the field of education are up in arms.

AN HON MEMBER : There is Man Nath Padmanabhan.

SHRI VASUDEVAN NAIR : Man Nath Padmanabhan cannot do now. They have no captain to lead them now. They had one in 1957. So these people are now up in arms. Now these people always talk about secularism. Mr. Bhandare talked about strange bed fellows, Communists and the Jan Sanghis and I may tell Mr. Chavan that there are strange bed fellows in Kerala to-day where the Congress and the Jan Sangh are bed fellows now. Why? Because they even want to make use of certain issues to incite communal tension in Kerala. I charge the KPCC leadership of deliberately trying to foment Hindu-Muslim riots in Kerala, Hindu-Muslim tension in Kerala. They want to make use of them so that the Government is discredited. There is a law and order problem created. Wherever there is trouble they poke their nose into the situation.

MR. DEPUTY SPEAKER : The hon. Member should conclude.

SHRI VASUDEVAN NAIR : Sir, we are in the dock. The motion specifically refers to something which happened in Kerala. So you should be a little indulgent.

MR. DEPUTY-SPEAKER : I am already.

SHRI VASUDEVAN NAIR : I am thankful to you. Temple issues and other such communal questions are even utilised for working up the feelings of the people. What are the responsible leaders doing about? They may be here saying that they have nothing to do with that. What are their followers doing?

Have they no control over them? Now Sir, this particular September 19 crisis

came. What happened in Delhi and Kerala. Most of the K P C C leaders were flying daily to Delhi, almost everyday, coming and going and coming and going. In the Jantar Mantar there was a camp set up for the Kerala Congress leaders. They were refugees here before Mr. Chavan, before Mr. Govinda Menon and waiting for the Prime Minister, Smt Indira Gandhi, to return from here pilgrimage to Latin America. This is the best opportunity because they have violated the Constitution, because they have violated the orders from the Central Government. This is the best opportunity to dismiss them and I may tell you, Sir, that some people in the Home Ministry were briefing the newspapers that this is a subject under discussion in the Centre between the leaders in the Cabinet every day. What is the news? The Kerala Government may be dismissed any day. Such things appeared.

What will happen among the officers in the State Government when such news appears. Because it is the leaders of the ruling party at the Centre who are now demanding the dismissal of the Government and they are spreading these things in their newspapers. So, this is the situation that is existing and how can a State Government in this situation, function with stability? You talk of autonomy of States, the rights of States, the powers of a State. This is a concrete situation that obtains in this country; this is going to be the fate of many other States in India. This is not going to be the fate of the Kerala State only; this is going to be the fate of even Maharashtra if Maharashtra is going to have perhaps a different way. Perhaps it is going to be fate of many, many other State Governments, and people in India. That is how we are concerned about the situation.

So, we want the whole country, this Parliament, to take note of this situation that has come up, as a result of the new developments following the 1967 general election. I wholeheartedly support the suggestion made by the mover of this motion, namely, the Inter-State Council, and I also support wholeheartedly the suggestion made by my friend Shri Murasoli Maran to have a high-power commission to go into the entire question. Let us try to straighten out the issues so that the people who want to topple the governments which represent the people of this country are not at the mercy of these people, so that they would

[**Shri Vasudevan Nair**]

be able to function with stability as long as those people want those governments to function.

THE MINISTER OF LAW (SHRI GOVINDA MENON) rose—

SHRI INDRAJEET GUPTA (Alipore) : Sir, after this very convincing speech, may I know what action will be taken against the Law Minister ?

SHRI GOVINDA MENON : Mr. Deputy-Speaker, Sir, I did not want to intervene in this debate ; I would not have done so—

SHRI S. M. BANERJEE (Kanpur) : Is he tendering his resignation or what ?

SHRI GOVINDA MENON : I would not have intervened in this debate but for what Shri Indrajit Gupta considered to be a convincing speech from Shri Vasudevan Nair. It was not so convincing to me, and I wanted to say that. First of all, I want to repudiate and repudiate strongly the allegations made by Shri Vasudevan Nair against me.

SHRI S. M. BANERJEE : A Commission should be appointed.

SHRI GOVINDA MENON : I want Shri Banerjee and others in the House to know what exactly I have said. I stand by what I have said and I have absolutely no difficulty to repeat it. Sir, I have charged the Government in Kerala, particularly the Chief Minister, that when members of the Marxist party attacked people, committed aggression, the police would be conspicuous by their absence in that situation. (*Interruption*). Please listen. Even if complaints are made, there is no use. (*Interruption*).

SHRI NAMBIAR : Is it the duty of the Central Government to say that (*Interruption*).

MR. DEPUTY-SPEAKER : Some changes have been made and he is replying.

SHRI GOVINDA MENON : This is the complaint which even Shri Vasudevan

Nair and his party have in Kerala. It was only a week earlier that all the members of the right communist party in the Kerala legislature walked out in protest against the policy of the Chief Minister, because there was a lathi charge against the workers belonging to the right communist party. The Chief Minister promised to institute an investigation ; he refused to do so and today, two or three members belonging to Shri Vasudevan Nair's party, the right communist party, are reported to be on a hunger-strike, because, the Government there, the Chief Minister, is not behaving rightly towards the activities of the right communists. And one of two days earlier, seven to eight members belonging to the revolutionary socialist party in the Kerala legislature also walked out.

They walked out in protest against the policy of the Chief Minister. It was three days earlier that Mr. Wellington, one of the ministers in the Kerala Cabinet, announced in a public meeting that a stage has been reached when the people should organise themselves in order to protest themselves when there are attacks against them and the police do not come to their help.

I made the charge and I repeat it now that in Kerala if there is an attack by the Marxist against farmers, labourers and others, the police will not raise their little finger, even if a complaint is made. On 19th September, about 100 workers in Trichur led by a Marxist Communist entered the State Bank of India in Trichur and was about to enter into the cash box room. The manager of the State Bank requested the police to come to his help to protect the State Bank of India.

SHRI S. M. BANERJEE : On a point of order, Sir.

MR. DEPUTY-SPEAKER : If he has stated certain facts which are not correct, you can contradict them. From the procedural point of view, there is nothing.

SHRI S. M. BANERJEE : Under rule 376, I am raising the point of order. The business before the House, according to the paper, is...

MR. DEPUTY-SPEAKER : If you say the Minister is irrelevant, I cannot agree. On a point of personal explanation, he is intervening and he has a right. (Interruption).

श्री सत्य नारायण तिह (बाराणसी) : हम को ये मामों के बेले बताते हैं। ये किस के बेले हैं? क्या अमरीका के बेले नहीं हैं, क्योंगे काई शैक के बेले नहीं हैं? जो मन में आता है कह देते हैं। मजाक समझ रखा है। जो चाहो बोल दो। बड़े आए देश भक्त। क्या आप ही देश भक्त रह गए हैं? हम नहीं हैं.....

MR. DEPUTY-SPEAKER : Mr. Nambiar, I will have to take action against that member. I will not tolerate it.

SHRI S. M. BANERJEE : He wants to say something on a point of personal explanation. May I invite your attention to the rule relating to personal explanation? If there are any charges made against him, he can say that they are baseless. It should be confined to that. But he has brought in the conduct of the Chief Minister and certain other issues which purely concern the Home Ministry. He has said that somebody entered the State Bank etc. He should confine himself absolutely to the charges that have been made and say whether they are correct or not.

18.03 hrs.

MR. DEPUTY-SPEAKER : No further explanation is necessary. Please resume your seat. The question is....

SHRI SHRI CHAND GOYAL (Chandigarh) : The point is....

MR. DEPUTY-SPEAKER : Please resume your seat. I do not want any assistance to dispose of the point of order. I am not going to listen to it.... (Interruptions). Nothing will go on record. (Interruptions).*

श्री अमृत गंगा डार (गुडगांव) : छिपटी स्त्रीकर साहब, आप बहुत बड़े हैं और आप के लिए आप ही बड़े हैं, लेकिन क्या यह

पर्वतल एक संघर्षने देश है कि पांच आदमी निकल गये और सात आदमी बाक आउट कर गये, वहाँह ?

(श्री बिलाली दारगढ़ी नाने, दृष्टि सीरीज़ साप, अंप बिल बिले जी और अंप के अंदर कामी बहत बहते थे। जिनकी जीप्स अंस बिलिश हो कर बांधे और तकली और सात आदि वाले आउट कर दिए, विवरण ४)

MR. DEPUTY-SPEAKER : I have already disposed of the point of order. Certain allegations were levelled against the Law Minister for certain statements supposed or alleged to have been made by the Law Minister. If certain allegations,—I do not know whether they are true or not—are levelled against him by one side, it is perfectly within his right to give a personal explanation with all the evidence at his disposal.

SHRI NAMBIAR : My point of order is different. He is a member of the Union Cabinet. So, he is not speaking only as a member of the House. So far as he is concerned, he can say what he said or did. But, if he goes beyond that and makes allegations against a State Government, it becomes within the purview of Centre-State relationship. Therefore, I would request the Chair that he should not be allowed to go beyond the limits. Since his previous utterances are quoted, let him by all means refer to them. But if he indulges in making baseless charges against a State Government, it should be taken as a statement by the Union Government against a State Government.

MR. DEPUTY-SPEAKER : Your question is whether he spoke in his capacity as Law Minister or as a party member. I am not concerned with it. When you attack him here, you attack him both in his capacity as Shri Govinda Menon and also his capacity as Law Minister. Keeping in view that dual capacity, he is perfectly within his right to give an explanation.

SHRI S. M. BANERJEE : What is his capacity now?

SHRI GOVINDA MENON : I will conclude soon because the matter falls

*Not recorded.

[**Shri Govinda Menon]**

within a small compass. As I said, I am intervening in the debate by way of personal explanation.

The statement which I made was that the Marxists committed aggression against others.

SHRI NAMBIAR : Aggression ?

SHRI GOVINDA MENON : Yes. When Marxists attacked others, attacked their property, attacked their person, what is found in Kerala today is...*(Interruptions)*. Please listen ; this is my allegation. When that happened, police did not come to help the people.

That is my first statement. By way of an illustration I wanted to refer to what happened on the 19th September. When the State Bank of India was attacked, the manager of the State Bank requested the District Collector and the District Superintendent of Police to go to his help and they said that they would not go. They did not go and on that day the State Bank of India had to be closed for want of police help from 10 to 11 A.M. This I wanted to say to illustrate my point.

When the Marxists and those led by them do something to break the law the police do not raise their little finger against it. In a situation like that—I pose the question—what shall we do ?

SHRI VASUDEVAN NAIR : What about your lathis and your goondas ? I saw that with my eyes—Congressmen doing that in Kottayam.

SHRI GOVINDA MENON : In a situation like that I said that this is the right, the duty, what is sanctioned by law, for people to protect themselves.....*(Interruption)*. This is all I said. I did not say that the people should take the law into their own hands to topple the Kerala Government.....*(Interruption)*. If Congressmen, the Right Communists or the RSP or anybody else commit acts of violence then also the police must come and take action against them and protect the victims. If somebody attacks a police station, then also the police must go there. Shri Vasudevan Nair grew eloquent about certain agitations in Kerala today on ac-

count of certain beneficial legislative measures which are being taken. I do not take it, Sir, that it is on account of these beneficial measures that two police stations were attacked in Kerala.

SHRI V. KRISHNAMOORTHI
(Cuddalore) : On a point of order, Sir.

SHRI VASUDEVAN NAIR : What is your attitude to the University Act ? Have you the courage to say about that ?

SHRI V. KRISHNAMOORTHI : The Law Minister was saying that when law and order breaks down in a State what happens. There is the Indian Penal Code made by Parliament. Under article 256 this Government has got every right to give directions.

SHRI KANWAR LAL GUPTA : Why was a directive not issued by the Central Government, when there was a breakdown of law and order ? This is a charge against you.

SHRI V. KRISHNAMOORTHI : When there is a breach of the law made by Parliament, the Central Government has got a right to issue directions under article 256. Everyone knows that. Our Law Minister knows it very well that if there is any breach of law in a particular State, whether it is in Kerala or in any other part of India, his duty is to bring it to the notice of the Home Minister and to see that a direction is issued under article 256 and not to incite the people to take to arms or to sticks. That is an act of the goondas and not of the Law Minister. He ceases to be a Law Minister the moment he says that people have got a right to take to sticks.

SHRI S. M. BANERJEE : He should be sacked.

SHRI V. KRISHNAMOORTHI : He should be dismissed.

SHRI INDRAJIT GUPTA : The Government should be sacked for not locking him up.

SHRI V. KRISHNAMOORTHI : He ceases to be the Law Minister when he advocates that people should take to arms or sticks.

SHRI GOVINDA MENON : I have not said anything like that.

MR. DEPUTY-SPEAKER : While giving an opportunity on a point of personal explanation..... (Interruption).

SHRI A. SREEDHARAN (Badagara) : If you demand, we will justify what he has done. (Interruption.)

SHRI VASUDEVAN NAIR : Did he refute the statement which I alleged he had made?

SHRI GOVINDA MENON : Yes.

SHRI VASUDEVAN NAIR : No. He has an explanation for it but he stands by it..... (Interruption). Let the people of India see that the Law Minister.... (Interruption)

SHRI GOVINDA MENON : They should defend themselves and not wait for a directive from the Centre.

SHRI V. KRISHNAMOORTHI : He is not the type of Law Minister we should have.

SHRI VASUDEVAN NAIR : He says that the people can take law into their own hands... (Interruption.)

MR. DEPUTY-SPEAKER : This is a point of disorder now. I will have to adjourn the House. Order, order. Let me dispose of the point of order.

SHRI RANDHIR SINGH : It is 6.10 P.M. now. They do not want you to proceed. Better adjourn the House if they do not want to listen. (Interruption)

MR. DEPUTY-SPEAKER : Order, order. The point that you have raised has some relevance. To that extent, I will explain. I have never pronounced any verdict regarding the doctrine of collective defence. Whether the doctrine of collective defence was preached in the capacity

of the Law Minister or a Member of a Party, I have not said anything on that. You cannot raise any objection. I have not said anything of that sort.

SHRI V. KRISHNAMOORTHI : He has made the speech as by Mr. Govinda Menon, not as the Law Minister. (Interruptions)

श्री कंबर लाल गुप्त : मुझे प्राप्त दीजिए, मैं भी एक प्लाइंट आफ आर्डर उठाना चाहता है। अभी आप ने कहा कलेक्टिव डिफेंस...

श्री प्रकाशनीर बासवी (हापुड़) : हमें भी कुछ कहना है इस हाउस में। यह प्लाइंट आफ आर्डर, प्लाइंट आफ आर्डर, कब तक चलेगा? अगले बताओं को बुलाइए। सारा समय हाउस का जा रहा है।

श्री कंबर लाल गुप्त : जो ला मिनिस्टर ने कहा, घगर ला मिनिस्टर समझते थे कि वे कहे हो गया है बिलकुल ला एंड आर्डर का सो इन का यह कर्ज था कि यह सेंट्रल गवर्नरेंट को कहते कि प्रोटेक्शन दे और लोगों को प्रोटेक्शन देने में यह सरकार कमज़ोर रही है, इस ने कुछ काम नहीं किया, यह हमारा चार्ज है। लेकिन ला मिनिस्टर की हैसियत से उम्हें वह नहीं कहना चाहिए था। एक अवित की हैसियत से कह सकते थे। यह हर एक आदमी को कहने का हक है।

MR. DEPUTY-SPEAKER : Shri P. Gopalas.

SHRI P. GOPALAN (Tellicherry) : Mr. Deputy-Speaker, Sir, it is in the background of the growing economic crisis and the consequent political crisis in our country that we are discussing this problem of Centre-State relations. I think, without going into the economic and political aspects of the problem underlying this relationship, we will not be able to understand the real issue as such. Everybody knows that during the last 21 years, a capitalist economy is being built up in our country and the Congress Party which has been in power has been developing this type of capitalism and that has developed into monopoly capitalism. It is the deve-

[Shri P. Gopalan]

lopment of monopoly capitalism that has resulted in the concentration of wealth in the hands of a few privileged people. It is this concentration of wealth in the hands of a few privileged people that has, recently, reflected in the political field of our country. These are the economic and political reasons underlying the Centre-State relations. The State Governments are asking for more powers while the Central Government is clamouring for more and more powers. The State Governments are asking for maximum autonomy and more powers. The Central Government is, gradually, taking away the powers of the State Governments. For example, during the recent strike of the Central Government employees, an Ordinance was promulgated.

Certain directives were issued to all the State Governments to be carried out, and the Kerala Government took a different position. Under this Ordinance, our Home Minister, Shri Chavan, gave certain instructions to the State Government exercising his discretionary power regarding arrest of the political leaders who instigated the strike. He has blamed the State Minister for non-implementation of this order. But the Chief Minister has replied that, if the Central Home Minister has the power to exercise his discretion, the State Chief Minister has also his own discretion not to arrest any of the leaders who instigated the strike.

Another factor is also there. The Kerala State Government has come into power on a different political platform. The political programme of the Kerala State Government is different from that of the Congress Central Government. While the Central Government is suppressing the labour movements in our country and is taking an open stand against the working class of our country, the Kerala Government is standing on the side of the working class of our country. It is upon these different political programmes that these two Governments are constituted.

Our State Government has taken a very clear position with regard to labour disputes. The Central Government employees issue being essentially a labour issue, our Government took a position as to how it should be dealt with. The Cen-

tral Government usually suppresses those movements, labour movements. But the State Government took a different position. How can the Central Ministers hope that the State Government will automatically follow the anti-working class policy of the Congress Government while the State Government has come into power on a different political programme and political platform? This is what we cannot understand.

I now come to the question of the attitude of the Central Government towards our State, and especially of our Law Minister, Shri P. Govinda Menon, who is the only Congress member from Kerala in this House and for which virtue he has been pitch-forked to that important position of Cabinet Minister. Everybody knows him... (*Interruptions*) Mr. Govinda Menon is well known in Kerala, even young children know him, not because of his magnanimous activities here as a Cabinet Minister, not because of his outstanding personality, but because everybody remembers an incident. This Mr. Govinda Menon has branded the EMS Government as a Government of dacoits. In one of his speeches, he has said this.....

SHRI GOVINDA MENON : Quote it.

SHRI P. GOPALAN : Yes ; I am quoting. I am quoting from *Kerala Kaumudi* which always supports Congress.....

SHRI GOVINDA MENON : That is a wrong report.

SHRI P. GOPALAN : I am quoting : "The Union Law Minister, Shri P. Govinda Menon, today described the EMS administration in Kerala as a Government of dacoits....."

SHRI GOVINDA MENON : That is a wrong report.

SHRI P. GOPALAN : You will deny everything. That is what you usually do. Why did you not deny this when it appeared in the paper? Where had you been at that time? (*Interruption*)

SHRI GOVINDA MENON : I have not seen that. That is a wrong report.

SHRI P. GOPALAN : Then, it is said :

"He exhorted the people to be ready to resist this Government and to mobilise in sufficient strength to make the resistance successful."

This was his open call.....

SHRI GOVINDA MENON : This is wrong.

SHRI P. GOPALAN : This is not wrong. I know, you will deny it ..(Interruption) Mr. Govinda Menon has characterised and blamed the EMS Government as a Government of dacoits.

SHRI GOVINDA MENON : I have not done that.

SHRI P. GOPALAN : He is well remembered in Kerala because of this incident ; he is the popular hero of a drama enacted in Kerala some years back, notoriously known as the '5½-lakh sugar scandal' ; he is popularly known more as '5½-lakh' than as 'Panampalli' Govinda Menon.....

SHRI NAMBIAR : Children even sing songs.

SHRI P. GOPALAN : This is the type of man that he is. We will not be surprised of this if Mr. Panampalli Govinda Menon had said this in his personal capacity, but what we are astonished to see is that a Union Minister, Mr. P. Govinda Menon, is indulging in such a propaganda. Mr. Govinda Menon has tried to prove that the Marxist Communists are attacking the other sections.....(Interruption)

SHRI GOVINDA MENON : That I have said.....

SHRI P. GOPALAN : Sir, I would like to ask him : How many Marxist communists were butchered by your Congress goondas ? In my district how many communist comrades have butchered by your congress goondas ? (Interruption)

In 1959 what happened ? I was beaten up during that time. This Congress started the liberation struggle.....(Interruption)

MR. DEPUTY-SPEAKER : You must conclude now.

SHRI P. GOPALAN : Sir, so many buses were destroyed ; so much loss had taken place, due to the struggle waged by these Congress people. Yet, it is these people now who are talking from their house-tops about the sanctity of the constitution. These people have butchered democracy,—a cold-blooded butchery—which they did in July, 1959. Now they say Marxists and communists have no faith in democracy.

SHRI GOVINDA MENON : They say so.....

SHRI P. GOPALAN : They say, Sir, that we do not respect the constitution and all that. May I ask him : Does he respect the Constitution ? If he respects the constitution, he has the moral obligation and the political obligation to follow only constitutional methods, but what they followed were unconstitutional and undemocratic methods. If there is something wrong, they ought to have followed democratic and constitutional methods but not these clandestine methods. These methods will not do. This man, Shri Govinda Menon, is not worthy to sit there. He must resign. I have the least respect for him. He must resign. (Interruption)

MR. DEPUTY-SPEAKER : I have to call.....

SHRI NAMBIAR : There is a corruption charge of Rs. 5½ lakhs against him. Is he worthy of sitting there, Sir ?

MR. DEPUTY-SPEAKER : I have to call Shri Dwivedi, Shri Joshi, Shri Prakash Vir Shastri and two others from this side. The Home Minister has to reply. It will take a long time. May I know the desire of the House ? Is it the desire of the House that we may adjourn ?

SHRI SURENDRANATH DWIVEDI (Kendrapura) : We will have it tomorrow.

SHRI V. KRISHNAMOORTHI : One submission. Sir, before we adjourn.....

MR. DEPUTY-SPEAKER : It will take another $1\frac{1}{2}$ hours now..... hon. Speaker and discuss so that time may be fixed. The House stands adjourned to meet at Eleven of the Clock tomorrow.

SHRI SURENDRANATH DWIVEDI : Will you take this up tomorrow or on some other day ?

18.25 hrs.

MR. DEPUTY-SPEAKER : How can I predict just now ? It is for you to meet

The Lok Sabha then adjourned till Eleven of the Clock on Wednesday, December 4, 1968 / Agrahayana 13, 1890 (Saka).