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Tuesday, August 4, 1970
Sravana 13, 1892 (Saka)

LOK SABHA DEBATES

Eleventh Session
(Fourth Lok Sabha)



LOK SABHA SECRETARIAT
New Delhi

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LOK SABHA

Tuesday, August 4, 1970/Sravana
13, 1892 (SAKA)

The Lok Sabha met at Eleven of the Clock.

[MR. SPEAKER in the Chair]

ORAL ANSWERS TO QUESTIONS

**Looting of Explosives from a goods train
between Adra and Indrabil Stations (South
Eastern Railway)**

+
*181. SHRI MRITYUNJAY PRASAD :
SHRI BENI SHANKER SHARMA :
SHRI J. N. HAZARIKA :
SHRI BABURAO PATEL :

Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that certain number of cases of explosives booked at Gomia were looted between Adra and Indrabil stations, South Eastern Railway on the 25th June, 1970 ;

(b) if so, the relevant details of the incident and the follow up action taken thereafter ; and

(c) whether there have been such incidents in the past also, and, if so, the details of such incidents during the past two years ?

THE MINISTER OF STATE IN THE
MINISTRY OF RAILWAYS (SHRI R. L.
CHATURVEDI) : (a) Yes, Sir.

(b) A statement giving details is laid on the Table of the Sabha.

(c) No, Sir. There was no case of looting of explosives during 1968 and 1969 in this area.

Statement

On 25. 6. 1970 at about 13.00 hrs. a Goods train was stopped between Adra and Indrabil stations by 50-60 miscreants by disconnecting hosepipes. The miscreants broke open the door of a wagon containing 350 cases of explosives and started removing the cases. Two Railway Protection Force Rakshaks with arms, on patrol duty, rushed to the spot and challenged the miscreants, who threatened the Rakshaks and continued removing the cases. The Rakshaks chased the gang of criminals carrying away the stolen property. When the criminals together advanced towards the Rakshaks with murderous intent the Rakshaks fired one round each in exercise of the right of private defence of life and railway property resulting in the death of one criminal. Soon thereafter the remaining criminals fled away in different directions leaving behind most of the stolen cases in the open field. Railway Protection Force and Police Officers reached the spot and during search of surrounding areas, 41 cases were recovered within a radius of 3 kilometres from the scene of occurrence.

The total number of packages taken away by the criminals was 53 and after the recovery of 41, 12 are reported to be missing. The cases containing explosives were marked "Indian Explosives Ltd., Gomia-Class 3 Explosives, Division-1 Torch Brand". The victimised wagon was detained for checking. The Railway Police registered a case under Section 148/149/461/379/353 IPC and 128 Indian Railways Act, which is under investigation.

This area was being patrolled by one Railway Protection Force party consisting of one Head Rakshak and 4 Rakshaks since 1969. This patrolling was intensified by the addition

of one extra party (one Head Rakshak and four Rakshaks) since the beginning of 1970. It has been further intensified by adding a third party. Necessary instructions have been issued to the Zonal Railways to exercise greater vigilance.

श्री मृत्युंजय प्रसाद : मैं मंत्री महोदय को याद दिलाना चाहता हूँ कि पिछले साल सेना के विस्फोटक पदार्थ लूटे गए थे। अब इस एरिया के माने आप आद्रा और इन्द्राबिल लगाएँ तो हो सकता है कि आपका बयान सच हो। लेकिन सेना के विस्फोटक ईस्टर्न रेलवे में लूटे गए थे। लेकिन आद्रा के माने अगर आप बंगाल लगाएँ तो मेरा कहना सच है। मैं चाहता हूँ कि आप बताएं कि मैं सच कह रहा हूँ या गलत कह रहा हूँ।

इसके साथ ही एक बात यह आ जाती है कि सेना के विस्फोटक पदार्थ लूटे जायें या वे पदार्थ लूटे जाएँ जो कि नागरिक कामों में इस्तेमाल होते हैं, इससे कोई अन्तर नहीं पड़ता है। मुझे जहाँ तक पता है गोमिया एक्सप्लोसिवज लिमिटेड नागरिक कामों के लिए, खानों, पहाड़ों में सुरंगें बनाने के लिये विस्फोटक पदार्थ तैयार करता है। लेकिन उससे कोई फर्क पड़ता नहीं है। जब ये पदार्थ दुष्कर्मियों के हाथ में पहुँच जाते हैं तो चाहे उनसे किसी के मकान को उड़ाया जाए या किसी और विनाशकारी काम में उसका प्रयोग किया जाए, कोई अन्तर नहीं पड़ता है। हमेशा ही उसका बुरा असर होगा। इस लिए मैं आपसे जानना चाहता हूँ कि आपने उनकी रक्षा का कोई इंतजाम किया है, क्या ऐसे सामान के साथ आप रक्षकों का प्रबन्ध भी करने जा रहे हैं जिस तरह से आप सेना के सामान के साथ करते हैं।

यह घटना 25 जून की है। आपके बयान से यह जाहिर नहीं होता कि जांच पड़ताल के परिणामस्वरूप अभी तक कोई पकड़ा गया है। मैं जानना चाहता हूँ कि क्या आपको कोई

सबूत ही नहीं मिला है। इस घटना को घटे एक महीने से भी ज्यादा का समय हो गया है। इसमें एक दुष्कर्मि मारा भी गया था। उसकी लाश की शिनास्त होने से आपको उसके साथियों का पता लगाने का बहुत अच्छा मौका था। मैं जानना चाहता हूँ कि क्या आपने पता लगाया है और लगाया है तो क्या आपने किसी को पकड़ा है ?

यह संयोग की बात है कि दो रक्षक घटना स्थल पर पहुँच गए थे। जबकि ट्रेन के साथ कोई रक्षक नहीं था। मैं जानना चाहता हूँ कि आगे आप इस प्रकार के सामान की रक्षा करने की क्या व्यवस्था करने जा रहे हैं ?

श्री रोहन लाल चतुर्वेदी : मूल प्रश्न के उत्तर में मैंने कहा है कि इस एरिया में इस तरह की कोई घटना 1968 और 1969 में नहीं हुई। लेकिन इसके माने यह नहीं है कि दूसरे किसी एरिया में भी नहीं हुई। माननीय सदस्य अगर नोटिस देंगे तो मैं दूसरी जगहों की डिटेल्स भी दे दूंगा।

दूसरा उनका प्रश्न एस्कार्ट के बारे में था। प्राइवेट पार्टी की प्रापर्टी या एक्सप्लोसिव हो तो उसमें भी हम लोगों को एहतियात बरतनी चाहिये। उसको भी ठोक से आम्ई परसनल के द्वारा एक जगह से दूसरी जगह ले जाने की कोशिश करनी चाहिये। इस सम्बन्ध में मेरा निवेदन यह है कि अभी तक हम लोग सिर्फ जो वलनरेबल सेकशज हैं, जहाँ हम समझते हैं कि इस किस्म की वारदातें होती हैं वहाँ ही एस्कार्ट देते हैं और जितना उसका इंतजाम कर सकते हैं मैन पावर के हिसाब से उतना करते हैं। दूसरी जगह नहीं करते हैं। लेकिन यह विचाराधीन है कि जो मिलिटरी का सामान हो उसके लिए क्या प्रबन्ध हो।

श्री मृत्युंजय प्रसाद : आपने कहा है कि होजपाइप्स को काट करके गुड्ज ट्रेन को रोका

गया। प्रश्न पैदा होता है कि चलती गाड़ी में कैसे कोई चढ़ कर रोकेगा जब तक कि वह आखिरी स्टेशन से उसमें आया न हो। इसके माने यह है कि शुरू से ही वह चढ़ गए थे। इसके लिए आपने क्या उपाय सोचे हैं ?

क्या आपने आगे के लिए अपने खाते में यह लिख दिया है कि कौन-सा एरिया सेंसेटिव एरिया है और यहां आपको पहरा देना होगा ? सारे का सारा बंगाल ही सेंसेटिव एरिया है। बंगाल में कोई इनसेटिव एरिया आप बता तो दें। पहले साउथ ईस्टर्न रेलवे का था और अब ईस्टर्न रेलवे का है। सारे बंगाल के लिए क्या आप इस तरह की कोई व्यवस्था करेंगे ?

दुनिया भर का सामान माल गाड़ियों में आता जाता है। लेकिन एक्सप्लोसिवज पर ही चोट होती है। इसके माने बहुत स्पष्ट हैं। इस वास्ते क्या आप मेहरबानी करके डिफेंस डिपार्टमेंट को भी आगाह करेंगे कि वह भी जरा ध्यान रखा करें ?

श्री रोहन लाल चतुर्वेदी : मैंने प्रश्न के उत्तर में कहा है कि होज पाइप्स को अलग करके गाड़ी रोकी गई। उसमें माननीय सदस्य यह जानना चाहते हैं कि क्या पहले से आदमी उसमें बैठा नहीं था और बिना पहले से आदमी के बैठे ऐसा नहीं हो सकता है। इस सम्बन्ध में मेरा निवेदन है कि बहुत मुम्किन है कि एक दो आदमी पहले से चुपचाप बैठ गए हों। लेकिन उसके बारे में इनवेस्टीगेशन हो रही है। अभी उसके बारे में ठीक से कुछ नहीं कहा जा सकता है। हो सकता है कि पचास साठ मिसक्रिप्ट्स आ गए हों और गाड़ी धीमी होने पर उसमें चढ़ गए हों। लेकिन उन सब के सम्बन्ध में इनवेस्टीगेशन हो रही है।

माननीय सदस्य ने कहा है कि सारे बंगाल एरिया के लिए क्यों ऐसा प्रबन्ध नहीं किया जाता है ताकि एक्सप्लोसिवज को एक जगह

से दूसरी जगह सुरक्षित ले जाया जा सके। मेरे पास जो रिकार्ड हैं वह यह बताता है कि सब से खराब एरिया गोमो और गया सेक्शन है बिहार का। इसमें स्टेट गवर्नमेंट की मदद लेनी पड़ती है***

एक माननीय सदस्य : क्या बंगाल में नहीं आता है*** (इंटरप्रांज)

श्री रोहन लाल चतुर्वेदी : अगर कहीं लूट होती है तो उसके आंकड़े में दे सकता हूँ अगर माननीय सदस्य चाहें तो। लेकिन जो वस्तु-स्थिति है वह यह है कि सबसे खराब सेक्शन गोमो गया का है। यह इन्द्राविल वाला जो सेक्शन था वहां हम लोगों ने पैट्रोलिंग बढ़ा दी है। पहले वहां एक हेड रक्षक था और चार रक्षक थे। उसको हमने डबल किया। फिर तिगुना कर दिया। जितना हम कर सकते हैं, करने के लिए प्रयत्नशील हैं।

श्री मृत्युंजय प्रसाद : कोई पकड़ा गया या नहीं, इसका उत्तर नहीं आया है।

श्री रोहन लाल चतुर्वेदी : अभी जैसा मैंने बताया है एक मिसक्रिप्ट मारा गया था। पकड़ा कोई नहीं गया है। पुलिस इनवेस्टीगेट कर रही है।

श्री जगन्नाथ राव जोशी : यह मामला इतना गम्भीर है, लेकिन अभी मंत्री महोदय ने बताया है कि 25 जून के इस मामले के बारे में आज 4 अगस्त तक—एक महीने के बाद भी—इनवेस्टीगेशन पूरा नहीं हुआ है। अभी तक सरकार को यह पता नहीं चला है कि वह गाड़ी कैसे रोकी गई। मैं यह जानना चाहता हूँ कि यह इनवेस्टीगेशन कब तक चलेगा।

श्री रोहन लाल चतुर्वेदी : इस में कोई सन्देह नहीं है कि यह मामला गम्भीर है। (व्यवधान) हम लोग भी चाहते हैं कि जल्दी से इनवेस्टीगेशन पूरा हो और मुल्जिम पकड़े

जायें और उनको सजा हो। लेकिन हमारे हाथ बंधे हुए हैं। हम प्रान्तीय सरकार से कहते हैं। उसी की पुलिस इनवेस्टीगेशन करती है। मैं इतना कह सकता हूँ कि... (व्यवधान)

श्री रवि राय : आपके हाथ क्यों बंधे हुए हैं ?

श्री रोहन लाल जलुबंदी : इनवेस्टीगेशन स्टेट पुलिस करती है। यह काम बिल्कुल उसके हाथ में है। हम लोग तो केस को रिपोर्ट कर देते हैं।

SHRI NAMBIAR : In such cases where a dacoity takes place in running trains, is sufficient protection granted to the drivers, guards and other employees who are manning the trains ? These dacoities take place midway where no outside protection is possible to these workmen. What steps are being taken to see that they are also helped or rescued... (Interruptions.) This is a goods train ; there is no question of passengers.

SHRI R. L. CHATURVEDI : This does not arise out of this question....

SHRI NAMBIAR : What is being done to them ? How can he say that this supplementary does not arise out of this question ? There are cases where guards had been killed.

MR. SPEAKER : I think the question is relevant.

THE MINISTER OF RAILWAYS (SHRI NANDA) : We have a certain Force—the Railway Protection Force—and we are deploying it according to nature of the risks. In some areas risks are more and therefore escorts are provided uniformly. When any particular risk is developing in certain areas, we do so. But every train cannot be escorted.

SHRI SAMAR GUHA : In view of the fact that a large number of wagon breakers in West Bengal have joined the Marxist Communist Party... There is nothing to laugh about ; It is from the records of the West Bengal Government.

MR. SPEAKER : It is not relevant.

SHRI SAMAR GUHA : In view of the seriousness of the fact that a large number of wagon breakers have joined political parties like the Marxist Communist Party and the Naxalites, the looting of explosives has assumed serious political complexion... (Interruptions). The reply given is that out of 53 cases of explosives looted only 41 had been recovered and 12 are still missing. I want to know from the Government the total quantity of explosives that each case contained and whether these explosives have gone into the hands of the political elements like the Marxists Communist Party or not ?

SHRI NAMBIAR : I can only laugh at his ignorance ; he is ignorant of every thing that is happening in the world... (Interruption)

MR. SPEAKER : You cannot add your own reasons to the questions. The reply was, it is still under consideration and no result has come out yet. Why are you putting these suggestive questions I am not allowing it.

SHRI SAMAR GUHA : I want to know whether the railway authorities have referred the whole matter to the CBI to enquire where the missing 12 cases of explosives have gone and whether they have fallen into the hands of violent extremist elements.

SHRI NAMBIAR : One of the boxes is with Mr. Samar Guha !

SHRI R. L. CHATURVEDI : The total number of cases was 350 out of which 53 were removed. 41 were recovered and 12 are missing. We do not refer such cases to the CBI. It is for the State Government first to investigate and find out the veracity of the facts. How to deal with the matter can be considered only after that.

SHRI SAMAR GUHA : We in West Bengal feel very anxious because 12 cases of explosives are missing. Is it not the responsibility of this Government to find out whether it has fallen into the hands of extremists ?

MR. SPEAKER : It is not only the people of West Bengal, but the whole House is concerned with it. Mr. Viswanatham (Interruption.)

SHRI TENNETT VISWANATHAM : As I understand it, the question relates to ensuring the safety of not only trains which carry explosives but also of the personnel, the drivers and guards. The question was put whether they are provided with weapons for self-defence. May I ask whether they are provided with wireless sets so that they may get into contact with the nearest police station or railway station to get help in case of emergency ?

SHRI R. L. CHATURVEDI : No, Sir.

छोटे उद्योगों के संबंध में लोकनाथन समिति और प्रशासनिक सुधार आयोग की सिफारिशें

+

- *182. श्री ओम प्रकाश त्यागी :
श्री जगन्नाथ राव जोशी :
श्री ऑंकार लाल बेरवा :
श्री बंशनाारायण सिंह :
श्री यशवन्त सिंह कुशवाह :

क्या औद्योगिक विकास तथा आंतरिक व्यापार मंत्री यह बताने की कृपा करेंगे कि :

(क) छोटे उद्योगों के संबंध में लोकनाथन समिति तथा प्रशासनिक सुधार आयोग की कौन-कौन सी सिफारिशें सरकार ने स्वीकार की हैं ; और

(ख) शेष सिफारिशें स्वीकार न करने के क्या कारण हैं ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE (SHRI M. R. KRISHNA) : (a) and (b). The recommendations of the Administrative Reforms Commission and the Lokanathan Committee are under consideration of the Government and no final decision regarding them has yet been taken.

श्री ओम प्रकाश त्यागी : अध्यक्ष महोदय, मैं मंत्री महोदय से प्रश्न करने से पहले आपसे प्रार्थना करना चाहता हूँ कि आप हम लोगों को

संरक्षण दीजिए। 24 दिसम्बर, 1969 को यह रिपोर्ट पेश हुई थी। 24 फरवरी, 1970 को—पिछले सत्र में—यही सवाल पूछा गया था और गवर्नमेंट की तरफ से बिल्कुल यही जवाब दिया गया था। आज फिर गवर्नमेंट यही जवाब दे रही है। आप गवर्नमेंट को खींचिये कि वह क्या कर रही है।

श्री प्रकाशबीर शास्त्री : यह तो अच्छी बात है कि गवर्नमेंट का हमेशा एक ही स्टैंड रहता है।

अध्यक्ष महोदय : आप बतायें कि कैसे गवर्नमेंट को खींचा जाये। रूज इस बारे में चुप हैं।

श्री ओम प्रकाश त्यागी : जैसे आप हम लोगों को खींचते हैं, उसी तरह गवर्नमेंट को भी खींचिये।

अध्यक्ष महोदय, स्थिति यह है कि सन् 1965-66 में नेशनल इनकम स्माल स्केल इंडस्ट्रीज से 1349 करोड़ हुई जब कि और उद्योग से 1207 करोड़ इनकम हुई। लगभग 79 लाख मजदूर उद्योगों में काम कर रहे हैं जिसमें लगभग 60 लाख स्माल स्केल के मजदूर हैं। इतना महत्वपूर्ण जो यह विभाग है इसकी गवर्नमेंट ने उपेक्षा की हुई है। तो मैं यह जानना चाहता हूँ, आप का निर्णय होगा या नहीं जैसा कि आप ने जवाब दिया ऐसा जवाब ही चलता रहेगा लेकिन इस समय क्या इस बात का अनुभव, इसका ज्ञान आपको है कि आज स्माल स्केल इंडस्ट्री बहुत बड़े स्तरों में है और इसका कारण यह है कि स्माल स्केल इंडस्ट्रीज को रा मैटीरियल ब्लैक में खरीदना पड़ रहा है ? आप तमाम कोटा बड़े उद्योगों को निश्चित कर देते हैं। लाइसेंस कैपिटल गुड्स को लेने के लिए भी उनके पास नहीं हैं। तो क्या गवर्नमेंट उनकी रक्षा के लिए रा मैटीरियल एक निश्चित मात्रा में उनके लिए निश्चित

करेगी और लाइसेंसिंग पालिसी में रीजनल पालिसी में 8 हजार से बढ़ा कर 12 हजार का कोटा करेगी ताकि कैपिटल गुड्स लेने के लिए उनको ब्लैक में न जाना पड़े ?

MR. SPEAKER : It is an important question. But it cannot arise out of this question because this relates to the recommendations of the ARC and the Lokanathan Committee on small-scale industries which have been accepted by government.

SHRI RANGA : One of the complaints by the Lokanathan Committee was that raw materials are not being made available easily. Therefore, they have recommended certain steps to be taken. If I have understood him correctly, he asked whether these steps are being taken.

MR. SPEAKER : If he had asked the question like that, I would have accepted it.

SHRI M. R. KRISHNA : In the first place, the Hon. Member said that there is considerable delay in accepting the recommendations of the Lokanathan Committee Report. Actually, the Lokanathan Committee Report has come to the Government only in February 1970. Along with that, the ARC have also gone into this question of small scale industries and made their recommendation. Apart from that, a delegation had gone to Japan and it submitted its report at about the same time. All the three reports contain almost similar recommendations of a far-reaching nature. Most of them concern various other Ministries and the State Governments. Therefore, a paper has been prepared on the subject and placed before the Cabinet. Apart from all these things, the small-scale industries are being encouraged regularly. It is a continuous process to find out the difficulties faced by the small-scale industries and try to solve them.

SHRI RANGA : He is going round and round.

SHRI M. R. KRISHNA : If there are specific questions, I am prepared to answer them. The Hon. Member enquired about

delay in considering the report. I said that there are three reports before the government and they are being considered and since various agencies are involved their consent will have to be obtained.

श्री ओम प्रकाश त्यागी : अध्यक्ष महोदय, मेरा प्रश्न कुछ और था। यह आपने बताया आप कंसिडरेशन कर रहे हैं और अभी इन्होंने कहा कि 24 फरवरी को रिपोर्ट इनके पास आई। यह रही रिपोर्ट। 10 दिसम्बर को कमीशन ने इसको दिया है और इस पर डेट है 24 दिसम्बर को ... (ब्यवधान) ... मैंने इनसे पूछा था कि आप कंसिडरेशन करें, निर्णय लें लेकिन तब तक क्या आप प्रोटेक्शन देंगे स्माल स्केल इंडस्ट्रीज को जो कि बाज खतरे में है रा मैटीरियल न मिलने की वजह से, तो क्या आप उनको रा मैटीरियल देंगे या नहीं ?

SHRI M. R. KRISHNA : This Committee has made recommendations even in the sphere of raw materials. But even before the receipt of those recommendations, the Ministry is quite aware of the difficulties faced by certain sectors of small-scale industries, particularly the sectors which deal with raw materials like stainless steel, copper etc. Every effort is being made to give them protection. They are also given liberal financial assistance which rose from Rs. 300 crores to Rs. 700 crores for working capital. Like that, every assistance is being provided to them.

श्री ओम प्रकाश त्यागी : अध्यक्ष महोदय, मैं दूसरा प्रश्न पूछना चाहता हूँ, क्या गवर्नमेंट यह अनुभव करती है कि भारतवर्ष की बेकारी का ध्यान करते हुए भारतवर्ष में स्माल स्केल इंडस्ट्रीज के द्वारा ही बेकारी की समस्या का समाधान हो सकेगा ? पिछली पंचवर्षीय योजनाओं में इसकी उपेक्षा की गई तो क्या भविष्य में अगली चौथी पंचवर्षीय योजना में इस देश की बेकारी का समाधान ध्यान में रखते हुए आप स्माल स्केल इंडस्ट्रीज को अधिक प्रमुखता और विशेषता देंगे ?

SHRI M. R. KRISHNA : There is every effort made by the Government to give protection and encouragement to the small-scale industries. Already, about 50 small-scale industries items have been reserved and there are another 47 to 60 small-scale industries items that are being reviewed which can also come into the reservation list. In that way, every effort is being made to give protection and encouragement to them.

श्री जगन्नाथ राव जोशी : अध्यक्ष महोदय, छोटे उद्योगों के बारे में प्रशासनिक सुधार आयोग की सिफारिशों और लोकनायन समिति की सिफारिशों विचाराधीन हैं यह मंत्री महोदय ने बताया। इस विचाराधीनता के कारण मैं जानना चाहता हूँ क्या वह छोटे उद्योगों के बारे में आज तक सरकार ने जो नीति बदली है उपेक्षा की, वह उपेक्षा है ? या किसी भी बात पर जल्दी निर्णय लेने की जो अक्षमता है वह है या बीच-बीच में जो मंत्रिमंडल में परिवर्तन होते हैं वह कारण है या तीनों कारण हैं यह कृपया बताएं।

SHRI M. R. KRISHNA : The Hon. Member knows that the administration is a continuing thing. It does not change along with the change in Ministers. These proposals or the recommendations are always before the Government. Whatever steps are being taken do not get affected because of the change in Ministers.

श्री बंश नारायण सिंह : मैं यह जानना चाहता हूँ कि जो बाकी सिफारिशें रह गई हैं उनको मंजूर करने में कितनी देरी होगी और क्यों नहीं उनको अब तक मंजूर किया ?

MR. SPEAKER : It is the same question. He has already replied to that.

श्री यशवंत सिंह कुशावाह : क्या मंत्री महोदय यह बताने की कृपा करेंगे कि मंत्रालय से सिफारिशों के संबंध में प्रस्ताव मंत्रिमंडल की स्वीकृति के लिए कब भेजा गया था ? वहां कितना समय और लगने की आशा है और क्या

यह बताने की कृपा करेंगे कि यह सिफारिश जिस रूप में भी गवर्नमेंट मंजूर करेगी क्या उस बात को ध्यान में रखते हुए चौथी पंचवर्षीय योजना में जो छोटे उद्योगों के संबंध में प्राविजन है उसमें कोई सुधार फिर से किया जायगा ? क्या शासन यह भी बताने की कृपा करेगा कि छोटे उद्योगों की स्थापना को ध्यान में रखते हुए कृषि जन्य आधारों को क्या प्राथमिकता दी जायेगी ?

SHRI M. R. KRISHNA : The agro-industries also occupy an important part in the small-scale industries sector. Every effort is being made to give protection and help to agro-industries also. These proposals are also related to other Ministries like Finance, Foreign Trade etc. apart from State Governments. The recommendations made are very important and fundamental. Therefore, these Ministries will have to, in the first place, agree to them. The efforts are being made to convince them to see that most of the recommendations are accepted.

श्री यशवंत सिंह कुशावाह : समिति आयोग आदि की सिफारिशों को ध्यान में रखते हुए, आज के जो प्रोपोजल्स हैं छोटे उद्योगों के संबंध में, चौथी पंच वर्षीय योजना में उसके बारे में क्या फिर से विचार करेंगे, उसमें संशोधन करेंगे ?

SHRI M. R. KRISHNA : It is a regular thing, it is a continuing thing. Therefore, even in the Plans we will have to make necessary changes.

SHRI N. K. P. SALVE : While analysing the gloomy outlook of the industries, particularly the small-scale industries, an economist in the *Statesman* has given three causes, specially for the small-scale industries. It is stated by the economist that the adverse investment climate is due to (1) procedural delays particularly for getting raw material and (2) corruption which is the main cause for this gloomy outlook. May I know from the Minister whether he accepts that these three causes exist ; and I put a specific question to him : if they exist, what specific

steps have been taken to eradicate these three causes ?

SHRI M. R. KRISHNA : In the first place very liberal assistance in the form of money and machinery are given to the small-scale industry. The Hon. Member also made a general statement that there is corruption. Corruption may occur in one or two sectors where the raw material is scarce and is sold at a very high premium. The Hon. Member cannot say that about all small-scale industries and that raw materials are black-marketed or black market is prevalent in all raw materials.

SHRI N. K. P. SALVE : What about procedural delays ?

SHRI M. R. KRISHNA : It cannot be only because of small-scale industries Deps. It may be because of other Departments also.

श्री रवि राय : अध्यक्ष महोदय, अभी अभी मंत्री महोदय ने कहा कि कोई डेफिनेट सवाल उनसे पूछना चाहिये। मैं उनसे जानना चाहता हूँ क्या यह सही है कि एक उरकल रबर मैन्यूफैक्चरिंग कम्पनी ने, जो कि एक स्माल स्केल इण्डस्ट्री है, साइकिल के टायर और ट्यूब बनाने के लिये जापान से कुछ मशीनें मंगाने के लिये नेशनल स्माल स्केल इण्डस्ट्रीज कार्पोरेशन से इजाजत ली थी, जो उनको 24-10-1968 को मिली थी। उसके बाद 7-7-1970 को उन्हें सूचना मिली कि आप इन्डीजीनस मशीन खरीदिये, जापान से इजाजत नहीं मिलेगी। मैं आपके जरिये मंत्री महोदय से जानना चाहता हूँ कि क्या इस कम्पनी को पहले 24-10-68 को इजाजत मिल गई थी, लेकिन अब उनको इजाजत नहीं मिल रही है—ऐसा क्यों ? यह एक डेफिनेट सवाल मैंने पूछा है, इसका उत्तर दीजिये।

SHRI M. R. KRISHNA : It will be impossible for me to answer the items like this. But the general practice with the Government is to see that the machinery which is available in this country should be utilised not only by

the small-scale industry but even by the large-scale industry.

श्री रवि राय : मैं आपको कागजात दे दूंगा, आप देखिये।

Prices of Steel

+
*183. **SHRI MOHAMMAD ISMAIL :**
SHRI PILOO MODY :
DR. M. SANTOSHAM :
SHRI P. GOPALAN :
SHRI UMANATH :

Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state :

(a) whether the attention of Government has been drawn to the exorbitant high prices of steel in the open market ;

(b) if so, the difference between the ex-factory and the open market prices of steel ;

(c) whether Government would consider to reimpose statutory control on steel prices ; and

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

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI MOHD. SHAFI QURESHI): (a) and (b). Government are aware that the open market prices are much higher than the JPC prices. The open market prices differ considerably from category to category and from region to region, but they generally exceed the JPC prices in varying degrees.

(c) and (d). This disparity is essentially a symptom of the scarcity conditions which prevail in the steel market. Measures are being taken by the Government to tighten the distribution procedure, to build up the production and to supplement the indigenous availability by imports. These measures will take some time to have their full effect. Imposition of price control may be necessary only if these measures do not produce the desired results.

SHRI P. GOPALAN : In his reply the Minister has stated that one of the basic reasons

for high steel prices is the acute shortage of steel. To bring down the price he is proposing to make imports on a larger scale. I would like to know from the Minister as to what is the actual hurdle that stands in the way of imposing statutory control on prices and the distribution system. Secondly, Sir, I would like to know from the hon. Minister—since he has admitted that there is shortage of steel in the country—whether it is not a fact that he is exporting billets on a large scale at a lesser rate than the price at which we are importing steel from other countries? If that is so, what is the reason why we are exporting billets like this, when we are facing such an acute shortage of steel in the country? What is the actual difficulty in imposing statutory control? I would like to know about all these points from the hon. Minister.

SHRI MOHD. SHAFI QURESHI : The imposition of statutory control is not a panacea for the ills which are being faced by the Steel industry at this stage. The question is one of making available steel to the actual consumers in plenty, to see that our exports are regulated and the prices come down. If we have other remedies available to control the prices and to regulate the distribution, I do not think, it is proper at this stage to impose the statutory control, as suggested by the hon. Member.

The other point mentioned by the hon. Member with regard to the export of billets, may I point out that my hon. friend is not quite well informed? We have absolutely stopped the export of billets from last year.

SHRI NAMBIAR : How can you say that? You have not stopped the export of billets from last year. I know, till recently, you have been exporting it.

SHRI MOHD. SHAFI QURESHI : This is relating to some of the previous commitments. My submission is that there were certain commitments which were to be honoured, in respect of which we have to make deliveries. These commitments are being honoured. The export of other billets, is now banned.

SHRI P. GOPALAN : He has not answer-

ed the first part of my question. I asked whether the Government is going to depend upon the market mechanism or whether they have got any separate proposal so that the prices of steel can be brought down? That is what I wanted to know.

SHRI MOHD. SHAFI QURESHI : We are evolving a new distribution policy which will come into effect from October. By giving trial to the new policy, I think we will be in a position to see that scarcity conditions in the country are remedied and distribution system properly regulated.

SHRI P. GOPALAN : Since the decontrol of steel, we find, the prices have gone up considerably. On some items the price has gone up by forty per cent or even forty-five per cent.....

SHRI NAMBIAR : Why? Even 100 per cent.....

SHRI P. GOPALAN : The management of the agencies which deal with such things as the JPC are all controlled by the bureaucrats and the industrial magnates.

MR. SPEAKER : You are giving some information yourself and you ask something. Why cannot you ask a straight supplementary question, Mr. Gopalan?

SHRI P. GOPALAN : Sir, this is mainly controlled by industrial magnates and bureaucrats it has come to be a useless mechanism. Since would like to know from the Government whether they will suspend this or do away with, or abolish this particular machinery so that these industrial magnates are not allowed to keep the prices of steel so very high.

SHRI MOHD. SHAFI QURESHI : It is not the industrial magnates, but is the Government, which, in consultation with the industry decides all these things. The actual producers, the consumers, and the Government, all of them sit together and formulate policies.

SHRI NAMBIAR : It is the industrial magnates who dominate. Tatas are there in the JPC.

THE MINISTER OF STEEL AND HEAVY ENGINEERING (SHRI B. R. BHAGAT) : I would like to point out that the overall policy in respect of steel is a thing which is regulated by Government. We came to this Parliament even last time after we gave an increase of Rs. 75 per tonne. Steel is an important raw material for the purposes of national development. Keeping this in view, the price of steel is kept at a reasonable rate. The price of these products is fixed by the JPC. Now, under our new policy, the JPC will get all the relative quantitative requirements. There is the Steel Priority Committee—which is a high-powered Committee—which will fix the allocation in the light of the Priorities fixed. Although we do not have statutory price control at this level, I wish to point out that the premium or the high price comes from the person who gets allocation who deliver to the actual consumer, who charges a big price. Therefore, our effort is to eliminate this particular process and to make available as much steel as it is possible.

श्री राम चरण : अध्यक्ष जी, मैं आपके द्वारा मंत्री जी से पूछना चाहता हूँ कि जिस प्रकार से लोहे की शार्टेंज आप बताते हैं वह है, उसमें तीन प्रकार के यूजर्स हैं—एक एक्चुअल यूजर्स, एक बोगस यूजर्स और तीसरे रिटेल सेलर्स लेकिन एक्चुअल यूजर्स को लोहा मिलता नहीं है और बोगस यूजर्स 80 फीसदी हैं तो क्या सरकार इस प्रकार की व्यवस्था करेगी कि प्रापर डंग से लोहे का डिस्ट्रीब्यूशन हो ? दूसरे जो ब्लैक मार्केट चलती है यानी एक रुपये की चीज बाजार में दो रुपये में मिलती है—मोतिया खान के अन्दर हर प्रकार का लोहा डब्लू कास्ट पर मिलता है उसको रोकने के लिये तथा जो प्रापर डिस्ट्रीब्यूशन नहीं है, एक आदमी को एक हजार टन मिल जाता है और एक आदमी को दो टन मिलता है उसको ठीक करने के लिए सरकार क्या व्यवस्था कर रही है ?

श्री मुहम्मद शफी कुरेशी : गवर्नमेंट ने नयी पालिसी इस बात को मद्देनजर रखकर

बनाई है कि एक्चुअल यूजर्स को ज्यादा से ज्यादा रा-मैटीरियल मिले। जहां तक बोगस मार्केट और ब्लैक-मार्केटिंग का ताल्लुक है उन चीजों को खत्म करने के लिए भी नयी पालिसी बनाई गई है। मैं माननीय सदस्य को इतला के लिए यह बताना चाहता हूँ कि एक्चुअल यूजर्स को हमने न सिर्फ यहां से लोहा दिया है बल्कि उनकी जो एक्चुअल यूजर्स लाइसेंस की वैल्यू थी वह भी 50 परसेन्ट बढ़ा दी गई है।

SHRI RAM CHARAN : What about the bogus users ?

श्री मुहम्मद शफी कुरेशी : अगर माननीय सदस्य किन्हीं बोगस यूजर्स को हमारी नोटिस में लायेंगे तो उनपर मुनासिब कार्यवाही की जायेगी।

SHRI S. N. MISRA : Has any complaint been received about the direct sale of steel by the Tatas from their stores at very exorbitant prices ?

SHRI MOHD. SHAFI QURESHI : There have been some reports about leakages from Tatas and Government are looking into this matter.

श्री सरजू पाण्डेय : क्या यह बात सही है कि सरकार ने अभी जो इस्पात के दाम बढ़ाये हैं उनमें मुख्य रूप से प्राइवेट कम्पनियों के दबाव से ऐसा किया है ?

दूसरी बात मैं यह जानना चाहता हूँ कि इस्पात के दाम बढ़ाये जाने की वजह से सरकारी क्षेत्र में जो इस्पात के कारखाने हैं उनके मुनाफे के ऊपर क्या प्रभाव पड़ेगा ?

तीसरी बात यह है कि इस बात को देखते हुए कि मार्केट में बहुत अप्स एंड डाउन्स हो रहे हैं, क्या सरकार इस उद्योग का भी राष्ट्रीयकरण करेगी ?

श्री मुहम्मद शफी कुरेशी : जहां तक इस उद्योग का राष्ट्रीयकरण करने का सवाल है,

वह सबाल तो पैदा नहीं होता। दूसरी बात जो माननीय सदस्य ने कही वह गलत है कि बड़े-बड़े कारखानेदारों के कहने पर लोहे की कीमत बढ़ी है। असल में बात यह थी कि बीच के जो ट्रेडर्स थे वे मुनाफा ले जाते थे। प्लान्ट्स के रेन्विवेशन और इक्वीपमेन्ट के बदलने में जो पैसा इस्तेमाल करते हैं उसकी वजह से थोड़ी सी कीमत बढ़ा दी गई है।

SHRI S. KUNDU: May I know whether it is a fact that due to the pressure of some of the big steel millowners like the Tatas, Government were compelled to raise the prices and while raising the prices, Government did not also take into consideration the prices prevalent in the international market and the high wages that they pay in some of the developed countries? May I also know whether Government are aware that the trade in steel products is the centre of all corruption, and if so, whether Government are going to take over private trade in steel or this business in steel? May I also know whether Government are aware that there are some bogus firms and bogus consuming centres or bogus and fictitious consumers who obtain the permits and sell the permits right there in the office?

SHRI B. R. BHAGAT: As far as the increase in the price of steel is concerned, the House is aware of the position, and the House has approved of it. The consideration was that steel being an important raw material on which all development depends, the prices should not be raised too high.....

SHRI RANGA: He has already said all this. Why does he repeat the same thing again?

SHRI B. R. BHAGAT: If the House does not want me to reply, I shall sit down.

SHRI S. KUNDU: I had asked the question and I want a reply. He must reply to my question. (Interruptions)

SHRI B. R. BHAGAT: The increase in the price of Rs. 75 per tonne was considered reasonable, and it will meet the demands and the requirements of the steel industry. As for blackmarketing in steel and the demand for taking over of the steel trade, even today the steel allocation is directly done by the Hindustan Steel in respect of its yards. The only yards left out are the two private sector plants of Tatas and Indian Irons. It will be our effort to see that they also follow the allocation of steel to the traders or to the actual consumers on the same basis as Hindustan Steel stock yards are doing, and that should ease the position.

SHRI PILOO MODY: I have a point to make.

MR. SPEAKER: Only when I call you, you may make it.

SHRI PILOO MODY: I would like you to call me at this stage because, as you see, my name has appeared in this question.

SHRI NAMBIAR: He came very late.

MR. SPEAKER: You were not there at your turn.

SHRI PILOO MODY: As soon as Mr. Nambiar stops acting in your place, I can continue.

SHRI NAMBIAR: I was trying to get a chance before him.

MR. SPEAKER: Thank you very much for all your assistance, but I will ask you when I need it. You need not give when I am here. Kindly sit down. I will call you later on.

SHRI PILOO MODY: I do not want to ask a question. I just want to say something if you will allow me for one minute. As you see, my name has been clubbed in the question. If you look at part (c) of the question, you will find that under no circumstances could I ever have asked a question like this, and in this process of clubbing together and putting Members of our party in such dubious company like Mr. Gopalan and Mr. Umanath, you see the sort of mischief that can be done. Therefore,

I would like to request the Secretariat through you that whenever Members ask questions like this which are sort of omnibus, they should not start clubbing all the questions on a particular subject in the same way, particularly if the question has an insinuation as this has.

SHRI NAMBIAR : That is exactly what I said, not to allow him to speak, because he has misfired in all respects.

SHRI S. M. BANERJEE : Should we take it as a grand alliance ?

श्री विभूति मिश्र : अध्यक्ष जी, इस देश में 85 फीसदी किसान रहते हैं। किसानों के द्वारा पैदा की हुई चीजों पर यह सरकार कंट्रोल रखती है और किसानों से गल्ला लेती है लेकिन कारखानों के द्वारा जो सीमेंट, लोहा इत्यादि बनाया जाता है वह लोहा सरकार किसानों को खेती के काम के लिये ठीक से उचित कीमत पर उपलब्ध कर सके उसके लिए सरकार ने कौन-सी एजेन्सी बनाई है ? आज कल तो जो मन्त्री हैं वह भी एक किसान हैं। ... (व्यवधान) ... आपको क्या मालूम, मुझे मालूम है। ... (व्यवधान) ... सो मैं जानना चाहता हूँ क्या सरकार ने इसके लिए कोई सेप्रेट संगठन बनाया है जिसके द्वारा किसानों को उचित कीमत पर खेती के लिये लोहा मिल सके ?

श्री ब० रा० ऋगत : किसानों को खेती के लिये जो लोहे की जरूरत होती है उसकी उपलब्धि हमने ऊंची प्रायर्टी पर रखी है। इसका एक तो जरिया यह है कि हम ज्यादा से ज्यादा स्टाक यार्ड हिन्दुस्तान स्टील के खोलें जहाँ से सीधे एक्चुअल यूजर्स, किसानों को लोहा मिल सके। दूसरे किसानों की खेती के लिए जो औजार बनते हैं उनको बनाने में लोहा लगता है तो वह चाहे छोटे कारखाने वाले हों या बड़े कारखाने वाले हों, उनको लोहे की उपलब्धि हम ऊँचे प्रायर्टी पर रखते हैं। इसके अलावा स्टेट गवर्नमेन्ट्स डायरेक्टर आफ

इंडस्ट्रीज के माध्यम से हर क्वार्टर में, किसानों के लिए और छोटे उद्योग-धंधों के लिए अपनी डिमान्ड्स रखती हैं कि इतना लोहा चाहिए तो उस पर हम विचार करते हैं और जहाँ तक हमारी उपलब्धि है उसको देने की कोशिश करते हैं।

MR. SPEAKER : I have seen the original question tabled by Mr. Piloo Mody : "Whether the Government of India has reimposed control on all categories of steel." Part (c) of the question in the list reads: "Whether the Government would consider to reimpose statutory control on steel prices."

SHRI PILOO MODY : I hope you see the difference. May I tell you about it ?

MR. SPEAKER : There is only very slight difference, I realise.

SHRI PILOO MODY : I shall explain it to you in your room.

SHRI NAMBIAR : He forgot the question he put and now wants to wriggle out of it.

MR. SPEAKER : Shri Limaye.

SHRI S. KUNDU : I asked about bogus consumers ; he did not answer it. What is he going to say about fictitious consumers, bogus consumers ? He must answer the question.

श्री मधु लिमये : मैं मंत्री महोदय से यह जानना चाहता हूँ कि क्या उनको इस बात का पता है कि जो ड्रम्स और बैरल्स बनाने वाली कम्पनियाँ हैं जिनके बारे में एस्टिमेट्स कमेटी की रपट आई है उन्होंने अनुचित ढंग से, गैर कानूनी ढंग से अपनी शक्ति और क्षमता को बढ़ाया ? नतीजा यह हो रहा है कि कंट्रोल दाम से उनको इस्पात की चद्दर मिलती है, 1400 रुपये टन या कुछ ऐसा इस वक्त उसके दाम हैं जबकि खुले बायरन मार्केट में वह उसे 3300 रुपये टन के हिसाब से बेच रहे हैं, अर्थात् 1900 रुपये प्रति टन का फर्क है। गैर-कानूनी ढंग से उन्होंने अपनी कैपेसिटी

को बढ़ाया है। आपकी कमेटी की रपट है। क्या वजह है कि दो, दो साल हो गये आप इन लोगों पर कोई कार्यवाही नहीं कर रहे हैं। आपके इनकमटैक्स के पैसे की चोरी हो रही है। इन्होंने किसानों की बात की तो किसानों को सस्ता इस्पात वगैरह देने की बात आप नहीं करते हैं, इन चोरों को जिन्होंने गैर-कानूनी ढंग से अपने काम को बढ़ाया है ऐसे बोगस लोगों को आप दे रहे हैं तो क्या मंत्री महोदय इस सदन को आश्वासन देंगे कि वह इस बारे में सख्त कार्यवाही करेंगे और उनका कोटा आप बन्द करवा देंगे ?

एक माननीय सदस्य : बिल्कुल नहीं करेंगे।

श्री ब० रा० भगत : इसके बारे में माननीय सदस्य ने जो कहा है कि ड्रम्स और बैरल्स बनाने वालों को जो इस्पात मिलता है और बजाय इसके वह अपने कारखाने में ड्रम्स और बैरल्स बनाने में इस्तेमाल करें वह उस इस्पात को ब्लेकमार्केट में बेचते हैं और नाजायज तौर पर भारी मुनाफा कमाते हैं तो यह एक संगीन जुर्म है और हम इस बारे में जरूर तहकीकात करेंगे।

श्री मधु लिमये : आपकी एस्टिमेट्स कमेटी ने जो कहा है कि गैर-कानूनी ढंग से रेगुलराइज किया गया है तो क्या इनका कोटा आप बन्द कर देंगे और वह किसानों को देंगे ?

श्री ब० रा० भगत : एस्टिमेट्स कमेटी ने जो भी सिफारिशें की हैं उन पर हम बहुत गम्भीरता से ध्यान देंगे और उसके बाद मुनासिब कार्यवाही करेंगे।

श्री हुकम चन्द कछवाय : आखिर कुछ तो हिम्मत दिखाइये।

श्री ब० रा० भगत : कहा तो है कि

एस्टिमेट्स कमेटी ने जो सिफारिशें की हैं उन पर हम गम्भीरतापूर्वक विचार करेंगे और उसके बाद आवश्यक व मुनासिब कार्यवाही करेंगे।

MR. SPEAKER : I have again gone through Shri Piloo Mody's question. He wants information whether the Government had reimposed control. The question in part (c) is 'would they consider it'. It means as if you are saying it. There is a lot of difference. I am sorry for this.

SHRI BEDABRATA BARUA : Whether it is a bogus licensee or a real licensee the point that is lost sight of is that the consumer in any case is going to be the man who wants it and who pays the price for it and he is not going to get steel at prices other than those that obtain in the market.

MR. SPEAKER : What is your question ?

SHRI BEDABRATA BARUA : There are only two alternatives before the Government. They can take the entire steel distribution in their hands, right up to the consumer distribution will be with them. Alternatively, why should the public sector steel plants lose? Let the prices be raised and let the consumer get it at that price.

SHRI B. R. BHAGAT : The consumers are in the industries which are making engineering products for exports of essential things; the consumer is the farmer who needs it for agricultural implements. The other category of the consumer is the ordinary man who needs a small quantity, five tonnes or 10 tonnes, for housing or other things. Our effort is for the last category of people about whom the hon. Member has asked, namely, an increase in the stock yards for direct sale to the consumers either from the Hindustan Steel or from the other two private sector plants.

Secondly, it is the availability of sales through the stock yards. We are trying to augment them so that the availability from the stock yards direct to the consumers may be increased.

SHRI SHRI CHAND GOYAL : There

are two factors which are causing concern to every country man. Firstly, the higher cost of production. Is the Minister aware that Japan is producing steel at a lower price with our iron ore, and our prices of steel are the highest in the world? May I know whether the Government is going to get the matter examined by experts as to how to lower the cost of production?

Secondly, there is the question of equitable distribution. It is now inequitable, and the Government, in order to collect election funds, is fiddling with the prices not only of steel but of medicines, and of so many other things. I want to know whether the Government has got the intention really to reduce the price and adopt a system of fair and equitable distribution based on the needs of the countrymen.

SHRI B. R. BHAGAT : So far as the question of the cost of steel is concerned, it is true that the capital cost of steel per tonne is high, because in our country, we have not only the steel plants but also the other townships and the various other elements which are there. So far as the average cost of steel per tonne is concerned, our cost of production compares favourably or is equal with that of other countries including Japan.

The point here is that our steel plants are not producing to their rated capacity. Durgapur is one. If the steel plants produce to their rated capacity, certainly we can produce steel at a comparable cost and also they can be made economical. That is the point.

As for the price, I emphatically repudiate the insinuation made that in fixing the price of steel, election expenses are taken into account. I do not know how that comes in.

SHRI PILOO MODY : I can explain it.

SHRI B. R. BHAGAT : The hon. Member is an expert. (Interruption) He can investigate.

SHRI SRADHAKAR SUPAKAR : Arising out of the last answer, may I know why, while the rated capacity of Tata Iron and Steel Co.,

is 90 per cent, it is as low as about 60 to 70 per cent in our public sector plants? What is the reason?

SHRI B. R. BHAGAT : The main thing is the production. The production in Durgapur as you know, is about 30 per cent of the rated capacity, and leaving aside other things, that has brought down the figure.

SHRI PILOO MODY : What about Bhilai?

SHRI B. R. BHAGAT : Its rated capacity is all right.

SHRI PILOO MODY : How much? (Interruption) Let me inform you it is only 75 per cent.

SHRI S. KUNDU : The hon. Minister is misleading the House. What to speak of the rated capacity, it has not even reached the attainable capacity, which is less than the rated capacity. (Interruption)

SHRI B. R. BHAGAT : There is a difference between the plant capacity and the rated capacity. Compared to other plants, I know Bhilai is doing reasonably well.

SHRI PILOO MODY : Rourkela is better still. Let me again inform you.

श्री लखन लाल कपूर : अध्यक्ष महोदय, मैं मंत्री महोदय से स्पष्टिक प्रश्न पूछना चाहता हूँ कि जे० पी० सी० के माध्यम से जो बिलेट्स और स्टील रोलर मिल्स असोसियेशन जिसको कहा जा रहा है कि उसे रजिस्टर्ड किया गया इसलिये उसे भारी मात्रा में स्टील और बिलेट्स आदि दिया जा रहा है जबकि स्माल स्केल इंडस्ट्रीज जो खड़ी हो रही हैं और रजिस्टर्ड नहीं हैं उनको बिलेट्स और स्टील नहीं दिया जा रहा है जबकि इस बिलेट्स एंड स्टील रोलर मिल्स असोसियेशन को भारी मात्रा में यह स्टील और बिलेट्स दिया जा रहा है और क्या यह भी सही नहीं है कि वह बोगस फर्म बाजारों में दूने दाम में उसे बेचते

हैं ? और इससे जो स्माल स्केल इंडस्ट्री की चीजें हैं उनके लिये कंज्यूमर्स को बाजार में दूने दाम देने पड़ते हैं। अगर यह सही है तो क्या जो कोटा आपने पहले नियत किया है बड़े-बड़े मिल मालिकों के लिये उसको घटा कर जो स्माल स्केल इंडस्ट्री वाले हैं उनको देंगे ?

श्री मुहम्मद शफी कुरेशी : एस० आर० एन० ए० के दो किस्म के मेम्बर हैं। एक तो वह जिनको बिलेट का कोटा मिलता है और दूसरे ऐसे मिल ओनर्स हैं जो अपने कारखाने स्कूप से चलाते हैं। लेकिन अब गवर्नमेंट ने फैसला किया है कि जो स्कूप से रि-रोलिंग मिल्स चलाते हैं वह भी एस० आर० एन० ए० के मेम्बर हो सकते हैं और वह भी उस किस्म का फायदा उठा सकते हैं जो बिलेट का इस्तेमाल करने वाले कारखाने उठाते हैं। बिलेट के डिस्ट्रिब्यूशन को रेगुलेट करने के लिये गवर्नमेंट ने नई पालिसी बनाई है, और हम देखना चाहते हैं कि जो बिलेट इस्तेमाल करने वाली रि-रोलिंग मिल्स हैं उनके फिनिश प्रोडक्ट्स कंज्यूमर्स को ठीक कीमत पर मिल जायें।

WRITTEN ANSWERS TO QUESTIONS

कांगड़ा घाटी में रेलवे स्टेशन के प्लेटफार्मों पर शेडों की व्यवस्था

*184. श्री राम गोपाल शालबाले : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि कांगड़ा घाटी में कई रेलवे स्टेशनों के प्लेटफार्मों पर इस समय शेडों की व्यवस्था नहीं है;

(ख) यदि हां, तो ऐसे स्टेशनों की संख्या कितनी है; और

(ग) उन प्लेटफार्मों पर शेडों की व्यवस्था करने के लिए सरकार क्या कारवाई करना चाहती है ?

रेलवे मंत्री (श्री नन्दा) : (क) जी हां।

(ख) बाईस।

(ग) प्लेटफार्म पर छत एक बुनियादी सुविधा नहीं है बल्कि एक अतिरिक्त सुविधा है जिसकी व्यवस्था रेल उपयोगकर्ता सुविधा समिति की सलाह से एक निश्चित कार्यक्रम के आधार पर की जाती है। किसी स्टेशन के लिये कार्यक्रम बनाने के पहले इस बात पर विचार किया जाता है कि उस स्टेशन पर कितना यातायात होता है, जिन दूसरे स्टेशनों पर यह सुविधा नहीं है, उनकी तुलना में उस स्टेशन पर इसकी कितनी जरूरत है और घन उपलब्ध है या नहीं।

मौजूदा यातायात को देखते हुए इस खण्ड के 22 स्टेशनों के प्लेटफार्मों पर छत लगाने का औचित्य नहीं समझा जाता जिसका एक कारण यह भी है कि इन स्टेशनों पर बने मुसाफिर छानों में यात्री जनता के लिये छतदार स्थान की पर्याप्त व्यवस्था है।

Protest by Companies Regarding Categorisation as Larger Industrial Houses

*185. SHRI RAMAVATAR SHASTRI:
SHRI SARJOO PANDEY:
SHRI YOGENDRA SHARMA:
SHRI S. M. BANERJEE:
SHRI C. K. CHAKRAPANI:

Will the Minister of COMPANY AFFAIRS be pleased to state :

(a) whether 40 Companies have so far protested to Government that they do not belong to the larger Industrial Houses as listed in the Report of the Industrial Licensing Policy Inquiry Committee;

(b) if so, the names of Companies which have protested to Government in this connection;

(c) whether Government have verified their claims; and

(d) if so, the results thereof?

THE MINISTER OF COMPANY AFFAIRS (SHRI RAGHUNATHA REDDY) :

(a) Twenty-three Companies have represented against their inclusion in the larger industrial houses as listed in the Industrial Licensing Policy Inquiry Committee Report.

(b) A list containing the names of the 23 companies is placed on the Table of the House. [Placed in Library. See No LT-3829/70].

(c) and (d). Three representations have been rejected. The other representations are in different stages of examination with reference to the criteria evolved by the ILPIG.

Setting up of more Steel Plants in the South

*186. **SHRI S. K. TAPURIAH :**
SHRI N. K. SOMANI :

Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state :

(a) whether the Bokaro Steel Plant is very much behind the schedule and the cost of production of steel would also be very high as compared to other plants;

(b) whether the Durgapur Steel Plant is also running into losses due to labour unrest and indiscipline and also there is general shortage of steel in the country as compared to the demand in the market;

(c) whether in the above context, Government would give a second thought to the setting up of three more steel plants in the South, since, *inter alia*, there is shortage of iron ore also; and

(d) whether Government would analyse the ills of the steel industry and set the things in order in the existing plants before going in for more plants?

THE MINISTER OF STEEL AND HEAVY ENGINEERING (SHRI B. R. BHAGAT) :

(a) In accordance with the revised construction schedule of the Bokaro Steel Plant,

the erection of the 1st Blast Furnace will be completed by the end of December 1971, and the entire first stage completed by March 1973. At the end of June 1970, certain shortfalls have occurred in actual performance in relation to phased targets that have been worked out for different items of work in relation to the revised schedule of construction. It is hoped that with the strenuous efforts that are being made to adhere to the construction schedule, the shortfalls will be progressively reduced and the project completed in time according to the revised construction schedule. As regards cost of production of steel, the Plant is still in early stages of construction and it is difficult to make any correct assessment.

(b) Yes, Sir.

(c) There is no shortage of iron ore in the country. In view of this and in the light of anticipated gap between supply and demand, Government decided to set up three new steel plants.

(d) A number of measures have been taken as mentioned in the pamphlet 'Performance of Hindustan Steel Limited' (Laid on the Table of the House on the 5th April, 1968), to improve the efficiency of the steel plants in the public sector and to contain and reduce the losses. These measures are being pursued. Concerted efforts are also being made to step up production and to remove, as speedily as possible, the various difficulties standing in its way. Considering the long gestation period for steel plants, it is necessary to initiate action for new steel plants even before all the present difficulties, in the existing plants, are overcome as otherwise the shortage of steel would become more acute and spread on a longer period.

Loss Incurred by Standard Motors Factory, Madras

*187. **SHRI YAJNA DATT SHARMA :**
SHRI RAM CHARAN :
SHRI RAGHUVIR SINGH SHASTRI :
SHRI BAL RAJ MADHOK :
SHRI SHIV KUMAR SHASTRI :

Will the Minister of INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE be pleased to state :

(a) whether it is a fact that Standard

Motors Factory in Madras has been lying closed for quite some time; -

(b) whether it is also a fact that the closure of the factory is attributable to the heavy losses sustained by it;

(c) if so, the quantum of losses suffered by the factory during the last three years, year-wise; and

(d) the steps taken by Government to make this car manufacturing unit viable so that the production does not suffer and the labour is also absorbed?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE (SHRI M. R. KRISHNA): (a) Yes, Sir.

(b) According to information received from the firm, they had to close down the factory because of recurrent labour troubles and economic reasons. Government have recently appointed an Investigating Body for the purpose of making a full investigation into circumstances that led to the closure of the factory.

(c) During the years 1966 to 1968, the firm declared profit or loss as under:—

1966 — Profit of Rs. 4,12,148/-

1967 — Profit of Rs. 10,25,507/-

1968 — Loss of Rs. 2,00,539/-

Information for the year 1969 is not available.

(d) Any steps to be taken in this regard will be considered after the receipt and examination of the report of the Investigating Body referred to in (b) above.

Survey for Rail Link between Cochin and Quilon Via Aleppy

*188. SHRI A. SREDHARAN:
SHRI K. LAKKAPPA:

Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have decided to

conduct a survey for a Rail link between Cochin and Quilon via Aleppy;

(b) when the survey will be undertaken; and

(c) what are the broad details of the scheme?

THE MINISTER OF RAILWAYS (SHRI NANDA): (a) to (c). A detailed traffic survey for a coastal railway line from Ernakulam (near Cochin) via Aleppy to Kayankulam (near Quilon) at an estimated cost of Rs. 83,324/- has been sanctioned on 7.7.1970. The survey is being commenced and will be completed in about six months' time. A decision regarding the construction of the line will be taken after the survey is completed and the results thereof become known.

Utilisation of Security Deposits with P. & T. Department for Financing Small Car Project

*189. SHRI SAMAR GUHA: Will the Minister of INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE be pleased to state:

(a) the total amount of security deposit lying with the Indian Posts and Telegraphs Department on account of intending purchasers of Ambassador, Fiat, Standard, Jeep cars and scooters, separately;

(b) whether the amount of security deposit already received and the amount of security deposit which would be received in future by the Posts and Telegraphs Department can be utilised to meet the financial requirement of the proposed small car project;

(c) if so, the details of financing the proposed small car project from such a security deposit; and

(d) if not, the reasons therefor?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE (SHRI DINESH SINGH): (a) The number of orders for cars and scooters pending with the

various dealers in the country as on the 31st March, 1970 is as under :

<i>Cars</i>		
Ambassador	—	27,954
Fiat	—	36,467
Standard Herald	—	389
Scooters	—	2,67,537

Under the provisions of the Motor Cars (Distribution and Sale) Control Order, 1959, each order for a car is required to be supported by a Post Office deposit amount of Rs. 2000/-. Likewise, under the provisions of the Scooters (Distribution and Sale) Control Order 1960, each order for a scooter is required to be supported by a Post Office deposit amount of Rs. 250/-. On this basis the total amount of deposits held in the Post Offices as on the 31st March' 1970 would be as under :

(i) Against bookings of Ambassador cars	Rs. 5,59,08,000
(ii) Against bookings of Fiat Cars	Rs. 7,29,34,000
(iii) Against bookings of Standard Herald cars	Rs. 7,78,000
(iv) Against bookings of scooters	Rs. 6,68,84,250

No amount is required to be deposited in the Post Offices in support of an order for a Jeep.

(b) and (d). These security deposits, like any other deposits in the Post Offices, have already been taken into account in the overall resources of the country for the 4th Five Year Plan and, as such, these deposits cannot be considered as additional resources available for financing the proposed small car project.

(c) Does not arise.

Rail link between Gandhi Nagar and Ahmedabad

*190. SHRI MANUBHAI PATEL: Will the Minister of RAILWAYS be pleased to state:

(a) what are the new capitals of the State

Governments in the country which are linked up by Railway facilities ;

(b) whether Gandhi Nagar, the new capital of Gujarat Government, is linked with Ahmedabad or Mehsana by the Railway ;

(c) if so, whether broad gauge or metre gauge Railway is there ; and

(d) if not, whether there is any scheme to join Gandhi Nagar with Ahmedabad by the Railway ?

THE MINISTER OF RAILWAYS (SHRI NANDA) : (a) Chandigarh and Bhubaneswar, the new capital townships of Punjab and Orissa respectively, are served by railways.

(b) and (c). Gandhi Nagar is served by Khodiar, a station on the Ahmedabad-Mehsana metre gauge section of the Western Railway.

(d) No, Sir.

Fresh items to be taken for manufacture by Public Sector Undertakings

*191. SHRI MANIBHAI J. PATEL :
SHRI SHEO NARAIN :

Will the Minister of INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE be pleased to state :

(a) what are the fresh items from the field of the private sector industries contemplated to be taken up for manufacture by the public sector Undertakings and by what time the units are likely to come into being ;

(b) what are the arrangements for financing units like the manufacture of baby food and what shall be their targets of production in each sector ;

(c) the progress made in the direction of taking up the manufacture of precision instruments by the public sector ; and

(d) whether the lists, submitted by other Ministries concerned which they suggested as suitable for manufacture in the public sector, have been received and, if so, the details thereof ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE (SHRI DINESH SINGH): (a) to (d). It has been decided, in principle, that the role of the public sector should be expanded and extended to new fields where major production gaps exist or are likely to develop in the coming years. This would also include consideration of manufacture of certain consumer items through State enterprises. The selection of such items is, however, still under consideration and detailed feasibility, production targets and the like have to be finalised by the production Ministries concerned, before investment decisions are taken. It has already been decided that public financial institutions would consider applications for financial assistance for projects to be set up in the public sector on the same terms as applications from private parties.

Demand made for reduction in prices of consumer goods in Delhi

- *192. SHRI KANWAR LAL GUPTA:
SHRI RAM AVTAR SHARMA:
SHRI SURAJ BHAN:
SHRI SHARDA NAND:

Will the Minister of INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE be pleased to state:

(a) whether Government have recently received any representation from the Citizens' Council, Delhi demanding to reduce the prices of consumer goods;

(b) if so, the names of articles stating the prices of those articles before the presentation of the Budget and 3 months after the Budget;

(c) the action taken by Government to reduce the price of each item;

(d) the steps proposed by Government to check the high rate of profit in consumer goods; and

(e) the reasons why Government have not set up any study team to examine the problem?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE (SHRI M. R. KRISHNA): (a) to (c). Yes, Sir. A statement is placed on the Table of the House. [Placed in Library. See No. LT-3830/70].

(d) and (e). Wherever it is felt that there is marked profiteering in any goods, the cost structure and the Balance Sheets of the particular industries are immediately investigated. Expert bodies, such as the Bureau of Industrial Costs and Prices, Cost Accounts Branch of the Ministry of Finance and the Tariff Commission, etc., are utilised for detailed scrutiny for further action as necessary. Presently the said Bureau is investigating, *inter alia* the cost structure of razor blades and dry cells, which are essential consumer goods. Apart from this, wherever it is felt necessary, the Central, the various State Governments and Union Territory Administrations invoke the provisions of the Essential Commodities Act, 1955, against profiteering, hoarding and black-marketing.

Industrial Houses

- *193. SHRI A. K. GOPALAN:
SHRIMATI SUSEELA GOPALAN:

Will the Minister of INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE be pleased to state:

(a) the total number of Industrial houses which come within the category of larger industrial houses in the country;

(b) the names of such houses and their assets;

(c) whether it is a fact that the Industrial Licensing Policy Inquiry Committee has listed eight more Industrial houses as larger Industrial houses; and

(d) if so, the names of the houses and their assets?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE (SHRI DINESH SINGH): (a) to (d). The Industrial Licensing Policy Inquiry Committee classified only 20 industrial groups as the Larger

Industrial Houses. Their names and assets are given in the Appendix II-A(1) of the Report of the Industrial Licensing Policy Inquiry Committee, copies of which have already been laid on the Table of the House. Government have accepted this classification.

Power Generation Projects in Jammu and Kashmir

*194. SHRI V. NARASIMHA RAO : Will the Minister of INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE be pleased to state :

(a) whether it is a fact that the delay on the part of the Heavy Electricals Ltd., Bhopal has seriously affected the progress of power generation projects in the State of Jammu and Kashmir ;

(b) if so, the reasons for the delay ; and

(c) the steps taken to expedite the supply ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE (SHRI M. R. KRISHNA) : (a) to (c). According to the present order Heavy Electricals (India) Ltd., Bhopal has to supply only two hydro units of 11 MW each for the Upper Sindh Hydro Electric Project. There has been some delay in the supply of these units by the Heavy Electricals (India) Ltd., to Jammu and Kashmir Government on account of the delay in the supply of combined speed ring and pivot ring casting to the Heavy Electricals (India) Ltd. by the indigenous suppliers. The delay in the supply of these two units by the H.E.I.L. is not likely to seriously affect the progress of power generation projects in the State of J. & K. Every effort is being made to ensure that deliveries are completed as soon as possible.

Measures to stop Malpractices in Reservation Section on Indian Railways

*195. SHRI BHOGENDRA JHA :
SHRI CHANDRA SHEKHAR SINGH ;
SHRI JHARKHANDE RAI :
SHRI J. M. BISWAS :
SHRI K. M. MADHUKAR :

Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that Government

had adopted measures to stop the malpractices in the Reservation Section on the Railways ; and

(b) if so, the measures adopted and the results thereof ?

THE MINISTER OF RAILWAYS (SHRI NANDA) : (a) Eradication of malpractices is a constant concern of the Government and they have been progressively taking measures to stop malpractices in transactions relating to reservation of berths and seats on Railways.

(b) The measures that have been adopted for the purpose are indicated in a statement laid on the Table of the Sabha. [Placed in Library. See No. LT—3831/70].

मोदी औद्योगिक समूह द्वारा चलाये जा रहे उद्योग

*196. श्री हुकम चन्द कछवाय :
श्री भारत सिंह चौहान :

क्या समवाय-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) मोदी औद्योगिक समूह द्वारा चलाये जा रहे उद्योगों के नाम क्या हैं, वे किन-किन तारीखों को स्थापित हुए थे और स्थापना के समय प्रत्येक उद्योग पर कितनी-कितनी पूंजी लगाई गई थी और इस समय प्रत्येक उद्योग पर कितनी-कितनी पूंजी लगी हुई है ;

(ख) इस औद्योगिक समूह के निदेशक बोर्ड के सदस्यों के नाम क्या हैं ; और

(ग) क्या यह सच है कि निदेशक बोर्ड के सभी सदस्य एक ही अविभाजित परिवार के सदस्य हैं और वे विभिन्न नामों के अन्तर्गत व्यापार चला रहे हैं ?

समवाय-कार्य मंत्री (श्री रघुनाथ रेड्डी) :

(क) से (ग). सूचना संग्रह की जा रही है और यह सदन के पटल पर प्रस्तुत कर दी जायेगी ।

Prices of Soft Drinks

- *197. SHRI D. AMAT :
SHRI P. C. ADICHAN :
SHRI R. K. BIRLA :
SHRI N. R. DEOGHARE :

Will the Minister of INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE be pleased to state :

(a) whether, with a view to keeping the prices of soft drinks under check, any probe has been made into the cost of production, the sale price and the margin of profit of the popular brands of soft drinks like the Coca Cola, Fanta, and Gold Spot ;

(b) if so, the average cost of production, the sale prices and margin of profit of each of these drinks and the nature of control exercised by Government in this regard ; and

(c) the circumstances under which the prices of these brands of soft drinks were last increased, despite the fact that prices of sugar declined to a large extent ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE (SHRI M. R. KRISHNA) : (a) to (c). There is no statutory control over the prices of soft drinks. However, with a view to examine the possibilities of reduction in the prices, various factors including the cost of production, margin of profit, retailer's commission, etc., were gone into with the various soft drink manufacturers and they were persuaded to reduce their prices by 3 Paise per bottle. The price of sugar has declined, but since there has been an increase in the cost of other inputs like crown corks, citric acid, glass bottles, Carbon-Dioxide etc. and transportation charges as also levy of fresh excise duty on branded aerated water, the manufacturing cost of soft drinks has gone up.

Industrial Development Programme in Public and Private Sectors in West Bengal

- *198. SHRI B. K. MODAK :
SHRI JYOTIRMOY BASU :

Will the Minister of INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE be

pleased to state :

(a) the programme of industrial development in West Bengal, both in the public and private sectors, separately, during the Fourth Plan period ;

(b) the estimated investment and outlay for industrial development (large-scale) in West Bengal during the Fourth Plan period in the public and private sectors, separately ;

(c) the share of the Central investment in the total investment in the public sector large-scale industrial schemes for West Bengal ; and

(d) the new employment opportunities likely to be created through the execution of those schemes ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE (SHRI DINESH SINGH) : (a) to (d). The Fourth Five Year Plan provides for the establishment of two new industrial projects in the Central sector in West Bengal *viz.* Haldia Refinery and the Haldia Fertiliser Project. In addition, provision has also been made for completion expansion of some other projects like Durgapur Fertilisers, Durgapur Alloy Steel Plant and Hindustan Cables.

In the State Sector, the Fourth Plan programme provides for substantial outlays for infrastructural facilities and envisages catalytic intervention in the industrial sector through the West Bengal Industrial Development Corporation, the large industrial areas scheme and the State Financial Corporation. A major industrial project for which substantial provision has been made in the State's Fourth Plan is Durgapur Chemicals which is a continuing scheme.

The total investment in the public sector large scale industrial schemes for West Bengal during the Fourth Plan period is estimated to be Rs. 159.46 crores of which Rs. 150 crores will be the share of the Central Government.

It is not possible to indicate the new industries that may be set up in West Bengal in the private sector in the near future as the establishment of such industries, investment on them

and their location depend on the initiative of private entrepreneurs.

The projects in the public and private sectors would be manufacturing a wide range of essential commodities and their implementation is expected to substantially increase employment opportunities.

Election Symbol of Congress Party

*199. SHRI SHRI GOPAL SABOO :
SHRI SHIV CHARAN LAL :

Will the Minister of LAW AND SOCIAL WELFARE be pleased to state :

(a) whether it is a fact that the Election Commission has not yet decided the allotment of bullock symbol either to the Old or to the New Congress ;

(b) whether it is also a fact that the bullock symbol has a sentimental appeal for the common people of India because of its connection with cow ;

(c) if so, whether any suggestions have been made to Government not to allot this symbol to any party ; and

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

THE MINISTER OF LAW AND SOCIAL WELFARE (SHRI K. HANUMANTHAIYA) : (a) Yes, Sir.

(b) It is a matter of opinion.

(c) No, Sir.

(d) Does not arise.

Setting up of a Plant for Manufacture of Flat-Proof Tyres

*200. SHRI S. M. KRISHNA :
SHRI YAMUNA PRASAD
MANDAL :
DR. SUSHILA NAYAR :
DR. RAM SUBHAG SINGH :

Will the Minister of INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE be pleased to state :

(a) whether there is any proposal under consideration of Government to set up a plant for the manufacture of flat-proof tyres ;

(b) if so, the details of the proposal and the financial implications thereof ;

(c) whether the site has been selected ; and

(d) the yearly production capacity of the proposed plant ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE (SHRI DINESH SINGH) : (a) to (d). Government have no proposal under consideration for setting up a unit for the manufacture of flat-proof tyres and tubes.

Purchase of Ancillary Products from Small Scale Sector by Big Industries

*201. SHRI BHAGABAN DAS :
SHRI VISWANATHA MENON :
SHRI K. M. ABRAHAM :
SHRI K. RAMANI :
SHRI J. K. CHOUDHURY :

Will the Minister of INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE be pleased to state :

(a) whether it is a fact that Government have decided to insist upon the big industries to purchase all their ancillary products from the small scale sector ;

(b) if so, the details thereof and the reasons for this decision ; and

(c) the reaction of the big industries thereto ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE (SHRI M. R. KRISHNA) : (a) to (c). Modern large-scale industries require a wide range of parts, components and sub-assemblies which it is advantageous for them to procure from

ancillary units, either existing or specially established for the purpose, at comparatively cheaper prices than if they were manufactured by the parent units under their own roof. This is also in accordance with the Government's policy of encouraging small scale industries in general and ancillary units in particular. Existing large-scale industrial undertakings both in the private and the public sectors are being encouraged by Government to farm out their requirements of parts and components from ancillary enterprises, especially those in the small scale sector. As regards new enterprises, Government would like the sponsors to spell out, at the time of applying for the licence, parts and components they would be willing to buy out from ancillary units, and normally licensing to manufacture will be confined to other items only.

Supply of Billets to Re-rollers

*202. SHRI DEVINDER SINGH GARCHA : Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state :

(a) whether it is a fact that the steel re-rolling industry is passing through a crisis resulting from extremely low level of despatches of billets from the main Steel Plants ;

(b) whether Government are aware that the supply of billets to re-rollers has been continuously declining in the past six months and it has reached a critical stage now ;

(c) whether the Steel Re-rolling Mills' Association of India has submitted a representation for immediate relief to the Union Government and also to the Joint Committee in this regard ; and

(d) if so, what action Government have taken in the matter ?

THE MINISTER OF STEEL AND HEAVY ENGINEERING (SHRI B. R. BHAGAT) : (a) and (b). The despatches of billets to rerollers which had been declining from December 1969 to April 1970 improved slightly in May, 1970.

(c) Yes, Sir.

(d) As a measure of relief to re-rollers, producers have been authorised to supply heavy rounds and squares against backlogs of their domestic quotas. The decline in despatches was partly due to one of the Blast Furnaces being down for relining at TISCO, and some technical difficulties at Bhilai. These have now been overcome and the position is expected to improve. Further improvement can be expected if the industrial relations situation in Durgapur and Burnpur improves and the production in those plants picks up.

Defiance of Election Rules in Haryana bye-election

*203. SHRI B. K. DASCHOWDHURY : SHRI JANESHWAR MISHRA :

Will the Minister of LAW AND SOCIAL WELFARE be pleased to state :

(a) whether it is a fact that the Election Rules were openly defied and the voters physically dragged to the Polling Stations by the political workers at Palwal when it went to polls on the 24th May, 1970 to elect a representative to the Haryana Assembly ; and

(b) if so, the details thereof and the steps taken by Government to stop such defiance of rules in future ?

THE MINISTER OF LAW AND SOCIAL WELFARE (SHRI K. HANUMANTHAIYA) :

(a) No such complaint has been received.

(b) Does not arise.

Scarcity of Paper

*204. SHRI G. Y. KRISHNAN : SHRI G. VENKATASWAMY : SHRI N. SHIVAPPA :

Will the Minister of INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE be pleased to state :

(a) whether there is any scheme under consideration of Government to solve the problem of scarcity of paper in the country ; and

(b) if so, the details thereof ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE (SHRI M. R. KRISHNA): (a) and (b). Yes, Sir. Government have taken the following measures to meet the demand for paper.

(i) The marginal scarcity which exists in the case of light weight printing and writing papers is being met by insisting on the industry to revert to the pattern of production which obtained prior to 1969-70 and increasing the production of such types of papers by about 5000 tonnes a month.

(ii) Setting up of an *Ad hoc* Committee to constantly review the progress achieved in this area and apply such correctives which will ensure proper supplies to the consumers.

(iii) Working out of a crash programme in consultation with the existing Paper Mills to ensure augmentation of paper production by about 15% to 20% within the next 12-14 months by speeding up their paper machines and providing balancing equipment.

(iv) Encourage establishment of additional capacity in areas where raw materials are available.

(v) Government is setting up under the Hindustan Paper Corporation Private Limited, projects in Nagaland and Assam to produce 80,000 tonnes of additional paper.

Railway lines in Himachal Pradesh during Fourth Five Year Plan

*205. SHRI PREM CHAND VERMA: Will the Minister of RAILWAYS be pleased to state:

(a) how many kilometre Railway line (Broad and Metro-gauges) is there in Himachal Pradesh whose area is 35,000 sq. Kilometres;

(b) whether there is any scheme in the Fourth-Five Year Plan to construct more Railway lines in Himachal Pradesh and, if so, how much long and which lines and, if not, the reasons therefor; and

(c) whether Government are considering to connect Una with Nangal Dam, a distance of 12 kilometres, with Railway line and whether any survey has been carried out therefor and, if so, when and what are the details?

THE MINISTER OF RAILWAYS (SHRI NANDA): (a) Information about the length of the Railway lines is not compiled State-wise but only Railway Zone-wise. Particulars by gauges and by Railway Zones of the route kilometres open as on 31st March 1969 etc. are given in Statement 8 of the Supplement to the Report by the Railway Board on Indian Railways—Statistical Statements—for the year 1968-69, copies of which are available in the Library of the Parliament.

(b) Development programmes of the Railways are formulated on the basis of the anticipated traffic needs. The Fourth Plan proposals for new lines have not yet been finalised. However, owing to paucity of funds, construction of only a few lines justified on defence or top priority development considerations are likely to be taken up during the Fourth Plan. Among the proposals for new lines under consideration, there is none which falls in Himachal Pradesh.

(c) No, Sir. A Traffic Survey was conducted in 1956-57 and the survey report revealed that the construction of this link would not be remunerative.

Association of Private Sector in setting up new Steel Plants

*206. SHRI K. P. SINGH DEO: Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state:

(a) whether it is a fact that Government propose to associate private sector in the setting up of new steel plants in the country;

(b) whether any decision has been taken in this regard; and

(c) if so, the details thereof?

THE MINISTER OF STEEL AND HEAVY ENGINEERING (SHRI B. R. BHAGAT): (a) If the Hon'ble Member

means financial association of the private sector in setting up new steel plants in the country, the answer is, No, Sir.

If, however, it is meant associating the private sector for engineering, designing, supply of equipment and site work, the answer is, Yes, Sir.

(b) and (c). For the latter part of (a) above, appointment of Consultants for preparation of feasibility and project reports and for engineering the plant is currently under the consideration of the Government. The matter of procurement of equipment would come only at a latter stage after the detailed project report on each project are accepted by the Government.

Decontrol of Cement

*207. SHRI D. R. PARMAR : Will the Minister of INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE be pleased to state :

(a) whether Government have taken a decision to decontrol cement in the near future ;

(b) whether as a result of this decision, the retail market price of cement has increased by 20 per cent during the last three months in the State of Gujarat ; and

(c) if so, the reaction of Government there-to and the action taken to curb the retail price of cement in Gujarat ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE (SHRI DINESH SINGH) : (a) The question is still under consideration of the Government.

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

Removal of Regional Disparities in Industrial Growth

*208. SHRI HEM BARUA : Will the Minister of INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE be pleased to state :

(a) whether Government have taken any measures to do away with the regional disparities in industrial growth in the country ;

(b) if so, the measures taken by Government in this regard ; and

(c) whether Government are aware of the mounting problem of educated unemployed in States like Assam ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE (SHRI DINESH SINGH) : (a) Government are taking concrete measures to reduce regional disparities in industrial growth.

(b) Some of the measures taken by Government to reduce regional disparities are :

1. Location of public sector projects in comparatively backward regions :

The need for establishment of industrial projects in the public sector in relatively backward areas has always been kept in view wherever this could be done without giving up the essential technical and economic criteria.

2. Setting up of Industrial Development Areas :

In such areas basic facilities like power, water and communications are provided and factory sites developed and offered and sale/ lease to prospective entrepreneurs.

3. Encouragement to establishment of private sector projects in under developed regions :

The claims of under developed regions are kept in view in the licensing of industrial projects in the private sector.

4. Promotion and Development of industries through the State Industrial Development Corporations :

Almost all the State Governments have set up Industrial Development Corporations who initiate and promote the establishment of industries within the State, either on their own or in association with the private sector.

5. Sanctioning grant and subsidies for starting industries in backward areas :

Government have decided to grant subsidy amounting to 1/10 of the fixed capital investment of new units having a total fixed capital investment of not more than Rs. 50 lakhs each, in two selected districts, of each of the nine States identified as industrially backward, and one district each of the other States and Union Territories. Schemes and Projects for new units involving fixed capital investment of more than Rs. 50 lakhs are to be considered on merit.

6. Concessional treatment by financial institutions for developing industries in the backward regions :

Financial institutions have decided to accord concessional treatment for developing industries in the back-ward regions.

7. Setting up of rural industrial estates :

These estates have helped in promoting a large number of modern small scale industries in semi-urban/rural and backward areas.

8. Identification and development of growth centres :

Intensive efforts are being made to identify and develop such towns/rural areas which have not attracted many industries but where basic infrastructures are either readily available or have good potential.

9. Development of agro-industries :

In view of the recent Green Revolution, an intensive programme for the development of agro-industries is contemplated during the Fourth Five Year Plan period.

10. Conducting intensive campaigns in districts :

Intensive campaigns are organised in districts for promoting small industries.

11. Introduction of the rural industries projects programme :

The object of this programme is to enlarge employment opportunities, diversification of rural occupation, raising income and standard

of living of rural communities as also to reduce exodus to urban centres.

12. Introduction of the small artisans programme :

Efforts are made under this programme to resuscitate and develop rural arts and crafts by upgrading the skills of the rural artisans.

(c) Government are aware of the problem of educated unemployed in Assam. The Government of Assam are examining the possibilities of liberalising the rules under Assam Aid to Industries Act 1955 with a view to granting loans to engineers/technicians/technologists on concessional rates and liberalised terms.

Increase of Foreigners on Board of Directors of Indian Oxygen Limited

*209. SHRI VASUDEVAN NAIR :
SHRI INDRAJIT GUPTA :
SHRI K. HALDER :
DR. RANEN SEN :

Will the Minister of COMPANY AFFAIRS be pleased to state :

(a) whether Government are aware that the number of foreigners on the Board of Directors (including non-resident) of the Indian Oxygen Limited has been increased ;

(b) if so, on what ground the number has been increased ;

(c) whether one Mr. Keith Hartley has been appointed as the joint Managing Director of the Indian Oxygen Limited with effect from the 1st September, 1969 with additional remunerations and benefits ;

(d) if so, what are the additional remuneration and benefits given to him ; and

(e) what is the justification for providing such additional remuneration and benefits ?

THE MINISTER OF COMPANY AFFAIRS (SHRI RAGHUNATHA REDDY) :

(a) Yes Sir, from four to six.

(b) The strength of the Board of Directors was increased from 12 to 13 which was within the permissible maximum as per the Articles of Association of the company and for which approval of Government under the Companies Act was not required.

(c) Yes Sir. The company sought approval to the change in his designation from Assistant Managing Director to Joint Managing Director of the company with effect from 1st September 1969, but without any change in remuneration. The company's proposal was therefore approved under Section 268 of the Companies Act, 1956.

(d) and (e). Do not arise in view of (c) above.

Export of Cigarettes by Foreign-owned Companies

*210. SHRI GEORGE FERNANDES : Will the Minister of INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE be pleased to state :

(a) whether the foreign-owned cigarette companies, claiming to manufacture international brands with foreign ownership, are exporting any of their cigarettes ; and

(b) if so, the quantum and value of exports of such brands during the last three years ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE (SHRI DINESH SINGH) : (a) Yes, Sir.

(b) Statistics of exports made by foreign owned Cigarette Companies are not separately available as trade statistics are maintained for the country as a whole. Brandwise exports of cigarettes are also not available.

मध्य रेलवे पर रेल दुर्घटनायें

1201. श्री हुकम चन्द कछवाय : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) 1 जनवरी, 1970 से अब तक मध्य रेलवे पर कितनी दुर्घटनायें हुई ;

(ख) उनके परिणाम स्वरूप रेलवे सम्पत्ति को कितने घन की हानि हुई ;

(ग) इन दुर्घटनाओं में कितने व्यक्ति मरे तथा घायल हुए ;

(घ) रेलवे कर्मचारियों की लापरवाही तथा तकनीकी दोषों के कारण पृथक-पृथक कितनी दुर्घटनायें हुई ; और

(ङ) इनमें से कितनी दुर्घटनाओं की जांच की गई है ?

रेलवे मंत्री (श्री मन्दा) : (क) मध्य रेलवे पर 1-1-1970 से 30-6-1970 तक की अवधि में टक्कर होने, गाड़ियों के पटरी से उतरने, समपारों पर गाड़ियों के सड़क याता-यात से टकरा जाने और गाड़ियों में आग लगने की 57 दुर्घटनाएं हुई थीं ।

(ख) रेल सम्पत्ति को लगभग 35,85,000 रुपये की हानि का अनुमान लगाया गया था ।

(ग) इन दुर्घटनाओं में 4 व्यक्ति मारे गये और 14 घायल हुए ।

(घ) और (ङ). सभी 57 दुर्घटनाओं की जांच की गयी थी । इनमें से 34 दुर्घटनाएं रेल कर्मचारियों की गलतियों से और 7 दुर्घटनाएं रेलवे उपस्कर की खराबी के कारण हुई ।

पश्चिम रेलवे में रेल दुर्घटनायें

1202. श्री हुकम चन्द कछवाय : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि 1 जनवरी, 1970 के पश्चात् आज तक पश्चिम रेलवे में कुल कितनी रेल दुर्घटनायें हुई हैं ;

(ख) इसके परिणामस्वरूप रेलवे सम्पत्ति को कितने घन की क्षति हुई ;

(ग) इन दुर्घटनाओं में कितने व्यक्ति मरे तथा घायल हुए ;

(घ) रेल कर्मचारियों की लापरवाही तथा तकनीकी खराबियों के कारण पृथक्-पृथक् कितनी दुर्घटनाएँ हुईं; और

(ङ) इनमें से कितनी दुर्घटनाओं की जांच कराई गई है ?

रेलवे मन्त्री (श्री नन्दा) : (क) 1-1-1970 से 30-6-1970 तक की अवधि में पश्चिम रेलवे पर टक्कर, पटरी से उतरने, समपार पर गाड़ियों के सड़क यातायात से टकराने और गाड़ियों में आग लगने की 45 दुर्घटनाएँ हुईं।

(ख) रेल सम्पत्ति को लगभग 3,08,000 रुपये की क्षति का अनुमान है।

(ग) इन दुर्घटनाओं में 35 व्यक्ति मारे गये और 25 घायल हुए।

(घ) और (ङ). सभी 45 दुर्घटनाओं की जांच की गयी। इनमें से 28 दुर्घटनाएँ कर्मचारियों की गलती के कारण और 8 रेल उपस्कर की खराबी के कारण हुईं।

Channels of Promotion for Train Clerks

1203. SHRI SURENDRANATH DWIVEDY : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that a decision was taken at the P. N. M. Meeting providing channels of promotion for the Train Clerks ;

(b) whether the Railway Board had issued a letter No. E (NG) 169/PMI/217 dated the 28th March, 1970 ;

(c) whether these instructions have been implemented on all the Railways ; and

(d) if so, since the issuance of this letter, the number of Train Clerks given promotion with the names of the Railway Zones till 30th June, 1970 ?

THE MINISTER OF RAILWAYS (SHRI NANDA) : (a) Yes.

(b) Yes.

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

Increase in Freight Rates

1204. SHRI ABDUL GHANI DAR : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that the Railway freight rates in 1970 have increased by more than 50 percent and even doubled in some cases as compared to the rates in 1947 ; and

(b) if so, the details of freight rates of each class in 1947, 1957, 1967 and 1970 and the reasons for such increase ?

THE MINISTER OF RAILWAYS (SHRI NANDA) : (a) Railway freight rates were revised a number of times since 1947 and as explained in answer to Unstarred Question No. 2349 in Lok Sabha on 10.3.1970, revisions were not always upwards. In some cases downward adjustments in rates were also made. However, it is true that the average rate charged per tonne kilometre in 1968-69 was nearly double of the average rate charged in 1947-48. Figures for 1969-70 are not available.

(b) Prior to 1948 there was no uniformity in the freight rates charged by different railways. It was with effect from 1.10.1948 that a uniform freight structure was introduced. Thus for purposes of comparison the freight rates of 1947 will not be meaningful and alternatively, therefore, the freight rates as on 1.10.1948 are being detailed.

Freight rates for different classes for wagon-load movements as on 1.10.1948, 1.4.1957, 1.4.1967 and 1.4.1970 have been furnished for certain representative distances in the statements marked 'A', 'B', 'C' and 'D' laid on the Table of the House. [Placed in Library. See No. LT-3832/70]

The reason for the enhancement in the

freight rates is increase in the working expenses of Railways due to increase in the cost of materials and stores and increase in wages.

Raids to Curb Call Girl Racket in Delhi

1205. SHRI BABURAO PATEL : Will the Minister of LAW AND SOCIAL WELFARE be pleased to state :

(a) the number of raids made in Delhi during the last two years ending 31st July, 1970, to curb the call-girl racket, the names of persons arrested and areas where the raids were carried out with dates ;

(b) whether it is a fact that when the Police raided the Andhra State Guest House on Ashoka Road on 10th July, 1970 two women were found drunk and semi-nude ; and

(c) the reasons why the suppression of Immoral Traffic in Women and Girls' Act is not properly enforced ?

THE MINISTER OF STATE IN THE MINISTRY OF LAW AND IN THE DEPARTMENT OF SOCIAL WELFARE (SHRI JAGANATH RAO) : (a) to (c). Information is being collected from Delhi Administration and will be laid on the Table of the House as soon as received from them.

Grant of Increments to those absorbed as Assistant Permanent Way Inspectors on Northern Railway

1207. SHRI HUKAM CHAND KACHWAI : Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 7799 on the 28th April, 1970 regarding grant of increments to those absorbed as Assistant Permanent Way Inspectors on the Northern Railway and state :

(a) whether the required information has since been collected ;

(b) if so, the details thereof ; and

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

THE MINISTER OF RAILWAYS (SHRI NANDA) : (a) to (c). The requisite information is given in statement 'A' laid on the Table of the House. [Placed in Library. See No. LT-3833/70]

Orders for Forging Pieces by Atomic Energy Commission

1208. SHRI BABURAO PATEL : Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state :

(a) whether it is a fact that the Atomic Energy Commission placed an order for forging pieces for use in the nuclear power plants at Ranapratapsagar and Kalpakam ;

(b) if so, the details and cost of the agreement signed with the Hindustan Steel Ltd ;

(c) whether it is also a fact that the Durgapur Steel Plant has been able to deliver only 50 forging pieces a month instead of the promised 150 ;

(d) if so, the reasons for the delay ; and

(e) the steps taken by the Hindustan Steel Ltd. to ensure a regular supply of forging pieces to enable the nuclear projects to work smoothly and, if not, the reasons therefor ?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI MOHD. SHAFI QURESHI) : (a) to (c). The information is being collected and will be laid on the Table of the House.

Flat Steel manufactured by Hindustan Steel Ltd.

1209. SHRI BABURAO PATEL : Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state :

(a) whether it is a fact that the quality of flat steel products manufactured by the Hindustan Steel Ltd. for the two nuclear plants at Ranapratapsagar and Kalpakam were so far below specifications that the Atomic Energy Commission had to import them from Canada to keep the schedule of the project ;

(b) if so, the quantity and value of flat and structural steel products imported for this purpose ;

(c) the loss suffered by Government for producing products far below specifications ;

(d) whether it is a fact that the order for the huge turboset weighing 150 tons placed by the Atomic Energy Commission with the Heavy Electricals is however in the process of being completed and will lead to a needless delay in the completion of Kalpakam ; and

(e) if so, the reasons for delay with likely date of delivery ?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI MOHD. SHAFI QURESHI) : (a) to (e). The information is being collected and will be laid on the Table of the House.

Production of Cement

1210. SHRI BABURAO PATEL : Will the Minister of INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE be pleased to state :

(a) the total annual production of cement in India during 1969, State-wise, with total annual consumption ;

(b) whether it is a fact that there is only one major cement factory in the North at Pinjore, near Chandigarh ;

(c) if so, whether Government are contemplating the starting of new factories ;

(d) whether it is also a fact that despite there being cement in plenty. Delhi, Haryana and Punjab are deprived of it owing to non-availability of covered Railway wagons for moving cement from factories in Rajasthan and Madhya Pradesh ; and

(e) if so, the steps taken to ensure that the movement of cement goes on smoothly ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE (SHRI M. R. KRISHNA) : (a) A statement is attached.

(b) and (c). There are at present 8 cement factories in the Northern zone ; 2 in Haryana, 1 in Uttar Pradesh, 4 in Rajasthan and 1 in Jammu and Kashmir. Another factory in Uttar Pradesh is likely to go into production in 1971. Besides the question of putting up another factory with a capacity of 2 lakh tonnes at Paonta in Himachal Pradesh is also under consideration.

(d) There have been temporary shortages in the Northern and Eastern parts of the country during April to June, 1970 mainly due to the shortage of railway wagons, labour as well as mechanical troubles etc.

(e) The availability of adequate railway wagons for movement of cement is being ensured by approaching the Railway authorities.

Statement

The total production and consumption of cement in India during 1969, Statewise, was as follows :

S. No.	State	Production (figure in '000' Tonne)	Consumption
1.	Assam	69	319
2.	Andhra Pradesh	1369	918
3.	Bihar	1690	983
4.	Gujarat	1866	1275
5.	Kerala	53	454
6.	Madhya Pradesh	2028	502
7.	Mysore	1269	750
8.	Tamil Nadu	2239	1204
9.	Orissa	656	284
10.	Haryana	513	359
11.	Rajasthan	1472	468
12.	Uttar Pradesh	391	1589
13.	Jammu and Kashmir	10	77
14.	Maharashtra	—	1636
15.	Punjab	—	654

S. No.	State	Production (figure in '000' Tonnes)	Consumption
16.	West Bengal	—	1126
17.	Goa, Daman and Diu	—	62
18.	Dadra and Nagar Haveli	—	2
19.	Manipur	—	16
20.	Nagaland	—	11
21.	N. E. F. A.	—	5
22.	Tripura	—	12
23.	Chandigarh	—	80
24.	Delhi	—	389
25.	Himachal Pradesh	—	62
26.	Pondicherry	—	20
27.	Andaman and Nicobar	—	15
28.	Laccadives	—	—
	Total	13625	13272

(The production includes white cement of 44,510 tonnes whereas the consumption does not).

New Nutritional Programmes for Children and Mothers

1211. SHRI CHANDRA SHEKHAR SINGH: Will the Minister of LAW AND SOCIAL WELFARE be pleased to state :

(a) whether any new nutritional programmes for children and mothers have been chalked out for the next three years with the help of the U. S. Aid Mission in India and other U. N. specialised agencies ;

(b) if so, the details of the same, agency-wise and year-wise for the ensuing three years ?

. THE MINISTER OF STATE IN THE MINISTRY OF LAW AND IN THE DEPARTMENT OF SOCIAL WELFARE (SHRI JAGANATH RAO): (a) and (b). A

scheme wholly financed by the Government of India has been introduced this year for providing nutritious food to children in the age group of 0-3 years. It is likely to continue as a Plan scheme in the future. No foreign aid is being accepted for the programme, except in the form of CSM/Milk Powder etc., from CARE on the basis of the already existing agreement between the organisation and the Government of India.

The details of the Nutrition scheme are given in the statement laid on the Table of the House. [Placed in Library. See No. LT-3834/70].

Implementation of Recommendations of Commissioner for Scheduled Castes and Scheduled Tribes

1212. SHRI M. L. SONDHI: Will the Minister of LAW AND SOCIAL WELFARE be pleased to refer to the reply given to Unstarred Question No. 2217 on the 5th August, 1969 regarding implementation of the recommendations of the Commissioner for Scheduled Castes and Scheduled Tribes and state :

(a) whether the views of the State Governments on the recommendations contained in the Seventeenth Report of the Commissioner for Scheduled Castes and Scheduled Tribes, have been received ;

(b) if so, what are the views in each case ; and

(c) if not, the reasons for the delay in taking steps to implement the said recommendations ?

THE MINISTER OF STATE IN THE MINISTRY OF LAW AND IN THE DEPARTMENT OF SOCIAL WELFARE (SHRI JAGANATH RAO): (a) to (c). Only a few State Government/Union Territory Administrations have given their view on all the recommendations of the Commissioner for Scheduled Castes and Scheduled Tribes made in his Report for 1967-68. Other State Governments, etc., have given only an interim reply and these State Governments/Union

Territory Administrations are being remained periodically. Recommendations when received will be considered.

सिधिया इन्वेस्टमेंट कम्पनी द्वारा कृष्णराम बलदेव बैंक में लगाई गई पूंजी

1213. श्री शशि भूषण : क्या समवाय-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) सिधिया इन्वेस्टमेंट कम्पनी ने कृष्णराम बलदेव बैंक में शेयरों की गारंटी के आधार पर किन-किन फर्मों में धन लगाया है; और

(ख) उस बारे में सरकार को क्या जानकारी है और उस पर सरकार की क्या प्रतिक्रिया है ?

समवाय-कार्य मंत्री (श्री रघुनाथ रेड्डी) :

(क) तथा (ख). सूचना संग्रह की जा रही है व यह सदन के पटल पर प्रस्तुत कर दी जायेगी।

Pending Appeals of Income-tax

1214. SHRI VASUDEVAN NAIR :
SHRI RAMAVATAR SHASTRI :
SHRI BHOGENDRA JHA :
DR. RANEN SEN :
SHRI K. HALDER :

Will the Minister of LAW AND SOCIAL WELFARE be pleased to state :

(a) whether it is a fact that despite the increase in the number of Income-tax Tribunal benches, the appeals pending before them have continued to pile up in the last three years ;

(b) the total number of appeals pending before the Tribunals at present ; and

(c) the steps being taken to ensure speedy disposal of these appeals ?

THE MINISTER OF STATE IN THE MINISTRY OF LAW AND IN THE

DEPARTMENT OF SOCIAL WELFARE (SHRI JAGANATH RAO): (a) Though more Benches of the Tribunal have been set up in the last three years, it has not been possible for the Tribunal to cope with the enormous increase in the institution of appeals.

(b) 78,846 as on 1.7.70

(c) Various administrative measures are being taken from time to time to cope with the increased pendency in the Tribunal. More Benches of the Tribunal may be created as and when considered necessary.

Shortage of Sodium Nitrate

1215. SHRI MOHAN SWARUP: Will the Minister of INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE be pleased to state :

(a) whether it is a fact that for want of availability of basic raw material Sodium Nitrate, practically all small-scale units which were engaged in manufacturing Potassium Nitrate and allied chemicals used in glass factories, tobacco curing units and gun powder and blasting material manufacturing units have been closed ; and

(b) if so, the steps taken to provide adequate quantity of this raw material to stop complete closure of the manufacturing units ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE (SHRI M. R. KRISHNA): (a) Development Commissioner, Small Scale Industries has been receiving a number of representations from the Small Scale units regarding non-availability of Sodium Nitrate in adequate quantities. There is, however, no report of closure of units.

(b) The State Trading Corporation has been requested to import Sodium Nitrate, which is a canalised item, expeditiously and distribute the chemical to the various States so that the affected units could start their regular production. The Chief Controller of Imports and Exports has also been requested to consider rationalising the procedure of issue of release

orders to the small scale units against which the State Trading Corporation, would be distributing the chemical.

Concerns managed by Kapadia Brothers

1216. SHRI SITARAM KESRI: Will the Minister of COMPANY AFFAIRS be pleased to state:

(a) the names of concerns which are now managed by Kapadia Brothers;

(b) the shares held by Kapadia Brothers in each concern; and

(c) the financial position of the concerns before and after they took them over?

THE MINISTER OF COMPANY AFFAIRS (SHRI RAGHUNATHA REDDY): (a) to (c). Information is being collected and it will be laid on the Table of the House.

Holding of Shares by M/s. Maganlal Chhaganlal in certain Companies

1217. SHRI SITARAM KESRI: Will the Minister of COMPANY AFFAIRS be pleased to state:

(a) the amount lying credited and debited in the name of each partner of M/s. Maganlal Chhaganlal before this firm took over the management of Killick Nixon;

(b) since when they started cornering shares of the National Rayon and how the payment was made for these shares;

(c) how many shares of the National Rayon are held by each partner of this firm;

(d) whether the shares of the National Rayon are held by their family members; and

(e) if so, the details thereof and the mode of payment made by each of them?

THE MINISTER OF COMPANY AFFAIRS (SHRI RAGHUNATHA REDDY): (a) to (e). The information is being collected and it will be laid on the Table of the House.

Borrowing of M/s. Ananda Bazar Patrika (Pvt.) Ltd., Calcutta

1218. SHRI JYOTIRMOY BASU: Will the Minister of COMPANY AFFAIRS be pleased to state:

(a) the total borrowings of M/s. Ananda Bazar Patrika (P.) Ltd., Calcutta as at the end of March, 1970;

(b) the loans outstanding on the same date;

(c) the details of the sources, including the particulars of each source, from which the Company secured loans; and

(d) the steps taken to realise the loans incurred by the Company?

THE MINISTER OF COMPANY AFFAIRS (SHRI RAGHUNATHA REDDY): (a) to (c). The loans outstanding for payment by M/s. Ananda Bazar Patrika (Pvt.) Ltd., Calcutta were shown in its annual accounts for the year ending 31st December, 1968 at Rs. 65,79,631.32. The entire amount had been obtained from the United Bank of India Ltd., Calcutta and had been secured against G. P. Notes, Land & Buildings, Machinery, etc.;

(d) The Company has an arrangement for financial accommodation with the said Bank by way of Overdraft, Cash Credit, Bills of discount, guarantee, etc. upto an overall limit of Rs. 70 lakhs. There is no fixed date for repayment of loans. The loans are repaid and fresh accommodation is taken by the company from time to time.

Idle Capacity in Textile Industry

1219. SHRI P. C. ADICHAN:
SHRI D. AMAT:

Will the Minister of INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE be pleased to state:

(a) whether it is a fact that the organisation of Textile Machinery Manufacturers have complained about growing idle capacities in the trade;

(b) the total installed capacity in terms of value and how much of it remains unutilised ;

(c) whether there is any export of textile machinery and, if so, what extent these items were exported during the years 1968, 1969 and 1970 so far ; and

(d) the incentives, if any; which have been given and are proposed to be given to this industry to boost exports of their products ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE (SHRI M. R. KRISHNA) : (a) No such complaint has been received.

(b) The total installed capacity is Rs. 45 crores annually and production during 1969 was Rs. 19.66 crores. The production is showing a rising trend and the estimated production during 1970 is Rs. 25.00 crores.

(c) Exports of textile machinery and accessories during 1967-68, 1968-69 and 1969-70 were worth Rs. 0.94 crores, Rs. 1.83 crores and Rs. 5.93 crores respectively.

(d) Issue of advance licences to the extent of eligibility as per I.T.C. Policy ; Cash assistance ; Replenishment licences where exports have already been executed and Duty draw-back. The Government is bringing to the notice of the developing countries of Asia and Africa, at every suitable opportunity, India's ability and competence to set up complete textile mills in those countries with machinery manufactured in India. The State Trading Corporation of India has a Special Textile Machinery Division to further this objective.

Rehabilitation of Muslims displaced at Heavy Engineering Corporation, Ranchi

1220. SHRI M. A. KHAN: Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state :

(a) whether it is a fact that an Officer on Special Duty was appointed to rehabilitate the muslims displaced during the serious communal riots at the Heavy Engineering Corporation, Ranchi ;

(b) whether it is also a fact that when rehabilitation work was going on smoothly in the right direction, the R. S. S. workers began holding parades and drills on the Government land, and shouting provocative slogans ;

(c) whether it is further a fact that as a result of this the rehabilitation work suddenly came to an end ;

(d) whether the Officer on Special Duty informed both the Ministries of Home Affairs and Steel and Heavy Engineering of the activities of the R. S. S. workers and their effects ; and

(e) if so, the steps taken by Government in that direction ?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI MOHD. SHAFI QURESHI) : (a) As a result of the communal disturbances in Ranchi in 1967, some of the Muslim employees of Heavy Engineering Corporation residing in the township left their quarters and were temporarily accommodated in two hostels meant for Artisan Trainees. Various effort were made to send them back to the township. Early in 1970, a senior Muslim Officer on deputation with the Corporation was nominated and associated with the work of rehabilitation in addition to his normal duties.

(b) There is no information that demonstrations were held by any exclusive group of persons belonging to a particular party. However, there were demonstrations from some of the members of the majority community early in June, 1970 against the contemplated exchange of quarters between Muslim employees and others.

(c) No, Sir.

(d) The Officer reported the demonstrations referred to in the answer to part (b).

(e) Does not arise.

ईंटों के मूल्यों पर नियंत्रण

1221. श्री बिभूति मिश्र : क्या औद्योगिक विकास तथा आन्तरिक व्यापार मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार का विचार देश भर में

ईंटों के मूल्य पर नियंत्रण लगाने का है जैसा कि दिल्ली में किया गया है ; और

(ख) यदि हां, तो इस सम्बन्ध में सरकार का क्या निर्णय है ?

औद्योगिक विकास तथा आन्तरिक व्यापार मंत्रालय में उष मंत्री (श्री मं० रं० कृष्ण) : (क) और (ख). देश में ईंटों की कोमत पर किसी प्रकार का नियंत्रण लगाने का कोई प्रस्ताव सरकार के विचाराधीन नहीं है ।

संसद सदस्यों द्वारा राष्ट्रपति को बिये गए ज्ञापन पर की गई कार्यवाही

1222. श्री मोलू प्रसाद : क्या बिधि तथा समाज कल्याण मंत्री संसद सदस्यों द्वारा राष्ट्रपति को बिये गये ज्ञापन के बारे में 20 मई, 1970 के अतारंकित प्रश्न संख्या 10419 के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) अनुमोदित प्रस्तावों के बारे में आगे क्या कार्यवाही की जा रही है तथा विचाराधीन प्रस्तावों पर क्या निर्णय किया गया है ; और

(ख) यदि अभी तक कोई निर्णय नहीं किया गया है ; तो इसके क्या कारण हैं ?

बिधि मंत्रालय तथा समाज कल्याण विभाग में राज्य मंत्री (श्री जगन्नाथ राव) : (क) तथा (ख).

प्रस्ताव संख्या 5 : अनुसूचित जातियों तथा अनुसूचित आदिम जातियों के लिए आवास योजनाओं के अतिरिक्त स्वास्थ्य, परिवार नियोजन तथा निर्माण, आवास और नगरीय विकास मंत्रालय ने हाल में एक योजना मंजूर की है, जिसके अधीन देश में आवास तथा नगरीय विकास की कार्यवाहियों को तेज करने

के लिए 200 करोड़ रुपये की एक आवर्ती निधि कुछ वर्षों में स्थापित की जाएगी । इन निधि का संचालन कम्पनी अधिनियम, 1956 के अधीन पंजीकृत एक सरकारी कम्पनी द्वारा किया जाएगा । तेज की गई भवन निर्माण गतिविधियों से सभी लोगों को, जिनमें अनुसूचित जातियां तथा अनुसूचित आदिम जातियां शामिल हैं, लाभ पहुंचेगा ।

प्रस्ताव संख्या 7 : सरकार ने अनुसूचित जातियों तथा अनुसूचित आदिम जातियों के लोगों की सेवाओं में भर्ती को बढ़ाने के लिए अनेक उपाय किए हैं, जिसके कारण न केवल आई० ए० एस० और आई० पी० एस० में ही, बल्कि अन्य केन्द्रीय सेवाओं में भी, जिनमें संयुक्त प्रतियोगिता परीक्षा द्वारा भर्ती की जाती है, सभी आरक्षित रिक्तियां भरने के लिए भी अनुसूचित जातियों तथा अनुसूचित आदिम जातियों के उम्मीदवार अब मिलने लगे हैं । जहां तक सार्वजनिक क्षेत्र उपक्रमों का सम्बन्ध है, सार्वजनिक उद्यम ब्यूरो, वित्त मंत्रालय इन उपक्रमों के अधीन सेवाओं में इन जातियों के प्रतिनिधित्व को बढ़ाने के लिए कुछ ठोस कदम उठा रहा है ।

प्रस्ताव संख्या 8 : ऐसी परीक्षा, जिसमें केवल अनुसूचित जातियों तथा अनुसूचित आदिम जातियों के लोगों को ही बैठने की इजाजत है, देवादासन बनाम भारत संघ के मामले में उच्चतम न्यायालय के निर्णय के विरुद्ध होगा । 1961 की जनगणना के अनुसार कुल आबादी में अनुसूचित जातियों तथा अनुसूचित आदिम जातियों की आबादी को देखते हुए सीधी भर्ती तथा पदोन्नति द्वारा भरे जाने वाले पदों में इन जातियों के लिए आरक्षण की प्रतिशतताओं को हाल में बढ़ा दिया गया है ।

प्रस्ताव संख्या 10 : राज्यपालों, राजदूतों

इत्यादि के ऊंचे पदों पर नियुक्तियां गुण के आधार पर की जाती हैं और इन पदों के लिए कोई आरक्षण नहीं है। जहां तक संघ लोक सेवा आयोग का सम्बन्ध है, सरकार ने पहले ही निश्चय कर लिया है कि अनुसूचित जातियों के लोगों को संघ लोक सेवा आयोग के सदस्यों के रूप में नियुक्त करना वांछनीय होगा। जहां तक राज्य लोक सेवा आयोगों का सम्बन्ध है, राज्य सरकारों ने अनुसूचित जातियों/अनुसूचित आदिम जातियों के व्यक्तियों को इन आयोगों के सदस्यों के रूप में नियुक्त कर दिया है अथवा उन्होंने कहा है कि इन आयोगों में आगामी नियुक्तियां करते समय इस सुझाव के स्थान में रखा जायगा।

प्रस्ताव संख्या 9 तथा 10 : आर्मी हैड-क्वार्टर द्वारा जारी किए गए अनुदेशों में भर्ती संगठनों से अनुसूचित जातियों तथा अनुसूचित आदिम जातियों के लोगों को प्राथमिकता दिए जाने के लिए कहा गया है, बशर्ते कि वे उपयुक्त हों, **बेस्लिफ** तारांकित प्रश्न संख्या 595 दिनांक 11 दिसम्बर, 1967 के (ख) तथा (ग) भागों के उत्तर में लोक सभा के पटल पर रखा गया विवरण।

प्रस्ताव संख्या 16 : इस पर अभी विचार किया जा रहा है।

Establishment of a Steel Plant in Orissa

1223. SHRI SURENDRANATH DWIVEDY:

SHRI SHRI CHAND GOYAL:
SHRI BAIDHAR BEHERA:

Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state:

(a) whether the attention of Government has been drawn to the press report that the President has supported the claim of Orissa to have a new steel plant during the Fourth Plan period and his assurance to the Chief Minister of Orissa that he would discuss this matter with the Prime Minister; and

(b) whether any decision has been taken as a result of such discussion and, if so, what?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI MOHD. SHAFI QURESHI): (a) Yes, Sir.

(b) Does not arise, as there has been no discussion between the President and the Prime Minister on this subject.

सस्ते पंप सेटों अथवा डीजल इंजनों का निर्माण

1225. श्री निहाल सिंह : क्या औद्योगिक विकास तथा आंतरिक व्यापार मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार ने किसानों की छोटी-छोटी जोतों की सिंचाई के लिए सस्ते पंप सेटों अथवा डीजल इंजनों का निर्माण करना आरम्भ कर दिया है;

(ख) यदि हां, तो इनके मूल्य तथा कार्य-क्षमता संबंधी व्यौरा क्या है; और

(ग) क्या इन उपकरणों को सरकारी क्षेत्र में निर्यात किया जा रहा है अथवा गैर-सरकारी क्षेत्र में, और तत्संबंधी व्यौरा क्या है ?

औद्योगिक विकास तथा आन्तरिक व्यापार मंत्रालय में उप-मंत्री (श्री म० रं० कृष्ण) :
(क) सरकारी क्षेत्र में इन वस्तुओं का उत्पादन नहीं किया जा रहा है।

(ख) प्रश्न ही नहीं उठता।

(ग) यह वस्तुएँ सरकारी क्षेत्र में निर्मित नहीं की जा रही हैं। बड़े पैमाने के क्षेत्र में डीजल इंजन बनाने के इस समय 30 एकक हैं जिनकी कुल वार्षिक क्षमता 1,26,130 नग है। इसी प्रकार संगठित क्षेत्र में 38 एकक हैं जो कि विद्युत चालित पंप बनाते हैं और इनकी

वार्षिक क्षमता 2,62,351 नग है। कुछ ऐसे भी एकक हैं जो कि डीजल इन्जन तथा पंप दोनों का निर्माण करते हैं। ऐसे एककों के नाम पते और उनका 1969 का उत्पादन निम्न प्रकार है :—

एकक का नाम	1969 में उत्पादन	
	डीजल इंजन संख्या	पंप संख्या
1. मेसर्स पी० एस० जी० इंस्ट्रियल इन्स्टीट्यूट, कोयम्बटूर	1684	26,600
2. मेसर्स किलोस्कर आयल इंजन, पूना	64,357	1,23,575*

* मेसर्स किलोस्कर ब्रदर्स, मेसर्स किलोस्कर आयल इंजन लिमिटेड, पूना के प्रबन्ध के अन्तर्गत एक एकक है। जो इसका उत्पादन करता है।

इसके अतिरिक्त दो और एकक जिनके नाम मेसर्स रस्टन एण्ड हान्सबाई इण्डिया लि०, पूना तथा मे० दंडायुधपाणि फाउण्ड्री लि० कोयम्बटूर भी इस श्रेणी में आते हैं। इनमें पहला डीजल इन्जनों का उत्पादन करता है जबकि दूसरा केवल पम्पों का उत्पादन करता है।

सिंचाई के प्रयोजन के लिए प्रयुक्त होने वाले पंपों में लगने वाले डीजल इन्जन 3 से 30 अश्व शक्ति तक के होते हैं। थोड़ी सिंचाई के प्रयोजन के लिए पंप 3 से 15 अ० श० के इन्जनों के साथ ही जोड़ दिया जाता है। 3 अ० श० के पंपिंग सेट का मूल्य 2400 रु० है जबकि 15 अ० श० के पंपिंग सेट का मूल्य 6,200 रु० के लगभग है। उपर्युक्त मूल्य संगठित क्षेत्र में निर्मित पंपों का है। लघु

उद्योग क्षेत्र में भी विभिन्न प्रकार के पंपिंग सेट बनाने के 319 एकक हैं। उनका कुल वार्षिक उत्पादन 4.04 लाख नग है। इन एककों में स्थापित क्षमता के 50 प्रतिशत तक उत्पादन हो रहा है। इस क्षेत्र में 10 अ० श० तक के पंपों का उत्पादन किया जा रहा है। पंप निर्माण एककों का अधिकांश ज़माव मद्रास, गुजरात, पंजाब, महाराष्ट्र तथा हरियाणों में है।

जहां तक डीजल इन्जनों का संबंध है लघु उद्योग क्षेत्र में 5 से 20 अ० श० तक के इन्जनों का उत्पादन हो रहा है। डीजल इन्जन बनाने के लगभग 600 एकक हैं जो कि अधिकांश गुजरात, महाराष्ट्र, उत्तर प्रदेश तथा पंजाब में हैं। इन सभी एककों का कुल उत्पादन 37000 नग प्रतिवर्ष से अधिक नहीं है।

ट्रैक्टर बनाने वाली फर्मों की उत्पादन क्षमता का कम उपयोग

1226. श्री भोला नाथ मास्टर : क्या औद्योगिक विकास तथा आंतरिक व्यापार मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि रिचर टैक्टर्स आफ इंडिया लिमिटेड, हिन्दुस्तान टैक्टर्स लिमिटेड, एस्कोट्स लिमिटेड, ट्रैक्टर्स एंड फार्म इक्विपमेंट लिमिटेड और इन्टरनेशनल ट्रैक्टर्स कम्पनी आफ इंडिया लिमिटेड ट्रैक्टरों का निर्माण अपनी लाइसेंस प्राप्त क्षमता के 50 प्रतिशत तक ही कर सकते हैं;

(ख) क्या यह सच है कि ये कंपनियां अपनी अधिष्ठापित क्षमता के अनुसार कार्य नहीं कर रही हैं; और

(ग) यदि हां, तो इन कंपनियों की ऐसी प्रवृत्तियां रोकने के लिए सरकार क्या कार्यवाही कर रही है ?

औद्योगिक विकास तथा आंतरिक व्यापार मंत्रालय में उप मंत्री (श्री मं० रं० कृष्ण) : (क) से (ग) . इस समय ट्रेक्टर निर्माण करने वाले पांचों एककों की स्थापित क्षमता 25000 ट्रेक्टर प्रतिवर्ष है, जबकि इनकी लाइसेंस प्राप्त क्षमता 30,000 प्रतिवर्ष है। 1969 में ट्रेक्टरों का कुल उत्पादन 18,092 था और मैसर्स इन्टरनेशनल ट्रेक्टर कम्पनी आफ इण्डिया लिमिटेड बम्बई का उत्पादन लाइसेंस प्राप्त क्षमता के 50 प्रतिशत से अधिक रहा जबकि मैसर्स ट्रेक्टर्स एण्ड फार्म इक्विपमेंट लि० मद्रास, मैसर्स हिन्दुस्तान ट्रेक्टर्स लि० बड़ोदा और मैसर्स आइशर ट्रेक्टर्स इण्डिया लि० फरीदाबाद का उत्पादन 50 प्रतिशत से कम रहा। मैसर्स एस्कार्ट्स लिमिटेड, फरीदाबाद का उत्पादन उसकी लाइसेंस प्राप्त क्षमता के लगभग बराबर रहा है। ट्रेक्टरों के उत्पादन में वृद्धि करने के लिये इन एककों को अपने उत्पादन कार्यक्रम के अनुरूप पुर्जों तथा कच्चे माल के आयात की सुविधाएं दे दी गई हैं।

विकलांगों के लिये प्रशिक्षण केन्द्र

1227. श्री मृत्युंजय प्रसाद : क्या विधि तथा समाज कल्याण मंत्री यह बताने की कृपा करेंगे कि :

(क) उन स्थानों के क्या नाम हैं जहाँ सरकारी तथा गैर-सरकारी संस्थानों ने विकलांग व्यक्तियों के लिये प्रशिक्षण केन्द्र चला रखे हैं ताकि वे विकलांग व्यक्ति अपनी आजीविका कमा सकें और इन केन्द्रों में किस प्रकार का इलाज किया जाता है;

(ख) प्रशिक्षित विकलांग व्यक्तियों को निःशुल्क रियायती दरों पर अथवा पूरे मूल्य पर नकली शरीरांग अथवा उपकरण विशेष देने के लिये क्या प्रबन्ध किये गये हैं; और

(ग) प्रशिक्षित विकलांगों को रोजगार देने के लिये किये गए सफल उपायों का ब्यौरा क्या है ?

विधि मंत्रालय तथा समाज कल्याण विभाग में राज्यमंत्री (श्री जगन्नाथ राव) : (क) विकलांग व्यक्तियों की शिक्षा, प्रशिक्षण तथा पुनर्वास राज्य सरकारों का प्राथमिक उत्तरदायित्व है, जो बहुत से प्रशिक्षण केन्द्र चला रही है। भारत सरकार ने, अलबत्ता, देहरादून में एक विस्तृत राष्ट्रीय केन्द्र की स्थापना की है, जो वयस्क नेत्रहीन पुरुषों तथा स्त्रियों को प्रशिक्षण देता है। हैदराबाद में स्थित वयस्क बहरे व्यक्तियों के लिए प्रशिक्षण केन्द्र में बहरे लड़कों तथा लड़कियों को इंजीनियरी और गैर-इंजीनियरी व्यवसायों में प्रशिक्षण दिया जाता है।

(ख) रक्षा मंत्रालय ने पूना में कृत्रिम अंग केन्द्र तथा स्वास्थ्य विभाग ने धारीरिक चिकित्सा तथा पुनर्वास का अखिल भारतीय संस्थापन, बम्बई, स्थापित किए हैं, जिनमें कृत्रिम अंगों तथा अन्य साधनों का निर्माण होता है। उसके अतिरिक्त नेत्रहीनों के लिए राष्ट्रीय केन्द्र, देहरादून में नेत्रहीनों की शिक्षा के लिये आवश्यक साधनों का निर्माण किया जाता है तथा उन्हें रियायती मूल्यों पर बेचा जाता है।

(ग) देश के विभिन्न भागों में स्थापित किये गये विकलांग व्यक्तियों के लिए 9 विशेष रोजगार कार्यालयों ने 31 मार्च, 1970 तक 7,024 व्यक्तियों को रोजगार दिलाया है, जो नेत्रहीन, बधिर, अपंग अथवा श्वास के रोगों से पीड़ित हैं।

Snatching away of Ballot Boxes at Guntur

1228. SHRI HEM BARUA: Will the Minister of LAW AND SOCIAL WELFARE be pleased to state :

(a) whether it is a fact that a large number

of incidents of snatching away of Ballot Boxes have come to the notice of Government in a number of villages in Guntur District ;

(b) whether Government have investigated the incidents ; and

(c) if so, what are the findings ?

THE MINISTER OF STATE IN THE MINISTRY OF LAW AND IN THE DEPARTMENT OF SOCIAL WELFARE (SHRI JAGANATH RAO) : (a) No, Sir.

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

Nationalisation of Big Audit Firms

1229. SHRI P. C. ADICHAN : Will the Minister of COMPANY AFFAIRS be pleased to state what decision has since been taken on the proposal to nationalise big audit firms ?

THE MINISTER OF COMPANY AFFAIRS (SHRI RAGHUNATHA REDDY) : No such proposal is under consideration.

Export of Steel

1231. SHRI PREM CHAND VERMA : Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state :

(a) the value of steel, item-wise produced by the steel plants in the public sector, which was exported during 1968-69 and 1969-70 ;

(b) the target fixed for exporting those items for the years 1970-71 and 1971-72 ;

(c) the items which have hard competition in foreign countries and the steps Government have taken to face the problem ; and

(d) the programmes chalked out by Government to increase the rate of export of these items ?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI MOHD. SHAFI QURESHI) : (a) The foreign-exchange earned from iron and steel produced and exported by the Hindustan Steel Ltd. during 1968-69 and 1969-

70 was as follows :

	(FOB value in Rupees-million)	
	1968-69	1969-70
Pig iron	158.1	201.8
Ingots	—	4.7
Billets	30.3	15.7
Rails	34.9	69.0
Bars & Rods	17.3	14.3
Wire Rods	—	13.1
Structurals	161.8	136.7
	402.4	455.3

(b) Fixation of targets for export of iron and steel during 1970-71 is under consideration. Targets for 1971-72 will be considered at the appropriate time.

(c) and (d). Rails and pig iron are the items which face strong competition in foreign countries at present. Among the steps being taken to face the situation are diversification of markets, development of new profiles to meet the stringent specification requirement of different countries, expansion of credit facilities and other incentives. The quantum of export depends, among other things, on the exportable surpluses in the country. There is considerable shortage of various categories of steel in the country and, therefore, exports have to be regulated keeping in view the internal demand. It is anticipated that during 1970-71 it will not be possible to reach the level of exports reached during 1969-70, in view of these shortages.

Pilferage of Electrical Fittings and Fixtures

1232. SHRI MRITYUNJAY PRASAD :
SHRI C. M. KEDARIA :
SHRIMATI TARA SAPRE :

Will the Minister of RAILWAYS be pleased to state :

(a) what are the reasons that the Passenger trains generally and the Express and other fast trains off and on are without lights and fans or if the fittings are there, they do not work ;

(b) the steps that are being taken to improve the conditions ; and

(c) the amount of loss of electrical fittings and fixtures etc. because of pilferage in the year 1969-70 and 1970-71 till the 30th June, 1970?

THE MINISTER OF RAILWAYS (SHRI NANDA): (a) Adequate lighting is normally provided in all coaches. However, failures occasionally occur due to theft of fittings, failure of the equipment, lack of materials, and lapses in maintenance.

(b) Railways are very keen that these fittings should be kept in good working order and steps have been taken to improve their maintenance and to provide better security arrangements to reduce pilferage and thefts.

(c)	Year	Amount of Net Loss Rs.
	1969-70	8.14 lakhs
	1970-71 (Up to June)	2.48 lakhs

पर्वतीय क्षेत्रों के निवासियों के लिए भारत दर्शन कार्यक्रम

1233. श्री ओम प्रकाश त्यागी :
श्री राम गोपाल शालबाले :
श्री ओंकार लाल बेरवा :

क्या विधि तथा समाज कल्याण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार को पता है कि देश के पर्वतीय क्षेत्रों में बहुत से स्थान ऐसे हैं जहाँ के निवासियों ने अभी मोटर गाड़ियाँ और रेल गाड़ी आदि नहीं देखी हैं और वे इस तथ्य से अनभिज्ञ हैं कि देश में ब्रिटिश शासन के स्थान पर हमारी अपनी सरकार है;

(ख) क्या सरकार उनको हमारे देश के बारे में चलते फिरते सिनेमार्डों द्वारा और देश में और प्रगति के बारे में परिचित कराने की व्यवस्था करेगी ;

(ग) क्या सरकार उन क्षेत्रों के प्रमुख

व्यक्तियों को सरकारी व्यय पर भारत दर्शन यात्रा कराने की अनुमति देगी; और

(घ) यदि नहीं, तो उसके क्या कारण हैं ?

विधि अंत्रालय तथा समाज कल्याण विभाग में राज्यमंत्री (श्री जगन्नाथ राव) : (क) तथा (ख). सरकार प्रचार और संचार के विभिन्न साधनों के जरिये देश के दूर दराज स्थानों तक पहुँचने की पूरी चेष्टा कर रही है।

(ग) सीमावर्ती क्षेत्रों में रहने वाले लोगों और देश के अन्य भागों में रहने वाले लोगों के बीच मेल मिलाप और सद्भावना बढ़ाने के लिये सूचना तथा प्रसारण मंत्रालय का क्षेत्र प्रचार निदेशालय सीमावर्ती क्षेत्रों के गैर-सरकारी प्रतिनिधियों के संचालित दौरों का आयोजन करता रहा है। क्षेत्र प्रचार निदेशालय ने निम्नलिखित इलाकों से 18 ऐसे दौरों का आयोजन किया है :

- | | |
|-------------------------------|---|
| 1. आसाम पहाड़ी क्षेत्र | 3 |
| 2. अंडमान तथा निकोबार द्वीप | 1 |
| 3. जम्मू तथा कश्मीर | 4 |
| 4. नागालैंड-मनीपुर | 2 |
| 5. नेफा | 3 |
| 6. हिमाचल प्रदेश | 1 |
| 7. राजस्थान सीमावर्ती क्षेत्र | 1 |
| 8. त्रिपुरा सीमावर्ती क्षेत्र | 2 |
| 9. उत्तर प्रदेश | 1 |

(घ) प्रश्न नहीं उठता।

इस्पात के मूल्यों में वृद्धि का औद्योगिक उत्पादन तथा उपभोक्ता वस्तुओं पर प्रभाव

1234. श्री ओम प्रकाश त्यागी :
 श्री राम गोपाल शालबाले :
 श्री हुकम चन्द कछवाय :
 श्री जगन्नाथ राव जोशी
 श्री ओंकार लाल बेरबा :
 श्री बंश नारायण सिंह :
 श्री शारदा नन्द :
 श्री भारत सिंह चौहान :
 श्री यशवन्त सिंह कुशवाह :
 श्री रामावतार शर्मा :

क्या औद्योगिक विकास तथा आंतरिक व्यापार मंत्री यह बताने की कृपा करेंगे कि :

(क) इस्पात के मूल्यों में वृद्धि होने से दस वर्ष के आरम्भ में औद्योगिक उत्पादन तथा उपभोक्ता वस्तुओं पर क्या प्रभाव पड़ा है;

(ख) इस वृद्धि से प्रभावित उद्योगों के नाम क्या हैं;

(ग) क्या इससे चौथी योजना के दौरान विभिन्न उद्योगों के बारे में निर्धारित लक्ष्यों पर भी प्रभाव पड़ेगा; और

(घ) यदि हां, तो किस सीमा तक ?

औद्योगिक विकास तथा आंतरिक व्यापार मंत्रालय में उप-मंत्री (श्री मं० रं० कृष्ण) :
 (क) और (ख). लागत में हुई वृद्धि जिसकी प्रतिपूर्ति नहीं की गई थी, मजदूरी में हुई वृद्धि तथा इस्पात की कंपनियों द्वारा प्रतिस्थापना तथा आधुनिकीकरण कार्यक्रम के लिए धन जुटाने के लिए आंतरिक साधनों को बढ़ाने की आवश्यकता को ध्यान में रखते हुए विभिन्न कोटियों के इस्पात की कोमतों में 1 जनवरी, 1970 से वृद्धि की अनुमति दी गई।

32 अधिक इस्पात की खपत करने वाली महत्वपूर्ण कंपनियों में से जिनके जनवरी से अप्रैल, 1970 तक के उत्पादन विवरण 1969 के इन्हीं महीनों के उत्पादन से तुलना करने पर पता चला है कि 18 कंपनियों में जनवरी-अप्रैल, 1970 की अवधि में हुआ उत्पादन जनवरी-अप्रैल, 1969 में हुए उत्पादन से अधिक रहा है। इनमें डले हुए लोहे के पाइप, बिजली वाली इस्पात चद्दरें, फोर्ज हैंड टूल्स, खनन मशीनें डीजल इन्जिन (वेहीकूलर टाइप), सीमेंट संयंत्र बाल और रोलर वियरिंग्स, वायर रोप्स, मशीन टूल्स, वजन लेने वाली मशीन, इलेक्ट्रिक मोटरें, व्यापारिक गाड़ियां, मोटर साइकिलें, स्कूटर मोपेड, बाइसाइकिलें, विद्युत पंखे तथा हरोकेन लालटेन सम्मिलित हैं।

बाकी 14 कंपनियों में जिनमें अध्ययन की गई वस्तुओं जैसे, स्टील पाइप तथा ट्यूबों, स्टील कार्स्टिग बोल्ट्स, नट्स तथा रिबट्स, हेक्शन ब्लेड्स, स्टील फाइलों, ट्रैक्टरों, डीजल इंजनों (अचल) लीनी मशीनों, चाय की मशीनों, विद्युत चालित पंपों, रेल के डिब्बों, एच० टी० बोल्टों तथा नटों, 3 पहिए वाली गाड़ियों तथा रेजर ब्लेडों के उत्पादन में जनवरी-अप्रैल, 1970 की अवधि में कुछ गिरावट रही।

इन कंपनियों में इन वस्तुओं के उत्पादन में हुई गिरावट की वजह इस्पात के मूल्य में हुई वृद्धि से न होकर क्रयादेश की स्थिति तथा कच्चे माल की अनुपलब्धि। कमी आदि अन्य विभिन्न कारणों से हुई है।

(ग) और (घ). अन्ततोगत्वा इस्पात की विभिन्न किस्मों में हुई मूल्य वृद्धि का चौथी योजना में विभिन्न कंपनियों के उत्पादन लक्ष्य पर कोई सीधा असर पड़ने की संभावना नहीं है। वस्तुतः औद्योगिक प्रगति कार्यक्रम में

इस्पात उत्पादन का काफी महत्व है तथा कीमतों में वृद्धि के लिए दी गई अनुमति इस्पात उत्पादन लक्ष्यों की प्राप्ति में सहायक समझ कर दी गई है।

Lightning Strike by the Shunting Staff of Katihar (Northeast Frontier Railway)

1235. SHRI MOHAMMAD ISMAIL :
SHRI A. K. GOPALAN :
SHRI SATYA NARAIN SINGH :
SHRI UMANATH :
SHRI JYOTIRMOY BASU :

Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that the Shunting staff of Katihar (Northeast Frontier Railway) was on a lightning strike for six hours on the 28th May, 1970 protesting against the severe assault on a Pointsman by the Central Reserve Police ;

(b) whether any action has been taken against the Central Reserve Police personnel who were responsible for this ;

(c) if so, the details thereof; and

(d) if not, the reason therefor ?

THE MINISTER OF RAILWAYS (SHRI NANDA) : (a) Yes, in protest against assault on a Pointsman allegedly made by Railway Protection Special Force.

(b) and (c). The accused Railway Protection Special Force Rakshak was arrested and the case is under investigation.

(d) In view of the reply to parts (b) and (c), the question does not arise.

Complaints Regarding Bogus Receipts Issued by Reservation Booking Clerks

1236. SHRI MOHAMMAD ISMAIL :
SHRI B. K. MODAK :
SHRI SATYA NARAIN SINGH :
SHRI VISWANATHA MENON :
SHRI K. RAMANI :

Will the Minister of RAILWAYS be pleased to state :

(a) whether the attention of Government

has been drawn to the Passengers' complaints in Bombay about the bogus receipts issued by some of the Reservation Booking Clerks thereby cheating the passengers to the tune of thousand of rupees, as reported in the Blitz dated the 23rd May, 1970 ;

(b) if so, the total number of complaints received from the public regarding this ;

(c) how many cases had been registered by the Railway Police ; and

(d) the action taken against the culprits ?

THE MINISTER OF RAILWAYS (SHRI NANDA) : (a) Yes. Bogus reservation receipts for Rs. 1223/- are alleged to have been issued by an imposter.

(b) Two complaints were received.

(c) Both the cases have been registered by the Railway Police.

(d) The culprit is untraced and the matter is still under investigation.

Casteism Prevalent in Orissa

1237. SHRI MAHENDRA MAJHI :
SHRI D. AMAT :
SHRI R. K. AMIN :
SHRI MEETHA LAL MEENA :
SHRI AJMAL KHAN :
SHRI G. C. NAIK :

Will the Minister of LAW AND SOCIAL WELFARE be pleased to state :

(a) whether the attention of Government has been drawn to a report published in the Times of India dated the 2nd June, 1970 about casteism of the worst form being practised in certain districts of Orissa ; and

(b) if so, the reaction of Government in this regard ?

THE MINISTER OF STATE IN THE MINISTRY OF LAW AND IN THE DEPARTMENT OF SOCIAL WELFARE (SHRI JAGANATH RAO) : (a) Government have seen the report.

(b) The Government of Orissa have been addressed in the matter. Their reply is awaited.

Outstanding Dues on Account of Freight Demurrage and Wharfage

1238. SHRI RAMAVATAR SHASTRI : Will the Minister of RAILWAYS be pleased to state :

(a) what are the total outstanding dues on account of freight, demurrage, wharfage, respectively, from the year 1967-68 to 1969-70 on the Indian Railways, zone-wise ;

(b) what are the names of individuals and institutions to which such outstanding dues were allowed to be foregone for more than Rs. 50,000/- for the aforesaid periods ;

(c) what are the names of individuals and institutions to which such dues, as referred to in part (a) above, are still outstanding for more than Rs. 50,000/- in each case ; and

(d) what are the reasons for such huge amounts remaining as outstanding dues and what steps are being taken to realise them ?

THE MINISTER OF RAILWAYS (SHRI NANDA) : (a) to (d). Information is being collected and will be laid on the Table of the Sabha.

महाप्रबन्धक द्वारा उत्तर रेलवे की कालका शाखा के मजदूर संघ द्वारा प्रस्तुत मांग-पत्र स्वीकार न करना

1239. श्री रामावतार शास्त्री : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि उत्तरी रेलवे के महाप्रबन्धक काश्मीर जाते हुए गत 26 जून, 1970 को कालका रेलवे स्टेशन पर गये थे ;

(ख) यदि हां, तो क्या यह भी सच है कि उत्तरी रेलवे मजदूर संघ (पंजीकृत) की कालका शाखा ने उन्हें एक मांग पत्र देने का

प्रयत्न किया था परन्तु उन्होंने उसे लेने से इन्कार कर दिया था ;

(ग) यदि हां, तो उस मांग-पत्र को स्वीकार न करने का क्या औचित्य था ;

(घ) क्या यह भी सच है कि उक्त महाप्रबन्धक ने मजदूर संघ के सदस्यों की उपस्थिति में भारत के राष्ट्रपति, प्रधान मंत्री और रेलवे मंत्री के विरुद्ध अपमानजनक बातें कहीं थीं ;

(ङ) क्या यह भी सच है कि मजदूर संघ के अध्यक्ष, जो संसद् सदस्य हैं, ने इस संबंध में भारत के राष्ट्रपति, प्रधान मंत्री और रेलवे मंत्री को पत्र लिखा है ; और

(च) यदि हां, तो क्या इस सम्बन्ध में जांच करवाकर उसके विरुद्ध कोई कार्यवाही की गई है अथवा करने का विचार है ?

रेलवे मंत्री (श्री नन्दा) : (क) शिमला में एक सरकारी बैठक में भाग लेने जाते समय 26 जून को उत्तर रेलवे के महाप्रबन्धक कालका में थे ।

(ख) और (ग). लागू कार्यविधि के अनुसार गैर-मान्यता-प्राप्त यूनियनों के साथ कोई पत्र-व्यवहार नहीं किया जाता । चूंकि उत्तर रेलवे कर्मकार यूनियन एक गैर-मान्यता-प्राप्त यूनियन है, इसलिए कर्मचारियों से कहा गया कि वे सामान्य कार्यविधि द्वारा अपनी शिकायतें प्रस्तुत करें ।

(घ) जी नहीं ।

(ङ) जी हां ।

(च) प्रश्न के भाग (ख), (ग) और (घ) के उत्तरों को देखते हुए सवाल नहीं उठता ।

Posts of Station Masters, Assistant Station Masters, Cabin Assistant Station Masters and Cabin Masters

1240. SHRI RAMAVATAR SHASTRI : Will the Minister of RAILWAYS be pleased to state :

(a) the total number of posts of Station Masters, Assistant Station Masters, Cabin Assistant Station Masters and Cabin Masters in the scale of Rs. 250-325 and above, Zone and Division-wise, as on the 31st March, 1970 ;

(b) whether some of these posts are filled up by Relieving Transportation Assistance (R. T. A.) and if so, their total number, Zone and Division-wise ;

(c) the Relieving Transportation Assistants occupying the posts of Station Masters, Assistant Station Masters, Cabin Assistant Station Masters and Cabin Masters in scale of Rs. 250-325, how many of them were initially recruited as Assistant Station Masters ; and

(d) how many of the posts, as referred to in part (a) above, are filled up by promotion purely from Station Masters and Assistant Station Masters Category as on the 31st March, 1970 Zone and Division-wise ?

THE MINISTER OF RAILWAYS (SHRI NANDA) : (a) to (d). The information is being collected and will be laid on the Table of the Sabha.

भारतीय रेलों में जंजीर खींचने की घटनाएं

1241. श्री रामावतार शास्त्री :
श्री हुकम चन्द कछवाय :
श्री जगन्नाथ राव जोशी :
श्री ओंकार लाल बेरबा :
श्री बंश नारायण सिंह :
श्री शारदा नन्द :

क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) भारतीय रेलवे में गत एक वर्ष

में जंजीर खींचने की कुल कितनी घटनाएं हुईं और रेलवे-वार उनका व्यौरा क्या है ;

(ख) जंजीर खींचने के परिणामस्वरूप हुई हानि का रेलवे-वार व्यौरा क्या है ;

(ग) सरकार ने जंजीर खींचने की घटनाओं को रोकने के लिये क्या कार्यवाही की है और उसके क्या परिणाम निकले हैं ; और

(घ) जंजीर खींचने की घटनाओं को रोकने के लिये सरकार का क्या अन्य ठोस कार्यवाही करने का विचार है ?

रेलवे मंत्री (श्री नन्दा) : (क)

रेलवे	जून, 1969 से मई, 1970 तक खतरे की जंजीर खींचने की घटनाओं की संख्या
मध्य	12,755
पूर्व	64,097
उत्तर	47,404
पूर्वोत्तर	91,205
पूर्वोत्तर सीमा	12,584
दक्षिण	4,580
दक्षिण मध्य	12,094
दक्षिण पूर्व	21,786
पश्चिम	6,222
जोड़ 2,72,725	

(ख) मुख्यतः गड़ियों के रुकने के कारण होने वाली हानि का ठीक-ठीक अनुमान नहीं लगाया जा सकता ।

(ग) खतरे की जंजीर खींचने की घटनाओं

को रोकने के लिए निम्नलिखित कदम उठाये जा रहे हैं :—

- (1) प्रैसों, इन्तहारों, सिनेमास्लाइडों आदि के माध्यम से शैक्षणिक अभियान चलाना और महत्वपूर्ण स्टेशनों पर लाउड स्पीकरों से घोषणा करना ।
- (2) शिक्षा संस्थाओं के प्रधानों के माध्यम से तथा संस्थाओं में रेलवे के वरिष्ठ अधिकारियों द्वारा भाषण दिलाकर खतरे की जंजीर खींचने की बुराइयों के प्रति विद्यार्थियों में चेतना उत्पन्न करना ।
- (3) तीसरे दर्जे के सवारी डिब्बों में सादे कपड़ों में चल टिकट परीक्षकों और रेलवे सुरक्षा दल के सैनिकों को तैनात करना ।
- (4) कुछ रेलों पर चल टिकट परीक्षकों, रेलवे सुरक्षा दल के कर्मचारियों वाले खतरे की जंजीर खींचने को रोकने वाले दस्तों द्वारा अचानक जांच करना ।
- (5) अनधिकृत रूप से खतरे की जंजीर खींचने के लिए कुख्यात स्थानों पर छिपकर बदमाशों को पकड़ने के लिए आकस्मिक छापों की व्यवस्था करना ।
- (6) दोषी व्यक्तियों का पता लगाने और न्यायालयों में उन पर मुकदमा चलाने के सम्बन्ध में रेल प्रशासन की सहायता करने वाले व्यक्तियों को 100 रुपये तक नकद इनाम देना

लेकिन इन बुराइयों के सम्बन्ध में प्रभावी

कार्रवाई तभी संभव है जब यात्रियों का वास्तविक सहयोग मिले, जिसका इस समय अभाव है। अतः प्राप्त परिणाम उत्साहवर्धक नहीं हैं।

(घ) उपर्युक्त (ग) में उल्लिखित उपायों पर बहुत जोर दिया जा रहा है। इस समस्या से निबटने के लिए सामाजिक कार्यकर्ताओं के स्वयं सेवी संगठनों के सक्रिय सहयोग से प्रयास किये जा रहे हैं। यह भी प्रस्ताव है कि भारतीय रेल अधिनियम की धारा 108 में संशोधन करके यह व्यवस्था की जाये कि अनधिकृत रूप से खतरे की जंजीर खींचने के सम्बन्ध में प्रथम अपराध के लिए कम से कम 25 रुपये का और दूसरे तथा इससे बाव के अपराधों के लिए कम से कम 1 महीने की कैद का दण्ड दिया जाये। इस आशय का एक बिल मार्च, 1970 में संसद् में पेश किया गया था।

Closing Down of Construction Work by Contractors at Bokaro Steel Plant

1242. SHRI VASUDEVAN NAIR :
SHRI RAMAVATAR SHASTRI :
SHRI INDRAJIT GUPTA :
SHRI YOGENDRA SHARMA :
DR. RANEN SEN :

Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state :

(a) whether it is a fact that some contractors of the Bokaro Steel Project have either closed down or surrendered major portion of their constructional work ;

(b) if so, the reasons therefor ;

(c) whether this development will affect the progress of the project ; and

(d) if so, what steps have been taken to ensure that the work undertaken by the contractors are executed as per schedule ?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI MOHD. SHAFI QURESHI) : (a) and (b). Due to persistent labour

troubles two of the fabricator shops set up by the contractors of Hindustan Steel Works Construction Ltd. have closed. Besides some contractors of Bokaro Steel Ltd. have also surrendered part of their work.

(c) No, Sir.

(d) In the two cases, the fabrication will be done by the contractors at their base workshops situated outside Bokaro Steel City. The surrendered part of the work has been awarded to other agencies willing to execute the work according to schedule and part of the work is also being done by the Bokaro Steel Ltd. departmentally.

Misuse of Imported Raw Materials by Asian Cables

1243. SHRI VASUDEVAN NAIR :
SHRI RAMAVATAR SHASTRI :
SHRI DHIRESWAR KALITA :
SHRI YOGENDRA SHARMA :
SHRI C. JANARDHANAN :

Will the Minister of INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE be pleased to state :

(a) whether the C.B.I. investigation into the allegations of misuse of imported raw materials by the Asian Cables has since been completed ;

(b) if so, the findings thereof ; and

(c) the action taken thereon ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE (SHRI M. R. KRISHNA) : (a) to (c). The matter is still being investigated by the C.B.I.

Action against Indian Oxygen Limited under Monopolies and Restrictive Trade Practices Act, 1969

1244. SHRI INDRAJIT GUPTA :
SHRI RAMAVATAR SHASTRI :
SHRI YOGENDRA SHARMA :
DR. RANEN SEN :
SHRI C. JANARDHANAN :

Will the Minister of COMPANY AFFAIRS be pleased to state :

(a) whether Government are contemplating

to take steps against the Indian Oxygen Limited under the provisions of the Monopolies and Restrictive Trade Practices Act, 1969 ; and

(b) if so, the details thereof ?

THE MINISTER OF COMPANY AFFAIRS (SHRI RAGHUNATHA REDDY) : (a) and (b). At present, Government, is not contemplating any action under the Monopolies and Restrictive Trade Practices Act, 1969 against Indian Oxygen Ltd., but if any matter relating to that company attracts the provisions of the said Act, it will be dealt with as required by the law.

Controversy between Ministries of Foreign Trade and Industrial Development

1245. SHRI ISHAQ SAMBHALI :
SHRI RAMAVATAR SHASTRI :
SHRI INDRAJIT GUPTA :
SHRI DHIRESWAR KALITA :
DR. RANEN SEN :

Will the Minister of INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE be pleased to state :

(a) whether the controversy between the Foreign Trade Ministry and his Ministry over the issue of allowing firms, belonging to the larger industrial groups, to expand production in the interest of exports has since been resolved ?

(b) if so, in what way the controversy was resolved ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE (SHRI M. R. KRISHNA) : (a) and (b). The views of the Ministries of Foreign Trade and Industrial Development and Internal Trade were incorporated in the guidelines to be observed in the matter of licensing export-oriented units. They were jointly finalised by the two Ministries. A copy of the press note in this regard is laid on the Table of the House. [Placed in Library. See No. LT-3835/70].

Growth and Expansion of Industries in Delhi

1246. SHRI CHANDRA SHEKHAR SINGH :
SHRI RAMAVATAR SHASTRI :
SHRI BHOGENDRA JHA :
SHRI ISHAQ SAMBHALI :
SHRI SARJOO PANDEY :

Will the Minister of INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE be pleased to state :

(a) whether it is a fact that the Delhi Administration's policy is adversely affecting the growth and expansion of industries in Delhi ;

(b) whether any complaint has been made by the Delhi Factory Owners' Association to Government ; and

(c) if so, the decision taken thereon ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE (SHRI M. R. KRISHNA) : (a) No, Sir.

(b) and (c). Information has been sought from the Delhi Administration and will be laid on the Table of the House, when received.

Reduction in Consumption of Fuel by Railways

1247. SHRI J. M. BISWAS :
SHRI RAMAVATAR SHASTRI :
SHRI BHOGENDRA JHA :
SHRI ISHAQ SAMBHALI :
SHRI JAGESHWAR YADAV :
SHRI DEVINDER SINGH GARCHA :

Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that Government have asked the Railways to reduce its fuel consumption ;

(b) how much is the total annual expenditure for its fuel consumption ; and

(c) how much Government expect to save by effecting the economy measures ?

THE MINISTER OF RAILWAYS (SHRI NANDA) : (a) Yes.

(b) The total expenditure on coal and diesel oil for the year 1968-69 is given below :—

Coal	.. Rs. 103.88 crores
Diesel Oil	.. Rs. 39.23 crores
Total :	<u>Rs. 143.11 crores</u>

(c) It is too early to estimate the likely savings.

Smuggling of Coal owned by Railways to Nepal

1249. SHRI VASUDEVAN NAIR :
SHRI RAMAVATAR SHASTRI :
SHRI K. M. MADHUKAR :
SHRI JHARKHANDE RAI :
SHRI YOGENDRA SHARMA :

Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that a large quantity of coal belonging to the Railways is being smuggled to Nepal from India ;

(b) if so, the steps taken to prevent such smuggling ; and

(c) whether any action has been taken against the offenders in this connection ?

THE MINISTER OF RAILWAYS (SHRI NANDA) : (a) No.

(b) Adequate security arrangements exist at Railway Stations bordering Nepal.

(c) Does not arise.

Export Potential of the Railway Production Units and Workshops

1250. SHRI S. K. TAPURIAH :
SHRI N. K. SOMANI :
SHRI LATAFAT ALI KHAN :
SHRI K. M. MADHUKAR :
SHRI J. M. BISWAS :
SHRI P. C. ADICHAN :
SHRI RAMAVATAR SHASTRI :

Will the Minister of RAILWAYS be pleased to state :

(a) whether the export potential of the

Railway Production Units and Workshops has since increased ;

(b) if so, what are the specific items ; and

(c) whether the Indian Railways Consultancy Services have also earned considerable foreign exchange ?

THE MINISTER OF RAILWAYS (SHRI NANDA) : (a) and (b). The entire outturn of rolling stock and equipment from the Production Units and Workshops is at present required for the Indian Railways taking into consideration the development plans of the country. Export from these sources has to be made within the existing capacity. Out of the existing capacity, Railway Production Units have executed orders for the supply of passenger bogies to Burma, Thailand and Taiwan and some locomotive components to Syria, Nigeria and Burma.

(c) The Consultancy Services are mostly free or against aid/exchange programmes of the different countries. There is no earning of foreign exchange from these services although these may lead to a favourable climate for the export of rolling stock and equipment from India.

Issue of Licences for Setting Up of Breweries in States

1251. SHRI YAJNA DATT SHARMA :
SHRI PRAKASH VIR SHASTRI :
SHRI RAM CHARAN :
SHRI RAGHUVIR SINGH SHASTRI :
SHRI SHIV KUMAR SHASTRI :

Will the Minister of INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE be pleased to state :

(a) whether it is a fact that Government have decided to grant licences for the setting up of breweries in different States ; and

(b) if so, the names of the parties to whom licences have been issued ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE (SHRI M. R. KRISHNA) : (a) Yes, Sir.

(b) Government have issued Letters of Intent to the following parties only for the manufacture of Beer for the capacity and in the States indicated against each. No Industrial licence has yet been granted to any one of them as the Letters of Intent issued to them are at various stages of implementation.

<i>Name of the Party</i>	<i>Location</i>	<i>Annual Capacity (in the hecto litres)</i>
1. Shri A. K. Ghosh, Ranchi	Bihar	40,000
2. M/s. Shaw Wallace & Co., New Delhi	Maharashtra	50,000
3. Shri N. K. Kohapatra, Tulsipur, Cuttack	Orissa	—do—
4. Dr. D. Kumar and Shri M. M. Mahajan	Delhi	—do—
5. The Haryana State Industrial Development Corporation Ltd., Chandigarh	Haryana	—do—
6. Shri M. K. Jajodia, New Delhi	Andhra Pradesh	—do—
7. Shri Pahladrai Dalmia, Kanpur	Rajasthan	—do—
8. M/s. Breweries India Pvt. Ltd., Kottayam	Kerala	—do—
9. The Punjab State Industrial Development Corporation, Chandigarh	Punjab	—do—
10. M/s. Madhu Breweries (M. P.) Private Ltd., New Delhi	Madhya Pradesh	25,000
11. M/s. Jaswantrai Manilal and Pestonji F. Ghadiyal, Bombay	Jammu & Kashmir	50,000
12. Shri M.O.H. Iqbal, Pondicherry	Pondicherry	25,000

Proper Functioning of Fans and other Electric Fittings in III Class Compartments

1252. SHRI YAJNA DATT SHARMA :
SHRI PRAKASH VIR SHASTRI :
SHRI BAL RAJ MADHOK :

Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that many of the Third Class compartments on the Indian Railways either do not have full quota of fans or the fans put in the compartments are not in working order ;

(b) whether it is also a fact that proper attention is not being paid to the electric fittings in the Third Class compartments nor complaints are attended to promptly ; and

(c) if so, the steps taken to ensure that Third Class compartments are given priority in the matter of maintenance and working of fans etc. ?

THE MINISTER OF RAILWAYS (SHRI NANDA) : (a) Normally full quota of fans is provided in all coaches and every effort is made to see that they are in working order. There are, however, occasions when Railways are unable to provide all the fans in some coaches due to short supplies and large scale thefts and pilferages, etc. At present, there is an acute shortage of carriage fans as the bulk of the supply is from manufacturers whose works are located in sensitive areas, where due to strikes/lock-outs, production has come down considerably. Efforts are, however, being made to locate alternate sources of supply as far as possible.

(b) The Railways are very keen that carriage fans should be kept in good working order. To ensure this action has been taken to improve their maintenance and to provide better security arrangements to reduce pilferage and thefts.

(c) The following are some of the steps which have been taken to ensure proper maintenance of electrical fittings in coaches including IIIrd Class coaches.

- (i) Lights and fans are thoroughly checked at the originating and terminating

stations. Separate supervisors have been earmarked to specially look after these fittings.

- (ii) Frequent checks of rakes are being carried out by the officers and inspections at important stations.
- (iii) Staff have been deputed at important intermediate stations to attend to defects which may develop enroute.
- (iv) On trains where maximum difficulty is being experienced in keeping fans in good working order, arrangements have been made for electrical fitters to travel on the trains so that they attend to the defects as soon as they arise.
- (v) Attempts are being made to provide adequate stocks of spare parts to ensure prompt replacement of defective or deficient components.
- (vi) Public complaints are thoroughly investigated and staff found negligent are suitably taken up.
- (vii) Special drives and train lighting weeks are being observed periodically to effect around improvement in train lighting.

Issue of licences to big business Houses for setting up of New Industries

1253. SHRI KANWAR LAL GUPTA :
SHRI J. H. PATEL :

Will the Minister of INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE be pleased to state :

(a) the names of the big business houses who were given new licences or permitted to either start new industries or to expand the existing ones after the passing of the Monopolies and Restrictive Trade Practices Bill ;

(b) the details of new industries or expansion programme permitted by Government in each case ;

(c) the reason for giving aforesaid permission to these houses so soon after to passing of the Bill ;

(d) the reasons for not putting into operation the Monopolies and Restrictive Trade Practices Act, 1969 so far ; and

(e) the total amount of new licences or expansion to big business houses and to small

industries after the passing of the aforesaid Bill?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE (SHRI M. R. KRISHNA): (a) to (c) and (e). The Monopolies and Restrictive Trade Practices Bill received the assent of the President on 27th December, 1969 and its provisions were brought into force on the 1st June, 1970. Apart from this legislation, however, the new Industrial Licensing Policy came into force with effect from 19th February, 1970, under which the role of the 20 "Larger" Industrial Houses and certain categories of industrial undertakings

have been clearly defined. During the period from 1.1.70 to 30.6.1970, a total number of 67 industrial licences and 150 "letters of Intent" were issued for the establishment of new industrial undertakings and for effecting substantial expansion as defined in the Industries (Development and Regulation) Act, 1951. Out of these, 2 letters of intent issued earlier were converted into licences and 9 "letters of intent" were granted to undertakings belonging to or controlled by the "Larger" Industrial Houses. The remaining 65 licences and 141 "letters of intent" were issued to other undertakings. A statement showing details of the licences and "letters of intent" is attached.

Statement

Details of licences and letters of intent issued to "Larger" Industrial Houses during the period from 1.1.70 to 30.6.70

Name of the Industrial House	Name of the Undertaking	Item of manufacture
1	2	3
<i>Licences</i>		
Thapar	M/s. Malwa Sugar Works Co. Ltd.,	Sugar. (Substantial Expansion)
Andrew Yule	M/s. Andrew-Yule and Co. Ltd.	Switch Gear Items. (Substantial Expansion)
<i>Letters of Intent</i>		
J. K. Singhania	M/s. Madhya Pradesh Industries Ltd.	Midget Electrodes. (New Undertaking)
Thapar	M/s. Ballarpur Paper and Straw Board Mills Ltd.	Caustic Soda, Liquid Chlorine and Hydrochloric Acid. (New Undertaking)
Tata	M/s. Tata Chemicals Ltd.	Soda Ash. (Substantial Expansion)
Tata	M/s. Tata Engineering and Locomotive Co. Ltd.	Jigs, Fixtures, Press Tools etc. (Substantial Expansion)
Goenka	M/s. National Standard Duncan Ltd.	Steel Wire viz. Tyre Bead Wires. (Substantial Expansion)
Goenka	M/s. Anglo-India Jute Mills Co. Ltd.	Carpet Backing Cloth. (Substantial Expansion)
Sarabhai	M/s. Suhrid Geigy Ltd.	Butazolidin. (Substantial Expansion)
Mafatlal	M/s. Standard Mills Co. Ltd.	Caustic Soda, Chlorine and Hydrochloric Acid. (Substantial Expansion)
Birla	M/s. Balley Jute Co. Ltd.	Carpet Backing Cloth. (Substantial Expansion)

(d) Though the Monopolies and Restrictive Trade Practices Bill received the assent of the President on the 27th December, 1969, it could not be brought into force immediately thereafter as the rules and forms required for the purpose of the administration of various provisions of

the Act had to be drafted and finalised in consultation with the various Ministries/Departments of the Government and other authorities and other problems relating to the administration of the Act had to be sorted out.

Complaints Re : President's Election

1254. SHRI KANWAR LAL GUPTA :
SHRI RAM AVTAR SHARMA :
SHRI SHARDA NAND :
SHRI SURAJ BHAN :

Will the Minister of LAW AND SOCIAL WELFARE be pleased to state :

(a) whether it is a fact that the Election Commission received some complaints during the recent election of the President ;

(b) if so, the details thereof ;

(c) whether it is also a fact that the Election Commission is thinking of making certain changes in the Act for the election of the President ;

(d) if so, the details thereof ; and

(e) whether Government propose to bring legislation to make amendments in the aforesaid Act and, if so, when ?

THE MINISTER OF STATE IN THE MINISTRY OF LAW AND IN THE DEPARTMENT OF SOCIAL WELFARE (SHRI JAGANATH RAO) : (a) Yes, Sir.

(b) A statement showing the names of the complainants and the details of their complaints was laid on the Table of the House in reply to Unstarred Question No. 4033 answered on the 16th December, 1969.

(c) The Election Commission will make recommendations in this behalf, if considered necessary, after studying the full text of the judgment of the Supreme Court in respect of the Presidential election which is expected to be delivered shortly.

(d) and (e). Do not arise at this stage.

Amount Spent by Delhi Administration on Harijan Welfare Schemes

1255. SHRI KANWAR LAL GUPTA :
Will the Minister of LAW AND SOCIAL WELFARE be pleased to state :

(a) the total amount spent by the Delhi Administration from the 1st April, 1964 to 31st March, 1967 and from 1st April, 1967 to 31st March, 1970 on the Harijan Welfare Schemes ;

(b) the details of schemes of Harijan Welfare which were executed by the Delhi Administration during the above period ;

(c) what were the schemes of Harijan Welfare submitted by the Delhi Administration in the last two years, including those submitted to the Ministry of Home Affairs for approval and which were not accepted by the Centre ; and

(d) what is the programme for the next two years by the Delhi Administration to improve the lot of Harijans in the Union Territory of Delhi ?

THE MINISTER OF STATE IN THE MINISTRY OF LAW AND IN THE DEPARTMENT OF SOCIAL WELFARE (SHRI JAGANATH RAO) : (a) The following amounts were spent by the Delhi Administration including the Municipal Corporation of Delhi on the welfare of Harijans during the said periods :

(i) 1.4.64 to 31.3.67 = Rs. 52.511 lakhs

(ii) 1.4.67 to 31.3.70 = Rs. 77.898 lakhs

(b) The details of the schemes executed during the above-mentioned periods are as under :

1.4.64 to 31.3.67	1.4.67 to 31.3.70
1. Housing subsidy.	1. Same.
2. House Sites.	2. Same.
3. Vocational and Technical scholarships to Scheduled Castes.	3. Same.
4. Subsidy for small scale and cottage industries.	4. Same.
5. Grant in aid to non-official organisations.	5. Same.
6. Ashram School for Harijan children.	6. Same.
7. Eliminating the practice of carrying night soil as head load, and improvement of other working and living conditions of sweepers and scavengers.	7. Same.
8. Post-matric scholarships to Scheduled Caste students.	8. Improvement of drinking water facilities to Harijans in rural areas.
	9. Grant of meritorious scholarships to Scheduled Caste girls.
	10. Development of land in village Tihar for Harijans under House sites scheme.
	11. Same.
	12. Short term courses for preparing Scheduled Caste candidates for competitive examinations.
	13. Hostels for Scheduled Caste girls.
	14. Improvement of Harijan Slum Basties in rural areas of Delhi.

(c) The following schemes of Harijan welfare were submitted by the Delhi Administration to the Centre in the last two years *i.e.*, 1968-69 and 1969-70 :

1. Financial Aid to old, infirm and physically handicapped belonging to Scheduled Castes and Backward Classes.
2. Financial Aid to Harijan widows.
3. Hostels for Scheduled Castes.
4. Setting up of an Evaluation Cell.
5. Houses for Dhobies and Balmikies.
6. Improvement of Drinking Water facilities to Harijans.
7. Short term courses for preparing Scheduled Caste candidates for competitive examinations.
8. Meritorious Scholarships to Harijan Girls.
9. Housing subsidy.
10. House-sites.
11. Vocational and Technical Scholarships to Scheduled Castes.

12. Grant-in-aid to Non-official organisations.
13. Aid for small scale industries.
14. Ashram school for children of sweepers.
15. Improvement of Harijan Slum Basties in rural areas of Delhi.
16. Development of land in Village Tibar.
17. Improvement, working and living conditions of sweepers and scavengers including elimination of the practice of carrying night soil as head load.
18. Post-matric scholarships to Scheduled Caste students.
19. Hostels for Scheduled Caste girls.

All the above schemes except those at S. Nos. 1-5 above were accepted by the Government of India. The schemes at S. Nos. 1-5 above were not accepted as similar schemes were either available under other sectors or they were of lesser priority keeping in view the limited funds.

(d) The Delhi Administration has under their consideration the following new schemes for the welfare of Harijans during the next two years :

- (1) Providing flush latrines to Harijans engaged in unclean occupation.
- (2) Grant of subsidy amounting to Rs. 500/- each for the repair of their houses.
- (3) Establishment of a hostel for those Scheduled Caste girls in Delhi who have no facilities at their own houses.
- (4) Grant in aid to Panchayats for the repair of Chaupals in Union Territory.
- (5) Opening of two Nursery schools for the children of Harijans.
- (6) Legal aid to Scheduled Castes.
- (7) Starting of Ashram School.

- (8) Construction of 1000 tenements at the cost of 5000/- each and for their allotment to Harijans on hire purchase basis on easy instalments.

Derailment of a Goods Train between Nekonda and Alamkhanpet Stations (South Central Railway)

1257. SHRI V. NARASIMHA RAO :
SHRI G. VENKATASWAMY :

Will the Minister of RAILWAYS be pleased to state :

(a) whether some wagons of a goods train derailed on the 22nd June, 1970 between Nekonda and Alamkhanpet Stations of the Kazipet-Doranakal Section of the South Central Railway ;

(b) if so, the cause of the accident ; and

(c) the estimated loss suffered as a result thereof?

THE MINISTER OF RAILWAYS (SHRI NANDA) : (a) Yes.

(b) The cause of the accident is under investigation.

(c) The cost of damage to railway property has been estimated at approximately Rs. 49,000/-.

Derailment of 203 UP Passenger Train on the Lumding-Badarpur Hill Section (North East Frontier Railway)

1258. SHRI V. NARASIMHA RAO :
SHRI B. K. DASCHOWDHURY ;
SHRI BENI SHANKER SHARMA :

Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that 203 UP Passenger train running on the Lumding-Badarpur Hill section of the North East Frontier Railway derailed on the 27th June, 1970 ;

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

(c) the total number of persons injured as a result of the accident ; and

(d) the amount of compensation given to the injured ?

THE MINISTER OF RAILWAYS (SHRI NANDA) : (a) and (b). On 27.6.1970 while passenger train No. 203 UP was entering line No. 2 of Dihakho station on the North East Frontier Railway, it entered the dead end siding. As a result, the train engine and the first two coaches derailed and capsized and the third coach derailed.

(c) In this accident 12 persons were injured of whom 2 including an engine crew sustained grievous injuries.

(d) The two Railway employees injured on duty will be granted hospital leave to cover their absence and paid necessary compensation under the Workmen's Compensation Act, after the extent of their permanent disablement, if any, is decided. No claim for compensation has so far been received from the injured passengers. Claims when received will be determined by the Ex-Officio Claims Commissioner concerned.

Resettlement of Muslim Employees of Heavy Engineering Corporation, Ranchi

1259. SHRI BHOGENDRA JHA : Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to refer to the reply given to Unstarred Question No. 10241 on the 19th May, 1970 regarding the resettlement of Muslim employees of the Heavy Engineering Corporation, Ranchi and state :

(a) the up-to-date result of the 'steady' resettlement of the Muslim employees of the Heavy Engineering Corporation, Ranchi with regard to the actual number already resettled ;

(b) how many quarters, kept for the Muslim employees, are under un-authorised occupation by others and for how long ;

(c) what action has been taken to ensure vacation of unauthorised occupants ;

(d) whether the Muslim employees had represented their settlement issue to the Prime Minister when she had gone to Ranchi ; and

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

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI MOHD. SHAFI QURESHI) : (a) There has been no addition to the number of allotments made earlier. Efforts are being made to allot a further number of quarters in another site in the township.

(b) and (c). Surreptitious unauthorised occupation of 208 quarters originally allotted to muslim employees first occurred in September, 1969. Since then deterrent action to have these quarters vacated by cutting electricity and water supply connection and/or initiating legal or disciplinary action including issue of order of suspension and charge sheet was taken against a number of employees. As a result of this, 72 quarters have been vacated up to date, leaving 136 quarters still in unauthorised occupation. Action for vacation of other quarters is being pursued.

(d) and (e). Some representations submitted to the Prime Minister have been forwarded to the Ministry for consideration. The difficulties of the Muslim employees is being given full consideration by the Corporation in tackling this difficult and delicate problem.

समस्तीपुर डिब्बीजन (पूर्वोत्तर रेलवे) के ट्रेन क्लकों को गार्ड का प्रशिक्षण देना

1260. श्री भोगेन्द्र झा : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि पूर्वोत्तर रेलवे के समस्तीपुर डिब्बीजन में गत 6-7 वर्षों से कार्य कर रहे ट्रेन क्लकों को गार्ड का प्रशिक्षण प्राप्त करने के लिये नहीं भेजा जा रहा है जबकि गार्डों की कमी के कारण माल गाड़ियों का चलना बहुधा निलम्बित कर दिया जाता है ;

(ख) यदि हाँ, तो उसके क्या कारण हैं ;

(ग) क्या यह भी सच है कि कुछ क्लकों ने, जिन्होंने कि उक्त डिब्बीजन में पांच साल

की सेवा नहीं की है, गाड़ों का प्रशिक्षण प्राप्त कर लिया है ; और

(घ) यदि हां, तो उसके क्या कारण हैं ?

रेलवे मंत्री (श्री नन्दा) : (क) जी हां, लेकिन गाड़ों की कमी के कारण किसी माल गाड़ी को स्थगित नहीं किया गया है ।

(ख) जिन गाड़ी क्लर्कों और स्थानापन्न वरिष्ठ गाड़ी क्लर्कों ने 5 वर्ष की सेवा पूरी कर ली हो वे गाड़ों के प्रशिक्षण के लिये विकल्प देने के पात्र हैं और केवल ऐसे ही विकल्प देने वाले कर्मचारियों को वरिष्ठता क्रम से प्रशिक्षण के लिए भेजा जाता है ।

(ग) और (घ). एक गाड़ी क्लर्क को जिसने पांच वर्ष की सेवा पूरी नहीं की थी, गलती से गाड़ों के प्रशिक्षण के लिए भेज दिया गया था ।

Confirmation of Train Clerks of Samastipur Division (North Eastern Railway)

1261. SHRI BHOGENDRA JHA : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that the Senior Train Clerks working against permanent posts for the last five-six years in the aforesaid Division have not been confirmed so far ; and

(b) if so, the reasons therefor ?

THE MINISTER OF RAILWAYS (SHRI NANDA) : (a) Yes.

(b) The case of 14 Senior Trains Clerks who have been working as Guards 'C' since 1963 is *sub-judice*. Other six Senior Trains Clerks have opted for the posts of Guards and they are working as such.

Census re: use of Machines in India

1262. SHRI BHOGENDRA JHA :
SHRI J. M. BISWAS :
SHRI DHIRESWAR KALITA :
SHRI P. C. ADICHAN :
DR. RANEN SEN :

Will the Minister of INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE be pleased to state :

(a) whether it is a fact that Government had carried out a census regarding the machines used in India ; and

(b) if so, the important aspects of the situation revealed by this census report ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE (SHRI M. R. KRISHNA) : (a) Yes ; Sir.

(b) There are a little over 382,000 machine tools installed in India. Of these 57.7% are in the large-scale sector and 42.3% are in the small scale sector. The percentages of imported and indigenous machine tools installed in the large and small scale sectors are as follows :

	Imported	Indigenous
Large Scale Sector	53.2%	46.8%
Small Scale Sector	13.6%	86.4%

The percentages of indigenous and imported machine tools installed in 1968, as compared to the corresponding percentages of the installation pattern in 1949 are as under :

	1949	1958
Indian	34.3%	63.6%
Imported	65.7%	36.4%

Only 36.3% of the total machine tools installed are over 10 years old and 16.1% of the machines are over 20 years old.

In the case of other categories of machines the installation pattern is as under :

(In percentage)

	Large Scale Sector		Small Scale Sector	
	Indige- nous	Impor- ted	Indige- nous	Impor- ted
Metal Cutting Machines.	47.6	52.4	86	14
Metal Forming Machines.	40.3	59.7		
Joining Machi- nes	52.5	47.5	76	24

पश्चिमी रेलवे में बिना टिकट यात्रा करने वाले व्यक्तियों से वसूल किया गया अर्थ दण्ड

1263. श्री हुकम चन्द कछवाय :
श्री जगन्नाथ राव जोशी :
श्री अंकार लाल बेरवा :
श्री बंश नारायण सिंह :
श्री शारदा नन्द :
श्री भारत सिंह चौहान :

क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) पश्चिमी रेलवे में 1 जनवरी, 1970 से कितने यात्रा बिना टिकट यात्रा करते हुए पकड़े गये ;

(ख) उनसे कुल कितना अर्थ दण्ड वसूल किया गया ; और

(ग) बिना टिकट यात्रा को रोकने के अभियान के सिलसिले में नियुक्त विशेष दण्डाधीशों ने कुल कितना अर्थदंड लगाया ?

रेलवे मंत्री (श्री नन्दा) : (क) पश्चिम रेलवे में 1-1-1970 से 30-6-1970 तक की अवधि में 1,49,520 व्यक्ति बिना टिकट यात्रा करते हुए पकड़े गये थे ।

(ख) और (ग). इस अवधि में इनसे वसूल किये गये अतिरिक्त किराये और जुमनि की रकम नीचे दी गयी है :—

	रुपये
(1) अतिरिक्त किराये की रकम	10,29,940
(2) रेलवे मजिस्ट्रेट द्वारा किये गये जुमनि और वसूली की रकम	44,807

Construction of Bokaro Steel Plant

1264. SHRI D. AMAT :
SHRI P. C. ADICHAN :
SHRI D. N. PATODIA :

Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state :

(a) whether as reported in the *Indian Express* dated the 10th July, 1970, the Bokaro Steel will not be in the market till mid-1973 ;

(b) if so, the reasons for further delay ; and

(c) the steps taken or being taken to minimise the delay in the completion of the project and its cost of erection ?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI MOHD. SHAFI QURESHI) : (a) to (c). According to the revised construction schedule for the First Stage of the Plant to produce 1.7 million ingot tonnes of steel, the erection of the first blast furnace is to be completed by the end of December 1971 and the entire First Stage by March 1973. There has been no revision of these target dates. Every efforts is being made to ensure that the Project is completed in accordance with these target dates. The work relating to civil engineering, procurement and erection of structurals and equipment is being speeded up in accordance with the requirements of the accepted schedule of construction.

Indigenous Continental Type of Automatic Level Crossing

1265. SHRI B. K. MODAK :
SHRI BHAGABAN DAS :
SHRI JYOTIRMOY BASU :

Will the Minister of RAILWAYS be pleased to state :

(a) whether there is any scheme to instal indigenous continental type of automatic level crossings ;

(b) if so, what is that scheme ;

(c) whether any research has been conducted in this connection ; and

(d) if so, the details thereof?

THE MINISTER OF RAILWAYS (SHRI NANDA) : (a) Yes.

(b) Automatic half barriers actuated by the approaching trains will be installed at one selected manned level crossing on each of the Central, Eastern, Northern and Southern Railways as a trial measure.

The barrier will obstruct only half the width of the road from the left side. The other half will be kept open so that the road vehicles that happen to be on the railway track at the time of closing of the barrier can get out. Flashing lights and warning bells will be provided in conjunction with the lifting barrier. On arrival of the train at a pre-determined distance from the gate, the flashing lights and warning bells will start operating to warn the road users of the approaching train and the impending closure of the barrier.

(c) Yes.

(d) A detailed study of the practices obtaining in foreign countries for reducing detention to the road traffic while affording reasonable safety, was made by the Research, Design and Standards Organisation, Lucknow, and the subject was thoroughly discussed by them with the Zonal Railways. Based on these studies and the comments offered by the Railways, a comprehensive document, known as "A Study

of requirements of Automatic Level Crossings with or without half barriers for Indian Railways", has been prepared and issued to the Railways.

Development of Sealdah Station Area (Eastern Railway)

1266. SHRI B. K. MODAK :
SHRI BHAGABAN DAS :
SHRI JYOTIRMOY BASU :

Will the Minister of RAILWAYS be pleased to state :

(a) when the scheme for the development of Sealdah Station area (Eastern Railway) was prepared ;

(b) who prepared the scheme and the highlights of the scheme ;

(c) whether the scheme got the sanction of the Authorities concerned ; and

(d) the reasons why it has not yet been implemented?

THE MINISTER OF RAILWAYS (SARI NANDA) : (a) and (b). The Eastern Railway initiated proposal in consultation with all other interests concerned as far back as 1958 for improvement of traffic circulation arrangements in Sealdah area. The Calcutta Metropolitan Planning Organisation was finally entrusted with the coordination of this proposal in 1963. After a series of discussions, a plan prepared by C.M.P.O. was approved by all concerned including the Railways in 1964. The Public Works Department of the State Government was then entrusted with the execution of the work at a cost of Rs. 55 lakhs.

In March, 1968, however, Eastern Railway was informed of the State Cabinet decision of 1967 to revise the earlier proposal. The Plan showing the revised proposals was prepared by C.M.P.O. only in June, 1969. The highlights of those revised proposals are as below :

(i) Utilisation of 1,50,000 sq. ft. of the Railway's existing circulation area in front of the station for diversion of Acharya P. C. Roy Road, shifting of

the tram terminus and siting of the Belliaghata bus depot at the southern corner of the area.

- (ii) A 60 feet wide subway under the diverted Acharya P. C. Roy Road and the tram tracks and a 20 feet wide branch subway, taking off at a midpoint in the main subway.
- (iii) Two 20 feet wide subways connecting respectively, the proposed station building and the South Station with the pavement serving the proposed Belliaghata bus depot.
- (iv) Parking spaces for 53 private cars and taxis along the southern side-face of the central station, 18 slow-moving vehicles towards the south of the goods sheds; ten vehicles in front of the parcel sheds; and for 21 vehicles at the southern corner of the circulation area.
- (v) A double-barrier in front of the new station building with a narrow (12' x 18' wide) pavement in between the barriers, for pedestrians.

(c) The revised plan of the C. M. P. O. is not acceptable to the Railway.

(d) The tentative plan of the C. M. P. O. is not workable and the interest of the Railways have been ignored. The proposal of C. M. P. O. is based on a traffic survey undertaken in 1964-65 which does not hold good today. Also a 60' subway common to both Sealdah North & Sealdah South is not only inadequate but also would create serious congestion of passengers and render the functioning of the Sealdah station impossible.

The Railway land in this area would have to be conserved for meeting Railway's operational needs and future development including the rapid transit system. Surrendering any portion of the circulating area which even now is badly congested would not be desirable merely to accommodate the tram and bus terminals as proposed by C. M. P. O., whereas these can conveniently be located in the adjoining police court area.

An alternative plan has, therefore, been sent by the Railway to C. M. P. O. and is awaiting the acceptance of concerned authorities.

Derailment of Delhi-Madras Janta Express at Talamanchi Station (South Central Railway)

1267. SHRI B. K. MODAK :
SHRI BHAGABAN DAS :
SHRI UMANATH :
SHRIMATI SUSEELA
GOPALAN :
SHRI C. K. CHAKRAPANI :

Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that a number of people were killed and injured when the Delhi-Madras Janta Express derailed on May 29, 1970 at Talamanchi Station on the Bitragunta-Gudur Section of the South Central Railway ;

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

(c) the cause of the accident ; and

(d) the action taken by Government against those responsible for this accident ?

THE MINISTER OF RAILWAYS (SHRI NANDA) : (a) and (b). In this accident, 2 persons were killed and another 2 injured of whom one sustained grievous injuries.

(c) According to the provisional finding of the Additional Commissioner of Railway Safety, who held his statutory inquiry into this accident, the accident was due to defect in the track.

(d) Suitable action will be taken against those held responsible.

Development of Backward Areas in States

1268. SHRI B. K. MODAK :
 SHRI BHAGABAN DAS :
 SHRI NAMBIAR :
 SHRI UMANATH :
 SHRI E. K. NAYANAR :

Will the Minister of INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE be pleased to state :

(a) whether it is a fact that Government have agreed to the proposal of the National Development Council suggesting that two Districts of each backward State be selected and given 10 per cent subsidy in land, power, water etc., for intensive development ;

(b) if so, the details thereof ; and

(c) the names of the States and their Districts which will get such assistance ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE (SHRI M. R. KRISHNA) : (a) and (b). The Government is actively engaged in working out the details of implementing the proposal about the grant of subsidy to units making new investments in two selected Districts of States identified as industrially backward and one District of the other States and Union Territories.

(c) In the circumstances, it is not possible as yet to give the names of the States and the Districts.

Action on Report of Uniform Committee re. Supply of Uniforms

1269. SHRI BHAGABAN DAS :
 SHRI B. K. MODAK :
 SHRI NAMBIAR :
 SHRIMATI SUSEELA
 GOPALAN :
 SHRI C. K. CHAKRAPANI :

Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that the Uniform

Committee have submitted their report to the Railway Board on the 4th March, 1970 regarding the supply of uniforms as advised by the Deputy Minister for Railways *vide* his letter No. E (W) 61-LC/3-18 dated the 6th March, 1970;

(b) if so, the final decision taken by the Railway Board on the recommendations ; and

(c) if there is any delay, the reasons therefor ?

THE MINISTER OF RAILWAYS (SHRI NANDA) : (a) Yes.

(b) and (c). The report is under active consideration of the Railway Board.

Proposals of Paper Manufacturers to Increase Production of Paper

1270. SHRI DEVINDER SINGH GARCHA : Will the Minister of INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE be pleased to state :

(a) whether proposals have been received from the 58 Paper manufacturers in the country for increasing their production ;

(b) if so, the details thereof ;

(c) whether a technical committee, consisting of representatives of the Ministry, the Directorate General, Technical Development, Paper Machinery Manufacturers and of the Industry, has been constituted in order to scrutinise the proposals ;

(d) if so, the details thereof ; and

(e) whether the proposals have since been scrutinised and, if so, with what result ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE (SHRI M. R. KRISHNA) : (a) to (e). Proposals from paper manufacturers, for increasing their production are being received. A technical

committee consisting of the following members, has since been constituted to examine these proposals :

1. Shri Abid Hussain, Joint Secretary, Ministry of ID & IT. —Chairman
2. Dr. A. Seetharamiah, S. I. A., DGTD —Member
3. Shri R. P. Bhargava, Star Paper Mills, Saharanpur. —Member
4. Dr. R. L. Bhargava, West Coast Paper Mills Ltd. —Member
5. Dr. K. K. Talwar, Paper Products Ltd. —Member
6. Shri Inderjeet Singh, Utkal Machinery Manufacturers, Orissa. —Member
7. Shri R. K. Sethi, India Paper Pulp Company. —Member
8. Shri S. C. Banerjee, Industrial Adviser, D. G. T. D. —Member
9. Shri V. Poddar, Rohtas Industries —Member
10. Secretary, Hindustan Paper Corporation (P) Ltd. (Govt. of India Undertaking) —Convener

The Committee is expected to submit its report/recommendations by the 30th September, 1970.

Inspection of Sites for New Steel Plants

1271. SHRI DEVINDER SINGH GAR-CHA :
 SHRI D. N. PATODIA :
 SHRI BENI SHANKER SHARMA :
 SHRI MANI BHAI J. PATEL :

Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state :

- (a) whether it is a fact that Site Selection

Committee for the three new Steel Plants at Hospet, Salem and Visakhapatnam has started its inspection of sites work ;

- (b) if so, the details thereof and the progress since made in this regard ;

(c) whether replies have been received from the concerned State Governments to the note sent to them for the supply of data on the availability of land, water and power ; and

- (d) if so, the details thereof ?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI MOHD. SHAFI QURESHI) : (a) to (d). The Site Selection Committee have visited all the three regions of Hospet, Salem and Visakhapatnam during the months of June and July, 1970. Before these visits, the State Governments had furnished data and information on the three regions as per proforma circulated for consideration of the Committee. In the discussions with the State Governments some more data was considered necessary to be furnished in order to take a decision on selection of site. Government of Tamil Nadu have supplied this data, whereas from the other two State Governments, it is expected shortly. As a result of the discussions, Mysore State Government have been advised to notify an area of 30,000 acres in the Hospet region. Governments of Andhra Pradesh and Tamil Nadu have already notified areas in 1966 and 1964 respectively.

Conference of Top Authorities of Public Sector Steel Plants

1272. SHRI B. K. DASCHOWDHURY : Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state :

- (a) whether Government have planned for the conference of top authorities of the public sector Steel Plants to sort out their problems ; and

(b) if so, the details thereof and the detailed matters to be discussed in the conference ?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI MOHD. SHAFI QURESHI) : (a) No, Sir.

(b) Does not arise.

Social Welfare Boards of States and Union Territories

1273. SHRI PREM CHAND VERMA : Will the Minister of LAW AND SOCIAL WELFARE be pleased to state :

(a) which States and the Union Territories have Social Welfare Boards and who are their Chairman and Secretaries of these Boards ;

(b) the annual outlay provided for them and what amount is given by the Government of India to each of them, separately, annually ;

(c) whether Government have received complaints against these Boards that they are not serving the purpose for which they were established because of bad management etc. ;

(d) whether Government will make some effective arrangements to check the work and expenditure of these Boards and if so, when and if not, the reasons therefor ; and

(e) against how many Boards, Government have received complaints upto-date and the action which has been taken against these Boards ?

THE MINISTER OF STATE IN THE MINISTRY OF LAW AND IN THE DEPARTMENT OF SOCIAL WELFARE (SHRI JAGANATH RAO) : (a) A statement (I) indicating the names of the States and Union Territories which have Social Welfare Advisory Boards along with the names of the Chairmen and Office Secretaries thereof is laid on the Table of the House. [Placed in Library. See No. LT—3836/70].

(b) Statements (II and III) showing the Budget Allocation for Non-Plan expenditure of the State Boards for the year 1970-71 and a statement showing the expenditure on Plan items (Programmes executed through the State

Boards) during the year 1969-70, are laid on the Table of the House. [Placed in Library. See No. LT—3836/70]

(c) Some complaints against individuals were received, investigated and remedial action taken.

(d) Adequate arrangements already exist for supervising the work and expenditure of the State Social Welfare Advisory Boards ;

(e) Complaints were received against 5 Chairmen and 3 office secretaries of State Advisory Boards have been dealt with suitably.

Eradication of Dowry System

1274. SHRI BEDABRATA BARUA : Will the Minister of LAW AND SOCIAL WELFARE be pleased to state :

(a) whether it is a fact that the dowry system has become a great nuisance due to cost of living having gone up recently ;

(b) whether Government have taken steps to combat the growth and continuation of this system ; and

(c) if so, what concrete measures are being taken up ?

THE MINISTER OF STATE IN THE MINISTRY OF LAW AND IN THE DEPARTMENT OF SOCIAL WELFARE (SHRI JAGANATH RAO) : (a) The Government have no information.

(b) and (c). The Dowry Prohibition Act, 1961 has been enacted with a view to prohibit the giving or taking of dowry.

Closure of Mining and Allied Machinery Corporation

1275. SHRI K. P. SINGH DEO :
SHRI SRADHAKAR SUPAKAR :
SHRI P. VISWAMBHARAN :
SHRI D. N. PATODIA :
SHRI INDARJIT GUPTA :
SHRI RAM AVTAR SHARMA :
SHRI ISHAQ SAMBHALI :

Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state :

(a) whether a proposal has been made to

Government to close down the Mining and Allied Machinery Corporation at Durgapur ; and

(b) if so, the decision taken by Government thereon ?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI MOHD. SHAFI QURESHI) : (a) In their report on Mining and Allied Machinery Corporation Ltd., Durgapur, the Committee on Public Undertakings have stated that it would be wise if this undertaking is wound up to avoid further drain on the public exchequer.

(b) The report is under examination.

Payment of Compensation for the Loss of goods and consignments

1276. SHRI K. P. SINGH DEO :

SHRI RAMAVATAR SHASTRI :

SHRI BHOGENDRA JHA :

SHRI J. M. BISWAS :

SHRI ISHAQ SAMBHALI :

SHRI SARJOO PANDEY :

Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that there has been substantial increase in the payment of compensation by Government for pilferage of goods and consignments during the last year as compared to the previous year ;

(b) if so, the comparative compensation paid by Government on this account during the last three years ;

(c) the reason for the increase in payment of compensation ; and

(d) the steps taken by Government to check pilferage of goods and consignments to minimise the amount of compensation ?

THE MINISTER OF RAILWAYS (SHRI NANDA) : (a) and (b). There has been an increase in claims for compensation paid on account of pilferage of consignments carried by

Railways during the years 1967-68, 1968-69 and 1969-70 as under :—

Year	Amount of compensation paid on account of pilferage of goods carried by Railways.
	Rs.
1967-68	3,47,78,025
1968-69	4,33,76,371
1969-70	4,87,29,602

(c) The increase in the payment of claims for compensation is partly due to rise in prices of the goods and partly due to general deterioration in the law and order situation in some parts of the country.

(d) The following are the more important steps taken with a view to preventing thefts and pilferages of consignments carried by the Railways :—

- (i) Proper rivetting of wagons and E. P. Locking of wagons carrying valuable goods so as to prevent running train theft ;
- (ii) insistence on provision of dunnage where required in case for instance, of wagonload consignments of sugar, grains and pulses and oil seeds ;
- (iii) ensuring pad locking of brake vans, luggage vans and parcel vans etc. ;
- (iv) escorting of important goods trains by Railway Protection Force armed personnel in vulnerable sections ;
- (v) patrolling by armed Railway Protection Force personnel as also by Railway Protection Force Dog Squads in vulnerable and major yards ;
- (vi) checking of rivets and seals of all loaded wagons at transshipment points before they are unloaded and transhipped ;
- (vii) introduction of a 'Pilot Scheme' in order to localise bad spots so as to select pairs of stations on different railways which include transshipment

points, where loading/unloading of affected commodities is closely supervised;

- (viii) collection of crime intelligence and conducting surprise raids by the staff of the Central Crime Bureau of Railways as well as of the Railway Board with a view to tracking down criminals and receivers of stolen railway property under the Railway Property (Unlawful possession) Act, 1966 ;
- (ix) maintenance of close coordination between Railway Protection Force, G. R. P. and State Police Officers to deal with criminals and receivers of stolen properties.

Shortage of Wagons for Dolomite Mine Industry of Chhota-Udepur (Gujarat State)

1277. SHRI D. R. PARMAR : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that the scarcity of Railway wagons has created crisis in the dolomite industry of Chhota Udepur in Gujarat State ;

(b) if so, the reasons therefor ;

(c) what is the average monthly requirement of Railway wagons for despatch of mineral products from Chhota-Udepur ; and

(d) how many wagons were supplied monthly during April, May and June, 1970 ?

THE MINISTER OF RAILWAYS (SHRI NANDA) : (a) No.

(b) Does not arise.

(c) About 750 Narrow Gauge wagons per month.

(d) On an average, 883 Narrow Gauge wagons were loaded per month during April, May and June, 1970.

Award of Scholarship from Staff benefit in Khurda Division (S. E. Rly.)

1278. SHRI CHINTAMANI PANI-

GRAHI : Will the Minister of RAILWAYS be pleased to state the number of scholarships awarded in the Khurda Division of the South Eastern Railway from the Staff Benefit Fund during the years 1967-68, 1968-69 and 1969-70?

THE MINISTER OF RAILWAYS (SHRI NANDA) : Number of scholarships awarded in the Khurda Division of the S. E. Railway from the Staff Benefit Fund are as under :

	<i>Fresh</i>	<i>Renewals</i>
1967-68	10	24
1968-69	11	24
1969-70	11	26

Embezzlement of Silver Bars by Parcel Staff at Delhi Main Station

1279. SHRI ONKAR LAL BERWA : Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 7820 on the 28th April, 1970 regarding embezzlement of silver bars by the parcel staff at Delhi Main Station and state :

(a) whether the departmental enquiries have been completed ; and

(b) if so ; whether the staff at fault have been transferred out of Delhi ?

THE MINISTER OF RAILWAYS (SHRI NANDA) : (a) A departmental inquiry to ascertain the facts has been initiated and has not yet been completed.

(b) No.

Alleged corruption in personnel branch of office of Financial Adviser and Chief Accounts Officer, Northern Railway, New Delhi

1280. SHRI ONKAR LAL BERWA : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that there is a great deal of corruption in the Personnel Branch of the office, of the Financial Adviser and Chief Accounts Officer, Northern Railway, New Delhi and the officers attached with this

Branch are taking illegal gratification from the staff in cases of transfers ;

(b) whether it is also a fact that the Senior Subordinates are transferred from one Division to another after a period of five years at one Division *vide* General Manager, Northern Railway, Circular No. 940-E/O/III (Eiv), dated the 3rd February, 1968 (Sr. No. 4208) ;

(c) if so, the number of Superintendents who are working for more than five years in the Divisional Accounts Office, Northern Railway, New Delhi ; and

(d) the reasons for not transferring them so far ?

THE MINISTER OF RAILWAYS (SHRI NANDA) : (a) No.

(b) For various reasons a decision had been taken that the instructions regarding transfer of staff from one station to another after a period of 5 years should not be rigidly applied to staff of the Accounts Department.

(c) One.

(d) The employee has been retained in the administrative interest.

Co-operation between Travelling Public and Railwaymen

1281. SHRI HEM BARUA : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government have taken any measures to effect co-operation between the travelling public and the Railway employees in the interest of smooth running of the Railway Administration ; and

(b) if so, what are these measures and the extent to which these measures yielded any results in gearing up the Railway Administration ?

THE MINISTER OF RAILWAYS (SHRI NANDA) : (a) Yes.

(b) Various Users' Consultative Committees like the National Railway Users' Consultative Council, Zonal/Divisional Consultative Com-

mittees etc. are functioning on Railways with a view to maintaining a close contact between the travelling public and the Railway Administrations. Meetings are held with these organisations regularly. Besides, volunteers of social service organisations are associated in various activities like checking ticketless travel and alarm chain pulling, supply of drinking water at stations to passengers etc. In addition, the staff are constantly exhorted on the need for extending utmost courtesy and assistance to the travelling public. These measures have helped in ensuring co-operation between the public and Railway staff and in providing a satisfying service to the rail users to a large extent.

A Standing Voluntary Help Committee has been formed recently for improving the working of Railways generally by securing maximum co-operation of the public and the railway workers at all levels.

Assets Register in Durgapur Steel Plant

1282. SHRI S. KUNDU : Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state :

(a) whether it is a fact that the authorities of the Durgapur Steel Plant have no assets register ;

(b) whether it is also a fact that a number of automatic machineries are missing ;

(c) whether Government made any efforts to take stock of the assets ; and

(d) if so, the details thereof ?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI MOHD. SHAFI QURESHI) : (a) and (b). No, Sir.

(c) and (d). Hindustan Steel Limited, is autonomous Corporation whose accounts are regularly audited by Company's auditors and test audited by Audit Board under the Comptroller and Auditor General of India. Hindustan Steel has reported that it is maintaining a detailed assets register of all the assets in the Plant as well as in the township.

Recommendations of Asoka Mehta Committee on Khadi and Village Industries Commission

1283. SHRI GEORGE FERNANDES : Will the Minister of INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE be pleased to refer to the reply given to Unstarred Question No. 5505 on the 7th April, 1970 regarding recommendations of Asoka Mehta Committee on Khadi and Village Industries Commission and state :

(a) whether the recommendations of the said Committee have been finally considered ; and

(b) if so, the decisions taken thereon ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE (SHRI M. R. KRISHNA) : (a) and (b). The Report of the Asoka Mehta Committee is still under examination.

Rail travel Concession to Members of All India Newspapers Editors' Conference and All India Small and Medium Newspapers Federation

1284. SHRI GEORGE FERNANDES : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that the Railway Board has been granting Railway travel concession to the All India Newspapers Editors' Conference to enable their members to attend their conference and other meetings ;

(b) since when this facility has been extended ;

(c) whether it is also a fact that this facility is denied to the members of the All India Small and Medium Newspapers Federation ; and

(d) if so, the reasons therefor ?

THE MINISTER OF RAILWAYS (SHRI NANDA) : (a) Yes.

(b) 1950.

(c) Yes.

(d) Concession in rail fares is granted for the Annual Conferences of only a few All India Bodies of social, educational and cultural importance. As a policy, concession is granted to only one main body in a particular sphere of activity and the All India Newspapers Editors' Conference is already being granted this facility. The concession is also being granted to the Indian Federation of Working Journalists. Moreover, the scope of rail concession is not being enlarged due to their financial implications.

Charging of Excessive Prices of Tubes by Manufacturers

1285. SHRI GEORGE FERNANDES : Will the Minister of INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE be pleased to state :

(a) whether it is a fact that the manufacturers of GI or Black Pipes in India receive skelp or strips from the Rourkela and Durgapur Steel Plants of the Hindustan Steel Ltd. at Rs. 1,102 per Metric ton F. O. R. destination ;

(b) what is the cost of manufacturing tubes per metric ton ;

(c) whether the current rate of Black Pipe is approximately Rs. 2,400 per Metric ton F. O. R. destination ;

(d) whether Government have received any representation from the Madhya Pradesh Small Scale Industries Organisation complaining about the excessive profits made by the manufacturers of tubes in the country ; and

(e) whether Government would consider controlling the prices of tubes ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE (SHRI M. R. KRISHNA) : (a) The current price of Skelp is Rs. 1112 per tonne and of H. R. Coils Rs. 1102 per tonne ;

(b) Cost of manufacturing tubes vary from firm to firm and would depend on a number of factors like the cost of labour, the cost of raw material, manufacturing ability and the margin of profit. Government has so far not conducted a cost examination for this product ;

(c) The current rate of Black Pipes varies from Rs. 2190 to Rs. 2370 per tonne depending upon different sizes of pipes ranging from 15 mm to 80 mm ;

(d) Yes, Sir.

(e) The matter is under consideration and such measures as may be found necessary will be taken.

Corruption complaints against Superintendent, Ore Mines and Quarries of Bhilai Steel Plant

1286. SHRI GEORGE FERNANDES : Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state :

(a) whether any complaints of corruption against the Superintendent, Ore Mines and Quarries of the Bhilai Steel Plant have been received ;

(b) if so, the details thereof; and

(c) the action taken thereon ?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI MOHD. SHAFI QURESHI) : (a) Yes, Sir. A petition containing allegations against Superintendent, Ore Mines and Quarries of Bhilai Steel Plant had been received by Government.

(b) and (c). The allegations are under investigation by the Hindustan Steel Limited and therefore it would not be appropriate to indicate details at present.

दक्षिण रेलवे के लोको शेड के कर्मचारियों द्वारा हड़ताल

1287. श्री निहाल सिंह : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि दक्षिण रेलवे

के लोकोशेड के कर्मचारियों ने 12 और 13 मई, 1970 को हड़ताल की थी ;

(ख) यदि हां, तो इसके क्या कारण थे तथा उससे कितनी हानि हुई ; और

(ग) हड़ताल को टालने के लिये सरकार ने क्या कार्यवाही की थी ?

रेलवे मंत्री (श्री नन्दा) : (क) और (ख). दक्षिण रेलवे के इंजन रनिंग कर्मचारियों के एक भाग ने सामूहिक रूप से बीमार होने की रिपोर्ट कर दी और तदनुसार 10 मई से 15 मई, 1970 तक अपनी सामान्य ड्यूटी पर वे नहीं आये जिसका कारण सेवा की शर्तों के सम्बन्ध में उनकी शिकायतें दूर करने की कार्रवाई की असफलता की रिपोर्ट और जुलाई, 1968 में कर्मचारियों के पहले के आन्दोलन में उनको दिये गये कुछ आश्वासनों का तथाकथित क्रियान्वयन न होना था ।

मोटेतौर पर रेलों को लगभग एक करोड़ रुपये राजस्व की हानि हुई है ।

(ग) कर्मचारियों को यह बताया गया कि मान्यताप्राप्त संघों द्वारा बातचीत के विभिन्न चरणों में भी उठायी गयी उनकी सामान्य मांगों और स्थानीय मामलों के सम्बन्ध में उनकी शिकायतों की जांच की जायेगी, तब 15 मई, 1970 के तीसरे पहर से आन्दोलन वापस ले लिया गया ।

स्थानीय औद्योगिक कम्पनियों के लाभ पर अधिकतम सीमा

1288. श्री निहाल सिंह : क्या समवाय-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि स्थानीय औद्योगिक कम्पनियां भारी लाभ कमा रही हैं ; और

(ख) क्या सरकार ने उन पर अधिकतम सीमा लगाने के लिये कोई कार्यवाही की है ?

समवाय-कार्य मंत्री (श्री रघुनाथ रेड्डी) :

(क) पब्लिक लिमिटेड निजां निगम क्षेत्र के 81 प्रतिशत का प्रतिनिधित्व करने वाली, 1501 गैर-वित्तीय पब्लिक लिमिटेड कम्पनियों से सम्बन्धित, भारतीय रिजर्व बैंक के अध्ययन पर आधारित, निजी निगम क्षेत्र की कम्पनियों की लभ्यता के अनुमान, जिनकी बाबत संभवतः माननीय सदस्य का निर्देश है, निम्न प्रकार है :—

1965-66 1966-67

1—कुल शुद्ध परि- सम्पतियों के प्रतिशत के रूप में समस्त लाभ	9.6	9.3
2—शुद्ध विक्री के प्रतिशत के रूप में समस्तर लाभ	10.8	10.5
3—कुल मूल्य के प्रतिशत के रूप में करों के पश्चात् लाभ	8.8	8.8

(ख) इन कम्पनियों के लाभ पर कोई सांविधिक अधिकतम सीमा निर्धारित नहीं की गई है। तथापि सरकार ने अनेक मापदंड इस दृष्टि से धारण किये हैं, जिससे इन उपक्रमों द्वारा अनैतिक लाभ उठाने से रोकने पर दृष्टि रखी जा सके। आवश्यक वस्तु अधिनियम, 1955 के अन्तर्गत, आवश्यक वस्तुओं की कीमतों पर नियंत्रण किया गया है। सरकार ने हाल ही में, बाजार में प्रतियोगिता बढ़ाने की दृष्टि से, औद्योगिक विकास एवं विनियम अधिनियम, 1951 के अन्तर्गत, औद्योगिक लाइसेंस देने सम्बन्धी नीतियों को उदार बना

दिया है। सरकार ने मूल्यों में कमी एवं औद्योगिक क्षमता को उन्नति व औद्योगिक मूल्यों से संबंधित कीमतों की समस्या से सम्बन्धित अनेक बातों के लिये सरकार को परामर्श देने के लिये, औद्योगिक विकास विभाग में, औद्योगिक मूल्य एवं कीमतों के एक विभाग का गठन किया है। पुनः एकाधिकार एवं निबन्धकारी व्यापार प्रक्रिया अधिनियम, 1969, सरकार को कुछ सीमा तक, उपक्रमों द्वारा अपने उत्पादन के मूल्य के संबंध में उच्च कीमतें वसूल करने से रोकने में समर्थ बनाता है। यह सम्पूर्ण बातें तथा अन्य मापदंड, लाभ दर को, समीचीन स्तर पर रखने में सहायता करेंगे।

Mid-term elections in Kerala

1289. SHRI DEVEN SEN :
SHRI S. M. BANERJEE :
SHRI BIBHUTI MISHRA :

Will the Minister of LAW AND SOCIAL WELFARE be pleased to state :

(a) whether it is a fact that the mid-term elections will be held very shortly in Kerala ;

(b) whether it is also a fact that the Chief Election Commissioner had recently visited Kerala for the said purpose where he had discussions with the various Political and other leaders in the matter ; and

(c) if so, the details thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF LAW AND IN THE DEPARTMENT OF SOCIAL WELFARE (SHRI JAGANATH RAO) : (a) and (b). Yes, Sir.

(c) The Chief Election Commissioner convened a meeting of the representatives of the Political parties at Trivandrum on the 10th July, 1970 primarily to ascertain the views of the political parties on the most suitable date for holding the election in the State of Kerala and incidentally drew their attention to the

fact that the last sitting of the State Assembly took place on the 25th March, 1970 and to the requirement of the provisions of article 174 (1) of the Constitution that not more than six months shall elapse between any two sittings of the Assembly. He also undertook to inquire into and rectify any mistake that might have crept in the electoral rolls, if that was brought to his notice. The political parties were requested to submit the lists of persons whose names required to be included or deleted by the 28th July, 1970 and this date was subsequently extended up to the 30th July, 1970.

**Setting up of Own Design Organisations
by Public Sector Enterprises**

1290. SHRI CHANDRA SEKHAR
SINGH :
SHRI P. C. ADICHAN :
SHRI SARJOO PANDEY :
SHRI C. JANARDHANAN :

Will the Minister of INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE be pleased to state :

(a) whether six major public sector enterprises have been chosen initially for the establishment of their own design organisations to eliminate dependence on foreign consultancy firms ;

(b) if so, the names of enterprises selected for the purpose ; and

(c) when these enterprises are expected to set up their own designing organisations ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE (SHRI M. R. KRISHNA) : (a) and (b). In pursuance of the Administrative Reforms Commission's recommendation (No. 21) in their Report on Public Sector Undertakings, the Government decided that public undertakings should be encouraged and assisted to set up adequate design organisations. Information collected from the public undertakings regarding implementation of Government's decision indicated that design cells had already been set up in the

light of operational requirements of the enterprises where they were needed. The following six major organisations were selected for field studies of their existing design organisations with a view to ascertain their adequacy in the light of the Government's decision referred to above :—

1. Heavy Electricals (India) Ltd.
2. Mining and Allied Machinery Corporation.
3. Bharat Heavy Electricals Ltd.
4. Hindustan Shipyard Ltd.
5. Hindustan Machine Tools Ltd.
6. Heavy Engineering Corporation.

(c) As indicated above, design organisations already exist in the undertakings selected for field studies.

Preparations for Mid-term Elections

1291. SHRI CHENGALRAYA NAIDU :
SHRI KOLAI BIRUA :
SHRI DHANDAPANI :
SHRI NARAYANAN :
SHRI MAYAVAN :
SHRI N. R. LASKAR :
SHRI P. C. ADICHAN :

Will the Minister of LAW AND SOCIAL WELFARE be pleased to state :

(a) whether the Election Commission is making all preparations in connection with mid-term elections in the country ;

(b) whether the Election Commission is doing so at the direction of Government ; and

(c) if so, whether Government are considering to ask for a mid-term election in the country due to growing political instability in the country ?

THE MINISTER OF STATE IN THE
MINISTRY OF LAW AND IN THE

DEPARTMENT OF SOCIAL WELFARE
(SHRI JAGANATH RAO): (a) No, Sir.

(b) and (c). Do no arise.

Russian Aid for Bokaro Steel Plant

1292. SHRI CHENGALRAYA NAIDU :
Will the Minister of STEEL AND HEAVY
ENGINEERING be pleased to state :

(a) whether it is a fact that work on the Bokaro Steel Plant is going much behind the planned schedule due to non-availability of the promised aid from the U.S.S.R. ; and

(b) if so, what steps are contemplated to ensure that the work on this Steel Plant is completed on schedule so that the unnecessary loss due to delay is avoided ?

THE DEPUTY MINISTER IN THE MI-
NISTRY OF STEEL AND HEAVY ENGI-
NEERING (SHRI MOHD. SHAFI QURE-
SHI): (a) No, Sir. There is no delay or
difficulty in obtaining Soviet aid.

(b) Does not arise.

चौथी पंचवर्षीय योजना के अन्तर्गत पिछड़ी जातियों के लिये निर्धारित राशि

1293. श्री भीठालाल भीना : क्या बिधि तथा समाज कल्याण मंत्री यह बताने की कृपा करेंगे कि :

(क) चौथी पंचवर्षीय योजना के अन्तर्गत पिछड़ी जातियों के लोगों के लिये कितनी राशि किस-किस प्रयोजन के लिये निर्धारित की गई ;

(ख) क्या यह सच है कि इन जातियों के छात्रों की संख्या बढ़ गई है जब कि उन्हें मिलने वाले अनुदान की राशि कम कर दी गई है ; और

(ग) यदि हां, तो इसके क्या कारण हैं और राशि बढ़ाने के लिए क्या ठोस कार्यवाही की जा रही है ?

बिधि मंत्रालय तथा समाज कल्याण विभाग में राज्य मंत्री (श्री जगन्नाथ राव) : (क) पिछड़े वर्गों के कल्याण के लिये चतुर्थ पंच वर्षीय योजना में 142.38 करोड़ रुपये की व्यवस्था की गई है।

(ख) तथा (ग). मैट्रिक उपरांत छात्र-वृत्तियां पाने वाले अनुसूचित जातियों तथा अनुसूचित आदिम जातियों के विद्यार्थियों की संख्या बढ़ गई है। इन छात्रवृत्तियों को प्रदान करने के लिये उपलब्ध कुल धन-राशि भी बढ़ गई है। चतुर्थ योजना में केन्द्रीय अनुदान वर्ष 1968-69 (अर्थात् चतुर्थ योजना-पूर्व) के स्तर के ऊपर स्तर में बढ़ोत्तरी तक की है, जिसे राज्यों के गैर-योजना बजटों को वचनबद्ध किया गया है।

जयपुर डिवीजन के (पश्चिम रेलवे) ग्रेड "बी" के फायरमैनो का अम्यावेदन

1294. श्री भीठालाल भीना : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या पश्चिम रेलवे के जयपुर डिवीजन के ग्रेड "बी" के फायरमैनो ने मार्च, 1969 को सरकार कोई कोई अम्यावेदन प्रस्तुत किया था ; और

(ख) यदि हां, तो उनकी कठिनाइयों को दूर करने के लिये सरकार ने क्या कार्यवाही की है ?

रेलवे मंत्री (श्री नन्दा) : (क) जी हां।

(ख) स्थिति की समीक्षा की गई थी और छुट्टी रिजर्व पदों को छोड़कर शंटर 'बी' के सम्पूर्ण संवर्ग में साक्षरता को ध्यान में रखे बिना वरिष्ठता एवं उपयुक्तता के आधार पर पात्र "बी" ग्रेड के फायरमैनो की व्यवस्था की गयी है।

रेलवे में भ्रष्टाचार को रोकथाम के लिये
विशिष्ट समिति

1295. श्री भीठालाल मोना : क्या रेलवे
मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार ने रेलवे में विद्यमान
भ्रष्टाचार के सम्बन्ध में किसी विशिष्ट समिति
के द्वारा विशिष्ट उपायों का पता लगाया है ;
और

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

रेलवे मंत्री (श्री नन्दा) : (क) तथा
(ख). आचार्य जे० बी० कृपलानी की अध्यक्षता
में गठित रेलवे भ्रष्टाचार जांच समिति नामक
एक उच्चाधिकार समिति ने 1953-55 में
रेलों में भ्रष्टाचार से सम्बन्धित समस्या का
बहुत गहन अध्ययन किया था और एक विस्तृत
रिपोर्ट दी थी जिसमें 152 सिफारिशें थीं ।
उनमें से अधिकांश सिफारिशें स्वीकार की जा
चुकी हैं और कार्यान्वित की जा चुकी हैं ।
उन सिफारिशों में से एक सिफारिश के फल-
स्वरूप सभी रेलों और रेलवे बोर्ड में सर्वांगीण
सतर्कता संगठनों की स्थापना की गई जिनका
कार्य भ्रष्टाचार और रिश्वत की शिकायतों
पर कार्रवाई करना और उपचारी उपाय
सुझाना था । संधानम समिति नामक एक
अन्य समिति 1962 में गृह मंत्री द्वारा नियुक्त
की गई थी । उसने भी केन्द्रीय सरकार (जिसमें
रेलें शामिल हैं) के भ्रष्टाचार की समस्या का
अध्ययन किया था और रेलों के सम्बन्ध में
कई सिफारिशों की थीं जिसमें से अधिकांशतः
स्वीकार और कार्यान्वित की जा चुकी हैं ।
उसके फलस्वरूप भारतीय रेलों पर सतर्कता
संगठन का पुनर्गठन किया गया और उसे पर्याप्त
रूप से सुदृढ़ बनाया गया ।

किसी व्यक्ति की मृत्यु के सम्बन्ध में सामुदायिक
दावत

1296. श्री भीठालाल मोना : क्या बिधि
तथा समाज कल्याण मंत्री यह बताने की कृपा
करेंगे कि ।

(क) क्या यह सच है कि राजस्थान
के अनुसूचित जातियों और अनुसूचित आदिम
जातियों के लोगों में किसी व्यक्ति की मृत्यु
के सम्बन्ध में किये जाने वाले कर्मकाण्डों में
सामुदायिक दावत देने का रिवाज भी व्यापक
रूप से विद्यमान है ;

(ख) यदि हां, तो क्या सरकार इस
रिवाज पर प्रतिबन्ध लगाने के प्रश्न पर विचार
करेगी जिससे गरीब लोग इस अनुचित रिवाज
से मुक्त हो सकें ; और

(ग) यदि नहीं तो इसके क्या कारण हैं ?

बिधि मंत्रालय तथा समाज कल्याण विभाग
में राज्य मंत्री (श्री जगन्नाथ राव) : (क) से
(ग). राजस्थान सरकार को इस मामले में
सम्बोधित किया गया है । उनके उत्तर की
प्रतीक्षा की जा रही है ।

Formation of Monopolies Commission

1297. SHRI SRADHAKAR SUPAKAR :
Will the Minister of COMPANY AFFAIRS be
pleased to state :

(a) whether the formation of the Monop-
olies Commission has been completed ;

(b) if so, whether it has started function-
ing ; and

(c) the names of members who have been
appointed to the Commission ?

THE MINISTER OF COMPANY AF-
FAIRS (SHRI RAGHUNATHA REDDY) :

(a) Yes, Sir.

(b) It would start functioning after the

Chairman and the members take oath of office and of secrecy as provided in the Act.

(c) The Commission consist of Mr. Justice A. N. Alagiriswamy, Judge, High Court of Madras as Chairman and Shri D. Subramanian (Director of Inspection, Central Board of Direct Taxes) and Dr. H. K. Pranjpe (Professor, Indian Institute of Public Administration) as members.

Elections Petitions pending in High Courts and Supreme Court

1298. SHRI SRADHAKAR SUPAKAR : Will the Minister of LAW AND SOCIAL WELFARE be pleased to state :

(a) how many cases of election disputes arising out of the mid-term elections and bye-elections are now pending disposal in different High Courts and the Supreme Court ; and

(b) how many of such cases are pending for more than one year ?

THE MINISTER OF STATE IN THE MINISTRY OF LAW (SHRI JAGANATH RAO) : (a) The required information is as follows :—

	Mid-term Elections	Bye- Election
Election petitions pending in High Courts	8	3
Appeals pending in the Supreme Court	18	2

(b) 9 election petitions and 4 appeals are pending more than one year in the High Courts and the Supreme Court, respectively.

Enquiry against Cement Allocation and Coordinating Organisation

1299. SHRI INDRAJIT GUPTA :
SHRI ISHAQ SAMBHALI :
SHRI DHIRESHWAR KALITA :
SHRI SARJOO PANDEY :
DR. RANEN SEN :

Will the Minister of COMPANY AFFAIRS be pleased to refer to the reply given to Unstarred Question No. 6979 on the 21st April,

1970 and state :

(a) whether the enquiry against the Cement Allocation and Coordinating Organisation has since been completed ; and

(b) if so, the findings thereof and the action taken thereon ?

THE MINISTER OF COMPANY AFFAIRS (SHRI RAGHUNATHA REDDY) : (a) and (b). Instructions are being issued to Registrar of Companies for prosecution of the company and directors responsible for contravention of Section 293A of the Companies Act, 1956.

Licences Issued to Indian Oxygen Ltd.

1300. SHRI INDRAJIT GUPTA :
SHRI J. M. BISWAS :
SHRI DHIRESHWAR KALITA :
SHRI K. HALDER :
DR. RANEN SEN :

Will the Minister of INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE be pleased to state :

(a) the particulars of the licences issued so far in favour of the Indian Oxygen Ltd. ;

(b) what are the licences utilised by this Company so far ;

(c) whether any further applications for licences have been made by this company ; and

(d) if so, the details thereof ?

THE DEPUTY-MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE (SHRI M. R. KRISHNA) : (a) During the period 1-1-1956 to 30-6-1970, in all 46 licences have been issued to M/s. Indian Oxygen Ltd. Details of all licences issued are published from time to time in the Weekly Bulletin of Industrial Licences, Import Licences and Export Licences ; the Weekly Indian Trade Journal and the Monthly Journal of Industry, and Trade. Copies of these Journals are supplied

to the Library of the Parliament.

(b) All the licences issued, except two have been implemented. One Licence issued in 1967 and another issued in 1970, are at various stages of implementation.

(c) and (d). Seven other applications were received from this company of which six have since been rejected and one is under examination. Of the six applications which have been rejected, two each were for manufacture of Nitrous Oxide and Dissolved Acetylene and one each for manufacture of Oxygen and Nitrogen.

Personnel of Board of Directors of Indian Oxygen Ltd.

1301. SHRI INDRAJIT GUPTA :
SHRI J. M. BISWAS :
SHRI ISHAQ SAMBHALI :
SHRI K. HALDER :
DR. RANEN SEN :

Will the Minister of COMPANY AFFAIRS be pleased to state :

(a) the names and particulars of the present members of the Board of Directors of the Indian Oxygen Ltd. ;

(b) who are the nominees of the British Oxygen Company Limited, U.K. on the Board of Directors of the Indian Oxygen Ltd. ;

(c) whether nominees of any other organisation are on the Board of Directors of the Indian Oxygen Ltd. ; and

(d) if so, the names of those organisations and their nominees ?

THE MINISTER OF COMPANY AFFAIRS (SHRI RAGHUNATHA REDDY) :
As per Balance Sheet of the Indian Oxygen Ltd. for the year ended 30th September, 1969—

(a) the names and particulars of the members of the Board of Directors of the company were as under :

Shri N. Dandekar	800 shares
Shri A. K. Sen	100 shares

Mr. K. Hartely	100 shares
Shri H. Ghosh	242 shares
Shri K. Gopalakrishna	133 shares
Mr. R. C. Hesketh-Jones	100 shares
Mr. J. S. Hutchison	100 shares
Shri A. K. Mukerji	100 shares
Mr. L. E. Smith	100 shares
Shri M. A. Sreenivasan	294 shares
Mr. S. R. Stephens	100 shares
Shri V. N. Swamy	428 shares
Shri P. C. Barr	Qualification shares to be acquired.

(b) The names of the nominees of the British Oxygen Company Ltd., U. K. on the Board of Directors of the company were :—

Shri A. K. Sen
Mr. K. Hartley
Mr. R. C. Hesketh-Jones
Mr. J. S. Hutchison
Mr. L. E. Smith

(c) and (d). Information is being collected and it will be placed on the Table of the House.

संकर्री रेलवे लाइनों के लिये इंजनों और यात्री डिब्बों के निर्माण की योजनाएं

1302. श्री यशवन्त सिंह कुशवाह : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) छोटी रेलवे लाइनों की आवश्यकताओं को पूरा करने हेतु इनके लिए इंजनों तथा यात्री डिब्बों के निर्माण की योजनाओं का ब्यौरा क्या है ; और

(ख) इन योजना से कितनी आवश्यकताओं की पूर्ति होने की सम्भावना है ?

रेलवे मंत्री (श्री नन्दा) : (क) चौथी योजना में छोटी लाइन के निम्नलिखित रेल इंजनों और सवारी डिब्बों के लिए व्यवस्था

की गयी है :—

- (i) रेल इंजन — 10 डीजल
 (ii) सवारी डिब्बे — 168
 (iii) रेल कार — 20

(ख) आवश्यकताओं की पूर्ति प्रायः ऊपर लिखे चल-स्टाक की प्राप्ति से हो जायेगी। फिर भी अलाभप्रद शाखा लाइन समिति की रिपोर्ट की सिफारिशों के प्रकाश में आवश्यकताओं का पुनः अनुमान लगाया जा रहा है।

Introduction of Faster Trains Like Rajdhani Express

1203. SHRI S. C. SAMANTA : Will the Minister of RAILWAYS be pleased to state :

(a) what is the programme of his Ministry to introduce faster trains on the pattern of Rajdhani Express on more routes ;

(b) in what priority and in which Zonal Railways such schemes are in progress ; and

(c) whether the periodicity of the Rajdhani Express is likely to be extended from once in a week to daily service between New Delhi and Howrah ?

THE MINISTER OF RAILWAYS (SHRI NANDA) : (a) and (b). Investigations and trials are in progress for introduction of fast trains on the pattern of Rajdhani Express on the New Delhi—Bombay Central route (Northern, Central and Western Railways) at a maximum speed of 120 km. per hour and the Delhi—Ahmedabad (Metre Gauge) Route (Northern and Western Railways) at a maximum speed of 100 km. per hour.

(c) The periodicity of the service between New Delhi and Howrah is twice in a week and there is no proposal at present to increase it to daily service.

Non-payment of Salary to Employees Working in Baroda House for the Suspension period (Northern Railway)

1304. SHRI K. M. MADHUKAR : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that Government had decided to withdraw cases against the Railway employees working in Baroda House who were involved in the agitation in July—August, 1965 ;

(b) whether it is a fact that the period of suspension between 28th July, 1965 and 21st September, 1965 was treated as on duty and most of the employees were reinstated and paid full salary for the above period ;

(c) whether there are some employees against whom cases were withdrawn but they have not been paid salary for the suspension period ;

(d) if so, the names and number of such persons and the reasons for not giving them the due salary ; and

(e) the action Government propose to take to do justice to these employees and the date by which they will be paid salary ?

THE MINISTER OF RAILWAYS (SHRI NANDA) : (a) Yes, Sir.

(b) Yes, Sir.

(c) and (d). Out of 36 cases of employees withdrawn from the court, full payment was not made in the cases of the following five employees :

1. Shri Badri Dass Sharma, Clerk ;
2. Shri Jagdish Lal Luthra, Clerk ;
3. Shri Ved Prakash Gupta, Clerk ;
4. Shri Randhir Singh, Tracer ; and
5. Shri K. K. Bhatnagar, Clerk.

The suspension period in their cases was allowed to remain as such by the competent

authority as they had not made a request for the treatment of suspension period as leave due.

(c) The suspension period of the five employees could be regularised as leave due if they had made such a request in accordance with the rules regulating such cases but no such request has been received from them.

Production of Watches by H. M. T. in Collaboration with Japan

1305. SHRI K. M. MADHUKAR :
 SHRI DHIRESHWAR KALITA :
 SHRI P. C. ADICHAN :
 SHRI RABI RAY :
 SHRI C. JANARDHANAN :
 SHRI G. VENKATASWAMY :

Will the Minister of INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE be pleased to state :

(a) whether the scheme submitted by the Hindustan Machine Tools for expansion of its watch production with Japanese collaboration has been considered ; and

(b) if so, what decision has been taken thereon ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE (SHRI M. R. KRISHNA) : (a) Yes, Sir.

(b) Government have approved of the scheme submitted by Hindustan Machine Tools Ltd. for expansion of their watch production with Japanese collaboration.

Machine Building Capacity

1306 SHRI N. SHIVAPPA : Will the Minister of INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE be pleased to state :

(a) whether it is a fact that due to the absence of adequate machine building capacity in the country rapid growth of the plastic processing sector is being impaired ; and

(b) the steps Government propose to take to meet the gap in respect of the machine building capacity ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE (SHRI M. R. KRISHNA) : (a) The existing capacity for manufacture of plastic processing machinery is not adequate to meet the growing demand for such machinery.

(b) A few schemes for creation of additional capacity for the manufacture of plastic processing machinery is under the active consideration of the Government. Government have also recently published through a Press Note an illustrative list of items where there is likely to be sustained demand and scope for investment and creation of additional capacity. Plastic Processing machinery is included in that list.

Self-sufficiency in Telephone Cables

1307. SHRI ARJUN SINGH BHADORIA : Will the Minister of INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE be pleased to state :

(a) whether India is self-sufficient in telephone cables ; and

(b) if not, the steps that are being taken to achieve self-sufficiency in this regard ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE (SHRI M. R. KRISHNA) : (a) No, Sir.

(b) (i) The capacity for manufacture of Dry Core Tele-communication Cables at the Rupnarainpur Factory of M/s. Hindustan Cables Ltd., is being expanded from 3,200 K. M. per annum to 8,000 K. M. per annum on double shift basis.

(ii) A letter of intent has been issued to M/s. Traco Cables Co. Ltd., Ernakulam, Kerala for a capacity of 1000 K.M. per annum Telecommunication Cables.

- (iii) It is proposed to create an additional capacity of 5,000 K. M. per annum of Tele-communication cables in the Public Sector.

Protection to Small Scale Industries

1308. SHRI ARJUN SINGH BHADORIA: Will the Minister of INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE be pleased to state:

(a) whether there is any proposal under consideration of Government to protect the small scale industries statutorily; and

(b) if so, the details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE (SHRI M. R. KRISHNA): (a) and (b). Both the Administrative Reforms Commission and the Government delegation to Japan have proposed in their Reports statutory protection to the Small Scale Industries. The proposal is under consideration of the Government in consultation with the State Governments.

Measures to Reduce Hardships of Persons Engaged on Scavenging Work

1309. SHRI ARJUN SINGH BHADORIA: Will the Minister of LAW AND SOCIAL WELFARE be pleased to state:

(a) whether Government have taken or propose to take any steps to reduce the degradation and hardship suffered by persons engaged in scavenging work; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF LAW AND IN THE DEPARTMENT OF SOCIAL WELFARE (SHRI JAGANATH RAO): (a) and (b). Yes, Sir. During the Second Five Year Plan, a scheme for eradication of the practice of carrying night soil as head loads by providing financial assistance to the local bodies for the purchase of wheel barrows/hand carts was introduced. Since the Third Five Year Plan, the scheme of 'improvement of working and

living conditions of sweepers and scavengers' which includes the above mentioned scheme has been taken up as a high priority scheme under the Centrally Sponsored Programme. The financial assistance given to the State Governments for this scheme during the Second Plan, Third Plan, 1966-67 to 1968-69 and funds allocated for the Fourth Plan is given in the statement laid on the Table of the House. [Placed in Library. See No. LT-3837/70].

Assets of Big Business and Industrial Houses

1310. SHRI SHRI CHAND GOYAL: Will the Minister of COMPANY AFFAIRS be pleased to state:

(a) whether it is a fact that the big business and industrial houses have become bigger during the decade;

(b) the number of such houses which possess assets worth more than rupees twenty crores; and

(c) whether Government consider their existence opposed to the social set up which Government claims to build up?

THE MINISTER OF COMPANY AFFAIRS (SHRI RAGHUNATHA REDDY): (a) The Monopolies Inquiry Commission had shown the assets of the 75 industrial houses at Rs. 2606 crores in 1963-64. The assets of these 75 industrial houses, on the basis of their composition shown by the Dutt Committee in its report, aggregated to Rs. 4032 crores in 1967-68.

(b) According to the study made by Shri B. Dutta, on the basis of the composition of industrial houses as adopted by the Dutt Committee, 48 industrial houses had assets of more than Rs. 20 crores in 1967-68.

(c) The attention is invited to the objectives and the provisions of the Monopolies and Restrictive Trade Practices Act, 1969 relating to avoidance of concentration of economic power to the common detriment.

**Survey of Ludhiana-Chandigarh-Jagadhri
Railway Line**

1311. SHRI SHRI CHAND GOYAL : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government have decided to conduct a fresh survey of the proposed Ludhiana-Chandigarh-Jagadhri Railway line ;

(b) whether the States of Punjab and Haryana and the Union Territory of Chandigarh have deposited their share of the cost of survey ; and

(c) when the survey is likely to be undertaken and when it will be completed.

THE MINISTER OF RAILWAYS (SHRI NANDA) : (a) and (b). Yes.

(c) Preliminary arrangements for starting the survey work are being made. The survey is likely to be completed in about a year's time.

**Demand for Primary School for Railway
Employees' Children at Chandigarh**

1312. SHRI SHRI CHAND GOYAL : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Railway employees of Chandigarh Railway Station have been demanding the setting up of a Primary School for their children ;

(b) whether the children have to walk several miles to Manimajra for attending the Primary classes ; and

(c) whether he had, in the Zonal meeting, declared that the school would be set up and if so, whether it would be set up this year ?

THE MINISTER OF RAILWAYS (SHRI NANDA) : (a) Yes.

(b) No. Manimajra is within a radius of 1½ miles from Railway Station, Chandigarh.

(c) No such declaration is available in the record of the meeting of the Informal Consul-

tative Committee for Northern Railway held on 8.5.1970.

**Memorandum by Assam State Council of
C.P.I.**

1313. SHRI DHIRESHWAR KALITA : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that a memorandum on behalf of the C.P.I. Assam State Council was submitted to the Railway Minister at Gauhati on his one day visit to Assam in the month of June, 1970 ;

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

(c) Government's reaction thereto item-wise in details and the decision to this effect and the time limit for implementation ?

THE MINISTER OF RAILWAYS (SHRI NANDA) : (a) Yes, Sir.

(b) A statement is placed on the Table of the Sabha.

(c) The points raised in the memorandum are under active consideration.

Statement

Points Raised in the Memorandum of Urgent Needs of Railways Development of Assam and Burning Problem of Railway Workers Handed over to M. R. at Gauhati in June 1970 by State Council (Assam), the Communist Party of India

1. Extension of B. B. Line to Gauhati.
2. Scrapping all automation schemes and immediate withdrawal of those already implemented on N. F. Railway to afford employment opportunities.
3. (a) Setting up Assamese medium schools including primary schools at all important centres of N. F. Railway, Assam.
(b) The proposed High School at Maligaon should be taken over by N. F. Railway.

4. Restoration of cadre position as on 1.4.67 in respect of class III and class IV categories.
5. Services of casual labour, who are continuously in service for more than 5-7 years, should be regularised.
6. Inadequate housing facilities on N. F. Railway and need for its immediate construction to the entitled staff.
7. Revision of Assam Compensatory Allowance.
8. Granting of adequate interim relief to N. F. Railway staff considering the low rate of wages prevailing there.

Purchase of Coal from Mine-Owners who have Implemented Recommendations of Coal Mines Wage Board

1314. SHRI P. C. ADICHAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Government purchase coal from those coal mines only which produce certificates from the Regional Labour Commissioner (C) to the effect that they have implemented the recommendations of the Coal Mines Wage Board; and

(b) the names of the coal mines which have submitted such certificates to the Railway authorities?

THE MINISTER OF RAILWAYS (SHRI NANDA): (a) Yes.

(b) A statement showing the names of collieries supplying coal to the Railways which have submitted the certificates is laid on the Table of the House. [Placed in Library. See No. LT—3838/70].

Allotment of Steel Sheets to M/s. Standard Drum and Barrel Manufacturing Company

1315. SHRI SITA RAM KESRI: Will the Minister of INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE be pleased to refer to the reply given to Unstarred Ques-

tion No. 7771 on the 28th April, 1970 regarding the allotment of steel sheets to M/s. Standard Drum and Barrel Manufacturing Company, Bombay and state:

(a) whether Government have since collected the requisite information;

(b) if so, the details thereof; and

(c) if not, how much more time they are likely to take and the reasons for the delay?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE (SHRI M. R. KRISHNA): (a) to (c). The information is required for a period, which is more than 10 years, and various authorities/firms had to be addressed. A part of the information has been compiled while the remaining is yet to be received. As soon as this is received, the complete information will be laid on the Table of the House.

Sale of Steel Sheets by Indian Oil Corporation to M/s. Standard Drum and Barrel Mfg. Co., Bombay

1316. SHRI SITA RAM KESRI: Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state:

(a) whether it is a fact that the Indian Oil Corporation have sold 1,300 tons of steel sheets to M/s. Standard Drum and Barrel Manufacturing Co., Bombay; and

(b) if so, how the said quantity of steel sheets was utilised by them?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI MOHD. SHAFI QURESHI): (a) and (b). The information is being collected and will be laid on the Table of the House.

Investment by Private Sector

1317. SHRI P. K. DEO: Will the Minister of INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE be pleased to state:

(a) whether the private sector recently has

not registered any rise in its investment ;

(b) if so, whether the attention of Government has been drawn to a report published in the *Statesman* dated the 16th June, 1970 ; and

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

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE (SHRI M. R. KRISHNA) : (a) There has been substantial increase by way of capital issues during the first half of 1970 as compared to the same period in 1968 and 1969.

(b) and (c). The report in the 'Statesman' dated 16th June, 1970, has been seen. As the revised licensing policy came into effective operation only from March, 1970, it is too early to assess its detailed impact on the investment climate, particularly in respect of investment propositions below Rs. 1 crore which is the revised exemption ceiling, subject to certain conditions.

Ex-factory and Market Prices of Corrugated Iron Sheets

1318. SHRI M. MEGHACHANDRA : Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state :

(a) the ex-factory price of Corrugated Iron Sheet per ton in the different Steel Plants of India ;

(b) the prevailing market price of C. I. Sheet per ton in the main cities of India including Imphal in the months of June and July, 1970 ; and

(c) the total quantity of C. I. Sheet brought inside Manipur by the firms selling C. I. Sheet in Manipur during 1969 and 1970 till date and the price at which the said C. I. Sheet has been disposed of ?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI MOHD. SHAFI QURESHI) : (a) The price of Galvanised Corrugated sheets is uniform for all the main

Steel Plants. The prices are F. O. R. destination and not ex-Plant. The present base price per tonne is Rs. 1,866/- for tested quality.

(b) Market price of Galvanised Corrugated Sheets in Imphal during June and July was between Rs. 2,900 and Rs. 3,100 per metric tonne. Prices reported from Calcutta, Delhi, Bombay and Madras during June and July, 1970, show a premium varying between Rs. 500 and Rs. 900 per tonne.

(c) This information is not available.

Financial Assistance to Small-scale Industries in Manipur

1319. SHRI M. MEGHACHANDRA : Will the Minister of INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE be pleased to state :

(a) the financial agencies helping small scale industries in Manipur and the amount of financial help so far granted to the small scale industries during 1969-70 in detail ; and

(b) the fund earmarked for aid and assistance to such industries and also to the handloom industry of Manipur during 1970-71 in detail ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE (SHRI M. R. KRISHNA) : (a) and (b). The information is being collected from the Manipur Administration and will be laid on the Table of the House.

New Railway Line from Badarpur (Silchar) to Jiribam (Manipur)

1320. SHRI M. MEGHACHANDRA : Will the Minister of RAILWAYS be pleased to state :

(a) whether any proposal for a new Railway line from Badarpur (Silchar) to Jiribam (Manipur) and beyond is under consideration ; and

(b) if so, whether any decision has so far been taken in this regard ?

THE MINISTER OF RAILWAYS (SHRI NANDA) : (a) No.

(b) Due to paucity of funds and lack of adequate traffic justification, this proposal cannot be considered at present.

Budget for Welfare Services of Social Welfare Board, Manipur for 1970-71

1321. SHRI M. MEGHACHANDRA : Will the Minister of LAW AND SOCIAL WELFARE be pleased to state :

(a) the proposed budget for Welfare services of the Social Welfare Board, Manipur for the year 1970-71 ;

(b) the details of the programme in both the Scheduled Caste and Scheduled Tribe areas of Manipur with their total proposed expenditure, respectively ; and

(c) the assessment of the work done by the Board in Manipur during 1969-70 with special reference to the Scheduled Castes and Scheduled Tribe areas ?

THE MINISTER OF STATE IN THE MINISTRY OF LAW AND IN THE DEPARTMENT OF SOCIAL WELFARE (SHRI JAGANATH RAO) : (a) A sum of Rs. 3,75,500 has been provided for Welfare services in Manipur.

(b) The Central Social Welfare Board/ State Social Welfare Advisory Board has no such programme exclusively for the welfare of Scheduled Tribe people/areas in any State/ Union Territory.

Under the centrally sponsored welfare schemes an amount of Rs. 26.18 lakhs for Scheduled Tribes and Rs. 0.58 lakhs for Scheduled Castes, are proposed to be spent during the year 1970-71 (*vide* details at Annexure I.)

(c) The State Boards have no specific programmes for Scheduled Castes and Scheduled Tribes areas.

Annexure I

Details of the programme under the Centrally sponsored Schemes for 1970-71 in Manipur

Rs. in lakhs

A. Scheduled Tribes	
1. Post-matric scholarship	1.38
2. Girls' hostels	0.40
3. Tribal Development Blocks	24.00
4. Cooperation	0.40
Total (A) :	<hr/> 26.18 <hr/>
B. Scheduled Castes	
1. Post-matric scholarships	0.08
2. Improvement in working and living conditions of sweepers and scavengers.	0.50
Total (B) :	<hr/> 0.58 <hr/>

Shortage of Cement in Manipur

1322. SHRI M. MEGHACHANDRA : Will the Minister of INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE be pleased to state :

(a) whether there has been scarcity of cement in the Imphal market in Manipur during the last few months causing great inconvenience to the public ;

(b) whether the price of cement has also gone up due to this shortage and also due to blackmarketing ;

(c) if so, the steps taken by the Government of Manipur to meet the situation ; and

(d) the reason for this kind of scarcity caused during the last few months in Manipur ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE (SHRI M. R. KRISHNA) : (a) There was a temporary scarcity of cement in Manipur between January to July, 1970.

(b) The prices did not rise beyond the limits fixed by the Manipur Government and there are also no reports of blackmarketing in Cement.

(c) and (d). The scarcity was temporary mainly due to non-availability of Railway Wagons and Booking restrictions. Steps have been taken for allotment of the required number of wagons and the stockists have now received cement. The position is expected to improve further.

Loss due to Pilferage of Coal

1323. SHRI D. N. PATODIA : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that every year the Railways lose a substantial amount of money over the pilferage of coal ;

(b) whether it is also a fact that this happens because there is no foolproof method of checking the consumption of coal after it has been loaded into the engine ;

(c) whether any estimate of the loss incurred per year have been prepared ; and

(d) what steps have been taken to curb the loss ?

THE MINISTER OF RAILWAYS (SHRI NANDA) : (a) Yes.

(b) No ; coal bunkers on the engine tenders are provided with calibration marks. Coal consumed is assessed by means of these calibration marks at the end of the trip.

(c) No estimate of the loss due to pilferage has been prepared.

(d) The following preventive measures are taken on the Railways :

1. Escorting of coal special by R. P. F. staff.
2. Joint checking of coal wagons at loading and unloading points.
3. Deputation of plain clothes staff at

various black spots to collect intelligence and unearth gangs responsible for coal pilferage.

4. Strengthening of R. P. F. staff at important coal sheds/dumps and loco sheds.
5. Surprise checks at loading and weighment points jointly by R. P. F. and Mechanical Department for insufficient operation of locos leading to excess consumption.
6. Dealing with staff involved in coal pilferage under penal sections of law and RP (UP) Act.
7. Detailing of pickets and patrols in big and important yards.
8. Verification of antecedents of labourers handling coal.
9. Proper stacking of coal in running sheds.
10. An All India coal saving Drive has been launched with effect from 1.5.1970 and it continues.

Heavy Engineering Corporation equipment for Bokaro Steel Plant

1324. SHRI D. N. PATODIA :
SHRI KANWAR LAL GUPTA :
SHRI PREM CHAND VERMA :

Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state :

(a) whether it is a fact that the Heavy Engineering Corporation is not in a position to cope up with the needs for producing equipments necessary for the Bokaro Steel Plant ;

(b) whether it is also a fact that any delay in effecting supplies to the Bokaro Steel Plant will adversely affect the construction schedule and it will be delayed further ; and

(c) if so, to what extent the Heavy Engineering Corporation has committed itself for effecting supplies to Bokaro and whether it

will be possible for the Heavy Engineering Corporation to keep it up and, if not, how the needs of the Bokaro Steel Plant are going to be distributed for supply?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI MOHD. SHAFI QURESHI): (a) to (c). The Heavy Engineering Corporation is fully equipped to cope with the supplies of equipment and structurals in accordance with its contractual commitments with the Bokaro Steel Ltd. Its total commitments for supply are 72235 tonnes of equipment, for supply by 1971-72, and 27210 tonnes of structurals to be supplied by 1970-71. As at present, the supplies of equipment have fallen short of the phased deliveries laid down in the Contract. However, constant efforts are being made to make up the arrears in as short a time as possible and to keep up supplies so as not to delay the construction of the Bokaro Steel Plant. For this purpose, some orders have already been off loaded by the Heavy Engineering Corporation to other indigenous suppliers and arrangements for import of some difficult and sophisticated items have also been made. There is no doubt that the construction schedule of the Bokaro Steel Plant will be adversely affected if the past shortfalls are not rapidly made up and the future supplies are not in accordance with the required sequence of deliveries.

Exemption of big Industrial Houses from application of Monopolies and Restrictive Trade Practices Act, 1969

1325. SHRI D. N. PATODIA: Will the Minister of COMPANY AFFAIRS be pleased to state:

(a) whether it is a fact that an officially sponsored study on India's marketing has strongly recommended exemption of top industrial houses from the application of the Monopolies and Restrictive Trade Practices Act, 1969 so that they could expand their production freely and meet the requirements of overseas sale;

(b) whether Government have considered the suggestion; and

(c) if so, their reaction in this regard?

THE MINISTER OF COMPANY AFFAIRS (SHRI RAGHUNATHA REDDY): (a) to (c). Only a preliminary report of a study on 'India's export marketing' by the Industrial Development Service has been received by the Ministry of Foreign Trade for discussion. The final report is yet to be received; the recommendations contained therein will be considered by Government.

पूरी तरह भरे माल डिब्बों द्वारा दूरी तय किया जाना

1326. श्री राम सेवक यादव: क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या रेलवे में कोई ऐसा नियम है जिसके अन्तर्गत पूरी तरह भरे हुये माल डिब्बे को एक सप्ताह में 600-700 मील की दूरी तय करनी होती है;

(ख) यदि हाँ, तो क्या यह सच है कि नियम का पालन नहीं किया जा रहा है;

(ग) क्या इस बारे में श्री लक्ष्मी भूषण वाष्ण्य एण्ड सन्स, पेपर मचॅन्ट, जबलपुर से कोई ज्ञापन प्राप्त हुआ है; और

(घ) यदि हाँ, तो ज्ञापन में क्या-क्या शिकायतें की गई हैं और उनको दूर करने के लिये क्या कार्यवाही की जा रही है?

रेलवे मंत्री (श्री नन्दा): (क) और (ख). रेलों ने बड़ी लाइन के माल डिब्बों के पारवहन के लिये प्रतिदिन 250 कि० मी० और लदान के लिए एक दिन का कड़ा लक्ष्य निश्चित किया है। फिर भी, प्रत्येक मामले में यह लक्ष्य प्राप्त करना सम्भव नहीं है क्योंकि रेलों पर पारवहन समय न केवल दूरी पर निर्भर है बल्कि अन्य कारणों से भी उस पर बुरा प्रभाव पड़ता है जैसे लदान स्टेशन की स्थिति, किसी खास दिशा में होने वाले

यातायात की मात्रा, दुलाई का बंग जैसे लम्बी दूरी के विन्यास के लिये सुकर ब्लाक रैकों में होना, मध्यवर्ती समूहलाई यादों की संख्या जहां माल डिब्बों की समूहलाई होती है, दुलाई के मार्ग में लाइन क्षमता के संतृप्त होने की सीमा, हड़तालों, बंदों और दूर संचार तारों/किबुलों आदि की चोरियों के कारण यातायात में व्यतिक्रम का होना ।

परेषणों के पारवहन पर निगरानी रखने के लिये स्वीकृत मापदण्ड के अनुसार परेषणों के पारवहन समय का विश्लेषण करने के लिये महत्वपूर्ण मार्गों पर नियमित रूप से नमूने के सर्वेक्षण कराये जा रहे हैं और जहां आवश्यक होता है उपचारात्मक कार्रवाई की जाती है। मार्च से जून तक किये गये नमूने के सर्वेक्षणों के परिणामों से मालूम होता है कि महत्वपूर्ण मार्गों पर माल डिब्बा परेषणों का लगभग 75 प्रतिशत निर्धारित समय के भीतर गन्तव्य स्टेशन पर पहुंच गया । ऊपर बताये गये कारणों से शेष परेषणों में विलम्ब हो गया और कुछ मामलों में मार्ग में यांत्रिक खराबियों के कारण माल डिब्बों के क्षतिग्रस्त होने और गलत स्थान पर भेज दिये जाने आदि के कारण विलम्ब हुआ ।

(ग) और (घ). जी हां, हाल ही में सहारनपुर से जबलपुर को भेजे गये कागज के परेषण से लदे माल डिब्बों के विलम्ब के बारे में एक शिकायत मिली है और मालडिब्बा क्षमता बचाने के लिये पारवहन समय में सुधार करने का सुझाव दिया गया है। उत्तर और मध्य रेलों द्वारा पारवहन में मालडिब्बों में विलम्ब होने की शिकायत की जांच की जा रही है ।

Export of Steel

1327. SHRIMATI SHARDA MUKERJEE : Will the Minister of STEEL AND HEAVY

ENGINEERING be pleased to state :

(a) the progress made in the export of finished iron and steel to various countries upto the 30th June, 1970 ;

(b) the total quantity of iron and steel which is to be exported during the year 1970-71 and how it compares with the quantity exported in the last three consecutive years ; and

(c) the steps being taken to see that our mineral stock is not depleted by export and that the expansion of our steel plants is maintained ?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI MOHD. SHAFI QURESHI): (a) A quantity of 1,25,578 tonnes of pig iron and 1,46,761 tonnes of steel was exported during the period April to June 1970.

(b) The quantity of iron and steel exported during the last three years was as under :

<i>In tonnes</i>		
1967-68	1968-69	1969-70
12.27 lakhs	16.23 lakhs	13.48 lakhs

The export target for the year 1970-71 is still under consideration. In view of the increased internal demand it is anticipated that this will be lower than the level of exports reached during 1969-70.

(c) There are sufficient reserves of iron ore in the country to meet the expansions of the steel plants, notwithstanding the export of iron ore which is taking place at present.

बलिया रेलवे स्टेशन (पूर्वोत्तर रेलवे) पर रेल गाड़ियों के पहुंचने के बारे में पूछताछ

1328. श्री चन्द्रिका प्रसाद : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि रेलवे स्टेशनों पर विशेषकर बलिया रेलवे स्टेशन पर रेल-गाड़ियों के पहुंचने के बारे में पूछताछ का

सामान्यतः यह उत्तर मिलता है कि कंट्रोल पम्प ठीक नहीं है ;

(ख) यदि हां, तो क्या कंट्रोल पम्प ठीक रखने के लिये सरकार ने कोई कार्यवाही करने के बारे में विचार किया है ; और

(ग) यदि नहीं, तो इसके क्या कारण हैं ?

रेलवे मंत्री (श्री नन्दा) : (क) सम्भवतः माननीय सदस्य का आशय बलिया स्टेशन पर लगे कंट्रोल फोन से है । यह सही नहीं है कि गाड़ियों के पहुंचने के सम्बन्ध में की गई पूछ-ताछ का उत्तर सामान्यतः यह मिलता है कि कंट्रोल फोन ठीक नहीं है । लेकिन कभी-कभी कंट्रोल फोन खराब हो जाता है । 30-6-70 को समाप्त होने वाले वर्ष में कंट्रोल फोन खराब होने के कारण पूछताछ का उत्तर न दिये जाने के सम्बन्ध में बलिया स्टेशन से सम्बन्धित 2 शिकायतें मिली थीं ।

(ख) और (ग). जी हां । कंट्रोल सर्किट के खराब हो जाने का मुख्य कारण रेलों को डाक और तार विभाग द्वारा किराये पर दिये गये तांबे के सम्बाहकों की चोरी होना है । इस समस्या से जूझने के लिये रेल प्रशासन इस

खण्ड पर अल्यूमिनियम कण्डक्टर स्टील के प्रतिबलित तारों से अपनी ही लाइन डालने की व्यवस्था कर रहा है ।

Construction of Rural Industrial Estates in States

1329. SHRI HEM RAJ : Will the Minister of INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE be pleased to state :

(a) the total number of Rural Industrial Estates constructed in the country State-wise to date ;

(b) the number of them lying idle and the number out of them which are in use ; and

(c) the use to which the idle Rural Industrial Estates are being put ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE (SHRI M. R. KRISHNA): (a) 100 ; State-wise details are given in the Annexure.

(b) 35 are lying idle and 65 are in use.

(c) Some of the sheds are being used as godowns for storing grains etc. and some others are being used for temporary housing of military and police personnel.

Annexure

Statement showing the position of rural industrial estates as on 30. 9. 1969 in different states

Name of States	Functioning	Not functioning	Completed without facilities	Under construction.
1	2	3	4	5
Andhra Pradesh	7	—	—	3
Assam	1	—	—	—
Bihar	—	2	2	3
Dadara & Nagar Haveli	1	—	—	—
Goa	1	—	—	—
Gujarat	—	2	—	—
Haryana	4	5	—	—
Himachal Pradesh	4	2	—	—
J. & K.	8	1	—	2

	1	2	3	4	5
Kerala		6	—	—	—
Maharashtra		—	—	—	2
Madhya Pradesh		—	2	—	9
Manipur		—	—	—	1
Orissa		1	—	—	—
Pondicherry		1	—	1	—
Punjab		3	13	2	—
Rajasthan		4	—	—	—
Tamil Nadu		6	—	—	—
Tripura		2	—	—	1
U. P.		13	8	5	4
West Bengal		3	—	—	—
		65	35	10	25

1. Total Rural estates completed with facilities = 65 + 35 = 100
2. Total Rural estates completed but without facilities = 10
3. Total Rural estates under construction = 25

Amendment of Hindu Religious Endowments Act

1330. SHRI HEM RAJ : Will the Minister of LAW AND SOCIAL WELFARE be pleased to state :

(a) whether Government propose to bring forward any legislation to amend the Hindu Religious Endowments Act ; and

(b) if not, the reasons therefor ?

THE MINISTER OF STATE IN THE MINISTRY OF LAW AND IN THE DEPARTMENT OF SOCIAL WELFARE (SHRI JAGANATH RAO) : (a) There is no Central enactment called the Hindu Religious Endowments Act. However, a proposal for implementing recommendations of the Hindu Religious Endowments Commission by suitable legislation is under the consideration of the Government.

(b) Does not arise.

Rent of Vendors' shed on Kangra Valley Railway Station (Northern Railway)

1331. SHRI HEM RAJ : Will the Minister of RAILWAYS be pleased to state :

(a) the number of vendors' Sheds constructed on the different Railway Stations of the Kangra Valley Railway Section of the Northern Railway with the names of the Stations ;

(b) whether it is a fact that before their construction, the consent for the payment of fixed rent was obtained by the department ; and

(c) whether it is also a fact that now the demand bills, showing two to three times the rent already fixed, are being sent and charged from them and, if so, the reasons therefor ?

THE MINISTER OF RAILWAYS (SHRI NANDA) : (a) Vendors' Sheds have been constructed at Jawalamukhi Road and Koparlahar stations, on the Kangra Valley Section of the Northern Railway.

(b) Yes, but the rent is subject to revision from time to time.

(c) No.

Demand of Porters for a covered shed at Pathankot Railway Station

1332. SHRI HEM RAJ : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that the porters of the Pathankot Railway Station have made a representation to the Department for the construction of a covered shed for protection against heavy rains ; and

(b) if so, the result thereof ?

THE MINISTER OF RAILWAYS (SHRI NANDA) : (a) Yes.

(b) Licensed Porters at Pathankot can make use of the existing III Class waiting halls and platform sheds provided for passengers. Construction of a separate shed for them is not considered necessary.

इस्पात के मूल्यों में वृद्धि होने के कारण इन्जीनियरिंग उत्पादों के मूल्य में वृद्धि

1333. श्री भोलानाथ मास्टर : क्या इस्पात तथा भारी इन्जीनियरिंग मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार ने इस्पात के मूल्यों में वृद्धि करने की अनुमति दे दी है ; और

(ख) क्या इसके परिणाम-स्वरूप ही इन्जीनियरिंग कारखानों अपने उत्पादों के मूल्य बढ़ा रहे हैं ?

इस्पात तथा भारी इन्जीनियरी मंत्रालय में उपमंत्री (श्री मुहम्मद शफी कुरेशी) : (क) 1-1-1970 से संयुक्त संयंत्र समिति ने सरकार की अनुमति से विभिन्न प्रकार के इस्पात के मूल्य में 77.50 रुपये प्रति टन की औसतन वृद्धि की है ।

(ख) जी, हां । कुछ इन्जीनियरी उद्योगों द्वारा अपने उत्पादों के मूल्य बढ़ाने के समाचार मिले हैं ।

चौथी योजना में टाइपराइटरों की आवश्यकता और उसका उत्पादन

1334. श्री भोलानाथ मास्टर : क्या औद्योगिक विकास तथा आंतरिक व्यापार मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या चौथी योजना में छोटे और बड़े टाइपराइटरों की आवश्यकता का मूल्यांकन किया गया है ;

(ख) क्या आवश्यकतानुसार टाइपराइटर बनाने की अनुमति दी गई है ; और

(ग) यदि हां, तो ऐसे टाइपराइटर बनाने वाली कम्पनियों के नाम क्या हैं जिन्हें इस आशय की अनुमति दी गई है और उनकी निर्माण क्षमता कितनी है ?

औद्योगिक विकास तथा आन्तरिक व्यापार मंत्रालय में उपमंत्री (श्री मं० रं० कृष्ण) : (क) योजना आयोग ने अनुमान लगाया है कि चतुर्थ पंचवर्षीय योजना के अन्त तक टाइपराइटरों की मांग 1 लाख नग होगी और इसमें 15000 पोर्टेबल टाइपराइटरों की मांग भी सम्मिलित है ।

(ख) तथा (ग). चतुर्थ पंचवर्षीय योजना के अन्त तक 1 लाख टाइपराइटरों की लक्ष निर्धारित की गई क्षमता में से 1,02,000 टाइपराइटरों की क्षमता के लिये लाइसेंस/स्वीकृति दी गई है । टाइपराइटर निर्माता कम्पनियों के नाम, लाइसेंस प्राप्त क्षमता तथा स्थापित क्षमता तथा उत्पादन दिखाने वाला एक विवरण सभा पटल पर रख दिया गया है । [प्रश्नालय में रखा गया । देखिये संख्या LT-3839/70]

**Training of Train Clerk of Barauni
for Promotion as Guard**

1335. SHRI LAKHAN LAL KAPOOR : Will the Minister of RAILWAYS be pleased to state :

(a) whether any qualifying period has been fixed for the promotion of Train Clerks as Guards ;

(b) whether any training is provided to Train Clerks before their appointment as Guards ;

(c) if so, what is the period of training ;

(d) whether a Train Clerk at Barauni, North Eastern Railway, has been sent for Guard's training ;

(e) whether the said Train Clerk has completed the qualifying period of service ; and

(f) if not, the reasons of his being sent for Guard's training ?

THE MINISTER OF RAILWAYS (SHRI NANDA) : (a) Only those Trains Clerks who have put in a minimum of 5 years service are eligible for promotion as Guards 'C'.

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

(d) Yes.

(e) No.

(f) The Train Clerk in question was sent for Guard's training in January, 1970 due to administrative error. His name, therefore, has been deleted from the list of the Trains Clerks who are deemed to have been trained as Guards.

**Amalgamation of D. Macropolo with
Godfrey Phillips**

1336. SHRI MADHU LIMAYE : Will the Minister of COMPANY AFFAIRS be pleased to state :

(a) whether a proposal has been made for the amalgamation of D. Macropolo (a cigarette

manufacturing Company) with Godfrey Phillips ;

(b) whether D. Macropolo was browbeaten into amalgamation by Godfrey Phillips by saying that they would not act as their selling agents or distributors in future ;

(c) whether this amalgamation involves repatriation of foreign exchange ;

(d) whether this agreement was cleared by the Reserve Bank despite the protest made by a section of the shareholders ; and

(e) whether the Company Affairs Department has already opposed or will oppose this amalgamation because it involves absorption of a company with majority of Indian shareholding by a predominantly foreign-owned company and also because it involves repatriation of foreign exchange and, if not, the reasons for not opposing this merger ?

**THE MINISTER OF COMPANY
AFFAIRS (SHRI RAGHUNATHA REDDY) :**

(a) The application for amalgamation was filed before the High Court of Judicature at Bombay and the same was allowed by the Hon'ble High Court.

(b) Shri Narielwala, a director of the D. Macropolo and Co. Ltd. in his letter addressed to the shareholders of the company, had pointed out that "the ground on which the proposed scheme is sought to be supported by the majority of the directors of our company and recommended to the shareholders is that the Sole Selling Agreement between our company and Godfrey Phillips India Ltd. will expire on the 30th June, 1970 and that the latter have indicated that this agreement will not be renewed after that date and therefore, substantial part of income and profits will thereupon be lost to the company." Shri Narielwala, on the eve of hearing before the High Court, informed the company that he does not wish to contest the case.

(c) Yes, Sir.

(d) The matter is still under consideration

of the Ministry of Finance/Reserve Bank of India.

(c) The Company Law Board had filed a representation in the High Court bringing to the notice of the Court certain objections including the one stated by the Hon'ble Member in regard to the scheme of amalgamation, but the Court allowed the scheme subject to the approval of the Reserve Bank of India or any other authority concerned being obtained in respect of any matter for which such approval is required.

Cigarette Production Capacity of Imperial Tobacco Company and Vazir Sultan Tobacco Co.

1337. SHRI MADHU LIMAYE : Will the Minister of INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE be pleased to state :

(a) whether it is a fact that the Imperial Tobacco Company and Vazir Sultan Tobacco Co. (both foreign owned) control substantial installed capacity and production of cigarettes in the country ;

(b) if so, the respective share of these Companies or their affiliative like Vazir Sultan Tobacco Co. in the total capacity and produc-

tion in the country as of today ;

(c) whether these foreign Companies indulge in the malpractice of contracting out to weak or defunct Indian firms ;

(d) the magnitude of this contracting out and its effect on the genuine indigenous manufacturers ; and

(e) what steps Government propose to take to curb these malpractices ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE (SHRI M. R. KRISHNA) : (a) and (b). A statement showing the total installed capacity and production of cigarettes in the country in 1969 and respective shares of Imperial Tobacco Company and Vazir Sultan Tobacco Company is attached.

(c) and (d). At the specific request of an Indian Cigarette Company *viz.* National Tobacco Company, for assistance, Imperial Tobacco Company, are stated to have got some of the brands manufactured by the former from time to time.

(e) All aspects of the matter would be looked into.

Statement

Figures in million pieces

Total installed capacity of Cigarettes	Total production of Cigarettes in 1969	Installed capacity of		Production of	
		Imperial Tobacco Company	Vazir Sultan Tobacco Company	Imperial Tobacco Company	Vazir Sultan Tobacco Co.
57,688	59,714	24,240	8,880	30,038	11,842

Emoluments for Full-Time Managing Directors and Directors

1338. SHRI MADHU LIMAYE : Will the Minister of COMPANY AFFAIRS be pleased to state :

(a) whether the Company Affairs Department have received from Members of Parliament and share-holders a large number of com-

plaints about the fantastic emoluments sought to be fixed by the managements after the abolition of the managing agency system for their full-time Managing Directors and other full-time Directors ;

(b) if so, the list of the said companies and their proposals about the emoluments of full-time Directors ;

(c) the decision of the Company Law Board in respect of such of these cases ;

(d) whether any pressure has been brought to bear on Ministry in the matter of clearing these agreements ; and

(e) if so, the nature of this pressure ?

THE MINISTER OF COMPANY AFFAIRS (SHRI RAGHUNATHA REDDY) : (a) to (c). The information is being collected and a statement will be laid on the Table of the House.

(d) No, Sir.

(e) Does not arise.

Inadequate Booking Clerk Facilities at Jamalpur (Eastern Railway)

1339. SHRI MADHU LIMAYE : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Railways have received any representation about the inadequate of Booking Clerk facilities at Jamalpur Junction on the Eastern Railway and the inconvenience caused to women passengers because of the fact that only one Booking Clerk is required to handle two windows simultaneously ; and

(b) if so, the steps taken by the Railways to remove these grievances ?

THE MINISTER OF RAILWAYS (SHRI NANDA) : (a) Yes.

(b) There are three Booking windows for issue of third class tickets to passengers at Jamalpur Railway station. One of these is operated for 24 hours and the second is operated during the rush period from 8-00 hrs. to 10-00 hrs. in the morning and 15-00 hrs. to 18-00 hrs. in the evening. The third booking window is operated at week ends for issue of concession tickets to railway employees to avoid long queues at the booking windows opened for public. The existing arrangements for booking of tickets are adequate and there is no justification for a separate booking counter for ladies who have the facility of a separate queue.

Dispute about Congress Election Symbol

1340. SHRI MUHAMMAD SHERIFF :
SHRI SRADHAKAR SUPAKAR :

Will the Minister of LAW AND SOCIAL WELFARE be pleased to state :

(a) whether the enquiry, conducted by the Chief Election Commissioner to decide the symbol dispute between the two rival Congress parties, has been completed and report submitted ; and

(b) if so, the details thereof and, if not, the time by which the enquiry would be completed and the report submitted ?

THE MINISTER OF STATE IN THE MINISTRY OF LAW AND IN THE DEPARTMENT OF SOCIAL WELFARE (SHRI JAGANATH RAO) : (a) No, Sir.

(b) Does not arise.

Review of Parts of the Constitution which Conferred Special Privileges on Scheduled Castes and Scheduled Tribes

1341. SHRI MUHAMMAD SHERIFF : Will the Minister of LAW AND SOCIAL WELFARE be pleased to state :

(a) whether the Government have considered to review that part of the Constitution which conferred special privileges on Scheduled Castes and Scheduled Tribes ;

(b) whether it is a fact that the present policy has only encouraged the creation of vested interests ; and

(c) if so, the details thereof and the steps taken by Government for the concessions to be given to all qualified for it ?

THE MINISTER OF STATE IN THE MINISTRY OF LAW AND IN THE DEPARTMENT OF SOCIAL WELFARE (SHRI JAGANATH RAO) : (a) The whole question was reviewed during the passage of the Constitution (Twenty-third amendment) Act, 1969.

(b) This is a matter of opinion.

(c) Does not arise.

Nutritive Food for School Children in Age Group 0-3

1342. SHRI SHASHI BHUSHAN: Will the Minister of LAW AND SOCIAL WELFARE be pleased to refer to the reply given to Unstarred Question No. 6863 on the 21st April, 1970 regarding the nutritive food for school children in age-group 0-3 and state:

(a) the details of the programme worked out in respect of supply of nutrition to five lakh children in the age group 0-3 in tribal areas and five lakh children in slum areas of cities; and

(b) the outcome of the negotiation which was going on with the National Dairy Development Board for supply of milk to children?

THE MINISTER OF STATE IN THE MINISTRY OF LAW AND IN THE DEPARTMENT OF SOCIAL WELFARE (SHRI JAGANATH RAO): (a) The details of the scheme are given in the statement laid on the Table of the House. [Placed in Library. See No. LT—3840/70]

(b) An understanding has been arrived at with the Department of Agriculture for the supply of double toned milk at subsidised rates

Number of Saloons

	Broad Gauge				Metre Gauge			
	8 Wheeler		4 Wheeler		8 Wheeler		4 Wheeler	
	AC	Non-AC	AC	Non-AC	AC	Non-AC	AC	Non-AC
As on 31-12-1959	3	2	—	—	—	—	—	—
As on 31-12-1969	3	2	—	—	—	—	—	—

(c) does not arise.

Objections to Seniority List of Assistant Station Masters of Delhi

1344. SHRI SHASHI BHUSHAN: Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 5455 on the 7th April, 1970 regarding confirma-

by the Government dairies for the programme in the slum areas of the cities of Ahmedabad, Bombay, Calcutta, Delhi, Hyderabad and Madras.

Four-Wheeler and Eight-Wheeler Saloon Cars for Broad-Gauge and Metre-Gauge Lines

1343. SHRI SHASHI BHUSHAN: Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 6965 on the 21st April, 1970 regarding Four-Wheeler and Eight-Wheeler Saloon Cars for broad-gauge and metre-gauge lines; and state:

(a) whether the required information has since been collected;

(b) if so, the details thereof; and

(c) if not, the reasons therefor and the further time likely to be taken in collecting the required information?

THE MINISTER OF RAILWAYS (SHRI NANDA): (a) Yes.

(b) Details are given below:

tion and seniority of Station Masters and Assistant Station Masters of Delhi Division of the Northern Railway and state:

(a) whether the objections from the concerned staff in respect of the seniority list of the Assistant Station Masters of Delhi have since been received and considered;

(b) if so, whether the final seniority list has been published and confirmations made; and

(c) if not, the reasons therefor and the further time likely to be taken in taking a final decision in this regard?

THE MINISTER OF RAILWAYS (SHRI NANDA): (a) Yes.

(b) No.

(c) The objections raised by the staff are under examination in consultation with the concerned Divisional authorities. It is not possible to indicate the exact time likely to be taken in taking a decision.

Cycle Industry

1345. SHRI R. K. BIRLA: Will the Minister of INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE be pleased to state:

(a) whether it is a fact that the cycle industry is making rapid progress year by year;

(b) if so, the number of cycles of each, make manufactured during the last three years, year-wise;

(c) whether it is also a fact that the Indian cycle is much in demand in foreign countries and, if so, the names of the countries where the Indian cycle is in demand; and

(d) whether the capacity of cycle industry is adequate to meet the home and export demand?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE (SHRI M. R. KRISHNA): (a) Yes, Sir.

(b) Production of bicycles in the large scale sector during the last three years was as follows:

Year	Complete Bicycles (Nos.)
1967	16,94,260
1968	19,52,176
1969	19,32,611

(fall in production due to transfer of some units to the small scale sector having assets in plant and machinery upto Rs. 7.5 lakhs).

Production in the small scale sector has increased from 3 lakh Nos. in 1966 to 5.44 lakh Nos. in 1968-69.

Brand-wise figures of production are not available.

(c) Yes, Sir.

The major countries to which Indian bicycles and components are being exported are: Indonesia, Iran, Iraq, Kenya, Malawi, Nigeria, Singapore, Sudan, Tanzania, Thailand, Uganda, U. A. R., U. K., U. S. A., West Germany, Yugoslavia and Zambia.

(d) Yes, Sir.

Non-availability of wagons for movement of fodder in Rajasthan

1346. SHRI R. K. BIRLA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Districts hit by famine in Rajasthan in May-June, 1970 faced extreme shortage of fodder due to non-availability of wagons;

(b) whether it is also a fact that fodder for Rajasthan famine hit districts was procured from Punjab, Haryana and Delhi but could not be despatched in time because of the shortage of wagons;

(c) if so, the number of wagons asked for and the number of wagons supplied for the purpose;

(d) the reasons for which wagons could not be made available for such an important cause; and

(e) the action taken or proposed to be taken against those who were responsible for the lapse?

THE MINISTER OF RAILWAYS (SHRI NANDA): (a) to (c). There was no shortage of wagons for movement of fodder to drought affected areas in Rajasthan. However, there was some delay in receipt of the loading programme from the Rajasthan Government. The indents at the loading points were also not adequate to arrange movement sufficiently in special and piecemeal loading had to be done. Despite these factors, during May and June 1970, 4764 metre gauge wagons were loaded with fodder to drought affected areas in Rajasthan from Punjab, Haryana and Delhi against demands for 5165 metre gauge wagons, including those awaiting clearance at the end of April 1970.

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

Strike in Public Sector Steel Plants

1347. **SHRI R. K. BIRLA :**
SHRI YAJNA DATT SHARMA :
SHRI RAM CHARAN :
SHRI RAGHUVIR SINGH SHASTRI :
SHRI SHIV KUMAR SHASTRI :

Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state :

(a) the names of the Steel Plants in the public sector where the workers had gone on strike during the last three years, year-wise ;

(b) the number of workers who went on strike during the above period in each Plant and each time ;

(c) for how many days they remained on strike during the above period, each time and Plant-wise ;

(d) the reasons for the strike, each time ; and

(e) the loss suffered by each Plant on this account during the above period?

THE DEPUTY MINISTER IN THE MI-

NISTRY OF STEEL AND HEAVY ENGINEERING (SHRI MOHD. SHAFI QURESHI) :
 (a) There have been strikes in all the Steel Plants in the public sector which are at Bhilai, Durgapur and Rourkela including the Alloy Steels Plant at Durgapur.

(b) to (e). Time and labour involved in collecting this information would not be commensurate with any advantage that may be gained.

विशाखापटनम में लगाये जाने वाले इस्पात कारखाने पर लागत

1348. श्री गं० च० बोझित : क्या इस्पात तथा भारी इंजीनियरिंग मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या विशाखापत्तनम में लगाये जाने वाले इस्पात कारखाने पर लागत के बारे में कोई अनुमान लगाया गया है ;

(ख) क्या ऐसा भी कोई अनुमान लगाया गया था कि यदि इस कारखाने को बैलाडिल्ला (मध्य प्रदेश) में लगाया जाये तो इस पर बहुत ही कम लागत आयेगी और यह अधिक सस्ता और भविष्य में भी लाभकारी रहेगा ; और

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

इस्पात तथा भारी इंजीनियरी मंत्रालय में उप मंत्री (श्री मुहम्मद शफी कुरेशी) :
 (क) जी, नहीं। शक्यता प्रतिवेदन तैयार हो जाने पर ही लागत के प्राथमिक अनुमान का पता चलेगा।

(ख) और (ग). प्रश्न नहीं उठते।

मध्य प्रदेश में सीमेंट का प्रति व्यक्ति उत्पादन और उपभोग

1349. श्री गं० च० बोझित : क्या औद्योगिक विकास, तथा आन्तरिक व्यापार मंत्री यह बताने की कृपा करेंगे कि :

(क) मध्य प्रदेश राज्य में इस समय

सीमेंट का प्रति व्यक्ति उत्पादन और उपभोग कितना है ;

(ख) क्या यह सच है कि राज्य की सीमेंट की खपत को देखते हुये वहां सीमेंट कारखाने कम हैं; और

(ग) यदि हां, तो राज्य में सीमेंट का उत्पादन बढ़ाने के लिये चौथी पंचवर्षीय योजना के अन्तर्गत क्या सरकार का राज्य को वित्तीय सहायता देने का विचार है ?

औद्योगिक विकास तथा आन्तरिक व्यापार मंत्रालय में उप मंत्री (श्री मं० रं० कृष्ण): (क) मध्य प्रदेश में 1969 के दौरान सीमेंट की प्रति व्यक्ति खपत 12.61 किलोग्राम थी तथा उस वर्ष राज्य में हुआ सीमेंट का कुल उत्पादन 20 लाख मी० टन रहा ।

(ख) जी, नहीं ।

(ग) प्रश्न ही नहीं उठता ।

केलों की ढुलाई के लिये रेल के माल-डिब्बे

1350. श्री गं० च० बीक्षित : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि समय पर रेलवे के माल डिब्बे न मिलने के कारण व्यापारियों को केले सड़क परिवहन द्वारा एक स्थान से दूसरे स्थान ले जाने पड़ते हैं ; और

(ख) यदि हां, तो क्या सरकार ऐसी कार्यवाही करेगी जिससे रेल के माल डिब्बे ठीक समय पर उपलब्ध हो जाएं ?

रेलवे मंत्री (श्री नन्दा) : (क) जी, नहीं । चालू मौसम में माल-डिब्बों की सप्लाई कम नहीं रही है । वास्तव में, 1-6-70 से 27-7-70 तक की अवधि में 954 माल-डिब्बों में केलों का लदान किया गया जबकि

1969 की इसी अवधि में 212 माल-डिब्बे लादे गये थे । सड़क मार्ग से जो यातायात होता है वह केवल थोड़ी दूरी का ही होता है और यह रेल से होने वाले कुल यातायात का लगभग 1 प्रतिशत है ।

(ख) जी हां । केलों की ढुलाई के हेतु समय पर माल-डिब्बे उपलब्ध कराने के लिये रेलों द्वारा उपयुक्त कार्रवाई की गई है और थोक में होने वाले केले के यातायात की निकासी विशेष गाड़ियों द्वारा की जा रही है ।

खंडवा और इटारसी स्टेशनों (केन्द्रीय रेलवे) के बीच गांव वालों की सुविधा के लिए यात्री गाड़ियों के निर्धारित समय में परिवर्तन करना

1351. श्री गं० च० बीक्षित : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(ख) क्या खण्डवा और इटारसी जैसे छोटे स्टेशनों विशेषकर इटारसी और बाणापुरा स्टेशनों के बीच रहने वाले ग्रामवासियों ने एक अभ्यावेदन दिया है जिसमें उन्होंने यह शिकायत की है कि भुसावल इटारसी यात्री गाड़ी के बन्द कर दिये जाने से उन्हें बहुत अधिक असुविधा हो रही है ;

(ख) क्या यह भी सच है कि उन्होंने मांग की है कि यदि उक्त यात्री गाड़ी को पुनः चलाना सम्भव न हो तो इस समय चल रही गाड़ियों में से एक के समयों में इस प्रकार से परिवर्तन किया जाये कि वह गांव वालों के लिये ठीक बैठे ; और

(ग) यदि हां, तो उस सम्बन्ध में सरकार का निर्णय क्या है ?

रेलवे मंत्री (श्री नन्दा) : (क) जी हां ।

(ख) जी हां ।

(ग) बन्द की गयी 349 डाउन/350 अप

सवारी गाड़ियों को यातायात की दृष्टि से फिर से चलाने का औचित्य नहीं है। वर्तमान गाड़ियों के समय में वांछित संभजन करना भी परिचालन की दृष्टि से व्यावहारिक नहीं है। लेकिन गाड़ी सेवा की कमी की पूर्ति के लिये इस खंड के खिरकिया, बानापुरा, बीड और हरसूद स्टेशनों पर एक एक्सप्रेस गाड़ी के रुकने की व्यवस्था की गई है।

मध्य प्रदेश के उच्च न्यायालय में निर्णयाधीन निर्वाचन सम्बन्धी रिट याचिका

1352. श्री गं० ख० दीक्षित : क्या बिधि तथा समाज कल्याण मंत्री यह बताने की कृपा करेंगे कि :

(क) मध्य प्रदेश के उच्च न्यायालय में 1967 के सामान्य निर्वाचन के सम्बन्ध में कुल कितनी रिट याचिकाएं दायर की गई थीं और क्या उन सबका निपटारा कर दिया गया है ;

(ख) यदि नहीं, तो कितनी रिट याचिकाएं अभी निर्णयाधीन है ;

(ग) मध्य प्रदेश के उच्च न्यायालय में मध्यावधि निर्वाचन के सम्बन्ध में कितनी रिट याचिकाएं दायर की गईं और उनमें से कितनी निर्णीत हो चुकी हैं ; और

(घ) क्या कुछ रिट याचिकाएं उच्च न्यायालय में अनिर्णीत पड़ी हैं ?

बिधि मंत्रालय और समाज कल्याण मंत्रालय में राज्य मंत्री (श्री जगन्नाथ राव) :

(क) 1967 वाले साधारण निर्वाचनों के सम्बन्ध में कोई भी रिट अर्जी मध्य प्रदेश उच्च

न्यायालय में दायर नहीं की गई थी। 1967 वाले साधारण निर्वाचनों के सम्बन्ध में 49 निर्वाचन अर्जियां (4 लोक सभा से सम्बन्धित और 45 राज्य विधान सभा से सम्बन्धित) मध्य प्रदेश उच्च न्यायालय में दायर की गई थीं। वे सभी अर्जियां निपटा दी गई हैं।

(ख) प्रश्न ही नहीं उठता।

(ग) और (घ). चूंकि मध्य प्रदेश में कोई मध्यावधि निर्वाचन नहीं हुआ था, इसलिये किसी रिट अर्जी के दायर किए जाने या उसके लम्बित होने का प्रश्न ही नहीं उठता।

Foreign experts at Bokaro

1353. SHRI BENI SHANKER SHARMA :
SHRI PREM CHAND VERMA :

Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state :

(a) the number of foreign technicians at the Bokaro Steel Plant with the maximum and minimum salary paid to them together with other facilities in the shape of free furnished accommodation, car and other perquisites and their value of at the market rate ;

(b) how many of such posts could be filled by the Indian Technicians direct or after some training under them ; and

(c) how long will it take to Indianise all such jobs handled by foreigners ?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI MOHD. SHAFI QURESHI) : (a) There were 157 Soviet specialists working at Bokaro Steel Plant at the end of June, 1970. The maximum and minimum salary paid to them is as indicated below:

(in Roubles)

Designation	Monthly Salary	Monthly Reimbursement	Transfer Allowance
Maximum Chief Engineer	380	468	140
Minimum Senior Foreman Instructor	116	248	74

Bokaro Steel Ltd. has to incur capital expenditure of about Rs. 33,000 for each specialist on providing a furnished house. In addition, common facilities like school, club, canteen and mess facilities have also been provided under the contract, the estimated expenditure on which is Rs. 15.5 lakhs. Free conveyance facilities for official duties are also provided. The market value for these facilities has not been assessed.

(b) and (c). The services of Soviet Specialists for providing advisory services for the construction and commissioning of the Plant are being obtained from time to time in consultation with the Management of the Bokaro Steel Ltd. The number of the Soviet Specialists is kept to the minimum consistent with the responsibilities of the Soviet Organisation, M/s. Tjzhpromexport, who provide consultancy services and supervision for the satisfactory construction and commissioning of the Plant. Indian Engineers are fully and closely associated with the Soviet Specialists in their work.

Elimination of Railway Accidents

1354. SHRI S. M. BANERJEE: Will the Minister of RAILWAYS be pleased to state:

(a) what further steps have been taken to eliminate or minimise accidents on the Railways; and

(b) whether the reports of the various Commissions have been implemented and, if so, whether a copy of the decision taken by

Government will be laid on the Table of the House?

THE MINISTER OF RAILWAYS (SHRI NANDA): (a) As the largest single factor responsible for accidents is failure of railway staff, Safety Organisations set up on the railways have been engaged in inculcating safety consciousness amongst staff connected with the running of trains and in ensuring that they have a proper understanding of the prescribed safety rules. Further, spotchecks are made to see that staff do not violate the safety rules and indulge in short-cut methods. Inquiries are held into all accidents and those held responsible are given deterrent punishments. In addition, if an inquiry reveals any other shortcomings or lapses, action is taken to see that they do not recur. Technological improvements in the shape of improved signalling and interlocking, track circuiting, etc. have also been made to the extent feasible.

(b) Presumably the reference is to the Committees appointed by the Government to enquire into the causes of accidents and suggest measures to minimise them. The two Committees—Kunzru Committee (the Railway Accidents Committee-1962) and Wanchoo Committee (the Railway Accidents Inquiry Committee-1968)—submitted their Reports in two parts. Copies of these Reports and the decisions taken by the Government on the various observations and recommendations contained in these Reports were laid on the Table of both the Houses of Parliament on dates as indicated below:

Date when laid on the Table of both Houses of Parliament

(i) Part I of the Report of the Railway Accidents Committee-1962.	December, 1962.
(ii) Views on Part I of the Report of the Railway Accidents Committee-1962.	January, 1963.
(iii) Part II of the Report of the Railway Accidents Committee-1962.	November, 1963.
(iv) Views on Part II of the Report of the Railway Accidents Committee-1962.	February, 1964.
(v) Part I of the Report of the Railway Accidents Inquiry Committee-1968.	December, 1968.

*Date when laid on the Table of both
Houses of Parliament*

(vi) Views on Part I of the Report of the Railway Accidents Inquiry Committee-1968.	Along with Budget Papers in February, 1969
(vii) Part II of the Report of the Railway Accidents Inquiry Committee-1968.	August, 1969.
(viii) Views on Part II of the the Report of the Railway Accidents Inquiry Committee-1968.	February, 1970.

The Railway Accidents Committee 1962 made, in all, 377 recommendations and 85 observations in the two parts of its report. A majority of these recommendations have already been implemented and include some which are of a continuous nature. Only 23 recommendations are at various stages of implementation—some being in the final stages. These recommendations are such as can be implemented only on a programmed basis subject to the availability of funds or require action to be taken by other organisations.

The Railway Accidents Inquiry Committee-1968 made, in all, 544 recommendations and 185 observations in the two parts of its report. Necessary action to implement these recommendations along the lines indicated in the views of the Ministry of Railways has already been initiated and their implementation is being watched vigorously.

Allocation of Raw Material and Financial Aid to Sick Industries in West Bengal

1355. SHRI JYOTIRMOY BASU :
SHRI K. HALDER :

Will the Minister of INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE be pleased to state :

(a) whether the West Bengal Government have approached the Centre for a more liberal allocation of raw material and adequate financial aid to revive several sick industries and resurrect dead ones in the State ;

(b) if so, the details thereof ; and

(c) the action taken by the Central Government in this regard ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE (SHRI M. R. KRISHNA) : (a) and (b). The West Bengal Government have drawn the attention of Government of India to the requirements of certain raw materials like steel, steel sheets thinner than 20 gauge, solvent oil and certain raw materials required for carding machines and the like. The details are being ascertained for seeing how far the assistance can be given. On the financial side, the proposal has been to hold a conference with the Reserve Bank and other concerned interests. The need for reviving the closed textile mills has also been emphasised by the Government of West Bengal.

(c) These matters are receiving attention in the Ministries concerned.

Prices of Dal in West Bengal

1356. SHRI JYOTIRMOY BASU : Will the Minister of INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE be pleased to state :

(a) the weekly wholesale and retail prices of Dal in Calcutta, Howrah and Sub-divisional Headquarters of 24 Parganas District, West Bengal, from January 1 to June 25, 1970 ;

(b) the causes of increase or decrease in prices ; and

(c) whether it is a fact that about 7,250 tonnes of dal had accumulated (till June 17,

1970) in the Eastern Railway Goods Shed and wagons at Howrah despite repeated requests to the merchants concerned to clear their consignments?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE (SHRI M. R. KRISHNA): (a) Statement I showing the weekly wholesale prices of Dals at Calcutta from week ending 2-1-70 to week ending 26-6-70 is laid on the Table of the House. [Placed in Library. See No. LT-3841/70] Statement II showing the weekly retail prices of dals in Greater Calcutta, Howrah and Bhatpara and Kamarhati centres of 24 Parganas is also laid on the Table of the House. [Placed in Library. See No. LT-3841/70]

(b) The general decrease in the prices of dals in April and the first two weeks of May 1970 is attributed to the arrival of new rabi dals. The increase in the prices of certain dals between 8th May, 1970 and 26th June, 1970 seems to be mainly seasonal as these months constitute the lean supply period particularly for the kharif pulses.

(c) Information is being collected and will be laid on the Table of the House.

Shifting of Offices from West Bengal to other States

1357. SHRI JYOTIRMOY BASU: Will the Minister of COMPANY AFFAIRS be pleased to state:

(a) the number of companies which have shifted their offices from West Bengal to other States between January and May 1970;

(b) the names of such companies;

(c) the number of workers and employees affected due to their shifting; and

(d) the reasons for shifting in each case?

THE MINISTER OF COMPANY AFFAIRS (SHRI RAGHUNATHA REDDY): (a) and (b). Two companies, namely, M/s. Inventors Industrial Corporation Private Limited and Indian Electrical Manufacturers Association had shifted their registered offices from West Bengal to Maharashtra during the period

from January to May 1970 and in respect of a third company, Sahu Minerals and Properties Limited, the Calcutta High Court passed orders on 29th May, 1970 for transfer of its registered office to Rajasthan.

(c) Companies are not required to intimate, under the provisions of the Companies Act, the number of employees employed by them.

(d) The Inventors Industrial Corporation Private Limited has stated as the reason for transfer of its registered office from West Bengal to Maharashtra that the company's manufacturing unit and administrative office are situated at Bombay. In regard to M/s Sahu Minerals and Properties Ltd., the reasons for transfer of its registered office from West Bengal to Rajasthan include the approval given by the Government of Rajasthan to the company's project for setting up a factory at Jaipur for mining and processing of marble and the lease for the transfer of marble, mining areas in favour of the company. In respect of the Indian Electrical Manufacturers Association, a statement will be laid on the Table of the House.

Tension in Durgapur Township

1358. SHRI P. K. DEO: Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state:

(a) whether tension prevails in the Durgapur township;

(b) whether it is also having a serious effect on the social life in the city; and

(c) whether the attention of the Government of India in this regard has been invited to a report in the *Statesman* of June 17, 1970 and, if so, the reaction of Government thereto?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI MOHD. SHAFI QURESHI): (a) to (c). The report in the *Statesman* of June 17, 1970 has been noted by Government. On account of poor industrial relations prevailing in the Durgapur Steel Plant and township, there is a feeling of insecurity among those living in the Steel township and the general morale has been affected adversely. The management of Hindustan Steel Ltd., is trying its best to improve the industrial relations by

negotiations with the labour and also by enlisting the assistance of the State Government.

Economy Drive on Railways

1359. SHRI J. N. HAZARIKA :

SHRI SAMINATHAN :

SHRI DHANDAPANI :

SHRI NARAYANAN :

SHRI MAYAVAN :

SHRI N. R. LASKAR :

Will the Minister of RAILWAYS be pleased to state :

(a) the steps being taken by the Railways Administration for achieving Rs. 13 crore-target for economy in 1970-71 in the Indian Railways ;

(b) whether any suggestions have been invited from the General Managers of the various Zones in this connection and, if so, what are they ; and

(c) whether there is any likelihood of discrimination of passenger and staff amenities in pursuance of the economy drive and, if not, what are the broad outlines of the measures for effecting economy in the Railways ?

THE MINISTER OF RAILWAYS (SHRI NANDA) : (a) The target is for a full year during which implementation would have commenced in respect of all the items of the programme. Some of the important items amongst the various measures being taken by the railways in this context are enlisted in the statement attached.

(b) The question of adopting suitable measures to effect economy has been discussed with the General Managers in various forums and in this regard they are already aware of what is needed. An organised machinery exists in all zonal railways and the Railway Board for carefully examining all suggestions for economy for the purpose of implementation wherever feasible.

(c) There is no likelihood of diminution of passenger and staff amenities in pursuance of the economy drive. The broad outlines of the measures for effecting economy in the Railways are also indicated in the attached statement.

Statement

Some of the important items amongst the various measures being taken for achieving the 13 crores target in 1970-71 on Indian Railways are listed below :

1. A coal saving drive and a drive for reduction in the consumption of diesel oil have been launched on Indian Railways from 1-5-1970 and 15-6-1970 respectively. While it is premature to indicate any firm results of economy achieved, the progress made so far has been encouraging.

2. A special cell has been set up in the Railway Ministry, among other things, in order to examine various suggestions emanating from different sources for increase in efficiency, avoidance of losses, reduction of expenditure, increase in earnings, etc.

3. Periodic reviews of steam engine utilisation towards achieving reduction of steam engine holdings.

4. Work studies are on hand for achieving greater efficiency and achieving reduction in working expenses.

5. Various measures are in progress for achieving better inventory control and effecting economy in expenditure of stores.

6. Better utilisation of assets to achieve improvement in operation.

7. With the object of increasing productivity in railway workshops, incentive schemes are under implementation.

8. A one man expert committee on railway claims was appointed in August, 1969 to sug-

gest preventive measures for reducing the incidence of losses and damages. The recommendations of this committee are under examination.

9. Various drives are on hand for plugging of loop-holes such as ticketless travelling, pilferage of coal, diesel oil, railway consignments etc. through intensive control and checks.

Revision of Prices of Tea, Coffee and other Drinks

1360. SHRI J. N. HAZARIKA : Will the Minister of RAILWAYS be pleased to state :

(a) what are the reasons that prices of tea, coffee and other drinks, being catered or sold by the Railway canteens, are still on a higher side irrespective of the fact that the sugar prices have gone down by 50 per cent ;

(b) whether any revision is going to take place shortly or is under consideration by the Railway Administration or his Ministry so that the prices of the food stuffs and drinks are commensurate with the market prices of ingredient materials ; and

(c) the reasons for not taking such decisions quickly for the benefit of the travelling people every now and then ?

THE MINISTER OF RAILWAYS (SHRI NANDA) : (a) Prices of tea, coffee and other drinks are reasonable and not on a higher side.

(b) The prices of tea, coffee, other drinks and food stuffs in railway catering establishments are reviewed from time to time, in accordance with the prevalent market rates.

The prices of meals have been standardised on all India basis and compare favourably with the rates prevalent in comparable catering establishments outside.

(c) Does not arise.

Electrification of Railway routes during Fourth Plan

1361. SHRI RAM KISHAN GUPTA : Will the Minister of RAILWAYS be pleased to state :

(a) whether the scheme for electrification of the Railway routes during the Fourth Five Year Plan has been finalised ; and

(b) if so, the details thereof ?

THE MINISTER OF RAILWAYS (SHRI NANDA) : (a) and (b). During the Fourth Plan, it is proposed to complete electrification of 680 route kms from projects sanctioned earlier and take up approximately 2000 route kms of new electrification schemes. Of this, electrification of Virar-Sabarmati section (route kms 442) has already been sanctioned. Electrification of the sections Kirandul-Waltair (route kms 471) and Panskura-Haldia (route kms 71) has been included in the Budget for 1970-71. The question of what other sections should be included in the Fourth Plan electrification programme is still under consideration.

Railway Accidents

1362. SHRI RAM KISHAN GUPTA :
SHRI ABDUL GHANI DAR :

Will the Minister of RAILWAYS be pleased to state :

(a) the number and details of Railway accidents occurred from 1st January, 1970 to 30th June, 1970, Zone-wise ; and

(b) the number of persons killed and injured accident-wise ?

THE MINISTER OF RAILWAYS (SHRI NANDA) : (a) During the period 1-1-70 to 30-6-70 there were 415 train accidents on the

Indian Government Railways as detailed below:—

Zone	Collisions	Derailments	Level crossing accidents	Fires in trains	Total
Central	7	46	3	1	57
Eastern	4	14	3	1	22
Northern	7	52	9	3	71
North Eastern	4	18	9	—	31
Northeast Frontier	3	44	4	—	51
Southern	3	47	8	—	58
South Central	2	38	6	1	47
South Eastern	—	27	5	1	33
Western	4	35	5	1	45
Total Indian Government Railways	34	321	52	8	415

(b) The casualties involved in each category of accidents are given below :—

Category of accident	No. of persons killed	No. of persons injured
Collisions	12	109
Derailments	2	43
Level crossing accidents	61	111
Fires in trains	—	—
TOTAL	75	263

Microwave Communication System on Routes of Railways

1363. SHRI RAM KISHAN GUPTA : Will the Minister of RAILWAYS be pleased to state :

(a) whether the programme for expansion of microwave communication routes of Railways with a view to boost their operational efficiency has been finalised ; and

(b) if so, the main features thereof ?

THE MINISTER OF RAILWAYS (SHRI NANDA) : (a) Yes.

(b) The microwave radio telecommunication system now being introduced progressively on the trunk routes of the Railways is expected to provide reliable, adequate and improved operational circuits, connecting Zonal Railway Headquarters to Divisional Headquarters and important points of operation, thereby increasing the operational efficiency.

By the end of the Fourth Five Year Plan

an integrated net work of Microwave radio communication is expected to be provided, which will connect the Railway Board with all the Zonal Railway Headquarters and the Zonal Railway Headquarters with the Divisional Headquarters as well as other important points of operation.

Certification Committee of All India Khadi and Village Industries Commission

1364. SHRI SHIVA CHANDRA JHA : Will the Minister of INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE be pleased to state :

(a) whether it is a fact that the Certification Committees of the All India Khadi and Village Industries Commission has served notices to 115 institutions (out of the total of 300) for cancelling their certificates ;

(b) if so, the specific reasons therefor ;

(c) the names of institutions in Bihar which have been served with notices ; and

(d) whether a special test audit party of the Khadi and Village Industry Commission has made any report on the working of the Bihar Khadi Gramodyog Sangh and if so, the main findings of the audit party and the action proposed to be taken by Government in this regard ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE (SHRI M. R. KRISHNA) : (a) to (d). Information is being collected and it will be laid on the Table of the House in due course.

Establishment of new Industries in Bihar

1365. SHRI SHIVA CHANDRA JHA : Will the Minister of INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE be pleased to state:

(a) the broad outlines of the industrial development of Bihar in general and North Bihar in particular in the Fourth Plan ;

(b) the new industries to be started in Bihar

according to the Fourth Plan ; and

(c) the total amount of money to be invested in these new industrial projects in Bihar, if any, in the Fourth Plan period ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE (SHRI M. R. KRISHNA) : (a) to (c). The Central industrial projects to be set up by the Central Government in the various States including Bihar during the Fourth Five Year Plan, their nature, locations and the investments proposed to be made on them are given on pages 326-330 of the Fourth Five Year Plan Report. Out of the projects proposed to be set up in Bihar during the Fourth Five Year Plan, the Barauni Fertilisers will be in North Bihar area ; a preliminary start is also proposed to be made during the Fourth Plan on Barauni Petro-chemical complex which will also be in North Bihar.

An outlay of Rs. 7 crores has been approved for the State's industrial programme for the Fourth Five Year Plan. Detailed scheme-wise break-up of this outlay has not yet been supplied by the Government of Bihar.

As far as the setting up of projects in the private sector is concerned, this is primarily left to the initiative of the private sector entrepreneurs. However, in licensing new units in the private sector various techno-economic considerations, including the need to reduce regional imbalances in economic and industrial development, are given due weight.

Increase in Railway Accidents

1366. SHRI KOLAI BIRUA :
SHRI DHANDAPANI :
SHRI NARAYANAN :
SHRI MAYAVAN :
SHRI N. R. LASKAR :

Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that the Railway accidents have again increased since May, 1970 ;

(b) if so, whether the Railway accidents in the past of which enquiry had been conducted have shown that staff failures have led to the Railway accidents ;

(c) whether failure of Railway staff was also responsible for the collision of 31 Up Barauni-Kanpur Passenger with 24-Dn Kanpur Sitapur Express at Lucknow on the 28th April, 1970 ; and

(d) if so, what steps are being taken to see that accidents do not take place due to staff failure ?

THE MINISTER OF RAILWAYS (SHRI NANDA) : (a) No. During May and June 1970 there were 144 train accidents in the categories of collisions, derailments, trains running into road traffic at level crossings and fires in trains on the Indian Government Railways against 179 during the corresponding period of the last year.

(b) Does not arise. However, failure of human element is the largest single factor responsible for accidents.

(c) According to the provisional finding of the Additional Commissioner of Railway Safety this accident was due to failure of railway staff.

(d) Safety Organisations set up on the railways have been engaged in inculcating safety consciousness amongst staff connected with the running of trains and in ensuring that they have a proper understanding of the prescribed safety rules. Further, spot checks are made to see that staff do not violate the safety rules and indulge in short-cut methods. Inquiries are held into all accidents and those held responsible are given deterrent punishments. In addition, if an inquiry reveals any other shortcomings or lapses, action is taken to see that they do not recur. Technological improvements in the shape of improved signalling and interlocking, track circuiting, etc. have also been made to the extent feasible.

Conference of All India Deaf and Mutes held in New Delhi

1367. SHRI SAMINATHAN :
SHRI DHANDAPANI :
SHRI NARAYANAN :
SHRI MAYAVAN :
SHRI N. R. LASKAR :

Will the Minister of LAW AND SOCIAL WELFARE be pleased to state :

(a) whether it is a fact that All India Deaf and Mutes Conference was held in New Delhi on the 9th June, 1970 ;

(b) if so, what were the subjects discussed ;

(c) whether the Conference has appealed the Government to look into the grievance of this community ; and

(d) if so, whether the recommendations of the Conference have been examined and implemented ?

THE MINISTER OF STATE IN THE MINISTRY OF LAW AND IN THE DEPARTMENT OF SOCIAL WELFARE (SHRI JAGANATH RAO) : (a) Yes, Sir. An All-India Conference was held in New Delhi on the 9th and 10th June, 1970 under the auspices of the Delhi Deaf Mute Welfare Society.

(b) and (c). A copy of the resolutions which has been obtained from the Society is laid on the Table of the House. [*Placed in Library. See No. LT-3842/70.*]

(d) No, Sir. Because the Society had not forwarded the Resolutions passed at the Conference to the concerned Government Departments. Moreover, the majority of recommendations concern State Governments.

Presence of Leprotic Patients and Places of Pilgrimage

1368. SHRI SAMAR GUHA : Will the Minister of LAW AND SOCIAL WELFARE be pleased to state :

(a) whether leprotic patients as beggars are found in different places of pilgrimage all over India ;

(b) whether such patients are considered as one of the source for spread of leprosy ;

(c) whether such leprotic and other diseased beggars mar the purity of atmosphere of religious places ; and

(d) if so, whether Government would consider it desirable to set up homes for treatment of such patients and remove them accordingly from religious places ?

THE MINISTER OF STATE IN THE MINISTRY OF LAW AND IN THE DEPARTMENT OF SOCIAL WELFARE (SHRI JAGANATH RAO) : (a) Yes, Sir.

(b) They are not considered as source of danger to the pilgrims but they maintain infection within their own groups.

(c) Their presence in streets is undesirable.

(d) The treatment facilities fall under the purview of the State Administration and are available throughout the country.

Improvement of Railway Services in Sealdah Division (Eastern Railway)

1369. SHRI K. HALDER : Will the Minister of RAILWAYS be pleased to state :

(a) whether the attention of Government has been drawn to the gradual deterioration of Railway services in various sections of the Sealdah Division of the Eastern Railway ;

(b) whether frequent dislocation of services in these sections due to theft of electric wires causes great hardship to the passengers, who mostly work in offices in Calcutta ;

(c) whether several clashes have taken place between the passengers and the Railway staff causing huge loss of Railway property ; and

(d) if so, the steps being taken in this matter ?

THE MINISTER OF RAILWAYS (SHRI NANDA) : (a) Yes.

(b) Yes. Theft of electric wire is, however, one of the various causes for which train ser-

VICES are frequently dislocated.

(c) Yes.

(d) Provision of anti-theft jumpers and replacement of copper wires by aluminium and steel wires which are less theft-prone, have been undertaken by the Railway Administration.

Railway Protection Force/Railway Protection Special Force are being increasingly deployed to protect railway property from thefts, damage and destruction by hooligans etc. and to assist the State Police in dealing with such situations. Closest liaison is being maintained with the State Police who deal with law and order, with a view to securing their assistance.

A bill has also been introduced in the Parliament *inter-alia*, to provide for deterrent punishment for causing damage or destruction to Railway property.

Railway Administrations endeavour to meet the reasonable demands of passengers. Railway Administrations also bring all incidents of hooliganism, etc. promptly to the notice of the State Government/State Police authorities for seeking their timely intervention both for prevention of lawlessness wherever possible and for bringing the offenders to book with a view to restoration of normal conditions.

Opportunity is also taken through the press and other publicity media to explain the Railways' view-point and seek the co-operation of rail-users and other members of society.

Import of Centreless Grinding Machines for Production of Scooters

1370. SHRI S. A. AGADI : Will the Minister of INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE be pleased to state:

(a) whether it is a fact that the manufacturers of Vespa and Lambretta scooters have applied for import of Centreless Grinding Machines with which they could double the production and at the same time reduce the cost by fifty percent ; and

(b) if so, what action has been taken in the matter and the reasons for the delay ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE (SHRI M. R. KRISHNA) : (a) No, Sir.

(b) Does not arise.

Utilisation of Passengers Amenities Fund in consultation with Zonal Committees

1371. SHRI S. A. AGADI : Will the Minister of RAILWAYS be pleased to state :

(a) the amounts allotted to and utilised for the passengers amenities fund, zone-wise, from the years 1967-68 to 1969-70 ; and

(b) whether it is a fact that the funds are not utilised in consultation with the Zonal Committees ?

THE MINISTER OF RAILWAYS (SHRI NANDA) : (a) There is no Fund known as 'Passengers Amenities Fund' as mentioned by the Hon'ble Member. Presumably he is referring to the Development Fund which *inter alia* bears expenditure on Passenger and other Railway Users' Amenity Works. The amount allotted and utilised on Passenger and other Railway Users' Amenity Works is given in the statement attached.

(b) Normally Railway Users' Amenity Committee's are consulted before inclusion of the amenity works in the Works Programme. However, for utilisation of funds such consultation is not required as the outlay is left at the discretion of the Railway Administrations for taking into account the progress of work, availability of materials etc.

Statement

(Figures in lakhs of rupees)

Railways	1967-68		1968-69		1969-70	
	Budget Estimate	Actuals	Budget Estimate	Actuals	Budget Estimate	Revised Estimate
Central	39	38	26	39	40	90
Eastern	55	44	46	38	44	57
Northern	45	39	29	36	37	59
North Eastern	32	29	23	66	21	23
North East Frontier	19	23	23	20	19	18
Southern	43	29	20	1,02	21	36
South Central	33	34	16	32	36	43
South Eastern	62	40	36	24	23	32
Western	62	38	46	35	41	58
Railway Board	1,30*	..	1,18*	..
Total :	3,90	3,14	3,95	3,92	4,00	4,16

*The provision is initially made under Railway Board for additional coaches to replace the capacity lost due to more comfortable seating arrangements in III class coaches, and is subsequently transferred to the Zonal Railways on which these coaches are to be utilised.

Conversion of Metre Gauge line between Hospet and Hubli-Miraj into Broad Gauge Line (South Central Railway)

1372. SHRI S. A. AGADI: Will the Minister of RAILWAYS be pleased to state :

(a) whether there is any proposal to convert the metre gauge Railway line into broad gauge line between Hospet and Hubli-Miraj on the South Central Railway and ; if so, the details thereof ;

(b) whether any survey has been made and the estimated cost arrived at ; and

(c) if so, the details thereof ?

THE MINISTER OF RAILWAYS (SHRI NANDA) : (a) to (c). Surveys for the conversion of the Hospet-Hubli-Murugao, Miraj-Londa and Alnavar-Dandeli Metre Gauge sections into Broad Gauge have already been carried out in 1964-65 and conversion of these sections about 565 Kms. in length would cost about Rs. 33 crores. It would, however, merit conversion only when the ore movement on this line exceeds the one million tonne level for which the existing capacity is adequate. However this conversion has been included in the Railways' perspective plan on gauge conversion to be implemented in the next ten years or so.

Conversion of Metre Gauge line between Viramgam and Porbandar and Viramgam and Okha

1373. SHRI VIRENDRAKUMAR SHAH: Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that the conversion of the metre gauge Railway lines between Viramgam and Porbandar and Viramgam and Okha covering about 500 Kms. and involving an expenditure of Rs. 44.24 crores, has been sanctioned by the Railway Board ; and

(b) if so, when the work would be taken up and the probable time by which it is likely to be completed ?

THE MINISTER OF RAILWAYS (SHRI NANDA) : (a) and (b). The survey reports

for the conversion of the direct metre gauge route from Viramgam to Okha and Kanalus to Porbandar, to broad gauge are under examination. A final decision regarding this conversion will be taken after this examination is completed.

The conversion will be completed in about five years' time from the date of its sanction.

Supply of billets to exporter re-rollers

1374. SHRI VIRENDRAKUMAR SHAH: Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state :

(a) whether it is a fact that mild steel bars and rods manufactured out of off-grade billets cannot be exported ;

(b) if so, whether the information given in reply to Unstarred Question No. 7733 on the 28th April, 1970 gives an erroneous impression about the supply position of billets to the exporter re-rollers ; and

(c) in view of the above, whether a break-up of supply of billets made to exporter re-rollers into tested and untested category, separately, would be given ?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI MOHD. SHAFI QURESHI) : (a) Yes, Sir, except in cases where Government has granted special permission for export thereof.

(b) In para (b) of the Un-Starred Question No. 2366 on 2.12.69 information was asked about total supplies of billets made available to the exporter re-rollers month-wise in the first six months of 1969-70. Accordingly, total despatches including off-grade were given in the reply. Re-rollers have apparently utilised tested billets for export purposes and for making special sections etc. and off-grade billets for making bars and rods for domestic consumption.

(c) A break up of supply to exporter re-rollers into tested and un-tested category separately during the first six months of 1969-70 (April-Sept' 69) is given below. The supplies

of tested billets are meant for export as well as for special sections :

Months	Tested	Off-grade	Total
April, 69	24,962	7,128	32,090
May, 69	28,021	7,268	35,289
June, 69	29,784	7,717	37,501
July, 69	31,054	8,910	39,964
August, 69	25,833	7,371	33,204
Sept, '69	25,469	2,996	28,465
	<u>165,123</u>	<u>41,390</u>	<u>206,513</u>

Production of Wheels and Axles unit at Durgapur Steel Plant

1375. SHRI VIRENDRAKUMAR SHAH: Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to refer to the reply given to Unstarred Question No. 1328 on the 3rd March, 1970 regarding the production of Wheels and Axles unit at the Durgapur Steel Plant and state :

(a) whether the year-wise details of imports of wheels and axles into the country during the period when the wheels and axles unit of the Durgapur Steel Plant was in production, have since been collected ; and

(b) if so, the details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI MOHD. SHAFI QURESHI) : (a) and (b). The information about imports of wheelsets, wheels and axles, has been collected and is as follows :

Year	Quantity (in tonnes)	Value (Rs. in '000)
1962-63	Not available	Not available
1963-64	42,083	4,04,74
1964-65	19,020	2,00,92
1965-66	7,168	99,91
1666-67	7,291	1,33,82
1967-68	2,447	57,78
1968-69	4,330	76,35

Tamil Nadu's ban on Steel

1376. SHRI VIRENDRA KUMAR SHAH: Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to refer to the reply given to Unstarred Question No. 2264 on the 10th March, 1970 regarding Tamil Nadu's ban on steel and state :

(a) whether the required information has since been collected ; and

(b) if so, the details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI MOHD. SHAFI QURESHI) : (a) and (b). Information has been called for from the State Government whose reply is awaited.

Theft cases in Bhilai Steel Plant

1377. SHRI VIRENDRAKUMAR SHAH: Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to refer to the reply given to Unstarred Question No. 5471 on the 7th April, 1970 regarding theft cases in the Bhilai Steel Plant and state :

(a) whether the required information sought in parts (b) to (d) of the said question has since been collected ; and

(b) if so, the details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI MOHD. SHAFI QURESHI) : (a) and (b). Yes, Sir. The details of the information sought in parts (b) to (d) of Unstarred Question No. 5471 answered on 7th April, 1970 are as under :

(b) Details of thefts of plant property during

the years 1965 to 1969 are as under :

Year	No. of cases registered by Security	Approximate value of property involved	Approximate value of property recovered
1965	212	Rs. 45,858.10	Rs. 27,837.62
1966	263	Rs. 92,162.41	Rs. 34,715.20
1967	368	Rs. 99,452.05	Rs. 32,807.00
1968	384	Rs. 2,82,657.55	Rs. 58,909.00
1969	245	Rs. 92,843.20	Rs. 32,989.00

(c) and (d). Whenever any employee of the plant/member of security Department is found to be involved in a case pertaining to theft of the plant property, the matter is reported to the Police for action under the law. Such cases are, however, very rare and are generally of petty nature. In view of this, the question of holding a fresh enquiry in the matter would not arise.

अपग्रेडेड हेड सिगनेलरों (उत्तर रेलवे) को वेतन की बकाया राशि देना

1378. श्री मोलहू प्रसाद : क्या रेलवे मंत्री अपग्रेडेड हेड सिगनेलरों (उत्तर रेलवे) की वेतन की बकाया राशि देने के सम्बन्ध में 14 अप्रैल, 1970 के अतारंकित प्रश्न संख्या 6257 के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) क्या अपेक्षित जानकारी इस बीच एकत्रित कर ली गई है ;

(ख) यदि हां, तो तत्सम्बन्धी ब्योरा क्या है ; और

(ग) यदि नहीं, तो उसके क्या कारण हैं ?

रेलवे मंत्री (श्री नन्दा) : (क) जी हां ।

(ख) जिन बकाये का जिक्र किया गया है, उसका भुगतान कर दिया गया है ।

(ग) सवाल नहीं उठता ।

अतिरिक्त वित्तीय लाभ वाले पदों पर काम करने वाले अधिकारी

1379. श्री मोलहू प्रसाद : क्या रेलवे मंत्री अतिरिक्त वित्तीय लाभ वाले पदों पर काम कर रहे अधिकारियों के सम्बन्ध में 10 मार्च, 1970 के अतारंकित प्रश्न संख्या 2258 के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) क्या अपेक्षित सूचना इस बीच प्राप्त कर ली गई है ;

(ख) यदि हां, तो तत्सम्बन्धी ब्योरा क्या है ; और

(ग) यदि नहीं, तो उसके क्या कारण हैं ?

रेलवे मंत्री (श्री नन्दा) : (क) जी हां ।

(ख) विवरण सभा-पटल पर रख दिया गया है । [प्रचालय में रखा गया। देखिये संख्या LT-3843/70]

(ग) सवाल नहीं उठता ।

विभिन्न रेलों में अनुसूचित जाति तथा अनुसूचित जनजाति के लोगों को पदों पर नियुक्त किया जाना

1380. श्री मोलहू प्रसाद : क्या रेलवे मंत्री विभिन्न रेलों में अनुसूचित जाति एवं अनुसूचित जनजाति के लोगों को पदों पर नियुक्त करने के सम्बन्ध में 12 मई, 1970 के तारांकित प्रश्न संख्या 1577 के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) क्या अपेक्षित जानकारी प्राप्त कर ली गई है ;

(ख) यदि हां, तो तत्सम्बन्धी ब्योरा क्या है ; और

(ग) यदि नहीं, तो उसके क्या कारण हैं ?

रेलवे मंत्री (श्री नन्दा) : (क) से (ग). चूंकि ब्योरेवार आंकड़े मांगे गये हैं इसलिए सूचना अभी इकट्ठी की जा रही है और यथा-सम्भव क्षीघ्र सभा-पटल पर रख दी जायेगी ।

पूर्वोत्तर रेलवे में रिक्त पड़े अनुसूचित जातियों तथा अनुसूचित आदिम जातियों के आरक्षित पद

1381. श्री मोलहू प्रसाद : क्या रेलवे मंत्री पूर्वोत्तर रेलवे में रिक्त पद अनुसूचित जातियों तथा अनुसूचित आदिम जातियों के आरक्षित पदों के सम्बन्ध में 7 अप्रैल, 1970 के अतारांकित प्रश्न संख्या 5485 के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) क्या अपेक्षित जानकारी इस बीच एकत्रित कर ली गई है ;

(ख) यदि हां, तो तत्सम्बन्धी ब्योरा क्या है ; और

(ग) यदि नहीं, तो उसके क्या कारण हैं ?

रेलवे मंत्री (श्री नन्दा) : (क) जी हां ।

(ख) कृपया विवरण देखें जो सभा-पटल पर रख दिया गया है । [प्रचालय में रखा गया । देखिये संख्या LT 3844/70]

(ग) सवाल नहीं उठता ।

Expansion of Podanur Signal Workshop

1382. SHRI MANGALATHUMADAM : Will the Minister of RAILWAYS be pleased to state :

(a) whether there is a proposal to expand the Podanur Signal workshop ;

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

(c) if not, whether Government have received any representation from the people of that area for such expansion, keeping in view the rapid development of the area as also the need for expansion in signalling and telecommunications in the Railways ?

THE MINISTER OF RAILWAYS (SHRI NANDA) : (a) and (b). Proposal is under consideration for progressively undertaking manufacture of modern electrical signalling equipment in lieu of mechanical signalling equipment hitherto being manufactured in the Railway Signal Workshop at Podanur. The development of Point Machines, Tokenless Block Instruments and associated Relays is already on hand. Other items like Signal Machines and Safety Signalling Relays are also to be taken up for development in the near future.

(c) Does not arise.

Shortage of Wagons for Coal Industry

1383. SHRIMATI ILA PALCHOWDHURY : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government's attention has been drawn to the Press reports to the effect that due to acute shortage of wagons availability to the coal industry, there have been heavy

accumulations of coal stocks at pitheads and several Collieries have restricted their outputs;

(b) if so, the reasons for shortage of wagons ; and

(c) the remedial steps if any, taken, by Government ?

THE MINISTER OF RAILWAYS (SHRI NANDA) : (a) Certain Press reports in respect of short supply of wagons for coal loading particularly from West Bengal-Bihar coalfields have come to notice.

(b) Detailed scrutiny of demands and loading indicates that the drop in loading in the current year has been caused primarily by a drop in consumer demands rather than a shortage of wagons. The drop in demands of steel plant and washeries are the most marked. Demands for other consumers like railways loco coal and coal for the brick-burning industry have also been poor.

(c) Regarding coking coal to Steel Plants and Washeries some steps are being taken by the Ministry of Steel and Heavy Engineering. For the other non-coking coal, it is a matter of creating more demands for coal. Railways will normally have no difficulty in providing transport for its movement. There has lately been a great set-back to coal loading from West Bengal-Bihar coalfields due to strikes and the general deterioration in law and order situation. The position is, however, likely to improve with the return of normalcy.

Introduction of Mobile Booking Service for Commercial Users on South Eastern Railway

1384. **SHRIMATI ILA PALCHOU DHURI :** Will the Minister of RAILWAYS be pleased to state :

(a) whether the Mobile Booking Service for Commercial users recently introduced by the South Eastern Railway has proved successful ;

(b) if so, whether other Zonal Railways have been advised by his Ministry to introduce similar service ;

(c) if not, the reasons therefor ; and

(d) if so, which Zonal Railways have adopted this service and which have not, together with the reasons given for not adopting ?

THE MINISTER OF RAILWAYS (SHRI NANDA) : (a) Yes. The Mobile Booking Service in the Calcutta area was introduced by the South Eastern Railway in December, 1966 and it has proved successful.

(b) Other Zonal Railways were asked to consider the desirability of introducing similar services.

(c) Does not arise.

(d) The Eastern and Southern Railways have already introduced this scheme in Calcutta and Madras areas respectively. The Western Railway is also introducing it shortly in the Bombay area.

The remaining Zonal Railways have not found sufficient justification to introduce this scheme on their system.

Technical Personnel at Bokaro Steel Plant

1385. **SHRIMATI ILA PALCHOU DHURI :** Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state :

(a) the total number of Indian and Soviet Technical personnel, separate engaged in the construction of the Bokaro Steel Plant ;

(b) since when the Soviet Technicians have been working ;

(c) the total average monthly expenditure incurred, separately, on Soviet and Indian Technical personnel ; and

(d) the total cost of Soviet-made machinery and material imported so far as compared to that of the indigenous material and Indian made machinery used in the construction of this Steel Plant ?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI MOHD. SHAFI

QURESHI) : (a) to (d). Necessary information is being collected from Bokaro Steel Limited and Hindustan Steelworks Construction Limited and will be laid on the Table of the House.

Manufacture of Components for New Steel Plants

1386. SHRIMATI ILA PALCHOU-DHURI :
SHRI M. N. REDDY :

Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state :

(a) whether it is a fact that the three new Steel Plants to be set up at Hospet, Salem and Visakhapatnam will be of entirely India-made equipment ;

(b) if not, what percentage of the components will have to be imported ;

(c) the details of the main items to be imported and their approximately cost ; and

(d) when India is likely to become self-sufficient in the the manufacture of Steel Plant components ?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI MOHD. SHAFI QURESHI) : (a) to (c). The bulk of the equipment for the new Steel Plants will be procured indigenously, both from the public and private sectors. The components that may have to be imported can, however, be identified only when the Detailed Project Report containing details of the equipment required is prepared.

(d) While progressively larger proportions of the equipment for Steel Plants will be available in the country, complete self-sufficiency to the exclusion altogether of imports is neither practicable nor economically desirable, and has not been attempted even in advanced countries.

Expansion of Bhilai Steel Plant

1387. SHRIMATI ILA PALCHOU-DHURI : Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state :

(a) whether it is a fact that on account of the

delay in obtaining supplies of both indigenous and imported equipment and refractories, the proposed expansion programme of the Bhilai Steel Plant from 35,00,000 to 42,00,000 tonnes may have to be postponed as also the commissioning of the sixth Blast Furnace schedule for September, 1970 ;

(b) if so, full facts about this matter ; and

(c) the steps taken to meet the situation ?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI MOHD. SHAFI QURESHI) : (a) to (c). Government have not yet sanctioned the expansion of Bhilai Steel Plant from its present installed capacity of 2.5 million tonnes to 4.2 million tonnes although the proposal is in its final stages of consideration.

The erection of the Sixth Blast Furnace Complex has been delayed on account of delays in obtaining equipment primarily from indigenous sources. The main items of equipment pertain to the Coke Ovens, Blast Furnace, Pig Casting Machine and the Sintering Plant. Periodical meetings are held with Heavy Engineering Corporation and Mining and Allied Machinery Corporation—the indigenous suppliers, and a constant review made to expedite deliveries. Meeting have also been held with U. S. S. R. authorities for expediting supplies and most of the equipment and refractories from USSR have arrived.

Abolition of Half Tickets for Children Travelling on Railways

1388. SHRI P. C. ADICHAN :
SHRI RAM AVTAR SHARMA :
SHRI SHARDA NAND :
SHRI KANWAR LAL GUPTA :
SHRI ONKAR SINGH :
SHRI CHANDRA SHEKHAR SINGH :

Will the Minister of RAILWAYS be pleased to state :

(a) whether there is a proposal to abolish half tickets for children to travel on the Indian Railways ; and

(b) if so, the precise nature of the proposals and the reasons prompting it ?

THE MINISTER OF RAILWAYS (SHRI NANDA) : (a) and (b). A suggestion has been received recently to the effect that instead of the present arrangement of levying no charge for the rail travel of children upto 3 years of age and having half tickets for children over 3 years of age and under 12 years of age the alternative of carrying free children upto the age of 7½ years and levying full fare there after may be adopted. This suggestion is under examination and no concrete proposal has matured so far.

Issue of licences for Small Scale Industries

1389. SHRI MANGALATHUMADAM : Will the Minister of INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE be pleased to state :

(a) whether Government's attention has been drawn to a latest decision of the Tamil Nadu Government in respect of issuing licences for small scale industries in the State that it should take not more than 15 days to issue a licence ;

(b) the present system prevailing at the Centre in the matter of issuing such licences by the Small Scale Industries Board/Development Commissioner ; and

(c) the reaction of the Central Government to the decision of the Tamil Nadu Government ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE (SHRI M. R. KRISHNA) : (a) to (c). No licence is required to be issued for small scale industries and neither the Small Scale Industries Board nor the Development Commissioner for Small Scale Industries issues such licences. Information has been sought from the Tamil Nadu Government regarding its decision referred to. Their reply is awaited.

Allocation of Funds to Railways

1390. SHRI SHRI CHAND GOYAL :
SHRI RABI RAY :
SHRI BIBHUTI MISHRA :

Will the Minister of RAILWAYS be pleased to state :

(a) whether his Ministry has demanded Rs. 250 crores as plan money for the Fourth Plan ;

(b) whether the Ministry has expressed its inability to start new Railway lines or convert the metre-gauge into broad-gauge unless it is given that amount ; and

(c) if so, the decision taken by Government in the matter ?

THE MINISTER OF RAILWAYS (SHRI NANDA) : (a) It has been indicated that an additional amount of the order of Rs. 250 crores would be required from the General Revenues, primarily to enable the Railways to bridge the gap in the resources for the fulfilment of the Rs. 1525 crore Plan as formulated at present. A decision in the matter has however not yet been taken.

(b) No. But the funds available will naturally govern the extent of new Railway lines and conversions that could be undertaken.

(c) Does not arise.

Revision of Election Symbols for next General Elections

1391. SHRI N. R. DEOGHARE : Will the Minister of LAW AND SOCIAL WELFARE be pleased to state :

(a) whether Government propose to revise the election symbols now allotted to the various parties in the coming General Elections ;

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

(c) if not, the reasons therefor ?

THE MINISTER OF STATE IN THE MINISTRY OF LAW AND IN THE

DEPARTMENT OF SOCIAL WELFARE (SHRI JAGANATH RAO): (a) No, Sir.

(b) Does not arise.

(c) Reservation and allotment of Symbols and matters relating thereto are governed by the provisions of the Election Symbol (Reservation and Allotment) order, 1968. Symbols are however, reserved for exclusive allotment to candidates belonging to the National and State Parties and they are not revised, unless the party cases to be a National or State Party or itself asks for a different symbol to be allotted to it, or it becomes necessary to revise it as a result of any split or dispute within the party.

Scheme to start new Trains from October, 1970

1392. SHRI N. R. DEOGHARE: Will the Minister of RAILWAYS be pleased to state :

(a) whether there is any scheme to start new trains from the 2nd October, 1970 ; and

(b) if so, the details of the scheme ?

THE MINISTER OF RAILWAYS (SHRI NANDA) : (a) and (b). There is no scheme to start new trains from October, 2, 1970. New Winter Time Table comes in force from October 1, 1970. Whatever additional trains are introduced, they will all run from October 1, 1970. In every Time Table we do introduce new trains or extend the existing ones depending on the availability of resources and nature of demands. In this Time Table too we expect to do so, but the proposals are not yet finalised.

Recommendations of Administrative Reforms Commission on Railways

1393. SHRI N. R. DEOGHARE :
SHRI BHOLA NATH MASTER :

Will the Minister of RAILWAYS be pleased to state :

(a) the main recommendations of the Administrative Reforms Commission on Railways ; and

(b) whether any decision has been taken by Government on the report of the Commission in regard to Indian Railways ?

THE MINISTER OF RAILWAYS (SHRI NANDA) : (a) The Administrative Reforms Commission have made 49 recommendations in their report on Railways but have not categorised them as "main" and "subsidiary". However, copies of the report of the Administrative Reforms Commission have already been placed in the Parliament library.

(b) Not yet. The Recommendations are at various stages of examination.

Restrictions on foreign collaboration involving import of technical know-how

1394. SHRI S. S. KOTHARI: Will the Minister of INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE be pleased to state :

(a) whether it is a fact that Government have imposed restrictions upon foreign collaboration involving import of technical know-how ;

(b) if so, the details of those restrictions ;

(c) whether these restrictions are holding up the clearance of a large number of collaborations ;

(d) whether Government expect any Indian firm possessing technical know-how to give that know-how to new competing firms ; and

(e) the steps taken by Government to frame realistic policies so that the setting up of new industries is not restricted on account of restrictive rules ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE (SHRI M. R. KRISHNA) : (a) and (b). The question of flow of technical know-how or capital to India has to be viewed in the context of the overall economic policies of Government and the technological development that has already taken place in India. Government continue to

recognise the value and necessity of foreign technical and financial collaboration, particularly in sophisticated fields of manufacture. However, while the basic policy of the Government remains the same, certain re-orientation has been brought about, keeping in view the strong industrial base that has been set up in the country and the need for boosting exports of our manufactured products. As a result, greater selectivity is now being exercised in the matter of approval of foreign collaboration applications. Technical collaboration agreements are now usually approved for a period of 5 years from commencement of production, both to ensure the absorption of such know-how by Indian units as early as possible and also to encourage the establishment of adequate R & D facilities by Indian manufacturing units. Care is also taken to ensure that, as far as possible, collaboration agreements do not impose restrictions on the export of manufactured products, and also that a provision is made in the agreements which allows the know-how to be passed on to another Indian company, should it become necessary, on terms to be mutually agreed to by all concerned including the foreign collaborator and subject to the approval of the Government.

(c) No, Sir.

(d) With a view to avoiding repetitive import of technical know-how for the same or similar products, Government do expect the existing units, who possess the requisite know-how, to share the same with new entrepreneurs, on sub-licensing basis, on terms to be mutually agreed upon and subject to the approval of the Government.

(e) Various steps have been taken to ensure the smooth inflow of foreign technology. With the constitution of the Foreign Investment Board and the publication of Government's guidelines for foreign collaboration, applications for foreign investment/collaboration are being disposed of expeditiously. A number of facilities and incentives are already available to foreign collaborators. Such facilities include non-discrimination against foreign capital once it is admitted into the country, freedom of remittance of profits, dividends, royalty and

technical know-how fees etc., avoidance of double taxation of income and various reliefs and exemptions to foreign companies and investors in the matter of taxation of dividends, royalty and know-how fees, income-tax exemption to technicians etc.

Industrial Licensing Policy

1395. SHRI S. S. KOTHARI : Will the Minister of INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE be pleased to state :

(a) whether it is a fact that under the revised Industrial Licensing Policy, certain industries, which had been de-licensed, have now been brought back within the ambit or licensing ;

(b) if so, the justification for the same ; and

(c) its effects upon the development of those industries ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE (SHRI M. R. KRISHNA) : (a) to (c). Bearing in mind the recommendations of the Planning Commission, the Administrative Reforms Commission and the Industrial Licensing Policy Inquiry Committee and the need for preventing concentration of economic power in the hands of a few business groups, it has been decided that in place of exemption from industrial licensing for certain specified industries, such exemption should be based on the size of investment in an industrial undertaking and should be available provided the undertaking does not belong to, or is not controlled by, the Larger Industrial Houses, foreign concerns or dominant undertakings and provided that the foreign exchange requirements are within certain defined limits. Accordingly, the industries which were earlier exempted from licensing have been brought under licensing again ; at the same time, industrial undertakings having fixed assets in land, buildings plant and machinery upto Rs. 1 crore have been exempted from licensing, subject to certain conditions, so long as they do not belong to or are not controlled by any of three categories mentioned

above. In view of this liberalisation, a substantial number of industrial undertakings pertaining to industries which were earlier delicensed can still be set up without a licence.

Staff in the Office of the Registrar of Companies, Delhi

1396. SHRI S. S. KOTHARI: Will the Minister of COMPANY AFFAIRS be pleased to state:

(a) whether it is a fact that the Office of the Registrar of Companies, Delhi is under-staffed and the Officers particularly in the cell for scrutiny of Articles of new companies, are over-burdened; and

(b) if so, what steps Government propose to take to increase the number of Officers so that the formation of new companies is expedited.

THE MINISTER OF COMPANY AFFAIRS (SHRI RAGHUNATHA REDDY): (a) and (b). The fact that the Office of the Registrar of Companies was under-staffed was brought to the notice of the Department and it had, on the basis of the recommendations made by the Internal Work Study Team sanctioned certain posts for the Office of the Registrar of Companies, Delhi. Certain internal staff adjustments were also made to cope with the work.

Labour output and Price of Standard Motor Cars

1397. SHRI LOBO PRABHU: Will the Minister of INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE be pleased to state:

(a) whether it is a fact that increases of wages to labour and the go-slow policy of workers have added Rs. 2,000 to the cost of the Standard Motor car and, if not, whether an inquiry will be made into the work-load in the factory of common categories of workers and their wages comparably with those employed in other industries in Madras;

(b) whether the Commission of Inquiry already working will be asked to relate work-

load and wages of the factory, with the same in the parent factory, in U. K. and, if not, how can the claim of the workers be tested; and

(c) if Government take over the factory, whether it will consider and disclose its own cost of production and how this will be lower than that of present management?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE (SHRI M. R. KRISHNA): (a) and (b). It is not known whether and to what extent the increase in the cost of Standard Car is due to increases in wages of labour and labour trouble. However, the investigating body recently set up has been asked to make a full and complete investigation into the circumstances which led to the closure of the Standard Motor Products factory.

(c) Government have not so far considered the question of taking over the factory.

Footpaths on culverts and bridges on Hassan-Mangalore Railway Line

1398. SHRI LOBO PRABHU: Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 10272 on the 19th May, 1970 regarding Footpaths on Railway Culverts and Bridges on Hassan Railway line in South Kerala, Mangalore District and state:

(a) how public safety is improved by the public using bridges, as they can always do, when there is no watchman;

(b) how many girder bridges are there and what percentage of the girders required for them are already manufactured whether the girders manufactured can be used elsewhere, since they are standard and, if so, what will be the extra cost of girders required for the Hassan-Mangalore Railway line, strengthened to carry footpaths;

(c) considering the accessibility to Railway Stations which footpaths will provide to passengers and their loads, how does his Ministry consider an outlay of 4 lakhs uneconomic; and

(d) if his Ministry considers the return for

its expenditure inadequate, whether they propose to enquire from the State Government of its willingness to meet its share of the expenditure ?

THE MINISTER OF RAILWAYS (SHRI NANDA) : (a) The public is not allowed to use Railway bridges without footpaths. If any trespasser still crosses, he does so at his own risk.

(b) The information is being collected and will be laid on the Table of the House.

(c) It is not the general policy of the Railways to provide footpaths on Railway bridges for public.

(d) If a request is received from the State Government for any particular bridges, it would be given due consideration.

Crisis in South Kanara Tile Industry

1399. **SHRI LOBO PRABHU** : Will the Minister of INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE be pleased to state :

(a) the number of tile factories in South Kanara District which did not work last season and the number of them which were closed down following attachment for failure to credit Provident Fund ;

(b) the number of factories worked below capacity last season ;

(c) since demand for tiles is largely from constructions in rural areas, whether his Ministry has taken up with the State Government and Financial institutions, the provision of grants and loans for rural housing and, if not, the reasons therefor ;

(d) as the adverse condition of small factories is due to the trade name and finance of bigger factories, whether his Ministry will direct examination of the prospects for a Tile Board or a Tile Marketing Co-operative Society ; and

(e) as the closure of factories involves large scale unemployment, whether Government would consider exempting the Tile industry

from the Provident Fund contributions, till to the industry revives ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE (SHRI M. R. KRISHNA) : (a) and (b). The information is being collected and will be laid on the Table of the House.

(c) During the Fourth Plan period, all the Social Housing Schemes formulated by the Central Government have been included in the development programme in the State Sector and Central assistance is given in the form of 'block loans' and 'block grants' without being tied to individual heads of development. Funds are allocated by the State Governments for various programmes in the State Sector including rural housing according to their own priorities. The Ministry of Health and Family Planning and Works, Housing and Urban Development (Department of Works, Housing and Urban Development) who are concerned with provision of funds for rural housing did not have any occasion to take up with the States the question of provision of additional funds though they have pressed the State Governments from time to time to step up their outlay under rural housing.

(d) and (e). The matters will be looked into if and when the circumstances so warrant.

Demand for speedy survey of Bombay-Mangalore Coastal Railway Line

1400. **SHRI LOBO PRABHU** : Will the Minister of RAILWAYS be pleased to state :

(a) the reasons why the survey of the Bombay-Mangalore Coastal Railway should require 18 months, when our Engineers are reported to have completed a survey for a 400 km. Railway in Iran in two months and why the report should not be available in one year, well ahead of the General Elections ;

(b) the reasons why instructions have been given that the line should keep to the coast as far as is economically feasible and should in any case be on the sea side of the Ghats ;

(c) whether the Officers making the survey would be instructed to consult the Chambers of Commerce on the route in order to properly assess the economic potentials of the lines ;

(d) whether in deciding the economic feasibility the Surveyors would be asked to consider the beginning of the line from either ends, Bombay and Mangalore ; and

(e) whether it is a fact that a survey from Mangalore upto Udipi has already been made and, if so, whether it would be utilised for what it is worth ?

THE MINISTER OF RAILWAYS (SHRI NANDA) : (a) Presumably reference is to the Study recently carried out in Iraq by an Indian Team of Railway Officers. The study was only in the nature of a techno-economic feasibility study for a duration of 4 months in fairly plain country. The Apta (near Bombay)—Mangalore new line survey is a detailed traffic survey together with an engineering reconnaissance survey for a length of over 800 kms. The working season is also limited on account of the heavy rainfall in this area. Hence the survey for the new line is of longer duration and cannot be completed within one year.

(b) The new line is being considered to serve the coastal areas. At the time of survey, the most economical alignment after taking into account various alternatives will be arrived at.

(c) A detailed assessment of the traffic prospects of the region is always made during the traffic survey, after consultations with the State Government and other important bodies. No specific instruction in this regard is necessary.

(d) The economic aspect of the line from either ends is taken into account while assessing the traffic projections of the various areas the proposed new line will serve.

(e) Surveys were carried out in 1927-28 for a new line from Mangalore to Udipi. Some of the data of these surveys will be utilised during the present survey.

12.01 hrs.

CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE

NATIONALISATION OF SUGAR MILLS IN U. P.

SHRI S. M. BANERJEE (Kanpur) : I call the attention of the Minister of Food and Agriculture to the following matter of urgent public importance and I request that he may make a statement thereon :

"The reported clearance given by the Government of India to the Government of U. P. to nationalise sugar mills in the State."

THE MINISTER OF FOOD AND AGRICULTURE (SHRI F. A. AHMED) : As the House is aware there has been a demand for nationalisation of sugar industry in Uttar Pradesh. The Government of Uttar Pradesh have been of the view that the Central Government only can make laws for the nationalisation of sugar industry. The Central Government considered the matter and my predecessor, Shri Jagjivan Ram informed the House in its December 1969 session that according to the legal advice available to the Central Government, the State Legislature was also competent to make laws with respect to the acquisition of sugar mills. The Chief Minister of Uttar Pradesh was advised about this position.

The Government of Uttar Pradesh have however, maintained, on the basis of the legal advice given to them, that the acquisition of sugar factories for the purpose of nationalisation of the sugar industry would not be within the competence of the State Legislature even though such a legislation may receive the assent of the President. The Central Government has, therefore, re-examined the matter and has been advised again that the Parliament as well as a State Legislature are competent to make laws providing for the acquisition of sugar undertakings and for the State running the business of such undertakings. If such a law is passed by the State Legislature, it has to be reserved for the consideration of the President and should receive his assent. However, even after such acquisition by a State Government

[Shri F. A. Ahmed]

the industrial undertaking or undertakings will be governed by the provisions of the Industries (Development and Regulation) Act, 1951. The Government of Uttar Pradesh is being informed accordingly.

I would like to stress that the Central Government is fully seized of the all-India aspect of the question, and as was stated by Shri Jagjivan Ram in this House, a Committee is being set up to undertake a thorough examination of the working of the sugar industry in the country in the context of the demand for its nationalisation and the manner in which its problems, including the problem of sick mills, should be tackled. This enquiry is proposed to be undertaken shortly.

SHRI S. M. BANERJEE: The Chief Minister, Mr. Charan Singh, made a public statement four days after becoming Chief Minister that he would nationalise the sugar mills. Now after the clearance has been given by the Centre and the Attorney General's opinion is that the State Government is competent enough to take such a step without the Centre delegating to it special powers, even after this, instead of taking a final decision to nationalise the sugar mills, this question was again referred by the Chief Minister to the Advocate General of UP, Mr. K. L. Mishra, as if the UP Government and the Chief Minister did not rely on the wisdom and advice of the Attorney General. Now, taking advantage of the legal quibbling—it appeared in the newspapers also—a final decision is not being taken. As to what the Chief Minister has stated to the press after the Cabinet meeting, I would quote from *Patriot* of 3rd August 1970:

"He told the newsmen that the opinion of the Attorney General was considered inconclusively."

"He further said 'The take-over of the industry involved great financial implication. We tried to digest the content of the official note of the Attorney General which was brought here by the members of the delegation (consisting of Cabinet Ministers N. D. Tewari, Jai Ram Verma and Virendra Verma) from Delhi.'"

In addition to this, some of the BKD Ministers, specially the Agriculture Minister, Shri Shiv Raj Singh, wanted the Government to be cautious and desist from any hasty step that might involve it in prolonged litigation with the mill owners. If any government worth the salt is afraid of litigation by the vested interests, be it the Central or State Government no decision for nationalisation of any industry can be taken. If this House was afraid of litigation, we would not have taken a decision, or this government would not have taken a decision to promulgate an Ordinance to nationalise the fourteen banks. We did pass that legislation in this House knowing fully well that some of the reactionaries would go to the Supreme Court or High Court and will try to undo this. But when it was undone, again legislation was brought forward and it was passed by a thumping majority and it has become a law and all those fourteen banks which the reactionaries did not want to be nationalised stand nationalised today. The Chief Minister of UP has made a public commitment within four days of assumption of office that he would nationalise it. Now, most probably under the influence of the vested interests of the sugar magnates, he wants to reverse the decision or take shelter by bringing in legal quibbling before the Central Government. May I know from the Minister whether a clear directive has been issued, or will be issued, to the Chief Minister to rely on the advice of the highest law officer of the country, that is, the Attorney-General, and go ahead with nationalisation, not worrying about what will happen in the Supreme Court or High Court? Let him nationalise the sugar industry and end the miseries of the cane growers, who are being exploited by the mill-owners, and lakhs of workers who are serving the sugar factories. Since the Chief Minister of UP has made a public commitment, I would request him, through this House, that if he wants to wriggle out let him quit peacefully and gracefully.

SHRI MADHU LIMAYE (Monghyr):
Withdraw support.

SHRI S. M. BANERJEE: My party has already withdrawn support.

श्री प्रकाशबीर शास्त्री (हापुड़) : उन्हें आपकी सपोर्ट की जरूरत ही नहीं है।

SHRI S. M. BANERJEE : One of the Ministers Shri Genda Singh has resigned and he said at the time of his resignation : I will become a Naxalite but I will see that the sugar industry is nationalised. He is a Congress Minister and not a CPI Minister. There are certain members in the committee, like Shri Prithvi Nath, who are being influenced by the sugar magnates and there is a sugar lobby in UP. I would, therefore, request...

श्री रघुबीर सिंह शास्त्री (बागपत) : अध्यक्ष महोदय, माननीय सदस्य कुछ व्यक्तियों का नाम ले रहे हैं जो यहां पर अपने को डिफेंड करने के लिये मौजूद नहीं हैं।

एक माननीय सदस्य : बोलने दीजिये।

श्री रघुबीर सिंह शास्त्री : कैसे बोलने दें, यह गलत बात है। (व्यवधान)

SHRI J. M. BISWAS : Sir, he should be allowed to ask his question.

श्री प्रकाशबीर शास्त्री : दूसरों की बात भी तो सुनिये।

SHRI J. M. BISWAS : Let Shri Banerjee first ask his question. Then...

श्री रघुबीर सिंह शास्त्री : मैं अध्यक्ष महोदय से कह रहा हूँ।

SHRI J. M. BISWAS (Bankura) : Sir, he is not allowing... (Interruptions)

श्री प्रकाशबीर शास्त्री : यह क्या तरीका है? अध्यक्ष महोदय, आप से सवाल पूछा जा रहा है तब भी माननीय सदस्य ऐतराज करने लगते हैं। यह कलकत्ता नहीं है, पार्लियामेंट हाउस है।

MR. SPEAKER : I would request Shri Biswas to resume his seat. He is unnecessarily

intervening.... (Interruptions) There should be no threatening.... (Interruptions).

Mr. Biswas, I disapprove of your conduct... (Interruptions).

SHRI J. M. BISWAS : Sir, it is you who can correct me. Who is he to correct me? (Interruptions).

SHRI RANDHIR SINGH (Rohtak) : The point of order must be heard.

श्री रघुबीर सिंह शास्त्री : मैं निवेदन कर रहा था कि श्री बनर्जी कुछ लोगों का नाम ले रहे हैं जो यहां डिफेंड करने के लिए नहीं हैं।

MR. SPEAKER : Who are they?

श्री रघुबीर सिंह शास्त्री : उन्होंने श्री पृथ्वी नाथ सेठ का नाम लिया है, श्री गेंदा सिंह का लिया है, श्री चरण सिंह का लिया है। वे अपने आपको डिफेंड नहीं कर सकते हैं यहां आकर। उन्होंने कुछ एलोगिशंज भी लगाए हैं। 353 के अन्दर...

MR. SPEAKER : They are also Ministers in the State. He is referring to the Ministers. Unfortunately, he mentioned them by name. But it is all right. He was just referring to the policy matter and, in that matter, he heppened to mention certain names. But those were not allegations.... (Interruptions).

श्री रघुबीर सिंह शास्त्री : एलोगिशंज लगा रहे हैं।

SHRI N. DANDEKAR (Jamnagar) : There were definite allegations that these two gentlemen mentioned by him by name were bought by sugar magnates.

MR. SPEAKER : If that was the allegation, I will not allow it. Mr. Banerjee, you are making allegations against certain persons... (Interruptions).

SHRI S. M. BANERJEE: I am not making allegations. I mentioned the name of the Chief Minister. The name of the Chief Minister of U. P. is Mr. Charan Singh. Am I correct or not? Then, I referred to Mr. Genda Singh who was the Food Minister there..... (Interruptions).

SHRI K. N. TIWARY (Bettiah): On a point of order, Sir.

स्टेट गवर्नमेंट क्या कार्यवाही कर रही है क्या वह यहां डिसकस होगा ?

MR. SPEAKER: This is a Call Attention notice regarding certain decision by the Government of India in relation to a Provincial Government.

श्री भोलू प्रसाद (बांसगांव) : यह राष्ट्रीयकरण का मामला है। प्रान्तीयकरण का मामला नहीं है।

श्री हुकम चन्द कछवाय (उज्जैन) : हर बीमारी की दवा राष्ट्रीयकरण है।

SHRI S. M. BANERJEE: Sir, I have great regard for him. But because he is not nationalising the sugar industry, I mentioned his name.... (Interruption) I would like to know from the hon. Minister whether a clear direction will be issued now because they have taken a decision in the party meeting called the AICC and they have also taken a decision in the Cabinet called the Union Cabinet and there also they have taken a decision in the Cabinet called the U. P. Cabinet. I want to know whether a clear direction will be issued to nationalise the sugar industry based on the advice given by the highest legal luminary, the Attorney-General. Let them not bother about what will happen in the High Court or the Supreme Court. This House is supreme and sovereign. That House is also supreme and sovereign. The U. P. Legislature can pass any law. If something is done by judiciary, we are the sovereign people and we know how to counteract that. I would like to know from the hon. Minister whether clear instructions will be issued and when the sugar industry is

going to be nationalised and whether a decision to nationalise other mills also will be taken soon.

श्री प्रकाशवीर शास्त्री : मेरा निवेदन एक है। आपने घ्राणाकर्षण प्रस्ताव स्वीकार किया इसमें हमें कोई आपत्ति नहीं है। कृषि मंत्री ने अभी एक वक्तव्य दिया है। अब वह जो जबाब देने जा रहे हैं उसमें इस बात को अवश्य स्पष्ट करें कि ला सैक्रेटरी की क्या राय है, ला ज्वाइन्ट सैक्रेटरी की क्या राय है और एटार्नी जनरल ने क्या राय दी है? क्या एटार्नी जनरल ने अपनी राय में यह भी कहा है कि हो सकता है कि मेरी इस राय को सुप्रीम कोर्ट न माने? इसके अतिरिक्त सबसे बड़ी बात यह है कि जो सेंटर का विषय है, उसको प्रान्तीय सरकार पर क्यों थोपा जा रहा है? अगर शूगर मिलों का राष्ट्रीयकरण करना है तो सारे देश में आप क्यों नहीं करते हैं। एक प्रान्त के लिये ही यह बात क्यों होती है?

डा० राम सुभग सिंह (बक्सर) : सारी शूगर इंडस्ट्री का जल्दी नेशनलाइजेशन कीजिये।

SHRI F. A. AHMED: The matter was clarified by my predecessor. So far as the decision of the Government is concerned, the decision of the Government was announced by him in the last session of Parliament i. e., that Government have decided to appoint a committee for the purpose of studying the working of the sugar factories in the context of nationalisation. We stand by that decision. The question involved is whether the State Government is also competent to nationalise the sugar industry. Now there is difference of opinion between the legal experts of the State Government and the Central Government. We have recently obtained the highest legal opinion of the Central Government and the opinion is being sent to the State Government for taking decision in the light of the opinion expressed by him.

SHRI SURENDRANATH DWIVEDY (Kendrapara): What is that opinion?

SHRI PRAKASH VIR SHASTRI: Will it be laid on the Table of the House? (*Interruptions*).

श्री मधु लिमये : दोनों रायों को सदन के सामने रखा जाय ।

श्री प्रकाशवीर शास्त्री : एटार्नी जनरल और एडवोकेट जनरल दोनों की रायें टेबल पर रख दीजिये ।

SHRI F. A. AHMED: I have already indicated that I have no objection to place all the legal opinion on the Table of the House.

SHRI PRAKASH VIR SHASTRI: The letter of the Chief Minister also.

SHRI S. KUNDU (Balasore): What is the opinion?

SHRI S. M. BANERJEE: The question was whether a clear directive has been issued apart from the legal opinion. They should not bother about the legal opinion.

SHRIMATI TARKESHWARI SINHA (Barh): The Central Government is trying to avoid paying compensation.

SHRI F. A. AHMED: So far as Government of India is concerned, it has to be done not for UP alone but for the entire country. For that purpose a Committee is being appointed and when the report of the Committee is available, we shall take necessary action.

Now, so far as the opinion of the legal experts is concerned, we are sending it to the UP Government. The question of direction can only arise when the question is determined definitely by the Supreme Court. May I say that so far as we are concerned, we shall take action after the report of the inquiry committee is available to us.

SHRI S. S. KOTHARI (Mandsaur): Sir, it is regrettable that the fate of an industry is to be decided not on economic grounds or merits but for building up the political image. The proposal is being bandied about between UP and the Centre. The Chief Minister of UP, it appears, wants to use nationalisation to bolster his dwindling election prospects. That

is the impression we gather. The move is politically motivated, it is politically immoral and reprehensible.

The hon. Minister said that the Central Government is going to set up an inquiry committee. Why are they delaying setting up the inquiry committee? By now it should have been constituted.

Secondly, instead of waiting for the report of the committee, they have suddenly rushed to give a clearance to the UP Government that they can go ahead with the nationalisation. What are the consequences of nationalisation? Are we to look into that also or are we just to blindly rush into this matter? Several crores of rupees—about Rs. 60 to 100 crores will be required for paying compensation. From where will the UP Government find this money? All that money can be better utilised for renovation and modernisation of the sugar mills in the national interest by giving loans to the mills as recommended by the Gundu Rao Committee and other expert bodies. The machinery of some of these mills is very old. These mills are in a shattered condition and they are incurring serious losses. If these mills are to be taken over by the U. P. Government I shudder to think what would be the result.

Bureaucratisation will be there and there is bound to be marked fall in efficiency all round. The Central Government cannot manage their own public enterprises properly, what to talk of State Governments? It is my view that this will only multiply losses and the real consequence of all this would be that these steps will, instead of benefiting the cane growers, put them in a quandary.

Therefore, Sir; my basic point is this. The Central Government should inform the U. P. Government very clearly and categorically that it is against that State tampering with the structure of any all-India industry, the nationalisation of any section of the industry, which happens to be in that particular State. It is a bad precedent, I submit, if an extremist Government takes charge, say, for instance in Kerala or in West Bengal, and follows this precedent what will happen? Nationalisation of industry should be considered only on a countrywide, national, basis. It is the Central

[Shri S. S. Kothari]

Government which should have the power to take over any industry on an all-India basis, and purely on economic grounds.

But, in this case, what has happened? Due to the scare of nationalisation, the sugar-mills are not making fresh investment for expansion, modernisation, major repairs etc. This will affect their productive capacity; and this would also impinge upon the interest of the cane-growers.

There is one important point which I wish to stress in this connection. We find, that the sanctity that should normally be attached to the legal opinion of the Attorney General is being steadily eroded. That is a very serious matter for us to ponder and consider. The Attorney General is the highest legal authority, but it appears, his opinion is moulded according to the dictates or wishes of the political masters. What then is the sanctity of the Attorney General's opinion, Sir?

This matter is governed by Entry No. 52 in the Union List. It says:

"52. Industries, the control of which by the Union is declared by Parliament by law to be expedient in the public interest."

According to Basu's Commentary, the Industries (Development and Regulation) Act, 1951 and Sugar (Regulation of Production) Act, 1961, have been passed by Parliament under which the control of sugar industry is vested in the hands of the Central Government. Entry 24 in the State list refers to Industries subject to the provisions of Entry 52 of the Union List. The opinion of the Attorney General is wrong. It is the Central Government which alone has the power to nationalise any industry, if at all, on an all-India basis, on economic grounds. The U. P. Government has no right to do so.

I wish to ask why has the Enquiry Committee—which was proposed to be set up to study problems of the sugar industry, in the context of the demand for nationalisation—not been set up so far? Would the Committee be asked to enquire whether nationalisation is at all

necessary in the public interest?

Secondly, Sir, will the Central Government tell the U. P. Government to give up its idea of nationalisation of the sugar industry in U. P. because it is not going to help the country, the industry, or the public? Besides, would the Central Government ask the U. P. Government from where it would find the money of Rs. 60 crores to Rs. 100 crores which would be needed? What are the steps which the Government propose to take to evolve a national sugar policy which would avoid periodical imbalances that would lead to an increase in cane and sugar production?

SHRI F. A. AHMED: As I have pointed out, there is difference between acquisition and 'control' and 'regulation'. We would like to acquire property when it is expedient to do so in the public interest. So far as the right to acquire property is concerned, there are high legal experts who have expressed their opinions that both the State legislatures and the Central Government are competent to legislate so far as acquisition of property is concerned.

Control and regulation certainly are matters that have to be done by the Government of India; but here I would like to say, it is not because of any political motivation that we are going to do anything in this regard. It is for that reason that Shri Jagjiwan Ram had announced about the appointment of a Committee which will study the working of the sugar industry in the context of the demand for Nationalisation. I wish to say that that Committee is going to be appointed very shortly. I hope, in a few days' time, I will be able to announce the appointment of that Committee. I hope, when the Report of that Committee is available, it will be possible to take action not only for one part of the country, but for the whole of the country.

SHRI S. M. BANERJEE: That committee has nothing to do with U. P. The case of U. P. is already decided.

SHRI S. S. KOTHARI: Will he provide Rs. 100 crores to the U. P. Government?

SHRI F. A. AHMED : That question does not arise at all.

SHRI D. N. PATODIA (Jalore) : The tragedy of the whole situation in our country is that in complete disregard of the results of nationalisation in our country which has not done any good to any section of the society, we very often continue to raise the bogey of nationalisation in one State or another of one industry or another. Looking at the past results, we find that nationalisation has not benefited either the producers or the labour or the consumer or even the exchequer. The producer is getting less ; the labour is not being made comfortable ; the consumer has to pay high, and the exchequer is the biggest loser, because these industries do not make profit at all, and the result has been that the capital invested in these industries has been completely stagnated without producing anything and without adding to the capital.

Coming to the sugar factories in U P, there has been the experience of five or six units which are under State control and the experience of each one of them is unsatisfactory. They have not been able to produce any good result. They are also in great arrears as compared to the private sector.

This particular trend of the Central Government of permitting a State to take independent decisions with regard to nationalisation is an extremely dangerous trend. I want to warn them to look into the consequences of that, namely that the process of disintegration will further be accelerated and it would be impossible for them to control the flight of industry from one State to another. The type of opinion that they are giving is extremely dangerous. I would like to tell them that this type of opinion should be completely withdrawn.

In the present world, there are two items which are very scarce not only in India but in the world over ; one is capital and the other is management. India is equally scarce in both of them. If we have additional money to nationalise these industries, then why should we not invest this money in other and much better products which are beneficial to the

country ? Why should we disturb an industry which is running and which is already producing goods and wealth and contributing to the welfare of the country ? Therefore, in the context of all these considerations, I would expect to get two definite and positive assurances from Government. One is that they should assure this Parliament that in view of the shortage of capital in the country and in view of the past experience of the nationalised sector, no further private sector will be nationalised and that all the money that is available will be invested in that sector which is more needed. The next assurance is that the Central Government will come forward with an assurance and a decision that they will not permit any individual State to function unilaterally and arbitrarily and that all these decisions with regard to industries will be taken by the Centre at the Central level.

MR. SPEAKER : May I invite the hon. Member's attention to one of the rules of procedure, namely that he may ask a question but not ask an assurance on a calling-attention-notice ?

SHRI D. N. PATODIA : In that case, let me re-frame my question. My question is whether the Central Government are prepared to give an undertaking that any decisions in future will be taken at the Central level and that no individual States will be permitted to take independent decisions ? Further, are the Central Government prepared to give an undertaking that in view of the shortage of capital and in view of the past experience of the nationalised sector, no further private sector will be nationalised, and that any additional money that is available will be invested in much more important projects ?

SHRI P. RAMAMURTI (Madurai) : On a point of order. I want to know whether the hon. Member is entitled to ask a question which impinges upon the powers of a State Government. If a State Government has got the power to take over an industry, how can the hon. Member ask the Central Government to give an assurance that the Central Government will go against the Constitution and

force the State Government not to do a thing which is within its powers? I want to have your ruling on this matter.

MR. SPEAKER : This is a Calling Attention motion on the clearance given by the Government of India to the Government of U. P. Therefore, it comes within that.

SHRI F. A. AHMED : I do not subscribe to the views expressed by my friend Mr. Patodia regarding the nationalisation of industries. He is entitled to his own opinion. I feel that nationalisation has done good and will do more good to the country in future. Therefore, I am not prepared to give any assurance or undertaking that no nationalisation will be undertaken by the Government. So far as the sugar industry is concerned, I have explained the position that we have obtained the opinion and conveyed it to the U. P. Government, and it is for them to take into consideration either this opinion or that opinion.

SHRI D. N. PATODIA : Does it mean that the Central Government will permit every State to function independently in the matter of nationalisation and bring about the disintegration of the country? He has not replied to my point.

श्री शिव चन्द्र झा (मधुबनी) : केन्द्रीय सरकार आदेश दे बिहार सरकार को बिहार की चीनी मिलों का राष्ट्रीयकरण करने के लिये।

श्री शारदानन्द (सीतापुर) : अध्यक्ष महोदय, आप जानते हैं मैं उत्तर प्रदेश से आता हूँ। वह अभाग उत्तर प्रदेश जो देश के सब प्रदेशों से पिछड़ा हुआ है और चीनी का उत्पादन उत्तर प्रदेश से ही सबसे ज्यादा करता है। आज इस सरकार ने उस उत्तर प्रदेश को ही अखाड़ा बनाया हुआ है, राजनैतिक अखाड़ा बनाया हुआ है। आर्थिक दृष्टिकोण से सोचना इन्होंने छोड़ दिया है और राजनैतिक उठापटक वहाँ हो रही है। वहाँ के मुख्य मंत्री ने गुप्ता सरकार को हटाने के बाद जब वहाँ बैठे तो

एक स्टेटमेंट दे दिया कि हम चीनी मिलों का राष्ट्रीयकरण करेंगे। अब अध्यक्ष महोदय, आप जानते हैं कि चांदी का तमाचा इतना बड़ा तमाचा होता है कि लोगों का दिमाग बदल देता है और अब उनका दिमाग बदल गया है...

श्री रघुबीर सिंह शास्त्री : देखिए अध्यक्ष महोदय, मैं फिर आपत्ति करता हूँ। यह चांदी के तमाचे की बात करते हैं।..... (व्यवधान).....

श्री शारदानन्द : आज इस मामले को ले करके सारे उत्तर प्रदेश में एक अनिश्चितता का वातावरण पैदा हो गया है... (व्यवधान)... आज किसान को कितने पैसे का उससे लाभ होगा यह उसको कुछ पता नहीं है और जितनी भी चीनी मिलें हैं राष्ट्रीयकरण के डर से जो वह मशीनें नई लगाना चाहते थे या रिपेयर कराना चाहते थे वह उन्होंने करना छोड़ दिया है। तो मैं यह जानना चाहता हूँ कि क्या इस राजनैतिक उठापटक को आप बन्द करेंगे और आर्थिक दृष्टि से इसके ऊपर सोचेंगे? अभी इससे पहले जगजीवन राम ने आश्वासन दिया था कि हम एक कमेटी बना रहे हैं, वह कमेटी जो कुछ भी राय इस बारे में देगी उसके ऊपर हम निर्णय करेंगे। मैं सरकार से पूछना चाहता कि आज उत्तर प्रदेश को जो आपने राय दी है कि वह राष्ट्रीयकरण कर सकते हैं तो क्या उसके साथ मैं यह भी राय दी है कि उसका ढांचा क्या होगा? किस प्रकार से उसका संचालन होगा, अपने हाथ में लेने के बाद किस प्रकार से वह चलाई जायेंगे? अन्त में मैं यह जानना चाहता हूँ जो भी ढांचा आपने दिया हो उसमें क्या यह भी करने जा रहे हैं कि इन मिलों को अपने हाथ में ले करके उनका प्रबन्ध उन मिल मजदूरों को और गन्ना उत्पादकों को देने जा रहे हैं या नहीं? अगर नहीं तो फिर आप क्या करने जा रहे हैं?

श्री फलरुहीन अली अहमद : दो या तीन सवाल उठाये गये हैं। सबसे पहले तो यह कहा गया कि शुगर मिलों के नेशनलाइजेशन का सवाल लाकर हमने यू० पी० में एक अखाड़ा बना रखा है, यह बिलकुल गलत बात है...

श्री कंबर लाल गुप्त (दिल्ली सदर) : बिलकुल सही बात है।

श्री शारबानन्द : बिलकुल यही बात है, अखाड़ा बना रखा है।

श्री कंबरलाल गुप्त : अध्यक्ष महोदय, झगड़ा वहाँ यही है कि पैसा कांग्रेस को मिले या बी० के० डी० को मिले... (व्यवधान) ...

एक माननीय सदस्य : सी० बी० गुप्ता को गिराने के लिये यह ईश्यू बनाया गया।..... (व्यवधान).....

अध्यक्ष महोदय : श्री हुकम चन्द कछवाय, अगर इस तरह से आप सारी कार्यवाही में रुकावट करेंगे तो फिर मुझे आप में से किसी न किसी को नेम करना पड़ेगा।

श्री शारबानन्द : अध्यक्ष महोदय, मैं मंत्री महोदय से यह स्पष्टीकरण चाहूँगा, मंत्री महोदय ने कहा कि हम उत्तर प्रदेश में अखाड़ा नहीं बनाए हुए हैं तो यह कहने का उनका आधार क्या है ?

श्री कंबर लाल गुप्त : इनका कहना सिर्फ यह है कि बी० के० डी० भी चीनी मिलों के नेशनलाइजेशन के सवाल का पोलिटिकल ईश्यू बना रहा है और यह भी बना रहे हैं। वह अपना फायदा उठाना चाहता है, यह अपना फायदा उठाना चाहते हैं। तो यह कहाँ तक उचित है ? अगर राष्ट्रीयकरण करना है तो करो, यह पोलिटिकल ईश्यू क्यों बनाए हुए है ?

श्री फलरुहीन अली अहमद : अब आपको समझ में नहीं आ रहा है तो मैं क्या करूँ ?

श्री कंबर लाल गुप्त : समझ तो आपकी सब प्राइम मिनिस्टर ले गईं।

श्री फलरुहीन अली अहमद : दूसरी बात जो आनरेबल मेम्बर ने कही वह यह (व्यवधान) नेशनलाइजेशन के लिये उन्होंने हमारे पास रेफर किया था और उसी वक्त से उस पर छानबीन हो रही है। दूसरा सवाल यह है कि श्री जगजीवन राम जी ने कहा था कि हम एक कमेटी बनायेंगे और जब उसकी रिपोर्ट आएगी तब उसके बारे में सोचेंगे कि क्या करना है, वह कमेटी बनाने के बारे में मैंने बताया कि थोड़े दिनों में उसकी एनाउंसमेंट होगी..... (व्यवधान).....

एक माननीय सदस्य : सारे हिन्दुस्तान की चीनी मिलों का नेशनलाइजेशन क्यों नहीं करते ? (व्यवधान).....

अध्यक्ष महोदय : श्री हुकम चंद कछवाय, मैं आपको यह बता देना चाहता हूँ कि और ज्यादा मैं आपको बर्दास्त नहीं करूँगा। मैं आपको फाइनल वार्निंग दे रहा हूँ। आपने काफी तंग किया है।

श्री हुकम चन्द कछवाय : आप भी तो हमको तंग किया करते हैं, हमको मौका नहीं देते।

अध्यक्ष महोदय : आपको मौका दें तो बाकी सभी घरों को चले जाएंगे।

श्री फलरुहीन अली अहमद : हमने कोई भी राय या हुकम यू० पी० गवर्नमेंट को नहीं दिया है। हमने एटार्नी जनरल को उनकी अधिनियम के लिये भेजा था। वह जो उनकी ओपीनियन आई है वह हम यू० पी० गवर्नमेंट को भेज रहे हैं।

श्री शारदानन्द : अध्यक्ष महोदय, इन्होंने कोई ढांचा इस प्रकार का बनाया है कि उसको लेने के बाद किम प्रकार से उसको चलायेंगे ? क्या उसका कोऑपरेटिव आधार रहेगा ? हमने मांग की है कि मजदूरों को उसका प्रबन्ध सौंपा जाये, उसके सम्बन्ध में कुछ नहीं कहा ।

श्री फखरुद्दीन अली अहमद : इस सम्बन्ध में हमने कोई राय नहीं दी । लोगल काम्पौटैस का जो सवाल उठाया था, उसके बारे में हमने जो एटार्नी जनरल की राय ली वह उनको भेज रहे हैं ।

12-40 hrs.

RE: SITUATION IN DELHI UNIVERSITY

श्री रवि राय (पुरी) : अध्यक्ष महोदय, मैं आपकी इजाजत से एक सवाल उठा रहा हूँ । दिल्ली विश्वविद्यालय के तीन लड़के—श्री विकास देशपाण्डे, विजय स्नेही और नरेन्द्र शर्मा—सात दिनों से भूख हड़ताल पर हैं । इनके मुद्दे ये हैं—एक—विश्वविद्यालय में 21 लड़कों को सस्पेंड किया गया है, दूसरा—श्री राजकुमार जैन ने, जो कि विश्वविद्यालय के विद्यार्थी हैं, अपने इतिहास के पर्चे का उत्तर हिन्दुस्तानी में लिखा है, इसलिये उनका नतीजा नहीं निकाला गया है, तीसरे—ना-फैकल्टी में में 200 स्थानों को घटाया गया है, जिसके कारण विद्यार्थियों को भरती होने के लिये स्थान नहीं मिल रहा है, इस तरह से उनके चार-पांच मुद्दे हैं । इन सब मुद्दों को लेकर विद्यार्थी वहाँ आन्दोलन कर रहे हैं, सात दिन से भूख हड़ताल चल रही है । मैं आपसे निवेदन करूंगा कि आप भक्त दर्शन जी और होम मिनिस्टर साहब को आदेश दें कि वे इसके बारे में शाम तक, हाउस उठने के पहले, बयान दें । यह बहुत महत्वपूर्ण सवाल है, मैं चाहता हूँ कि सरकार उनकी मांगों को मान ले ताकि ये

लड़के अपनी भूख हड़ताल वापस ले सकें ।

DR. RAM SUBHAG SINGH (Buxar) : Sir, it is an important point. I support the hon. Member. I request that the Minister must make a statement on it.

श्री कंबर लाल गुप्त (दिल्ली सदर) : अध्यक्ष महोदय, मैं भी इसका समर्थन करता हूँ । वहाँ पर ला-फैकल्टी बन्द हो गई है ।

श्री रवि राय : 200 स्थान घट गये हैं, विद्यार्थियों को भरती होने के लिये स्थान नहीं मिल रहा है ।

MR. SPEAKER : I am not going to allow any more thing. He has already spoken on it.

श्री प्रकाशवीर शास्त्री (हापुड़) : दिल्ली विश्वविद्यालय केन्द्रीय विश्वविद्यालय है । हिन्दी माध्यम से परीक्षा में उत्तर देने से अगर किसी को फेल किया जाता है, तो शिक्षा मंत्रालय इस दायित्व को ले ।

12.41 hrs.

PAPERS LAID ON THE TABLE

LAW COMMISSION'S REPORT ON INDIAN POST OFFICE ACT

THE MINISTER OF LAW AND SOCIAL WELFARE (SHRI K. HANUMAN-THAIYA) : I beg to lay on the Table a copy of the Thirty-eighth Report of the Law Commission on the Indian Post Office Act, 1898. [Placed in Library. See No. LT—3826/70].

NOTIFICATIONS UNDER FORWARD CONTRACTS (REGULATION) ACT

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE (SHRI DINESH SINGH) : I beg to lay on the Table a copy of Notification No. S. O. 1526 (Hindi and English versions) published in Gazette of India dated the 25th April, 1970, issued under Section 6 of the Forward

Contracts (Regulation) Act, 1952. [Placed in Library. See No. LT—3827/70].

CONDUCT OF ELECTIONS (SECOND AMENDMENT)
RULES

THE MINISTER OF STATE IN THE MINISTRY OF LAW AND IN THE DEPARTMENT OF SOCIAL WELFARE (SHRI JAGANATH RAO): I beg to lay on the Table a copy of the Conduct of Elections (Second Amendment) Rules, 1970 (Hindi and English versions) published in Notification No. S. O. 2362 in Gazette of India dated the 3rd July, 1970, under subsection (3) of Section 169 of the Representation of the People Act, 1951. [Placed in Library. See No. LT—3828/70].

SHRI SAMAR GUHA (Contai): Sir, I have to make an observation on a non-controversial subject.

MR. SPEAKER: I am going to place your point before the Business Advisory Committee. There should be a limit to such things. Shri Sanjivayya.

12.42 hrs.

CONTRACT LABOUR (REGULATION
AND ABOLITION) BILL—(Contd.)

THE MINISTER OF LABOUR AND REHABILITATION (SHRI D. SANJIVAYYA): Sir, yesterday, I was saying....

SHRI SAMAR GUHA (Contai): I wanted to make a submission....**

MR. SPEAKER: Nothing will go on record; this is against my ruling. Another business has been taken up, and the hon. Member is intervening in between.

SHRI D. SANJIVAYYA: Yesterday, I was saying that some hon. Members wanted the limit of 20 should be reduced to 15 or 10. Some other hon. Members brought to the notice of the Government that many pieces of

legislation passed by this House and by the various State legislatures are not properly implemented. Therefore, whenever we think of any legislation, the main objective should be that it should be capable of strict implementation. If we reduce the number from 20 to 10 or 15, the number of establishments will be too many and the whole question will become very unwieldy for implementation.

SHRI NAMBIAR: How?

SHRI D. SANJIVAYYA: Many more establishments will come and then it will become very difficult. However, in the proviso to clause 1 (4) (b), it has been said as follows:

"Provided that the appropriate Government may, after giving not less than two months' notice of its intention so to do, by notification in the Official Gazette, apply the provisions of this Act to any establishment or contractor employing such number of workmen less than twenty as may be specified in the notification."

Therefore, there is still authority for the Government to make this Act applicable to those establishments and contractors to employ less than 20 people. (Interruptions.)

With regard to the appointment of Advisory Boards there was some criticism. These Advisory Boards, whether Central or State, will be of a tripartite character. The Joint Committee of Parliament has also rightly suggested that the representatives of the workers should not be less than the representatives of the contractors or the employers. Some Members have suggested that the workers should have a majority. When we say it is not less than the number of representatives of the contractors or establishments, it means it is equal or more. So, there is still a possibility of appointing more workers on the Advisory Boards.

With regard to the appointment of the Chief Labour Commissioner on the Central Advisory Board, there was some objection. The real point is, the Chief Labour Commissioner is in the know of all the establishments, employers, workers, conditions of service, working condi-

** Not recorded.

tions, etc. Therefore, we thought he would give his experience to this committee and his advice will be valuable.

SHRI NAMBIAR (Tiruchirappalli): It will be only formal attendance.

SHRI D. SANJIVAYYA: No; not formal.

There are provisions in this Bill for registering establishments. Some apprehension has been expressed that establishments under Government may not be covered. It is not correct. In the definition itself, the first sentence is "any office or department of the Government or of a local authority". Therefore, if there is contract labour employed by these establishments, they will be covered. If Government departments like PWD etc. work through contractors they will be covered.

SHRI RANGA (Srikakulam): What about public undertakings which are registered as companies?

SHRI D. SANJIVAYYA: They will all be covered, because it says "any place where any industry, trade, business, manufacture or occupation is carried on".

Therefore, public sector undertakings are covered. Many members made a fervent appeal regarding casual labour in the railway department, which employes about 3 lakhs of casual labour, and in other departments. Their case really deserves sympathy. I am in full sympathy with them, but unfortunately this Bill does not cover casual labour at all. This Bill is only for contract labour. The question of casual labour should be taken up separately. I give an undertaking that I will take up this matter with the Railway Minister and see that something is done, because even though they might have put in even 20 years of service, still they are treated a casual labour. There must be some rule that if they complete a certain number of years of service, if the nature of the work is such that it is continuing work, they should be made permanent.

AN HON. MEMBER: What about river valley projects?

SHRI D. SANJIVAYYA: They will also be covered.

One important matter should not be lost sight of, viz., even while issuing the licence, the wages are fixed. In the original Bill, it was said 'minimum wages'. But the Select Committee rightly suggested the dropping of the word 'minimum' and so we have said only 'wages' in this Bill.

There are welfare provisions also. Some hon. members had said that when workers have to stay overnight on account of the nature of the work, some rest room should be constructed. Clause 17 specifically lays down that such a provision should be made. Again, other facilities like drinking water and first aid are there. If the contractor fails to provide all these facilities the principal employer will be made liable to make all these arrangements. Clause 20 says:

"If any amenity required to be provided under section 16, section 17, section 18 or section 19 for the benefit of the contract labour employed in an establishment is not provided by the contractor within the time prescribed therefor, such amenity shall be provided by the principal employer within such time as may be prescribed."

Therefore, we have taken all precautions to see that contract labour does not suffer.

SHRI LOBO PRABHU (Udipi): Sir, on a point of clarification. The Minister has said that casual labour is not covered by this Bill. Kindly refer to clause 1 (5) where casual labour has been defined as what is not employed for more than 120 days in the year and, if the work is of a seasonal nature, for more than 60 days in the year. By that definition labour in the railway would be covered.

SHRI D. SANJIVAYYA: No, Sir. Firstly, it must be contract labour. This Bill does not apply to casual labour at all. Clause 1 (5) (a) clearly says:

"It shall not apply to establishments in

which work only of an intermittent or casual nature is performed."

Therefore, casual labour is not covered at all.

Then, with regard to intermittent labour it said that if in the preceding year the work has gone on for 120 days then alone this Bill is applicable.

SHRI LOBO PRABHU: Then what is the difference between intermittent and casual labour?

SHRI D. SANJIVAYYA: First of all, it should be contract labour. Railways employ them directly.

SHRI LOBO PRABHU: The word used is "establishment" which is relevant.

SHRI D. SANJIVAYYA: "establishment" is relevant. But there must be contract labour employed by the establishment. Therefore, it is said that the principal employer is the establishment and the contractor. If the contractor fails to honour the obligations, then the principal employer, may be, railways or PWD, will be held responsible.

Clause 21 is really very important. Sometimes the contractors do not pay wages fully or do not pay at all to the labour. Often times labour are brought from distant places like Mehboobnagar. Palangor labour are experts in earth work. When I went to Ranchi and Jamshedpur I found that wherever projects are being built the Palangor labour are being used, taken to distant places, and later on wages are not paid fully or not paid at all. Therefore, clause 21 clearly states that in case the contractor fails to make any payment of wages within the period prescribed, then the principal employer shall be liable to make the payment of wages. Therefore, the wages are protected.

SHRI NAMBIAR: But it becomes a dead letter in operation.

SHRI D. SANJIVAYYA: It all depends upon implementation. If there are contractors and contract labour in the railways then this

legislation would be applicable to railways also.

DR. RANEN SEN (Barasat): I want to have a clarification. There are cases where contractors employ sub-contractors and, after sometime, these sub-contractors run away without making any payment to the workers. Who will become the principal employer in that case?

SHRI D. SANJIVAYYA: I would like to draw the attention of the hon. Member to clause 2(c) wherein the definition of "contractor" is given. It says:

"(c) "contractors", in relation to an establishment, means a person who undertakes to produce a given result for the establishment, other than a mere supply of goods or articles of manufacture to such establishment, through contract labour or who supplies contract labour for any work of the establishment and includes a sub-contractor ;"

This is clearly stated here. Therefore, we have taken all precautions.

Then, penalties are provided for contravening the provisions of this Bill or when the inspecting officers give some orders and they are not carried out.

Lastly, there are various miscellaneous provisions giving powers, for making the rules. As usual, the rules are made and these rules are placed on the Table of the House and the House is competent either to annul the rules or amend the rules. It is only after that the rules come into being.

These are the important provisions and, I hope, this simple Bill which is intended to give protection to the contract labour will be accepted by the House.

SHRI RANGA: One point has not been answered. You thought of abolition and, at the same time, regulation of the contract labour.

Why didn't you lay special stress on abolition? You have given so much preference to regulation of it.

SHRI D. SANJIVAYYA : Yesterday, when I began my speech, I said that the main intention of the Government is to abolish the contract labour. Clause 10 deals with that part of the work, namely, abolition and various conditions are laid down under which it can be done. But wherever it is not possible to abolish the contract labour, we cannot be a silent spectator. We want to give some protection to unfortunate workers whose working conditions and living conditions are deplorable.

MR. SPEAKER : Now, there are two amendments No. 33 and 34 in the name of Shri Abdul Ghani Dar for circulation of the Bill for eliciting public opinion and for recommending the Bill to the Joint Committee.

I put them to the House.

Amendments Nos. 33 and 34 were put and negatived
13 hrs.

MR. SPEAKER : The question is :

"That the Bill to regulate the employment of contract labour in certain establishments and to provide for its abolition in certain circumstances and for matters connected therewith, as reported by the Joint Committee, be taken into consideration."

The motion was adopted

MR. SPEAKER : This Bill was allotted 4 hours. The time taken upto now is 3 hours and 35 minutes. There are so many amendments to each clause. I do not think this will be finished today.

SHRI NAMBIAR : This is a controversial Bill.

MR. SPEAKER : We can have one more hour for it. Even in one hour I am very doubtful if it will be finished. For the time being we can have one more hour. The time fixed by the Business Advisory Committee and as approved by this House is 4 hours. I hope the House agrees to give one more hour.

13.01 hrs

The Lok Sabha adjourned for lunch till Fourteen of the Clock

The Lok Sabha reassembled after Lunch at three minutes past Fourteen of the Clock

[MR. DEPUTY SPEAKER in the Chair]

SHRI SAMAR GUHA (Contai) : Sir, devastating floods have caused great havoc in East Pakistan. Hundreds of houses in East Pakistan have been washed away. And, in Dacca alone, 100 people have lost their lives. Our hearts go with the people of East Bengal in their great suffering.

We request the Government to send a medical team. We request the Government to send food aid and food supplies as a token of our goodwill to the people of East Bengal.

SHRI CHENGALRAYA NAIDU (Chittoor) : Today I have given a Call Attention Motion regarding Charu Mazumdar.

MR. DEPUTY-SPEAKER : Let it be considered.

SHRI CHENGALRAYA NAIDU : Charu Mazumdar is reported to have called on the people of Srikakulam district to wage a war of the Vietnam type. This is a very serious matter. I do not know whether the Government is encouraging such things or closing its eyes. If they allow such things, what is going to happen in this country? We are not able to understand these things, Sir.

SHRI S. M. BANERJEE (Kanpur) : I rise on a point of order. The hon. Member has mentioned the name of Mr. Charu Mazumdar. I do not know who he is; he may be a Naxalite leader or some body else. But the hon. Member has not given any notice to you about this matter, nor is Mr. Charu Mazumdar present here to defend himself in this House. So, why should he mention his name in this manner?

SHRI PILOO MODY : I hear that the CPI is hiring Mr. Charu Mazumdar and the like.

श्री मधु लिमये (मुंजर) : उपाध्यक्ष महोदय, मैं यह व्यवस्था का प्रश्न इसलिए उठा रहा हूँ कि मेरी इच्छा है कि इस वक्त जिस विधेयक पर हम लोग बहस चला रहे हैं उसको स्थगित किया जाये और एक बहुत अहम मसले को ले लिया जाये।

30 तारीख को बम्बई में 15 टन गांजा और चरस जब्त कर लिया गया। उसकी कीमत 55 लाख रु० है। इंग्लैंड में इसकी कीमत है 7 करोड़ रुपया और अमरीका में 15 करोड़ रुपया। इंग्लैंड में भी इसी तरह डेढ़ करोड़ रुपये का गांजा जब्त किया गया और भारत का जो रेवेन्यू इंटेलिजेंस विभाग है उसकी बदौलत यह सारा माल पकड़ा गया है।

MR. DEPUTY-SPEAKER : The hon. Member is making a speech.

श्री मधु लिमये : लेकिन यह खेद की बात है कि जब से रेवेन्यू इंटेलिजेंस प्रधान मंत्री के हाथ में चला गया, सब से पहला काम उन्होंने यह किया कि रेवेन्यू इंटेलिजेंस विभाग के जो अधिकारी श्रीवास्तव साहब हैं, जो हिन्दुस्तान के बहुत थोड़े ईमानदार लोगों में से एक हैं, उनको अपने पद से हटाया गया है। इतना ही नहीं, वह बम्बई में जा रहे थे और हाजी कुली मस्तान का, जो इस्मगलर है, केस चलने वाला था, लेकिन उनके ऊपर दबाव डाला गया कि मस्तान को जो बेल दी जा रही है उसका विरोध मत करो।

में जानना चाहता हूँ कि किस कारण से श्रीवास्तव साहब को हटाया गया।

MR. DEPUTY-SPEAKER : The hon. Member has made his point already. Let him give separate notice of this.

श्री मधु लिमये : इतना ही नहीं, एअर पोर्ट पर जाकर उन से कहा गया कि आप चार्ज दे दीजिये जबकि दूसरा रेवेन्यू इंटेलिजेंस का डाइरेक्टर अभी तक नियुक्त नहीं किया गया है।

MR. DEPUTY-SPEAKER : If he does not stop now, I shall have to ask that nothing will go on record. Let him kindly give a separate

notice. Let him not utilise this opportunity to make a speech on this.

श्री मधु लिमये : यह मामला बहुत महत्वपूर्ण है। इसमें बड़े-बड़े मंत्री लोग दबाव डाल रहे हैं। चूँकि श्रीवास्तव साहब तस्करी करने वालों को पकड़ते हैं इसलिये बड़े-बड़े अफसर और मंत्री लोग उनको हटाना चाहते हैं।

MR. DEPUTY-SPEAKER : Let him kindly give separate notice. I am not preventing him. I am not trying to shut him out. I am only appealing to him to co-operate in running the business of this House according to certain rules.

श्री मधु लिमये : फिर यह नियम किस लिये है। इसी तरह के महत्वपूर्ण सवालों पर बहस करने के लिये और उनको उठाने का मौका देने के लिये यह नियम हैं, वरना यह नियम बेकार हो जाते हैं। मैं नियमों के अनुसार ही चल रहा हूँ।

MR. DEPUTY-SPEAKER : What he has said is already on record. Let him not continue any further.

Now, Shri M. L. Sondhi.

श्री कंवर लाल गुप्त (दिल्ली सदर) : मुझे एक बात कहनी है।

MR. DEPUTY-SPEAKER : I have called Shri M. L. Sondhi now. I am not allowing a discussion on this now. What Shri Madhu Limaye has stated is on record. Let the hon. Member resort to other avenues open to him. There shall be no more discussion on that matter now.

SHRI M. L. SONDHI (New Delhi) : I fully appreciate the spirit of what you have said, but let me also support what Shri Madhu Limaye has said because it reflects the strong feelings of the House. Now, I come to the other point which I want to bring to your notice...

श्री मधु लिमये : दूसरी बात नहीं, इसी पर बोलिये ।

SHRI KANWAR LAL GUPTA : Why do you not permit this? You had allowed Shri M. L. Sondhi to support Shri Madhu Limaye. Why should I not be allowed to support him?

MR. DEPUTY-SPEAKER : I do not want the hon. Member to enter into any controversy with Shri M. L. Sondhi. They both belong to the same party....

SHRI M. L. SONDDHI : I have no objection if he speaks.

MR. DEPUTY-SPEAKER : I thought that Shri M. L. Sondhi wanted to raise some other point. I could never anticipate that he would refer to the same point.

SHRI M. L. SONDDHI : I only voiced my support. I can support Shri Madhu Limaye. The price level in the country is rising so high, and the Central Government pensioners are having a miserable plight; here, on the floor of the House, an assurance was given that the Pay Commission would consider the problem of the Central Government pensioners. Now we, find that that has not been considered. Should we bring a privilege or what?

MR. DEPUTY-SPEAKER : It is up to you.

SHRI M. L. SONDDHI : These people are starving. The plight of the pensioners today, I can assure you, is the worst, is sub-human. How can the Minister for Labour, Shri Sanjivayya and others sit here so prettily, so complacently, when the pensioners who have served this Government are starving?

SHRI S. M. BANERJEE : I support him. In addition, I want to say that Mr. Limaye has raised a very important matter.

MR. DEPUTY-SPEAKER : I am not saying that it is not important. I am only appealing that a proper way should be found for it.

SHRI S. M. BANERJEE : Let the Minister make a statement on that.

Mr. Sondhi has mentioned about the rise in prices. The prices in the last six or seven months have risen abnormally. A request was made in the House by myself, Mr. Nath Pai, Mr. Nambiar and others that the question of interim relief for the Government servants should be taken up immediately. I request the Government of India to issue a directive to the Pay Commission to see that the interim relief is sanctioned without further delay. The All India Defence Employees are pressing their demand and also the railway employees. So, I request the Finance Minister to make a statement and say that they are issuing a directive to the Pay Commission.

श्री कंवर लाल गुप्त : रोजाना हमारे कानों में एक बात आ रही है। वह यह है कि रूॅलिंग पार्टी की तरफ से करोड़ों रुपया इकट्ठा किया जा रहा है, कहीं नेशनलाइजेशन के सवाल को ले कर, कहीं लाइसेंस देने की बात को लेकर और कहीं फिक्सेशन आफ प्राइसिस को लेकर जैसे ड्रग्स की...

THE MINISTER OF PARLIAMENTARY AFFAIRS, AND SHIPPING AND TRANSPORT (SHRI RAGHU RAMAIAH) : On a point of order. Is this Lok Sabha to be utilised for making vague charges?

SHRI KANWAR LAL GUPTA : Let there be an enquiry, I will prove it.

श्री मधु लिमये : आप लोगों ने श्रीवास्तव को हटाया क्योंकि वह रिश्वत नहीं लेता, चोरी को पकड़ता है...

SHRI PILOO MODY (Godhra) : Before you proceed further, please admonish the Minister for intervening. He has no business to talk like that.

श्री मधु लिमये : इनके भाई को भी पकड़ता है और डरता नहीं है।

MR. DEPUTY-SPEAKER : We are in the midst of another business, but even so, knowing that in this country many things are happening and Members want to make certain

points, I have allowed, but I would request that this opportunity should not be utilised for hurling charges against anybody, whether against the Government or by the Government against the opposition. If you have a point to submit, you may do so.

श्री कंबर लाल गुप्त : बहुत से इंडस्ट्रियलिस्ट हम लोगों के पास भी आते हैं और बताते हैं कि सरकार की तरफ से इतना पैसा मांगा जा रहा है और अगर नहीं दिया जाता है तो घमकी दी जा रही है कि नेशनलाइजेशन किया जायेगा, जैसे काटन ट्रेड का, ड्रज वाली बात का। जैसे-जैसे चुनाव नजदीक आ रहे हैं। इस तरह से रुपया इकट्ठा किया जा रहा है। यह बहुत गम्भीर मामला है। इससे डेमोक्रेसी को जबर्दस्त धक्का पहुंचता है। चूंकि इनको पापुत्र सपोर्ट नहीं मिल रही है, पब्लिक की सपोर्ट नहीं मिल रही है, इस वास्ते ये पैसे के जोर से चुनाव लड़ने की तैयारी कर रहे हैं। इतना ही नहीं।**

MR. DEPUTY-SPEAKER : Order, order. This will not go on record. I thought you had a certain point to make, you have to place a certain point of view before the House for the House to take it up, but then to utilise this opportunity for hurling charges against anybody is not correct, and this will not go on record. Kindly give proper notice about it. He is an hon. Member of the House. He should give proper notice for a proper discussion; he should not spring surprises in this way.

SHRI KANWAR LAL GUPTA*....

MR. DEPUTY-SPEAKER : I am not discriminating. In the beginning itself I have said : although this is not on the agenda, some Members want to draw attention to certain things that have happened. I have also said that this opportunity should not be taken to hurl charges against anybody. I have said that what he says will not go on record because

he was not raising any point but started making charges which I think is not proper.. (Interruptions).

SHRI LOBO PRABHU : On point of order. The Bill is before the House. Any other business is out of order.

SHRI MADHU LIMAYE : I have moved a motion for the adjournment of the debate very properly under the rules. (Interruptions).

श्री शशि भूषण (खारगोन) : दिल्ली एडमिनिस्ट्रेशन शराब के ठेकेदारों से पैसा, घूस लेता है, हम क्या उनके बारे में कह सकते हैं ?

SHRIMATI TARKESHWARI SINHA : (Barh) : May I make a submission? The other day two Members of the Ruling Congress, Mr. Kulkarni and Mr. Chandra Shekhar made a statement in the Rajya Sabha that allegations were being made that money was being taken for licences. That is on record. We read that. Government has not come with any satisfactory reply to the House or to the country. Is it not our right to demand a debate on the distribution of licences? When the debate takes place, we shall be able to establish that money is passing hands and there is every basis for this allegation. I agree with you that this is not the time when we can raise it, but I would certainly plead with you to allow a debate on the licensing policy and the arrangements that the concerned department of the Government has made in regard to the licensing policy so that the Members of the House may be able to establish charges that the money it passing hands for the distribution of licences.

MR. DEPUTY-SPEAKER : That is within your right. I would only request Members to send proper notices for that and then I think they may be considered.

श्री मधु लिमये : उपाध्यक्ष महोदय, आप मंत्री महोदय से कहें कि मैंने श्री श्रीवास्तव के हटाये जाने के बारे में जो कुछ कहा है, वह उस पर बयान दें।

*Not recorded.

SHRI SHEO NARAIN (Basti) : Shri Madhu Limaye has raised the point about the seizure of ganja ; it has appeared in the Bombay papers today. Shri Kanwar Lal Gupta has raised the point that some people are coming into the new Congress. This is the demand of the country, and it is a general question which we can raise before the House, and you must promise that these will be debated in the House soon.

MR. DEPUTY-SPEAKER : Please send a notice.

श्री शिव नारायण : श्री मधु लिमये ने एडजार्नमेंट का प्रस्ताव किया है। आप हाउस के बिजनेस को सस्पेंड कीजिये और उस विषय पर चर्चा होने दीजिए।

श्री शिव चन्द्र झा (मधुबनी) : उपाध्यक्ष महोदय, आप और हम सब जानते हैं कि देश के बहुत से इलाकों में बहुत जोरों से बाढ़ आई हुई है, जिनमें आसाम और बिहार भी हैं। मैं खास तौर पर बिहार की बात उठाना चाहता हूँ। कमला और कोसी की बाढ़ से करोड़ों रुपयों की क्षति हुई है। बिहार के मंत्रियों ने भी यह बात कुबूल की है। एक विशेष बात यह है कि सरकार ने बाढ़ को रोकने के लिए कई स्कीमों को चार साल से सेंक्शन किया हुआ है, लेकिन उनको कार्यान्वित नहीं किया गया है। मैंने इसके मुताबिक कार्लिग एटेंशन नोटिस भी दिया है लेकिन स्पीकर या आप की तरफ से कोई सूचना नहीं दी गई है कि वह एडमिट हुआ है या नहीं। सरकार भी इस बारे में चुप है। आप मेरे कार्लिग एटेंशन नोटिस को एडमिट करें या सरकार बाढ़ द्वारा उत्पन्न परिस्थिति के बारे में बयान दे और बताये कि वह इस सम्बन्ध में क्या सहायता दे रही है।

सरकार टाटा को मीठापुर में फर्टीलाइजर प्लांट लगाने का और बिड़ला को गोआ में फर्टीलाइजर प्लांट लगाने का लाइसेंस

देने जा रही है। गवर्नमेंट की यह कार्यवाही मानोपलीज एंड रेस्ट्रिक्टिव ट्रेड प्रैक्टिसिज एक्ट के स्पष्टतः खिलाफ है। इन दोनों मामलों पर सदन में चर्चा होनी चाहिए। मैंने इस बारे में एक नो-डे-येट-नेम्ड-मोशन दिया है। आप सरकार से कहें कि वह उस पर बहस करने का समय दे।

श्री मधु लिमये ने गाँजे के पकड़े जाने के बारे में जो प्रश्न उठाया है, मैं उसका समर्थन करता हूँ।

SHRI SHRI CHAND GOYAL (Chandigarh) : Sir, you very well know that the question of granting Statehood to Manipur is agitating the mind of everyone. The successful bandh that they arranged yesterday is a clear indication that this is the demand of the entire population, of Manipur. Now that the Government has conceded the demand in the case of Himachal Pradesh, there is no justification for discriminating in the case of the people of Manipur and Delhi whose demands are equally important.

14.25 hrs.

CONTRACT LABOUR (REGULATION AND ABOLITION) BILL—(Contd.)

Clause 2—Definitions.

MR. DEPUTY-SPEAKER : Let us take the amendments to clause 2 now.

SHRI D. SANJIVAYYA : I move :

Page 2, line 27,—for "2." substitute "2. (1)" (4)

Page 4,—after line 26, insert—

"(2) Any reference in this Act to a law which is not in force in the State of Jammu and Kashmir shall in relation to that State, be construed as a reference

to the corresponding law, if any, in force in that State." (5)

SHRI SHRI CHAND GOYAL (Chandigarh) : I move :

Page 4, line 14,—

for "five hundred" substitute—

"seven hundred and fifty" (11)

SHRI SHIVA CHANDRA JHA (Madhubani) : I move :

Page 2, line 36,—

omit "major" (22)

Page 4, line 5,—

after "any" insert "male" (23)

SHRI LOBO PRABHU : I move :

Page 3, line 22,—

after "manufacture" insert—

"construction" (60)

Page 4, line 11,—

after "managerial" insert—

"clerical" (61)

Page 4, line 14,—

for "five" substitute "three" (62)

SHRI SHRI CHAND GOYAL : My amendment No. 11 seeks to substitute the amount of Rs. 500 by Rs. 750 in the definition of supervising workman. Considering the present value of money, it would be desirable that members of the supervisory staff who are drawing below Rs. 750 should also come under this definition, so that this beneficial provision may apply to a larger section of the people. We know that Rs. 750 now is just equivalent to Rs. 150 of 20 years ago. Therefore, the present provision of Rs. 500 will take a large number of people out of the purview of this clause. Our anxiety is to bring within its purview as many members of the supervisory staff as possible. That is why I am suggesting that this figure "500" should be substituted by the figure "750".

SHRI LOBO PRABHU : My first amendment is to sub-clause (e) (ii). I have proposed that work of "construction" should be added

to the remaining items mentioned like "industry, trade, business, manufacture". Construction is pre-eminently an activity which engages contract labour, whether that construction is in the way of houses or work of railways or PWD. This is obviously a lacuna which the Minister may make up by the addition of the word "construction" to the other items mentioned there. I may add that in the labour statistics for 1970 "construction" is shown as a separate item. So, from that point of view also my amendment should be appealing to the Minister.

My second amendment is the opposite of the one of Shri Goyal. Here we are concerned with workers. If we introduce those who are not workmen, we are likely to frustrate the interests of the workmen. One does not want clerical or supervisory staff to be included in "workmen". In fact, they can prove saboteurs if they are included. If you are allowing anyone of the supervisory staff to come in, I would suggest that their salary should be limited to Rs. 300. I have never heard of a workman getting more than Rs. 300 and certainly not more than Rs. 750, as proposed by Shri Goyal.

All these amendments are in the interest of labour so that they get their dues without being frustrated by others who do not belong to their class.

श्री शिव चंद्र झा : उपाध्यक्ष जी, मेरा एक छोटा सा संशोधन इस क्लाज 2 में है। इसमें यह कहा गया है :

"any establishment of any railway, Cantonment Board, major port, mine or oil-field."

इसमें यह भेजर पोर्ट शब्द जो है इसमें से भेजर शब्द हटा दें। आपका सब से छोटा पोर्ट कितना बड़ा है? क्या उसमें 20 मजदूर भी काम नहीं करते हैं? इस विधेयक में है कि 20 या 20 से ज्यादा मजदूर जहाँ काम करें, वहाँ यह लागू होगा तो क्या सब से छोटा पोर्ट जो आपका है उसमें 20 मजदूर भी काम नहीं करते हैं? तो यह चीज ठीक नहीं है।

आप इसमें से मेजर शब्द हटा दें और जितने भी पोर्ट्स आप के हैं उन को इस के अन्दर रखें। मैं समझता हूँ इसको मानने में आप को कोई कठिनाई नहीं होगी।

दूसरा मेरा संशोधन इसी दूसरे क्लॉज में है। जहां आप ने वर्कमैन की परिभाषा दी है पेज 4 पर, वहां आप यह कहते हैं :

“workman’ means any person employed in or in connection with the work of any establishment to do any skilled, semi-skilled or unskilled manual, supervisory, technical or clerical work.....but does not include any such person.....”

यहां पर मैं एनी के बाद मेल शब्द जोड़ना चाहता हूँ। वर्कमैन का मतलब यह हो जाता है कि मेल आर फीमेल दोनों। यही मजदूर आन्दोलन का इतिहास रहा है। लेकिन इस विधेयक का जैसा नाम है रेगुलेशन ऐंड एबालीशन इस का मतलब है कि हम कभी खात्मा भी करेंगे इस की, यह हमारा ध्येय है। तो वह तो आप करेंगे सबों का मेल और फीमेल कांट्रैक्ट लेबर का लेकिन जब तक वह नहीं करते तब तक फीमेल कांट्रैक्ट लेबर का खात्मा पहले करना चाहिए। इस के लिए आगे मेरा संशोधन है 9-ए में। वह आगे आएगा। इसीलिए मैंने यह संशोधन यहां दिया है कि वर्कमैन की परिभाषा में एनी मेल परसन यह रख दें। इस से आप जो यह चाहते हैं कि कांट्रैक्ट लेबर का खात्मा हो जाय, उस में सहूलियत हो जायगी और मैं समझता हूँ कि इस को मानने में भी आप को कोई कठिनाई नहीं होगी।

श्री ओम प्रकाश त्यागी : उपाध्यक्ष महोदय, मेरा वही अमेंडमेंट है जो अभी अभी झा साहब ने कहा। जब इस में लेबर कांट्रैक्ट में आप ने आदमियों की संख्या निश्चित कर दी है कि इतने आदमियों पर यह लागू होगा तो

फिर किसी पोर्ट का मेजर पोर्ट या माइनर पोर्ट कर के उस में डिफरेंशियट करना, इस की क्या आवश्यकता है ? मान लीजिए कि किसी छोटे पोर्ट पर 30—40 आदमी काम करते हैं तो क्या वहां यह लागू नहीं होगा ? इसलिए जब आप ने इस लेबर कांट्रैक्ट ला को आदमियों पर आधारित कर दिया है कि इतने आदमी जहां काम करेंगे, वहां लागू हो जायगा तो यह मेजर और माइनर पोर्ट की बात क्यों ला रहे हैं ? आप एनी पोर्ट कीजिए। मान लीजिए अगर किसी मेजर पोर्ट पर भी केवल 5 आदमी ही काम करते हैं तो क्या करेंगे ? वहां भी नहीं लागू होगा। जब आप ने एक डेफिनिशन बना दी है कि यह कहां लागू होगा, कहां नहीं होगा तो फिर मेजर पोर्ट और माइनर पोर्ट कर के उस में भेद करना उचित नहीं है। मैं समझता हूँ कि इस में यह एक फ्ला है और इस को हटा देना चाहिए।

SHRI K. N. PANDEY (Padrauna) : My hon. friend, Shri Lobo Prabhu, put before the House two proposals. One is that the word “construction” should also be included in that category. There are different types of construction work. The big establishments have huge construction work and the workers remain in the factory for so many years. Therefore, if you treat them as casual or contract labour, it is not fair.

The other thing is about the limitation of Rs. 500. Under the Industrial Disputes Act, those who get salary upto Rs. 500 will be considered as workmen. What my hon. friend, Shri Shri Chand Goyal has proposed is that the limit should be increased. It has really got some substance in it. Rs. 500 limit was fixed long before when the value of the money was more. Now the value of the money has gone down considerably. So, I would appeal to the Labour Minister to consider an increase in the limit of Rs. 500 in the changing circumstances. The amount of money that a person receives is no consideration to decide whether

he is a supervisor or a workman. The nature of the work that he performs is the criterion as to whether he is a supervisor or a workman. You should judge it on the nature of the work and not only on the salary basis. I would again appeal to the Hon. Minister to increase this limit also.

SHRI D. SANJIVAYYA : Taking the last amendment which intends to include minor ports also, I must make it very clear that in clause 2, the subjects mentioned and the jurisdiction mentioned relate to the Central Government. Therefore, so far as the Central Government is concerned, it has not got any jurisdiction over minor ports, but only over major ports, mines, etc. So, it was not included here and it cannot be included.

Then, with regard to the limit of Rs. 500, I must say that in all the labour laws, the limit of Rs. 500 is there. Of course, there is some consideration as to why it should not be revised upwards. When that question is finally decided, we will certainly bring about a change in this law also. Whether we make it Rs. 750 or Rs. 1000 is a matter which will come up later on.

With regard to the clerical employees, I do not know why my hon. friend, Shri Lobo Prabhu, does not want them to get the benefit. They should get the benefit. Therefore, I am not able to accept this amendment also.

With regard to males and females, I do not think there should be any discrimination. This Act should be applicable to both.

SHRI LOBO PRABHU : Should you not include construction ?

SHRI D. SANJIVAYYA : Construction is not necessary because that is covered.

MR. DEPUTY-SPEAKER : The question is :

Page 2, line 27,—

for "2." substitute "2.(1)" (4)

The motion was adopted.

MR. DEPUTY SPEAKER : The question is :

Page 4,—

after line 26, insert—

"(2) Any reference in this Act to a law which is not in force in the State of Jammu and Kashmir shall, in relation to that State, be construed as a reference to the corresponding law, if any, in force in that State." (5)

The motion was adopted.

MR. DEPUTY SPEAKER : I will put amendments 11, 22 and 23 to the vote of the House.

Amendments Nos. 11, 22 and 23 were put and negatived.

MR. DEPUTY-SPEAKER : Shri Tyagi's amendment No. 46 is the same as that of Mr. Jha.

I will put amendments 60, 61 and 62 of Shri Lobo Prabhu to the vote of the House.

Amendments Nos. 60 to 62 were put and negatived.

MR. DEPUTY-SPEAKER : The question is :

"That Clause 2, as amended, stand part of the Bill."

The motion was adopted.

Clause 2, as amended, was added to the Bill.

Clause 3—(Central Advisory Board.)

SHRI HEM RAJ (Kangra) : Sir, I beg to move :

Page 5, line 10,—

for "shall not be less than the number of members"

substitute "shall be in majority as compared to the members" (47)

SHRI LOBO PRABHU : I beg to move :

Page 5, line 9,—

omit "members nominated to represent". (63)

SHRI B. P. MANDAL (Madhepura) : I beg to move :

Page 4, lines 36 and 37,—

after "Government" insert—

"from among the retired Judges of the High Courts and Supreme Court of India" (73)

Page 5,—

after line 2, insert—

"(d) not less than ten Members of Parliament which shall include seven from Lok Sabha and three from Rajya Sabha." (74)

SHRI HEM RAJ : My amendment is a very simple one. In the proviso to sub-clause (3) it has been provided that the number of workmen shall not be less than the number of members nominated from other categories. The other categories are : (1) the Chairman to be appointed by the Central Government and (2) the Chief Labour Commissioner and then there will be representatives of the Railways, coal industry; mining industry, the contractor and the workmen. This Bill is meant for the welfare of the workers and if the workers do not have the majority in the Board itself, then I don't think how their interests will be safeguarded. Therefore, my amendment is that the workers should at least command a majority so far as the Boards are concerned because these Boards are to decide in which of the establishments the work is of a casual or of a temporary nature and which is of a permanent nature or which are within the ambit of the Bill. Therefore, it is very necessary that the workmen should have a decisive voice to decide these matters under Section 1 (5) (b). Therefore, my amendment that instead of 'shall not be less than the number of member', it should be 'shall be in majority as compared to the members'. I hope this very simple amendment which is for the benefit of the workers will find acceptance by the hon. Minister.

SHRI LOBO PRABHU : I am again speaking for the worker and not against him. This provision here that members nominated to represent the workmen—does it mean that those who represent the workmen will not be workers themselves? So, I want the Minister to clarify this point. There are no trade unions involved. You say, members nominated to represent the workmen. Why not say, the workmen? That will make the whole thing very clear. I could see one difficulty here. A casual labourer or a labourer under the contractor is not likely to be in that status for a long time or of a status suitable to form part of this body. What is then the exact solution for this thing? Will the increase of the number of workmen on the Advisory Board going to make any difference?

I would therefore say that the working of the whole Act is revealed by this simple fact that you are going to have so many casual workers whose status is very uncertain to be Members of the Advisory Board.

So, what I suggest is this. You must think of some other scheme for representing the workers and if you cannot do so, I feel that this particular provision for representation is going to be void and would be of no real benefit to the workers.

SHRI B. P. MANDAL : Sir, it is a very simple Amendment which I have given. This is relating to Clause 3, sub-clause (2) (a). Therein, there is a provision for appointment of a Chairman. What I want to suggest is this that this Chairman should be appointed from among the retired judges of the High Court or the Supreme Court of India.

In the discussion we have seen that the hon. Members who spoke were of the opinion that this particular Board should consist of independent Members and I think at least the Chairman should be such that every body, Labour as well as Government and every body concerned, should have full faith in him. Therefore, I have moved this simple amendment. I hope Government will have no objection in accepting that. I think that the Chairman should be from among our retired

judges of the High Courts or the Supreme Court of India.

I hope the Minister will accept this simple amendment.

श्री अब्दुल गनी बार (गुडगांव) : डिप्टी स्पीकर साहब, लाला हेम राज ने जो सुझाव हमारे आनरेबिल मिनिस्टर साहब को दिया है, मैं उसकी तार्ईद करता हूँ। तार्ईद इसलिये करता हूँ कि ये सब कुछ जो हम कर रहे हैं, वह लेबर के इन्टरैस्ट में कर रहे हैं, जब तक कान्ट्रैक्ट लेबर सिस्टम एबोलिशन नहीं हो जाता, तब तक उनकी भलाई के लिये जितना कुछ किया जा सकता है, वह हमें करना चाहिये। अगर उनकी अक्सरियत वहां पर नहीं होगी, तो वे लोग वहां पर अपनी बात को कह नहीं पायेंगे, उनके लिये वहां पर क़ैरी-आन करना मुश्किल हो जायगा, क्योंकि वहां पर काफी तादाद में ऐसे लोग होंगे, जिनको उसमें नामिनेट किया जायगा, जिनके कि वे मुलाजिम होंगे और अपने मालिकान के सामने वे कुछ कह नहीं सकेंगे। इसलिये मैं उम्मीद करता हूँ कि मिनिस्टर साहब इस पर जरूर तवज्जह देंगे, क्योंकि लाला हेम राज बहुत पुराने तज्जुबकार और देश के बहुत पुराने सिपाही रहे हैं और उन्हें पता है कि कांगड़े में भी ऐसे बहुत से टी-गाडन्ज हैं, जहां इस तरह से मजदूरों को तबाह किया जाता है।

मैं नहीं समझता हूँ कि गवर्नमेंट को यह शौक क्यों है कि वह हमेशा कहती है कि चैयर-मैन हमारी तरफ से एक्वाइन्ट होना चाहिये। ऐसा क्यों न हो कि जो बोर्ड बने, उसमें से ही वे लोग किसी को चैयरमैन बना लें। लेकिन अगर बाहर से ही लेना है तो जो आखरी तरमीम मेरे भाई ने पेश की है कि वह कोई जज हो या इण्डिपेन्डेन्ट नेचर का आदमी हो, जिसका ताल्लुक न मालिकान से हो न मजदूरों से हो, जो जस्टिस को अपने सामने रखे, उसको एक्वाइन्ट किया जाना चाहिये—इस तरमीम की मैं तार्ईद करता हूँ। अगर आप ने बाहर से

चैयरमैन बनाना है तो बजाय किसी आफिसियल के किसी इण्डिपेन्डेन्ट आदमी को बनाइये। यह एक ऐसा बिल है जिसकी तमाम पार्टियों ने, जो इस सरकार को मदद दे रही हैं, मुस्लालिफत की है। इसलिये जितनी भलाई आप इन लोगों की कर सकें, उतनी तो करें, कम से कम उन भाइयों को तजबोज तो मान लें, जो इन्दिरा सरकार के साथ कांग्रेस में बैठे हैं।

مشری عبدالغنی بار (گڑگانوں) : دوپٹی اسپیکر صاحب اعلیٰ درجہ کے ججوں کو ہمارے آئین میں صرف صاحب کو دیئے ہیں اس کی تائید کرتا ہوں۔ تاہم اس لئے کہ تاجروں کو یہ سمجھنا چاہئے کہ یہ اس کے انٹرسٹ میں کر رہے ہیں لیکن جب تک کہ انٹرسٹ کی سیرسٹم ابولیشن نہیں ہو جاتا تب تک ان کی بھلائی کے لئے جتنی بھی کیا جاسکتا ہے وہ میں کرتا ہوں اگر ان کی اکثریت وہاں پر نہیں ہوگی تو وہ لوگ اپنی بات کو وہاں پر کہ نہیں پائیں گے۔ ان کے لئے وہاں پر کیری لٹ کرنا مشکل ہو جائے گا۔ کیونکہ وہاں پر کافی تعداد میں ایسے لوگ ہوں گے جن کو اس میں نامینٹ کیا جائے گا۔ جن کے کہ وہ ملازم ہوں گے اور اپنے مالکان کے سامنے وہ کچھ کہ نہیں سکیں گے۔ اس لئے میں تائید کرتا ہوں کہ صرف صاحب اس پر ضرور توجہ دیں گے کیونکہ لالہ ہم راج بہت برا سے تجربہ کار اور دیش کے بہت پرانے سپاہی رہے ہیں اور انھیں پتہ ہے کہ لالہ ہم میں بھی ایسے بہت سے ٹی کارڈن ہیں جنہیں اس طرح سے مزدوروں کو تباہ کیا جاتا ہے۔

میں نہیں سمجھتا ہوں کہ گورنمنٹ کو یہ شوق کیوں ہے کہ چیرمین ہمارے چیرمین سے اپنا ہٹ ہونا چاہئے۔ ایسا کیوں نہ ہو کہ جو ہوئے اس میں سے ہی وہ لوگ کسی کو چیرمین بنا دیں۔ لیکن اگر باہر سے ہی لینا ہے تو جو آخری ترمیم میرے بھائی نے پیش کی ہے کہ وہ کوئی جج ہو یا انڈین جج یا آرمی ہو، جس کا تعلق نہ مالکان سے ہو نہ مزدوروں سے ہو، جو جسٹس کو اپنے سامنے رکھے اس کو اپنا ہٹ کیا جانا چاہئے۔ اس ترمیم کی میں تائید کرتا ہوں۔ اگر آپ کو باہر سے چیرمین بنانا ہے تو بھالے کسی آفیشیل کسی انڈین جج یا آرمی کو بنائے۔ یہ ایک ایسا بل ہے جس کی تمام پارٹیوں نے جو اس سرکار کو مدد دے رہی ہیں، مخالفت کی ہے۔ اسلئے جتنی بھلائی آپ ان لوگوں کی کر سکیں، اتنی تو کریں، کہہ سکتے ہیں ان بھائیوں کی تجویز کو مان لیں، جو انڈیا سرکار کے ساتھ کانگریس میں بیٹھے ہیں۔

SHRI S. N. MISRA (Kannauj) : I am supporting the amendment moved by Shri B. P. Mandal on the ground that when we have a central body formed as an advisory board under clause 3, it is necessary to have an independent person. It has been recognised on all hands that if High Court judges or retired judges of the Supreme Court are appointed, it could have at least a show of being a very independent body...

SHRI D. SANJIVAYYA : Why have a show ?

SHRI S. N. MISRA : Because justice should not only be done but it must appear to have been done. That is the principle that has been accepted everywhere.

SHRI D. SANJIVAYYA : Either have it or do not have it.

SHRI S. N. MISRA : I am supporting, therefore, the amendment to the effect that High Court judges or retired Supreme Court judges should be appointed as Chairman. I hope the hon. Minister will accept the amendment.

SHRI D. SANJIVAYYA : The amendment of Shri Hem Raj is that the number of representatives of the workers should be in a majority as compared to the number of representatives of the employers. This is a tripartite body, and in a tripartite body, we always see that parity is maintained. But with due deference to the recommendations made by the Select Committee, we have agreed to say that the number of representatives of the workers will not be less than that of the employers. When we say it is not less than, it can be equal and it can be more also. Therefore, there is a possibility of giving more representation to the workers.

Shri Lobo Prabhu has asked why workers should not themselves represent workers. We always use this language for representing the workers. The workers themselves can come or they can send somebody. That somebody is necessary, because in this context, casual labour or contract labour are so illiterate that they cannot sit and represent their own cases. They have trade union leaders, and there are various

trade union organisations to represent them. Put even in trade union or organisations, the statute lays down that there should not be more than 50 per cent outsiders. Therefore, the workers themselves also can come there and represent their grievances.

As regards the point that the chairman should be a judicial officer, I do not see any reason why in an advisory body or advisory board, the chairman should be a judicial officer. There is nothing there to be decided according to law etc. This is only an advisory board, which takes into consideration facts and figures etc. Therefore, I am not accepting these amendments.

MR. DEPUTY-SPEAKER : I shall now put amendments Nos. 47, 63, 73, and 74 to the vote of the House.

Amendments Nos. 47, 63, 73 and 74 were put and negatived

MR. DEPUTY SPEAKER : The question is :

"That clause 3 stand part of the Bill".

The motion was adopted

Clause 3 was added to the Bill

Clause 4—(State Advisory Board)

SHRI HEM RAJ : I beg to move :

Page 5, line 34,—for "shall not be less than the number of members" substitute "shall be in majority as compared to the members". (48)

SHRI LOBO PRABHU : I beg to move :

Page 5, line 33,—omit "members nominated to represent". (64)

SHRI B. P. MANDAL : I beg to move :

Page 5, line 18,—after 'Government' insert "from among the retired members of the judiciary not below the rank of a District and Sessions Judge". (75)

Page 5,—after line 26, insert—" (d) not less than seven Members of the State

Legislative Assemblies of the States concerned." (76)

MR. DEPUTY-SPEAKER : These amendments are now before the House.

SHRI HEM RAJ : The reasons which I have already mentioned so far as the central advisory board is concerned, apply here also. With these words, I commend my amendment for the acceptance of the House.

SHRI D. SANJIVAYYA : I have got one submission to make. I have just sent an amendment..

MR. DEPUTY-SPEAKER : I shall allow him to move it. Let him read out the amendment.

SHRI P. K. DEO : That amendment should have been circulated to us.

SHRI D. SANJIVAYYA : It is to correct a printing mistake. I beg to move :

Page 5, line 23, for "Central" substitute "State". (80)

Clause 4 deals with the State advisory body, and everywhere it should be 'State'. By mistake the word 'Central' has been printed. Actually, it should be the State Government. That is the purpose of my amendment.

SHRI LOBO PRABHU : The hon. Minister in his suave way disposes of every amendment, without giving any reasons. I have made it quite clear that there is a distinction between a workman and his representative. His answer is that the representatives are included in trade unions but are not workmen. Would you give at least some assurance that some workmen will come, because unless there is assurance that workmen will be there, it will be filled up by people who are not workmen, trade unionists, communists, socialists, politicians who have no interest in this class. So, if you bring this Bill really to represent workmen, some assurance must be given that workmen as such will be represented. If you would at least agree to a slight amendment like "workmen or others representing them", then the

emphasis would be changed and we will have some workmen at least on this Board, but as it stands, you can completely ignore workmen, which is not fair to the workmen and is not in keeping with the purpose of this Bill.

SHRI B. P. MANDAL : My first amendment is the same as to Clause 3. I want that the Chairman that the Government is appointing should be from among retired members of the judiciary, not below the rank of a District and Sessions Judge. My second amendment is to add sub-clause (d) :

"not less than seven Members of the State Legislative Assemblies of the States concerned"

I think that these are very simple and reasonable amendments. The reasons advanced by the Government just now are not at all convincing. My amendment was supported by all sides of the House. There is absolutely no justification for rejecting this amendment. If they are going to appoint a Chairman, he must be an independent man. This Government are in the habit of appointing their own lackeys, their own yes-men as nominated Chairmen. This procedure is most undemocratic and not at all reasonable. I again appeal to the Minister to kindly accept my amendment. At least in the State Board the Chairman should be from among the members of judiciary not below the rank of a District and Sessions Judge, and there should be at least seven Members from the Legislative Assembly in that Board. These are the two simple amendments and I hope the Government will accept them.

SHRI D. SANJIVAYYA : The answer that I have given in respect of Clause 3 holds good in respect of Clause 4 also. One point I would like to make very clear is with regard to the query raised by Mr. Lobo Prabhu. He thinks that Government will nominate as they like. Though the word nomination is used, it is not as though the Government is free to nominate. Government always invites trade union organisations and employers to nominate their representatives for this body. Therefore, it all depends on the trade union organi-

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sation of the employers' organisation to send such people as they wish to have on this Board. Therefore, there is no discretion with the Government. Government does not exercise any discretion in this matter. They simply accept the name suggested by the employers' organisation on the one side and the workers' organisation on the other. Therefore, if the workers' organisation repose confidence in a particular trade union leader who is not himself a worker, what can we do? We have to accept it.

SHRI LOBO PRABHU : There is no workers' organisation.

SHRI D. SANJIVAYYA : There are quite a large number of workers' organisation working in this field.

MR. DEPUTY SPEAKER : I put Amendment No. 48 to the House.

Amendment No. 48 was put and negatived

MR. DEPUTY SPEAKER : I put Amendment No. 64 to the House.

Amendment No. 64 was put and negatived

MR. DEPUTY SPEAKER : I put Amendment Nos. 75 and 76 to the House.

Amendments Nos. 75 and 76 were put and negatived

MR. DEPUTY SPEAKER : The question is :

Page 5, line 23,—

for "Central" substitute—

"State" (80)

The motion was adopted

MR. DEPUTY SPEAKER : The question is :

"That Clause 4, as amended, stand part of the Bill."

The motion was adopted

Clause 4, as amended, was added to the Bill

15 hrs.

DISCUSSION RE. DEMAND FOR A NEW STEEL PLANT FOR ORISSA

SHRI P. K. DEO (Kalahandi) : I thank you, Mr. Deputy Speaker, for having called me to initiate this important debate. The story of the second steel plant in Orissa is a story of neglect and injustice to the people of Orissa, more so to the nation, for which there took place a 24 hour bandh in an unprecedented and peaceful manner on the first day of the session. We as a party are against bandhs. But when there is flagrant violation of all norms of justice, when national interests are sacrificed at the altar of political expediency, when a States offer of a steel plant to the nation at cheaper cost and more profitability based on technoeconomic considerations and locational advantages is rejected outright on political considerations, when decisions are taken detrimental to the growth of national economy and to the production of steel which is the basic raw material for all the industries, when popular feelings are roused to a pitch against such dictatorial decisions, we thought it our duty to associate ourselves with the sentiments and aspirations of people and participated in the bandh in order to channelise the spontaneous and genuine outburst of indignation and wrath in a peaceful manner. That is how the Orissa bandh took place in an unprecedentedly peaceful manner on the 27th of July without causing any loss of life or property. I congratulate the Ispat Karkhana Sangram Samiti and the Government of Orissa and particularly the people of Orissa for the peaceful demonstration of protest and unusual restraint. Our leftist friend should take a lesson regarding bandh from us.

Coming to the merits of the case, when we see the world map we find that India has the largest iron reserves in the world—85,000 million tonnes Ores needing beneficiation and 21300 million tonnes of direct shipping ore in which category she is second only to the USSR. On the other hand as steel consumption is the economic barometre of a country, you will be surprised how low is India's posi-

tion. I shall give the figures of annual per capita consumption of steel for 1967. The figures are as follows: U. S. A. 634 Kg, U. S. S. R. 415 Kg, Japan 513 Kg, West Germany 476 Kg, Czechoslovakia 583 Kg and India only 13 Kg. In Japan where the direct shipping iron ore reserve is only 27 million tonnes, iron and steel production went up from 5 million tonnes in 1947 to 60 million tonnes in 1967—twelve times in a span of 20 years. They hope to achieve 91 million tonnes by 1970. USA has only 4500 tonnes of direct shipping ore but they produce more than 155 million tonnes of iron and steel. In USSR also the expansion has been rapid. In 1950 they had only 27 million tonnes which had gone up to 91 million tonnes in 1967 and must have exceeded 100 million tonnes by now.

Sir, we note with concern, in spite of all these resources, the unwillingness of the Government to evolve a sound policy regarding production of steel. The existing steel plants in the public sector are making heavy losses, and they have not reached their full capacity. No steps have been taken either to streamline them or to achieve efficiency or to improve production. There is no denying the fact that though India has achieved nine million tonnes by now, we will be needing 19 million tonnes by 1978-79. It takes seven to eight years of prior preparation before a steel plant goes into production. The moment it was known in the National Development Council in March, 1970 that in the revised fourth Plan a sum of Rs. 90 crores to Rs. 110 crores was going to be provided for steel production, the Orissa Chief Minister took the first opportunity to raise his voice of protest and pressed for Orissa's demand to establish a second steel plant either at Bonai or Nayagarh. The Industries Minister of Orissa has been persistently following it up.

Let us now consider where we should have steel plants. The techno-economic factors have to be taken into consideration in this matter. Steel being the basic raw material for industrial growth and as the steel price has an important bearing on the price of all industrial products, and right from a pin to a ship it is all the product of a steel plant, and as steel has

also got a bearing on exports, the location of a steel plant has to be viewed from a national perspective. Otherwise, the high cost of production of steel is also a contributory factor to the rise in prices of other goods and services, and ultimately it will lead to inflation and loss of export.

A low cost of production of steel will give this country an edge over other producers of steel in the international market. Bonai in Sundergarh District and Nayagarh in Keonjhar district are the low cost location areas in our country. The pull of the sources of all the raw materials should be the most dominating factor in determining the economy of location of steel plants. Iron ore reserves in Orissa have been estimated at as much as 3,000 million tonnes. All of them are located in the northern belt of Orissa bordering Bihar, and it is the country's largest reserve, and at the moment, this area is supplying the iron ore to Jamshedpur, Durgapur, Burnpur and Rourkela, and in future it will be supplying to Bokaro also.

The Minister has deliberately misled this House by not mentioning Nayagarh in his statement. Nayagarh is located in the heart of immense deposits of high-grade iron ore, with 62 to 68 per cent ferro content, low alumina and silica. Out of the several iron ore pockets in that area, the Malangtoli deposit itself has got 600 million tonnes and it is next door to Nayagarh.

Similarly, Bonai also is situated in a very advantageous position and while the steel plants like Durg, TISCO, IISCO and Bokaro are located in the Bengal-Bihar coal belt, Bonai and Nayagarh will be located in the iron belt area. Iron, manganese and limestone are found in abundance in this belt, and these two steel plants could well come up in that area. In the blast furnace, in the burden per tonne of hot metal—iron, manganese and limestone—constitutes two-thirds of the burden, and this two-thirds burden of the blast furnaces of the existing plants in the coal-bearing areas is being transported from this belt. As in other countries, on cross transportation principles, Nayagarh and Bonai should get top priority. The empty wagons coming from the

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coal belt to the iron belt to carry iron ore for the steel plants in the coal belt can easily bring coal to feed the steel plants at Nayagarh and Bonai. Transport costs and pithead price of raw material should be taken into consideration. As I said, limestone, dolomite, manganese, quartz and bauxite are all located there. In case of kilometre haulage of principal raw materials to Nayagarh and Bonai area, it compares very favourably with Bhilai or Durgapur. It is much less than that to Bhilai or Durgapur.

Regarding power, Orissa is at the moment surplus in power after the commissioning of the Talcher Thermal plant and next year when Balimela is completed, the installed capacity will go up from 554 MW to 914 MW. There is plenty of Government land and there is no problem of displacement of persons. The perennial Brahmini river will supply water to Bonai and Nayagarh will draw all its water requirements from Baitarini system. Both are at short distances from railheads. Bonai is 7 KM from Bimlagarh and Nayagarh is 20 KM from Banspani.

As early as 1964, the Government of Orissa had submitted a comprehensive memorandum on steel plants prepared by an eminent engineer, who happened to be our Governor, Dr. Khosla, regarding setting up large integrated steel plants in Bonai and Nayagarh. Orissa was informed by the Centre of the commissioning of a study on selection of sites. Accordingly, Messrs Dastur and Company, reputed consulting engineers, the only consulting engineers of this type in the country and the consultant of the Government of India submitted a report in five volumes on the feasibility of blast furnace complexes. Till today it is the only report of its kind which makes a comparative study of nearly 30 locations spread all over the country. To indicate the order of priority as desired, namely, those suitable for integrated large steel complexes, I like to quote from page 28, Volume I of the report :

"All three eastern region ore-based locations at Nayagarh, Barakat and Bonai-

garh are considered suitable for large integrated steel plants. New rail links will have to be laid and dams constructed for ensuring adequate supply of water for each of these locations. Nayagarh is advantageously located for utilisation of ore from the rich deposits of Malangtoli and Gandhamardan blocks. Location of a large pig-iron plant at Nayagarh will throw open a vast area with possibility of considerable industrial Development. This location has the potential to sustain a 10 to 12 million tonne steel complex. As regards the production and distribution costs of pig-iron, Nayagarh is the most economical of all the 28 locations considered in this study."

This is from page 28 of the Report on Site Selection Study for pig Iron Plants, Volume I, prepared by Messrs M. N. Dastur in June 1965. The experts had further stated that iron produced in Bonai and Nayagarh when delivered in south, will be much cheaper than that produced in that region. We want a steel plant with a metallurgical base with technological advantage, and not on political grounds. The Government of Orissa approached Messrs M. N. Dastur several times to produce a feasibility report and project report of a steel plant in this area, but the Government of India stood in the way and the feasibility report could not be produced.

Besides these two steel plants, another possible site is in Mr. S. N. Dwivedy's constituency—Paradeep (it is the deepest seaport of the country) as suggested by Messrs Dastur. More recently fact-finding team on iron and steel industry under the auspices of ECAFE submitted a report in June 1969 suggesting a steel plant complex in Paradeep for meeting the requirements of the country and the ECAFE region in Asia and the Far East.

The production of steel in this plant would be export-oriented and will bring in much-needed foreign exchange. There is already an express highway and inland water transport system connecting the entire iron ore mines with Paradeep and with the development of

the railway line this would be an ideal site. This should not be lost sight of.

Shri Bhagat's statement of 30th July, 1970 is not worth even the paper on which it has been written. It is factually wrong and it is ambiguous. It does not contain any suggestion for further examination of location advantages based on techno-economic survey, even if earlier reports of Khosla, Dastur, Kuljian and ECAFE experts are brushed aside. He has not given any indication that he is going to examine this question further. In his statement there is no mention of Nayagarh at all. The distance between Bonai and Rourkela is 40 miles. He has deliberately stated it as 25 miles and thus misguided the House. Nayagarh is 150 miles from Rourkela. In West Bengal there are two steel plants, Durgapur and Burnpur at a distance of 20 miles and Burnpur and Jamshedpur are 75 miles apart. The distance from Burnpur to Bokaro is 65 miles. Then, Bihar and Mysore will be having two steel plants soon. So, Shri Bhagat's plea of nearness is childish and untenable.

Despite full co-operation of the Orissa Government in the form of maintenance of law and order, coordinating harmony in labour-management relationship, supplying free land, cheap electricity, water and iron ore at a concession if the steel plant at Rourkela needs improvement, it is due to bungling and gross mismanagement for which the entire responsibility should be borne by the Centre. Still, of all the three steel plants in the public sector, the performance of Rourkela is much better than that of Bhilai and Durgapur because of the locational advantage which is being lost sight of now.

The expansion of the steel plant at Rourkela may satisfy our friend Shri Kundu, as has been revealed in the debate on the Demands of the Steel Ministry, but will not fulfil the aspirations of the people of Orissa.

The Minister's plea of constraint on resources, both financial and technical, applies to all steel plants. We do not grudge south having three steel plants. We need many more steel plants and Orissa's case cannot be overlooked in the

best national interest. When such decisions are taken on political expediency the Central Government deserves condemnation and censure.

Immediately after the Orissa-bandh, that is, on the 27th, when a no-confidence motion was debated here, I could not get a chance to participate because other speakers were fixed up by my party. At that time our great expectation was that Shri Surendranath Dwivedy, the PSP leader, the only Orissa MP who took part in the debate, will stress this subject which agitated the whole of Orissa one day earlier. I heard him with rapt attention. My expectation, nay the expectation of the entire people of Orissa, was completely belied. I was shocked when he not only failed to speak even one word on the steel plant in Orissa but called the motion "ill-timed and mischievous" and indirectly supported Indira Government by abstaining from voting. When we all thought that he will align with the aspirations of the people of Orissa, he stabbed them at their back and sabotaged the cause. He might have been influenced by the latest parleys between Goray and Jagjivan Ram—I have nothing to do with it—or the talk of PSP merger with Congi. The burning of Prime Minister's effigy in the streets of Cuttack and supporting her by abstention in Parliament is typical of PSP's role. Inconsistency inside Parliament and outside in the streets is the PSP line.

In his reply Shri Madhu Limaye gave a very good title to our DMK friends, calling them *Na nar na naari* and Trisanku. But I fully appreciate the difficulties of Mr. Madhu Limaye in being extra charitable to P. S. P. leaders abstention by his silence when the P.S.P. and S.S.P. merger talks are going on.

Coming to the point, when India is blessed by nature with all the advantages of steel production and can produce the cheapest steel in the world, can such a decision be distorted by political considerations or regional pressure or dogmatic approaches?

Lastly, I ask: Will the Government of India shed its "dog in the manger" theory and permit the Government of Orissa to put up a steel

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plant, if necessary, with foreign collaboration or permit a steel plant to grow in that area in the private sector. I want not one steel plant, at least three steel plants for the time being, if not more.

SHRI DHIRESWAR KALITA (Gauhati): May I know whether he wants it in public sector or in private sector?

SHRI P. K. DEO: We want a steel plant in any sector.

SHRI SURENDRANATH DWIVEDY (Kendrapara): Mr. Deputy Speaker, Sir, I will not be uncharitable and refer to my hon. friend, Shri P. K. Deo, for the quite irrelevant remarks he brought into this discussion. Let him have his pleasure and satisfaction. It is because of their failure, the State Government there, to wake up in time to put forward this demand for a steel plant. This cover will not protect them. The people of Orissa are there to judge who is doing what.

Sir, I do not want to go into those affairs at the moment....

SHRI P. RAMAMURTI (Madurai): On a point of information. When was this demand for another steel plant made, by any party or by the Government?

SHRI SURENDRANATH DWIVEDY: The Government there did not move early enough when there was, actually, the move on the part of the Central Government to put up new steel plants. Only on 5th March, 1970 when the Industry Minister wrote a letter....

SHRI P. K. DEO: The first demand was made in 1964.

SHRI SURENDRANATH DWIVEDY: The demand was there. But the present Government did not move in that direction. They are exposed now. Probably; they were more interested in having a steel plant in the private sector. Since it was a demand for a steel plant in the public sector, they were not at all interested in it. The Swatantra party has passed a resolution in Madras demanding that hence-

forth steel plants would be in the private sector. The cat is out of the bag.

SHRI P. K. DEO: It is wrong.

SHRI SURENDRANATH DWIVEDY: I would like to concentrate on the question that is under discussion. The hon. Minister, because he was going to defend an indefensible act, has completely ignored the real questions that have been brought up in the course of this agitation. Let me at the outset make it clear that the Orissa *Bundh*, the agitation in Orissa, was of a peaceful nature and the way the entire population of Orissa stood behind it clearly shows that it is not a regional demand. There is nothing regional in it. There is no question of a regional demand. This demand was actually to caution this Government that because of their bungling and their wrong steel policy and programme, the country is suffering. We have a dismal record of steel production in the country. While all other countries are going ahead, we are lagging far behind. Now, if the criteria for the location of new steel plants are other than economic and technical considerations, then the country's steel production can never reach anywhere near the goal.

The Minister has referred in the earlier part of his statement about some studies made in 1948 and that on the basis of that study Rourkela was given in 1953. All that is wrong. It is known to everybody—I don't know whether the Minister knows it or not that when Rourkela was put up in 1954, there were demands, equally reasonable demands from Madhya Pradesh and other places which went on for a number of months. Mr. K. C. Reddy, who is now the Governor of Madhya Pradesh, was then the Minister of Production. Pandit Nehru was there. Rourkela was selected as the first plant not because of this study but because of the locational advantage considering the other two plants which are equally justifiable demands. Why he has not referred to the inquiry which was made in 1965 June the Dastur report? In 1965 June the report was submitted and in 1964 he was appointed. Now I think many members have got this. These are all technical

data circulated to the Members and how it is necessary and incumbent in this country at this moment that we must decide our plan for steel production in such a manner which will really reduce the cost of production and the locational advantage will be there and transport facilities will be available. If we do not take these into consideration, how are we going to compete with Japan which has no raw material but which imports all raw materials produces and exports steel very cheap. Is it your contention that henceforward in this country steel plants will be located in places where there is no raw material available and yet we will produce steel cheap? Accusation is being made against you that in spite of the fact that Japan has no raw material, yet it produces steel cheap where as we in our country, in spite of having raw material in abundance, are not able to produce steel at a cheaper rate. It is all due to bungling of this Government. You can have three steel plants in the South. I have no quarrel with that. I think more and more should be done. But as far as the question of dispersal, I want to make it clear. What is the question of dispersal of concentration about which he makes a mention in his statement? Can anybody demand that the petro-chemical industry should be located in Rajasthan? Can anybody demand like that? Dispersal you can have in any other industry. Nobody can say 'No'. The question is: in order to produce cheap steel, which are the places most advantageous? It has been given in this report. He has tried to confuse the issue. As is mentioned, Bonaigarh is 25 miles from Rourkela. This is an excuse but what about Nayagarh? Even this Dastur's report which he has failed to mention, at one place clearly says of course, this was for pig iron complex but, at the same time, it was clearly stated that even for pig iron complex which will ultimately lay the foundation for integrated steel plants of 10 to 12 million tons—I will just read one paragraph of the report which says:

"Locations considered suitable for pig iron plants which can be eventually developed into large integrated steel-works are the ore-based locations, namely, Barakot, Bonaigarh and Nayagarh (Orissa) in the

eastern region Rowghat (Madhya Pradesh) and Surjangarh (Maharashtra) in the Western region. Of these, Nayagarh has the advantage of the lowest production cost."

It has been stated that Nayagarh has the advantage of lowest production cost. When he mentions Nayagarh does he contest that this is what actually Dastur and Company have not written? Who is wrong? Can he say that? If there is nothing wrong, what has prevented them—when a demand was made for having a feasibility report? At least you should have gone on for the feasibility report. But he goes on saying, 'we have not decided location'.

It is stated that the Government of India's policy is to find this out at the first instance: they want to study the advantages of a particular location, take various points of view. And, what are those points of view? For that they say, the points are, transport facilities proximity to raw materials, availability of water and power, and cost of development of the infrastructure in the area. I want to know whether these things were not available to the Government when they decided about the location of the new steel plants, Nayagarh, Bonai and Paradeep. Were they available only in regard to the three plants about which they have decided? If this was so, then, why was this factor not taken into consideration and I want them to make this fact clear.

The Government of Orissa themselves, in a Report have stated that when they wanted to have the feasibility report, the Government refused about it. When they asked Dastur and Company to do that they said, "the Government of India have asked us not to go in for any feasibility for any other body asking us." Is it a fact or not? All these shows that there were some extraneous considerations.

I know you are working on pressure; the pressure from the South was there; you conceded. On that we are all happy. But why do you grudge if the people of Orissa want something for which there are justifiable reasons, there is every justification for a fifth steel plant? All experts have stated this. They have all

[Shri Surendranath Dwivedy]

stated, if there is going to be a fifth steel plant, it should be located in Orissa. I want to put this to you.

As per the present programme, even with the new three steel plants and expansion of Bokaro, Durgapur and Bhilai, with all that, by the end of the Fifth Plan, there will be a shortage of 7 million tonnes of steel ingots. How are you going to make it up?

I don't think Mr. Kundu said something as stated by Shri P. K. Deo. Mr. Deo is not going to be lauded by the people of Orissa by making mis-statements here. I don't think Mr. Kundu's case was that if only Rourkela expansion was there he would be satisfied. This expansion is a smokescreen, I would say.

In the Fourth Plan, they have provided for the expansion of Bhilai and for the expansion of Durgapur; but where is the mention for expansion of Rourkela? I want to put this to you. In the statement it has been said that when Rourkela reaches its target, then only this will be considered.

THE MINISTER OF STEEL AND HEAVY ENGINEERING (SHRI B. R. BHAGAT): It has not reached its rated capacity.

SHRI SURENDRANATH DWIVEDY: Has Bhilai reached its rated capacity? Has Durgapur reached its rated capacity? Has Bokaro reached its capacity of 4 million tonnes when you decided on all these things? Now, you talk of Rourkela. Don't talk non-sense. I want to put it straight to you. It is mentioned here that if it reaches the full capacity then only you will consider expansion. According to the 1970-71 figure, this is 83 per cent. All the world over, if there is 80% of production capacity in any steel factory, it is considered to be quite moral, regular and reasonable. There was a case but you have not done that. It is no good saying that expansion will solve the problem.

MR. DEPUTY SPEAKER: The hon. Member's time is up. I have already given him more time.

SHRI SURENDRANATH DWIVEDY: I will take some more time. I am one of the sponsors of the motion.

श्री रवि राय : उपाध्यक्ष महोदय, मैं बिनती करूंगा कि इसमें उड़ीसा के सदस्यों को ज्यादा समय देना चाहिए।

SHRI SURENDRANATH DWIVEDY: The point that I want to emphasise is that expansion is no excuse for not starting a new steel plant in Orissa. Has Rourkela reached its capacity? Has Durgapur reached its capacity? Has Bhilai reached its capacity? Have all the steel plants in this country reached their full capacity? If they have not, then why go in for new steel plants. If it is your contention that unless a particular steel plant reaches its full capacity, you are not going to have any new steel plants, then why have you gone in for the new steel plants? It is all just to confuse the people so that the people outside Orissa may think as if this is a very reasonable case that the Government of India are putting forward, namely that Rourkela must first reach its full capacity. Who is responsible for Rourkela not reaching its full capacity? You are responsible for it.

Looking at the matter from a long-range point of view, here was the predecessor of the present hon. Minister who made the statement that the steel policy was changing, and we would have one million tonne plant every year or 2 million tonne steel plant every two years. If you have new steel plants, then it would mean that the built-in capacity after expansion would be 4 million tonnes. The argument is advanced that the time taken and the expenditure involved in expansion is much less than those on putting up a new steel plant. If that be the argument, then you should not have agreed to put up any new steel plants at all.

We want to point out to the country and to the people that this policy which the Government of India are adopting is suicidal for the nation and it will bring about the ruination of the Indian economy. For, steel is the basic material and everything depends on that. We have to compete in the international market,

and there is competition all over. If we produce things at a higher cost, how can we compete and export even 2 million tonnes which we expect to export within the course of two or three years? How can we compete in any market whatsoever?

I would also like to point out that in a steel plant, it takes at least four to five years for the plant to reach production.

SHRI SRADHAKAR SUPAKAR (Sambalpur) : Seven years.

SHRI SURENDRANATH DWIVEDY : Rourkela was established in 1954, but the first blast furnace was commissioned in 1959. So was the case with Bhilai. So, it takes about five to six years. The new steel plants at Hospet, Salem and Visakhapatnam would also take five to six years. Are Government going to wait till then to put up a new steel plant? We would like to emphasise that in order to meet the shortage of 7 million tonnes in the Fourth Five Year Plan itself, it is necessary to start a new steel plant in Orissa. I would like to submit that Government have committed mistake already; a blunder has been committed by not including Orissa also. I do not say that you should not have given new steel plants to the other three places. What we want is that you should have included this also and taken a decision to include it. When I put forward my argument before the Planning Commission they had no argument to advance. All over the world, in the USSR, in West Germany, in England, and everywhere else, the metallurgical base is always taken as the base for the location of steel plants. Even now, in our country, we have the steel plants in those regions. Bihar, Bengal, Madhya Pradesh, and this region of Orissa are all in the iron and coal belts. When all the facilities are available, why should Orissa not be included? Of course, you may talk of money. But I am sure that Government have no reason to say that what we say is not justifiable. The hon. Minister is not in a position to say that. Otherwise, in the statement, he would have rejected outright our demand. Instead, he says that Government will take into consideration the claim of Orissa along with those of other sites that remain all

over the country. I submit that this has no meaning. He must have been bold enough to say that during the Fourth Five Year Plan, they are going to put up the next steel plant in Orissa, because they want to meet the shortage and they want a plant in Orissa which will produce steel at the cheapest cost and which will give more profits. If it is not going to be Bonai, it is definitely going to be Nayagarh.

There are three places, Bonai, Nayagarh and Paradeep. But if you are considering expansion of Rourkela to 4 million tonnes and Bonai is only 25 miles from there, Nayagarh is there. According to export report, it will have the lowest cost of production.

Therefore, I would like Government to make this announcement. If they do not do it, it becomes the national duty, patriotic duty, of the people of Orissa to continue to organise this agitation in order to cry a halt to these blunders committed. Still I warn Government. If they do not listen to reason, only pressure of this kind can bring them to their senses. I give them this warning so that betimes they decide it and announce that a steel plant in the Fourth Plan will be located in Orissa.

SHRI CHINTAMANI PANIGRAHI (Bhubaneswar) : We are happy that the hon. Speaker has allowed this discussion to take place in this House. This is a problem which has exercised the minds of the people of Orissa greatly and we form an integral part of the orderly, peaceful and united efforts of our people in asking for another steel plant in Orissa.

The decision to set up three new steel plants in Visakhapatnam, Salem and Hospet is most welcome. It is better to utilise the resources available in these regions and try to meet the increasing demand for steel instead of despatching every year 2 to 3 million tonnes of iron ore from the eastern and central regions.

In the statement made in the House the other day by the hon. Minister, Shri Bhagat, I find there are certain welcome features. Therein he has said that the decision to set up three steel plants in the regions of Hospet, Visakhapatnam and Salem does not preclude

[Shri Chintamani Panigarhi]

either expansion of existing plants or erection of new plants at other sites. With the growing demand for steel, it will, in fact, be necessary to consider both these measures to add to the steel capacity of the country'.

He has made another statement in Bombay recently in which he has said that his Ministry would soon evolve a rational steel policy aimed at producing annually about one million tonnes of steel extra during the next ten years. He has promised to place the draft policy statement before Parliament.

To me, it appears that like a rose bud, Shri Bhagat is slowly but steadily trying to open up himself and the Government to meet the rising aspirations of the people of Orissa for a second Steel Plant.

SHRI P. K. DEO : His speed is that of a snail.

SHRI CHINTAMANI PANIGRAHI : May be we can hope that the whole House will cheer when the Prime Minister comes to announce to us, in the coming months—I do not know what time—the decision to locate one Steel Plant each in Orissa, Madhya Pradesh and Bihar as has been done in the case of the three plants announced for the south.

SHRI P. K. DEO : Let charity begin at home.

SHRI CHINTAMANI PANIGRAHI : Let us see. I am an optimist. There is one thing I do not know why Shri Bhagat did not refer in his statement to the studies carried on by Dastur & Co. in 1965 and their findings. There they have selected 28 places in various regions of the country and they have emphasised that of these Nayagarh is the most favourably placed for a steel plant.

In their study they have selected 28 places in the various regions of the country. They have said that of these 28 places, Nayagarh is most favourably placed, will require the minimum development work and has the potential for being expanded to a 10-12 million ton steel complex.

The locations that they have considered suitable in Orissa are Barakot, Bonaigarh, Nayagarh, Talcher and Paradip.

They have also stated very clearly that as regards the production and distribution costs of pig iron, Nayagarh is the most economical of all the 28 locations considered in this study.

They have further stated that all the three Eastern Region ore-based locations at Nayagarh, Barakot and Bonaigarh are considered suitable for large integrated Steel Plants. And of these, Nayagarh has the advantage of the lowest production cost.

Moreover they say that as it is situated further away from Rourkela than Barakot and Bonaigarh the location of a Plant here will open an entirely new area for industrial development.

In conclusion they have said that they strongly recommend that as installation of new capacity is time-consuming, it is necessary that further investigation and infrastructure development at locations from amongst those suggested in this study be taken in hand at the earliest.

I think that was a very clear and well defined study by Dastoor & Co., after detailed investigation.

Therefore, let us plan the programme of steel production in an imaginative, bold and rational way for the post-seventy developing decade, which we have called sometimes the Socialist Seventies.

In Japan, iron and steel production went up from 5 million to nearly 60 million tonnes within a period of 20 years. They propose to achieve a target of 90 million tonnes in 1970.

To-day steel production in Soviet Union has reached 127 million tonnes a year and they want to increase it still further to 200 million tonnes by 1975-76.

In the United States, it has reached near about 155 million tonnes a year. Even Philip-

pires has proposed to increase its production to 40 million tonnes a year by 1975-76.

Now where do we stand? In India the total supply from existing sources by 1975-76 will be 18.6 million tonnes steel ingots. The total estimated demand of steel ingots by that time will be 30 million tonnes. There is a shortfall of 11 million tonnes.

The total supply in 1975-76 including Bokaro comes to 13.8 million tonnes and the demand is expected to be 22.5 million tonnes. There will be a short fall of 8.7 million tonnes.

Because of this short supply, India has imported during the last three years iron and steel amounting to Rs. 200 crores.

We are going on exporting our rich iron ores. Which developing country exports its rich natural resources cheaply and purchases the same after manufacture in other country at higher prices? This cannot be the direction of a socialist economy.

There are certain limits for the dispersal of the steel industry. You cannot stretch it too far. The Bihar-Bengal-Orissa-Madhya Pradesh region is really the metallurgical base for the steel complexes to develop in the coming years. As suggested by Shri Dwivedy, it takes seven to eight years for a steel plant to go into production. So, I would urge upon the Government not to waste time. If we are to keep pace with the ever-increasing demand for iron and steel, I think immediate action should be taken in choosing the second steel plant site from among the sites located by Dastur & Co., and to go ahead with preliminary work.

I do not find any reason to get angry or irritated. I am quite happy that the longings and aspirations of the toiling masses which remained dormant and in bondage for years together are being freed and seeking fulfilment under the imaginative, bold and dynamic leadership of the day.

I have no doubt that Orissa's just demand for a steel plant will receive the kindest consideration of the Prime Minister, Mr. Bhagat and the Steel Ministry. I am quite sure that

the Government will immediately order at least a locational survey for locating a site in Orissa so that work can proceed on that. If that is done and the Government are in full possession of facts because Dastur and Company have made a good study, I think things can proceed better. I hope the people of Orissa will be satisfied after this debate is over that their agitation and peaceful and orderly and unified efforts have borne fruit and they have got what they wanted.

SHRI SRADHAKAR SUPAKAR : I am afraid that there is not sufficient awareness in the Government about the acute famine conditions of iron and steel in this country. During the question hour today this was emphasised. The shortage of steel is so acute that iron and steel sells at exorbitant prices. This scarcity affects not only industries like engineering, etc. but also agriculture. When we go in for green revolution and we want mechanisation this is a fact.

15.52 hrs.

[SHRI K. N. TIWARY in the Chair]

Not merely middle class and high class agriculturists but the smaller farmers also want agricultural implements. Unfortunately the statement made by the hon. Minister indicates clearly the lack of an awareness of the acute shortage of iron and steel in the country. Had he been sufficiently aware of it, he would not have said that only when the rated capacity at Rourkela is reached, location study will be made. He has not given any definite date when Rourkela will go up from 1.8 million to 4 million tonnes. It is small mercy that he said that in course of time this increase will take place. It is rather a tragedy. Raw materials such as iron ore, limestone, dolomite and manganese are transported from Orissa to other places like Jamshedpur, Durgapur and even Bhilai, they are transported from Rourkela and Bonai. Millions of tonnes of iron ore are exported to Japan from Orissa. In these circumstances it is a tragedy that the Government should ignore the claim of Orissa to a second steel plant. When the representatives of the Orissa Government met the Prime

[Shri Sradhakar Supakar]

Minister, the reasons that were given by the Prime Minister for not acceding to the demand immediately do not hold water. It is said that because the capacity is not reached, therefore, there will be no second steel plant or there will be no extension. The previous speakers have argued that the responsibility for not reaching the capacity in the production of the public sector steel plants rests squarely with the Central Government and not with the people of that State, and they should not be blamed or penalised; not merely they, but the nation should not be penalised because certain steel plants in the public sector have not reached their capacity. It is in the national interests that the second steel plant should be established in the fourth five year Plan in Orissa, because we see there is so much of shortage in steel. Now, the shortage in production is to the tune of three million tonnes per annum today and as we go on, as the industrialisation and mechanisation of agricultural and other developmental projects take shape, we must study the dynamics of development of our country and see that we plan sufficiently ahead of the requirements of steel and are not put to the present plight when we find that our experts planned in such a way that we are in acute famine so far as steel is concerned. It has been proved from statistics supplied by experts, and which were quoted by Mr. P. K. Deo and Mr. Surendranath Dwivedy, that Nayagarh is a site where iron and steel could be produced at the cheapest and also at a most profitable rates. You know why, when in 1954 the first idea of starting a steel plant in the public sector was broached, Rourkela was chosen as the first public sector plant out of the three competing projects, namely, Rourkela, Bhilai and Durgapur, because it has all the advantages, not merely of raw materials but also of the infra-structure. This site for which the Orissa Government is fighting will not only supply the iron ore, manganese, dolomite and limestone which are in closest proximity but it has also all the incidental advantages like the availability of electricity in abundance at a cheaper rate and also the supply of water and other necessary facilities. The only difficulty is coking coal, but that is a problem not merely for Rourkela

but for all the other steel plants excepting perhaps Bokaro.

16 hrs.

We are rather dismayed that when we are exporting iron ore to foreign countries like Japan, so many engineers of our country remain unemployed would it not be better that we exported this iron ore after converting it into pig iron or steel so that our people could be employed. Also greater industrialisation and know-how could be achieved in our country. People who need consumption of steel inside our country would be benefited. Now we are losing both ways. We are not able to give employment to our youngmen. We are not able to utilise our raw materials and industrialise our country. We are also suffering from acute famine in iron and steel. This is the tragedy of planning in our country. Unfortunately our planners and the National Council of Applied Economic Research do not see the plight of our unemployed engineers or to the question of locational advantages and disadvantages. They do not see the need for rapid industrialisation. Therefore, we are suffering all this tragedy on several fronts. Therefore, I again appeal to the Minister to realise that a second steel plant in Bonai and Nayagarh will be to the advantage of not only Orissa but of the nation as a whole and will solve many of the problems and ills from which we are suffering.

SHRI S. R. DAMANI (Sholapur): Sir, the sentiments of the Orissa people regarding a second steel plant are well-known. They are agitating for this for a long time. I sympathise with them. Orissa is a backward area industrially. There are very few industries established so far in that part of the country. There are very few industries which can be established there. Unemployment is very acute there, as the scope for putting up new industries is limited. The only industry which can be established there for which raw materials are abundantly available there is steel. There is acute shortage of steel in the country and the shortage will continue for the next few years. Therefore, it is very essential that Government

should take immediate steps to put up as many steel plants as possible. Government have already announced three new plants, but that will not solve the problem of Orissa. How can the Orissa people get more employment and how can the State of Orissa develop? These are their problems over which they are agitated. The only industry that can be set up there is steel, for which raw materials are abundantly available there. I agree with the policy of the Government of expansion of the Rourkela plant from four million tonnes. That will be more economical because there is surplus labour in Rourkela. The Rourkela plant is at present incurring loss because of surplus labour. If there is any expansion programme in Rourkela that will wipe out the losses. But, then, I would like to know from the Government from what date the expansion programme is going to be taken up. As the plant and machinery for expansion are easily available within the country, the expansion work should be taken up as early as possible. The Government should declare the time by which it would be taken up so that the people of that area would be satisfied that expansion is going to take place from that date. It should not be ambiguous.

Secondly, Government should give preference to the setting up of some rolling mills and smelting units in Orissa so that the iron ore there can be turned into steel by these small units. As there is shortage of steel, many parties would be prepared to come forward to set up factory for manufacturing such items. So, government should issue some licences for rolling and other mills so that people can get employment and the process can start.

Thirdly, in the Fifth Plan period they should set up a steel plant of 2 million capacity and an announcement to that effect should be made today so that the public will know when they can expect it. I hope the Government will consider my suggestions and take some steps to bring this backward area to the level of the other parts of the country.

SHRI H. N. MUKERJEE (Calcutta-North East) : Mr. Chairman, Sir, I appreciate your calling me even before my turn because I have

to rush off to another assignment. I am happy I am able to take part in this debate because we are discussing a demand, which is not only a unanimous demand put forward by Orissa, but a demand which everyone in this country should support. The Orissa bandh, which was unprecedentedly successful, was an indication of the mood of the people. There also took place certain other incidents in Delhi. Though personally I have a kind of ineradicable allergy towards dharna which was offered by even Shri P. K. Deo at the door of the Prime Minister, I was sorry that Shri Deo injected something extraneous by having a dig at Shri Dwivedy. But it was rather amusing that he waited at the doorstep of the Prime Minister and had a dig at Shri Dwivedy for not supporting the no-confidence motion. But that is neither here nor there.

The main point is that this unanimous demand is supported even by the President of this country and even today there was a question in this House, Unstarred Question No. 1223 where it was asked whether the Government is aware of the President's point of view, as reported in the press, and the answer was that the Prime Minister has not had a talk with the President on this matter. I do hope that the Prime Minister has given a brief, a proper brief, to Shri Bhagat. I would have liked it if the Prime Minister had come here herself this afternoon. But, in any case, I hope, Mr. Bhagat has a brief that is worth while which would go a long way beyond the statement, rather unsatisfactory statement, which he had made earlier.

I need not go into any detail now and there is hardly any time either. But the main fact is that if we are at all serious about our Plan, there should be a certain sense of priority. The poverty of Orissa, an area of our country which as far as the people are concerned, is beyond comparison almost. Its resources are inestimable and they are not yet properly estimated. Even the Geological Survey of India has not made a proper comprehensive map of Orissa. If that map is available, it would be seen how much more Orissa could contribute to the total prosperity of this country. Therefore, the whole question of location of industries, as

[Shri H. N. Mukerjee]

Mr. Dwivedy explained, takes on a different character when Orissa has to be considered.

From two points of view, Orissa's claim has a very special importance. One is that Orissa's resources are unlimited and the people of Orissa are suffering the most terrible kind of poverty and, therefore, as a comparatively backward region, if planning has any meaning, Orissa should have a very special consideration. In the Soviet Union, for example, in the beginning, when the planning came into life, the idea was to give much greater allocation to backward regions like Tadzhikistan and Uzbekistan in order to reach a state of parity with the more advanced regions of that country. From that point of view, Orissa should have priority from the other purely economical and technological considerations. Orissa should have priority because the resources are there.

I know it could be said that several regions of our country have their claims. Certainly, our country is large enough and rich enough to have these claims. The Government has already announced in regard to Salem, Hospet and Vishakhapatnam that steel plants are going to be put up there. I was in Salem recently and I could see how the people there were enthused over this idea. We wish well to the steel plants coming up as quickly as possible in Salem, Hospet and Vishakhapatnam. But there is no reason why, if we have a real sense of priority and the real sense of dedication to the objectives of our Plan, we cannot go ahead. There is to be the shortage of steel. Even now, there is a terrible shortage of steel. As the years develop, we cannot think in terms of the demand that is there in 1970. What is going to happen in 1980, in 1990 and in 2000 A.D.? Most of us may not be alive. But our country will be very much alive and our people will be very much alive and kicking.

In regard to that, the economical and technological processes have got to be put into operation. But that has not been done. That is why I say, while there might sometimes happen a kind of unseemly competition between the different regions for a steel plant here or something else there, this Government ought

to be ready with an imaginative plan which takes into consideration the economic reality of the situation as well as the interests of our people. We have to have a plan which would bring about that kind of transformation.

It is not necessary to go into any detail over the reasoning behind this demand. This paper *Samaj* of Cuttuck has brought out a special supplement which is full of material and concrete facts in regard to the feasibility of this demand and the Government should come forward and say something more tangible, something more optimistic, something more hopeful, something which would give an indication that this matter is not going to be pushed away. Already, it has been said that the mere proximity of Rourkela to the two areas which are now mentioned as likely sites for a steel plant should not be considered a disqualification. The whole of Bengal-Bihar Orissa-Madhya Pradesh region is full with such resources that the utilisation of those resources would require technological preparations. If we have not got the money, we have got to find it out. We are paying crores and crores of rupees by way of compensation to the people who do not deserve it. But at the same time, we do not find money for these purposes.

With these words, I fully support the idea and I want that the Government should have an imaginative and correct approach in regard to this matter.

SHRI C. M. POONACHA (Mangalore) : I thank you very much for giving me this opportunity to participate in this debate. The claim of Orissa as regards the location of a steel plant is irrefutable both from points of raw materials and the backwardness of the region and a variety of other factors. The case of Orissa is very strong and needs to be supported.

But before that I would like to draw the attention of this House regarding the saddest plight with reference to a really well-chalked out programme for creating steel capacity in this country. If there could be a sad story as regards the developmental programmes of our

country, I should say that the steel side presents the most pitiable story as there is nothing like a projected plan programme for creating steel capacity. Sir, we cannot have a steel plant overnight. It needs a lot of preparations, lot of ground work and intense organisation as also resource mobilisation. At the same time it takes years and years.

Let us just think for a moment as to what precisely would be the steel demand at the end of the fifth Plan? This Government claims to say that they have precise ideas. I am afraid they do not have. It is all *ad hocism*, something developing somewhere and we take a single isolated case and take spot decisions and have the satisfaction that 'we have done with it'. As regards development of the basic requirements of steel, fuel, electric power and water resources, these basic infra-structure requirements for the development of the economy of our country needs very careful thinking and study and a projected view over a period of time. To-day, I am afraid, the Steel Minister will not be able to say precisely what would be the steel requirements in this country 5 years later, 10 years later, 15 years later and 20 years later. There are certain assumptions made. Here I would caution the Minister to have these assumptions carefully studied and properly verified and base his argument for creating capacities for steel production. We have got to make a projected, specific, detailed and purposeful study of the steel requirements and keeping in view how the industries develop, how the engineering industry is developing, how the export side is increasing, how the internal demands are coming up, what are the requirements of agriculture and various other industries because steel, all said and done, is a very basic factor. Without steel our country will not be able to make any head way. Therefore, for the steel requirements on a phased basis over a period of time a well-defined blue print in this matter has to be prepared and without that, what is happening? We do not know where to develop, how to start and how to progress. Right now, as has been observed by so many friends, there is a near famine, steel famine. We are now importing. Why? Five years earlier there was a situation where we said we cannot export what we have! Some-

body felt that we have produced much in excess and there is no buyer. This is a most unscientific approach to a basic problem like that of steel and it is deplorable. This problem will have to be studied in depth. Once we do that, the case of Orissa, the case of Bihar, and the case of every other State would come in sequence. There should be no difficulty in solving these problems. These will not be debating-points at all. But, the real question is this: Are we having a plan? Are we serious about a Plan? Do we have a blue-print? The simple answer is, no.

Therefore, whenever the demand increases and whenever there is further demand, the Government is at a loss to know what to do about it.

Some preparatory work has got to be done. A proper study is absolutely necessary in this matter.

This morning, while replying to a question, the hon. Minister was stating about the position in Durgapur. He said, Durgapur is not even producing 30% of its rated capacity. Why is it so? When I heard this, I was taken aback; I was shocked. If Durgapur is not able to produce what is wanted, then we must find out other areas, other places where we will be able to produce steel. Because, Sir, without steel, this country cannot march ahead.

Therefore, I want to ask the hon. Minister. Has he got any study prepared, has he got any documentation as regards the requirements of steel and the development of steel capacity in the country over a period of time? In that sequence, what are the priorities that have been set and how do we go ahead with this plan? It is very essential that must be done. Such studies are very basic and they are very essential to the economy of our country. If the present plants are not able to reach the rated capacity, this point also should be taken into consideration, and a broad long-term policy evolved.

It has been said that Rourkela can be expanded to million tonnes; I wish it could be so. But it is not that simple, I may say. It is not like adding bricks to whatever you

[Shri C. M. Poonacha]

have. Where are you going to have the blast furnaces? Where are you going to have the finishing lines? Where are we going to have all the other auxiliary services that are required? It is not that simple. It is so easy to say all these things, that from 1.8 million tonnes you will take it up to 4.0 million tonnes. But where is the infra-structure? The infra-structure is just not there. The base is not there. How on earth can you say that from 1.8 million tonnes, you will jump up to 4 million tonnes? I do not know what efforts are made and how you can say that. There was a programme, I know, to take it to 2.5 million tonnes, later on.

The steel plant is not like any rubber material, to be pulled in all directions and fitted to your requirements. It is not so. There are difficulties; there are problems; these have got to be studied in detail, in depth.

The case for additional steel capacity in this country is very real and pressing too.

Even with the Vizag and Hospet Steel plants and with the Salem steel plant also coming into production, we may not touch even the fringe of the problem and in 10 years' time, there will be such a situation created in this country, when the demand for steel will be so much that even with this additional capacity which we have created now, and the proposed expansion programme that we have as regards the existing plants, we will not be able to meet the demand and there will be a very big gap. Our entire economy will suffer; our industries will suffer and I fear, there will be a great setback to the tempo of our economic growth.

Therefore, all these points have got to be taken note of. We should have proper ideas about the creation of the steel capacity and a well-studied and well-documented programme for a period of 25 years will have to be prepared. And in sequence clear programmes for creating additional steel capacity should be drawn up, in which Orissa's claim should also be considered; I am sure that with the situation as it is obtaining in the country today, and the steel demand that is there, the case of Orissa is irrefutable and that early steps will have to be taken to have a long-range plan of pro-

grammes, and in that, the demand of Orissa must be conceded.

*SHRI K. SURYANARAYANA (Eluru): Mr. Chairman, Sir, we are happy to support the legitimate demand of our neighbouring Oriya brothers for a Steel Plant. This demand should be conceded from the point of view of the overall shortage of steel in this country and the Government in doing so would be performing a legitimate duty of theirs. The supply position of steel in the country is far from encouraging. We are importing certain varieties of steel from other countries and we are exporting certain varieties to other countries. The most saddening feature is the fact that in spite of the shortage of steel, we are exporting iron ore to other countries, particularly to Japan. I cannot understand why we are doing so even though we could establish steel plants either in the private sector or in the public sector with the help of foreign collaborators of the World Bank which are ready to help us. We would also be solving unemployment problem if we establish steel plants in our country instead of exporting iron ore. The consumer is not concerned whether the steel plant is established in the private sector or in the public sector. He is only concerned with the availability of steel of good quality at a lesser price. In this connection I would like to bring to your notice the following facts. The Government have recently sanctioned to us 36 sugar factories in the Co-operative sector in the country. Necessary funds have been raised for setting up all these factories. Because of the shortage of steel, the manufacturers of machinery for sugar factories are saying that they cannot supply the machinery by the target year of 1972 unless we pay them Rs. 20-lakhs extra for machinery for each factory. This is the state of affairs despite several written communications from us as well as from the Government. The fact is that there is shortage of steel in the country. At the same time I cannot understand why we are not taking advantage of the offer of the World Bank to help us in the setting up of steel plants in the country. In such circumstances it seems to me strange and illogical that we export iron ore

*The Original speech was delivered in Telugu.

and import steel. There is a great demand for steel products in our country; the iron ore and other raw materials are available; and labour is also cheap. If we take the case of 36 sugar factories we may have to pay about Rs. 6 crores extra in order to get the machinery in due time. Keeping in view the requirements of steel products in the country, the Government should take prompt steps for meeting the demand. I do not know where the mistake lies. May be it is with the Government or with the Planning Commission. I am not sure whether there is a real shortage of steel products. It seems to me that shortage is being artificially created. For example, in our co-operative societies we had stocks of steel products worth 4 to 5 lakhs of rupees last year in our District W. Godavani. Because of lack of demand then, we had force to sell the same at a loss of Rs. 4 to 5 hundred per tonne. This year with the increase in demand the price of steel appears to have gone up to Rs. 3 to 4 thousand per tonne in the open market. The Government in the above circumstances should try to have a proper check on the distribution system so that the steep variations in the price of steel products are avoided. It is, therefore, imperative on the part of the Government to see that steel plants are established in the public sector, with the foreign collaboration, if necessary preferably with countries with whom we have rupee payment agreement to meet the demand in the country for steel.

As a Telgu proverb goes, we have everything with us but some unfortunate circumstances prevent us from availing of the opportunities!

Not only in Orissa, there are other States also which have no steel plants; though there is need for such plants in those States. There is sufficient demand for steel to warrant the establishment of such plants. But what is now going on is that in all States, unless they mount some agitation, Government do not consider their demand. That is why we are finding everywhere movements like the land-grabbing and other things.

So I would make this request to the new Steel Minister. We expect some thing new

from him, some new policy which will satisfy the public. This is my least request to him. Government should concede the legitimate demand for the establishment of steel plants and give an assurance in this connection.

There are offers of collaboration from other countries. Those can be taken advantage of. The private people are also demanding to be allowed to set up steel plants. Whether it is in the private or public sector, we want to satisfy the demand of the consumer. Whether it is public or private, we want cheap steel for the development of the country, not for any individual's benefit. This is the only demand we make.

I would request Government to concede this legitimate demand and give an assurance and make a statement, as they have done in the case of the demand for steel plants in the South by their announcement of three new steel plants in Vishakhapatnam, Salem and Hospet.

श्री वृज भूषण लाल (बरेली): सभापति जी, अपने देश की उन्नति स्टील और लोहे के ऊपर बहुत हद तक निर्भर है। तीन प्लान्ट जो यहां पर खोले गए जिसको आज 11-12 साल हो रहे हैं। रूरकेला, भिलाई और दुर्गापुर में यह आशा की जा रही थी कि इनके खोले जाने के बाद देश को जो आवश्यकता है स्टील की उसकी पूर्ति हो सकेगी। लेकिन थर्ड फाइव ईयर प्लान के बाद जो टार्गेट था 9 मिलियन टन का वह पूरा नहीं हुआ। जब यह पूरा नहीं हुआ और अब जो फोर्थ फाइव ईयर प्लान है उसमें 16 मिलियन टन स्टील की इस देश को आवश्यकता है तो उसको पूरा करने के लिए दो ही तरीके हैं। या तो जो प्लान्ट आपके वर्क कर रहे हैं चाहे वह प्राइवेट सेक्टर में हों या पब्लिक सेक्टर में, उनकी जो कैपसिटी है उसको बढ़ाया जाय या नये प्लान्ट और लगाए जाय। आज चर्चा इस बात पर है कि उड़ीसा में एक स्टील प्लान्ट और लगाया जाय और उसी की मांग की गई है। जहां तक उड़ीना में एक और स्टील

[श्री वृज भूषण लाल]

प्लान्ट लगाने की मांग है जैसा कि हमारे बहुत से माननीय सदस्यों ने बताया और उसके जो वहां पर रिसेप्शन हैं, जिन चीजों की जरूरत स्टील प्लान्ट को होती है वह इन एंबडेंस वहां पर हैं तो इन सब बातों को मद्देनजर रखते हुए कोई दो राय इस पर नहीं हो सकती कि यह जो मांग उड़ीसा के लिए स्टील प्लान्ट की है वह अपनी जगह पर जा है और उसको गवर्नमेंट को मानना चाहिए।

लेकिन मैं सरकार की तबज्जह जो स्टील प्लान्ट आलरेडी इस वक्त काम कर रहे हैं और उनमें जो कमियां हैं उनकी तरफ दिलाना चाहता हूं। उसकी इस लिए जरूरत है कि हमने इन तीन स्टील प्लान्टों में अब तक करीब 1200 करोड़ रुपया लगाया जो कि पब्लिक सेक्टर में जितना इन्वेस्टमेंट अब तक है उसका करीब 42 प्रतिशत आ कर पड़ता है। इतना रुपया लगाने के बाद 11—12 साल का परफार्मेंस इन तीनों स्टील प्लान्टों का क्या है कि 190 करोड़ रुपये का नुकसान अब तक का हो रहा है। 1969-70 तक 190 करोड़ रुपये का नुकसान हुआ है। इनीशियल स्टेज पर नुकसान किसी भी वर्कशाप या फैक्ट्री में होता है और वह जस्टिफायबल होता है। लेकिन इनके अन्दर यह जो लास हो रहा है आज के दिन यह पिछले तीन सालों में—67-68 में 40 करोड़, 68-69 में 39 करोड़ और 69-70 में 30 करोड़, यह तीस-तीस चालीस-चालीस करोड़ का लास एक-एक साल में इनमें अब इस स्टेज पर हो रहा है जब कि इनको 11-12 साल हो गए हैं। क्या यह अफसोस की बात नहीं है? क्या यह एक गंभीर समस्या नहीं है जिस पर कि सरकार को ध्यान देना चाहिए? कितनी रिपोर्टें ऐसी हैं जिन्होंने कि सजेशन दिया कि जो शार्टफाल है, जो कमियां हैं इनके अंदर उनको पूरा

किया जाय। लेकिन कभी कोई तबज्जह इन्होंने नहीं दिया। मिसाल के तौर पर मैं दो तीन बातें बताना चाहता हूं। जैसे कि एक सजेशन यह है कि जितनी इनकी रेटेड कैपेसिटी है उतना इन प्लान्ट्स में से कोई भी अपनी उस रेटेड कैपेसिटी तक प्रोडक्शन नहीं कर रहा है। दूसरी बात जो सरप्लस स्टाफ है उसका सजेशन कमेटी ने यह दिया कि आप उसको रिट्रेंच मत करिए लेकिन जो एक्सपैशन है उस जगह पर उसको लगाइए। जो सरप्लस स्टाफ आपका एक जगह लगा हुआ है जिसकी वजह से कास्ट आफ प्रोडक्शन आपका ज्यादा बढ़ता चला जा रहा है उसको कंट्रोल करिए, फर्दर रिक्लूटमेंट तो मत करिए।

समापति महोदय : देखिए उड़ीसा में स्टील प्लान्ट लगना चाहिए, विषय तो यह है। जब कभी भी कोई विषय आवे तो उस विषय पर आप जायें न कि सारा एरिया कवर करने लग जायें। यह तो कोई बजट स्पीच नहीं है न? इसलिए मेहरबानी करके उसी पर अपने को सीमित रखिए।

श्री वृजभूषण लाल : मैं उसी पर आ रहा हूं। लेकिन जो गंभीर समस्या है उसी से कंसर्न रखती हुई स्टील प्लान्ट जो खोले जा रहे हैं उनके अंदर जो कमियां हैं उनको भी दूर किया जाना चाहिए तो उसी की तरफ मैं तबज्जह दिलाना चाहता हूं कि जो इतना हैवी लास हो रहा है और जो मिस-मैनेजमेंट है इन प्लान्ट्स में उनकी तरफ ध्यान क्यों नहीं देते? जो उसके लिए सजेशन दे रखा है उनको क्यों नहीं मानते हैं? नया प्लान्ट खोलने के बारे में मैंने बताया कि यह डिमांड अपनी जगह पर जायज है। लेकिन इसी से संबंधित यह भी तो बात है। यह भी तो अपनी जगह पर स्टील प्लान्ट हैं। इनके अन्दर जो मिस-मैनेजमेंट है उसकी तरफ भी ध्यान दिया जाना चाहिए।

श्री चिन्तामणि पाणिग्रही : आप खोल दीजिए उड़ीसा में, लास नहीं होगा हम बता रहे हैं ।

श्री बृज भूषण लाल : तो जहां तक कि इनकी रैंटेड कैपेसिटी है उसके ऊपर गवर्नमेंट ध्यान दे ताकि पूरा प्रोडक्शन हो और कास्ट आफ प्रोडक्शन जो आज ज्यादा है वह कम हो ।

दूसरी चीज-आज ही मंत्री महोदय ने एक प्रश्न के उत्तर में यह कहा कि स्टील प्राइस भी ज्यादा है और अभी हमको स्टील इम्पोर्ट करने की जरूरत पड़ेगी । तो मैं यह सरकार से जानना चाहूंगा कि आपका यह दस ग्यारह साल का वर्किंग पब्लिक सेक्टर का जिसमें आपको स्टील का इम्पोर्ट करना पड़ रहा है क्या यह प्राबलम ऐसा नहीं है जिस पर कि सरकार ज्यादा ध्यान दे और यह जो कमी है उसको दूर कर सके ? जहां तक कि डिमांड है उड़ीसा में स्टील प्लान्ट की वह तो जैसा मैंने कहा अपनी जगह पर जायज है । लेकिन साथ ही इसकी जो कमियां हैं हमारे पब्लिक सेक्टर में, सरकार से मैं यह प्रार्थना करूंगा कि सरकार उन पर तबज्जह दे ताकि हैवी लास उसमें न हो और ठीक तरह से उसको हम चला सकें ।

SHRI D. N. TIWARY (Gopalganj) : The question is not whether the public sector undertakings are doing bad or well but whether there should be a steel plant in Orissa or not. Yesterday there was a question about the paucity of doctors and the criteria for one medical college was fixed at 50 lakhs of population. According to that criteria many States require more colleges. Today also there was a question about steel prices—question No. 183. It was said that the price of steel was rising because of paucity of steel in the market. There is less production in the country. To meet the shortage we have to establish more steel plants.

To my mind the three criteria that should govern the establishment of a steel mill are : availability of raw materials, proper situation or location and backwardness of the area. If the area is backward and there is no industry there, new industries should be located there so that people can get employment and their *per capita* income may go up. Raw materials are available here—coal, iron ore, etc. It will be cheaper to establish or set up a steel plant in Orissa according to these criteria. Bihar and Orissa are poor States ; their *per capita* income is very low. In M. P. also there is iron ore and there should be a steel plant. But at present the question is about setting up a steel plant in Orissa. The *per capita* income in these two States is low and the area is backward. Government have to see how they could be brought at par with other developed States. If any part of our body remains weak, however strong the other part may be, the whole body will be weak. If Orissa remains behind in development, the nation cannot improve very much. From all points of view a steel plant is necessary there.

When our planners planned the Heavy Engineering Plant the idea was that it would give one steel mill per year. Was it not set up on that basis? We require several steel plants in the country. Government have announced the setting up of three steel plants in the South. It is very good. I do not know why the claim of Orissa was ignored at that time. May be, Orissa people and the Orissa Government did not press their demand at that time. It should have been announced with the other plants as Orissa satisfied every criteria I quoted. It is not too late to mend even now. The Government and the hon. Minister—he is in charge of heavy engineering too—should see to it that the Heavy Engineering Plant produces a steel mill every year so that we need not import steel plants from outside spending our foreign exchange. So, I would request the Chair to advise the Government and the Minister in charge here....

AN HON. MEMBER : He is present here.

SHRI D. N. TIWARY :...to activate the heavy engineering plant so that it may have proper production and facilitate the setting up

[Shri D. N. Tiwary]

of the Orissa plant out of this production in the near future.

One more thing, and I shall have done. As my friend said, the steel plants are not working according to the capacity. It is not the fault of the place where the steel plants have been set up. The proper working of any undertaking is not in the hands of the people or the materials there. It is in the hands of the management. If the management is geared up, they will produce steel according to the capacity or even more than that. In all these three steel plants, what I have seen is, the Rourkela plant is not behind any of the three plants in the public sector. At Rourkela the production is better than at Durgapur or Bhilai even. So, we cannot spurn the claim of Orissa on that account. When another plant is set up, production is not likely to fall, but it will go up, and it will not be like Durgapur. I request my friends from Orissa to see that the Durgapur story is not repeated in Orissa.

Therefore, from all points of view, I request the Government, and I join my voice with that of my friends from Orissa, for conceding another steel plant in Orissa.

SHRI S. KANDAPPAN (Mettur): Mr. Chairman, Sir, in a discussion of this type, normally we find that all sections of the House, to whichever party they may belong,—Opposition as well as the ruling party—support the demand. It is as it should be. After all, in the Parliament of India, it should not appear that they are not listening to the demand of a particular region, section or a particular area. So, there is no difference of opinion whatsoever on that aspect. I am sure the Government, while replying, will also join us in paying lip-sympathy, but that is not going to solve the problem.

I would like to make this point very clear. As was already pointed out by Mr. Poonacha, the Government of India did not have a clear policy, long term or short term, since Independence with regard to steel. They have been giving various replies which were inherently contradictory. After all, when Mr. Poonacha

argued the case, he is the man who should be in the know of things, because till very recently he was with the Government. I remember with regard to the Salem plant some years back, when Mr. Morarji Desai was the Finance Minister, when we had some suspicion about the steel plant proposal materialising, when we raised the issue on the floor of the House, we were told that there was not so much demand for steel and unless there was demand and in fact we were told that there is an international glut in steel production—our country would be faced with a lot of difficulties if we went on increasing production. Afterwards, when we countered him with another question and said, if that was the case, why should they go ahead with Bokaro. For that, some other explanation was given, and subsequently now, we found that a lot of engineering industries are being closed down or they are not running to full capacity for want of the various categories of steel. It is happening every day and the difficulty is being felt acutely in my part of the country, in Coimbatore, particularly, where they are making a lot of motor engines for irrigation purposes which are being supplied throughout India, and some of them are exported also. I learn reliably from knowledgeable sources that if these people can be supplied with all the raw materials that are needed for the engineering goods, in Coimbatore alone, we could employ about a thousand engineers overnight without creating any additional capacity, because the capacity that has already been created is lying idle. Such is the position and the Government should take the entire blame. At least from now on they should think in terms of a clear-cut policy about our steel requirements.

All through India, there is an awareness of the expansion of electricity programmes, particularly in rural India. In my State, last year our Chief Minister made a commitment that before 1971, we are going to cover the entire State. We have made the necessary financial allocation but the work has been hamstrung because we do not have enough raw material. Twice or thrice a week the Chairman of our Electricity Board is desperately trying to get

in touch with Dr. Rao here and get some quota but he is not succeeding in it. Therefore, this is the time for the Government to make a realistic assessment.

While Mr. Dwivedy and some others were speaking, though they welcomed the setting up of steel plants in the south, by implication it sounded to me that they made out a case that Orissa's case is more feasible or preferable technically than the other ones. So far as technical studies are concerned, when Dastur Committee went into the question, they said that a steel plant in Salem is a must; it is imperative and most suitable for a sort of special alloy because the iron ore has less sulphur content in it and we are going to import it from abroad for a pretty long time unless we make it here. That was the only attractive report then. Mr. C. Subramaniam was the Steel Minister then. On the basis of that report, he was proceeding to take action. But suddenly there was a Cabinet reshuffle and Mr. Sanjiva Reddy was put in charge of Steel Ministry. Then another committee was there—an Anglo-American Consortium. They went into the question and said that Visakhapatnam was more suitable than Salem. Perhaps if another member from Mysore had occupied that post, Hospet would have been found more suitable! We are all lay men and I am not blaming anybody. I am only saying that expert committees, Planning Commission, etc. are guided more by political than technical factors. It is not only with regard to steel but with regard to everything.

Perhaps members of this House are quite aware that the Sethusamudram project was considered to be a second plan project. Pandit Nehru set up a high-powered committee—the Mudaliar Committee—which said that this is a very good project, because Tuticorin harbour will develop greatly and we will earn more foreign exchange by attracting foreign ships now attracted by Colombo. It was said that the project would be completed by the end of the second plan. Now the second plan has gone long ago. There were also two Estimates Committee reports strongly recommending it. What I am driving at is this. It does not

matter whether the State makes a demand or not. If the Government of India is to justify its planning and the existence of the various departments here, it is their business to go into these things. Every department is there with all the paraphernalia of officers. There is no dearth of technical and expert committees either. Why can't they coordinate this work? Is it necessary that for the Sethusamudram project the Madras Government has to apply or, for that matter, for any project in any State the concerned State has to make a request to the Centre, or bring it to the notice of the Centre so that the sovereign Central Government can take action? It is really a very funny situation. If the Government of India is not going to take this situation seriously, if they do not alter their posture, if they do not try to have some radical re-thinking about their working at the Central Secretariat level, I am afraid this is not going to last. This is a very serious matter. If the Rajasthan Canal can be built only if a Member from that State has pressed for it vigorously for years, it is not a happy state of affairs. Then the Central Government has no business to claim that it is the sovereign government of this country. If they want to claim that name, they have to live up to it. Let them consider the whole problem in its proper perspective.

So far as the announcement about the three steel plants is concerned, we have some apprehensions and we hope the hon. Minister will clarify the position. Only Rs. 110 crores have been allotted in the Fourth Plan for these three plants. How can you have three steel plants for Rs. 110 crores? It is something that passes one's imagination. At the same time, you are allocating Rs. 1,000 crores for another plant.

Then again my State has put forward a demand for a share in the working of this steel plant and I am sure the Minister is aware of it. I think the Government of India is still considering it. I hope this suggestion of the State Government would be considered favourably. After all, it is not a demand from a private party; it is a demand from a State Government. We have got our Industrial Investment Corporation and our suggestion is that it may

[Shri S. Kandappan]

be associated with the working of this plant. Incidentally, it may help them. After all, in the working of Hindustan Steel they are incurring losses. May be, this will bring in fresh breeze in the working of the steel plant. I would say that this should be done in the case of steel plants in other States also, in case such a request comes from the respective State Governments.

Let this announcement about the steel plants not be one just to placate some States; let it become a reality. Let them take up this matter seriously. Let there be a reassessment of the whole policy, both long term and short term, and let them work according to that.

SHRI P. RAMAMURTI (Madurai) : Mr. Chairman, I am in sympathy with the demand made by the Orissa people. I have sympathy with the demands made by people in other States also. I pity the Government of India for the predicament in which they are today. Shri Kandappan wanted an assurance from the Ministry that some tangible steps would be taken for the completion of the three steel plants that they have already announced during the Fourth Plan itself. I am sure that such an assurance will not be forthcoming. With regard to the demand of Orissa also, even if the Government of India now come forward with an assurance that they are going to take it on hand, the basic economic policies that the Government of India are pursuing are such that such assurances are going to remain just on paper.

We planned for nearly 6½ million tonnes of capacity. Today we are producing about 3½ million tonnes. You may say that in Durgapur labour is not cooperating. I am not going into the question of Durgapur though I may have my quarrel about what the officers are doing there and all that. But what about the other two plants? Why is it that we are producing only 3½ million tonnes when our capacity is 6½ million tonnes?

17 hrs.

Then, somebody quoted figures with regard to America and other countries. There is a tiny

country North Korea whose population is just about 1 crore. Do you know that North Korea is producing 1½ million tonnes of steel? For a population of just 1 crore, it is producing 1½ million tonnes of steel. And this 1½ million tonnes of steel is produced not with the help of the Soviet Union, not with the help of China, but on the basis of the principle which in Korean language is called Fuche which was enunciated by the Chairman Mr. Kim III Sung. They stood on their own legs. They were able to fabricate the machinery necessary for the production of steel in their own country. They encourage their technologies; they encourage their scientists and they encourage their boys and the people have a feeling of fulfilment. When you see the future before you, at that time, the people are enthused and they work with enthusiasm.

What is the position here? In regard to that Bokaro steel plant, first of all, you must have some sort of report to be given by some Indian company, Dastur & Co., or some other company. Then, there must be investigation by some country from whom you are going to ask for collaboration, the United States of America. Some people were called from there and they went, on dangling the carrot before you for years and years and, ultimately, they backed out. Then, you had to go to the Soviet Union and the Soviet Union took its own good time to work out the feasibility report and all sorts of projects. Nearly 6 to 7 years were wasted in this kind of a thing.

The basis of your entire planning is that the Indian people are not competent to do anything and that all brains are concentrated either in Americans or in the Soviet people or some other people. According to you, as far as the Indian people are concerned, they have no brains. If there is an American, he is all brain from head to foot, nothing but brain. For everything, you have got to have collaboration. This is the kind of planning that you have entered into. Even today after three Five Year Plans, for every little thing, you are going in for collaboration.

SHRI B. R. BHAGAT : No collaboration in future.

SHRI P. RAMAMURTI: We have had all these declarations. Even for Coca-Cola, there must be collaboration. India cannot make its own fountain pen even, on its own. Even for that, you must have collaboration with Japanese. There is the Pilot pen with Japanese collaboration.

SHRI PILOO MODY (Godhra): Even for the Cabinet reshuffle, they need collaboration.

SHRI P. RAMAMURTI: All right; they need collaboration there also. If this is the basis on which the entire planning has been done all these years what is the use of talking of Projections, long-term and short-term projections? Because we do not have the brains—you have the brains of the Americans or of the Soviet people or some other people—how can there be any projections? I do not understand. My hon. friend, Shri Poonacha, was talking about long-term projections. What did he do when he was the Minister of State? What were the long-term projections that he projected? Not even short-term projections.

Then, your entire capital base of the industry is inflated unnecessarily. When you have gone into collaboration agreements, it is an accepted fact that the foreign collaborator who gives you the machine inflates the cost of the machine by as much as 75 to 100 per cent. The capital base of the industry is inflated by nearly 75 to 100 per cent. When the capital base has been inflated to that extent, when for every component you have got, pay more than the world market price if you could purchase in the world market, how can India produce steel at a cheaper price in spite of the availability of the best iron ore, in spite of the availability of raw materials and ingredients needed for the production of steel or of any other material? Unfortunately this is how we have grown. We have put the cart before the horse. Instead of first of all trying to put up a heavy engineering factory which will be able to fabricate the machinery needed for basic industries in this country, we went into that later. Unfortunately there is bureaucratic functioning in all these industries. All your industries to-day are managed by IAS Officers. IAS officers are the Chairmen of these plants. They are the people at the helm

of affairs. If to-day you are thinking of taking a different policy decision, well and good. Look at every one of these factories. They are managed by the IAS officers. Previously it used to be ICS Officers. An IAS officer can manage the Finance Ministry. He can manage the Law Ministry. He is the best man. To-day even for technical jobs also the IAS officer is the best man. That is the kind of position. We know in all these things they are not bothered about the industrial development. Sir, much politics is going on in Bihar.

MR. CHAIRMAN: This is a limited subject of a second steel plant for Orissa.

SHRI P. RAMAMURTI: I am talking about management—why you are not able to do that.

SHRI P. K. DEO: It is germane to the discussion, Sir.

SHRI P. RAMAMURTI: I do not want these things to be repeated in Orissa or any where.

MR. CHAIRMAN: From China to Peru you are talking. What is your opinion about a second steel plant for Orissa?

SHRI P. RAMAMURTI: That I have stated earlier. In order to see that it fructifies and it does not remain only on paper, just a paper declaration, I am pointing out that these paper declarations have got to be really translated into activity and for that unless these basic changes are made, unless we have got confidence in our own capacity, unless we have confidence in our own people and in their capacity, in their creative capacity, in their inventive capacity, unless we do that, we will not be able to go an inch forward whatever may be the promises that may be made on the floor of this House. Despite all tall talk the three Five Year Plans have not been able to achieve their targets in spite of all tom-tomming. The Fourth Five Year Plan has still to see the light of day and we have yet to discuss it. Even in the Fourth Plan we will not be able to achieve the targets. For example, the target of 7% export growth, is it going to be achieved? Therefore, I want to point out and I would appeal to my Orissa

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comrades and my other friends from all parts of the country in this House that unless they press for a terrifically basic change in the entire policy of economic planning of the Government of India, this country is going to dogs and more and more we have to depend on foreign countries. Unless we change our entire economic thinking, we will not be able to advance a little further. Otherwise, what is happening? Since our cake is a small one—after all it is a limited cake and every State demands it—to-day which is the State in this country which is not demanding some plant or other? Every State is clamouring for this thing or that thing. Since the Government of India is not able to find the finance for it, agitation starts and unfortunately, as a result of these agitations, instead of there being national integration, national disintegration goes on day after day. Assam starts an agitation for a refinery. Orissa will start an agitation. Tamil Nadu will start an agitation. Kerala—for example there is iron ore found near Calicut—will start an agitation for the location of a steel plant there. The Government of India does not even care to see what type of ore is there and how much of ore is there. Even a survey is not conducted by the Government. This is unfortunately the position. Therefore, let the Government of India seriously re-think its entire economic policy and on that basis let it come forward with a perspective planning. Then we can discuss it. Otherwise you will be responsible, Government will be responsible and no body else. Despite all the tall talk from the housetops of integration, integration and integration, the country will disintegrate and history will blame this Government as being primarily responsible for the disintegration of the country.

श्री रवि राय (पुरी) : सभापति, महोदय जो बहस चल रही है उसके सिलसिले में मेरा पहला कहना यह है कि जिन सदस्यों ने इस बहस में भाग लिया है और जिन पार्टियों की ओर से वे बोले हैं, उन सबने इस मांग का समर्थन किया है और इसके लिये मैं उनको बधाई देना चाहता हूँ। लगभग सभी सदस्यों ने और हर

एक पार्टी के नेता ने उड़ीसा में चौथी योजना में एक फौलाद का कारखाना लगाये जाने की मांग का समर्थन किया है, इसको देखकर बड़ी खुशी हुई है।

आज जो बहस हो रही है, इसका सारा श्रेय उड़ीसा के जनसाधारण को जाना चाहिये। 27 तारीख को शान्तिपूर्ण और अहिंसक तरीके से सारे राज्य के आदिवासियों ने रोष और गुस्सा भारत सरकार के खिलाफ व्यक्त किया। इससे पता चलता है कि सारे राज्य की जनता ने सर्वदलीय कमेटी के इस बारे में छोड़े गए संग्राम को आगे बढ़ाया और सारे प्रान्त की जनता इस मांग के पीछे है। अच्छा होता अगर श्री पी० के० देव और श्री द्विवेदी में जो वितर्क हुआ, वह न होता। उसकी जरूरत नहीं थी।

मैं आपको बतलाना चाहता हूँ कि स्वतंत्र पार्टी के सभापति श्री मसानी की सदारत में मद्रास में प्रस्ताव पारित किया गया था कि यह प्राइवेट सैक्टर में होना चाहिए। लेकिन मैं कहना चाहता हूँ कि उड़ीसा की जनता के दबाव के कारण उड़ीसा के मुख्यमंत्री श्री आर० एन० सिंह देव को यह कहना पड़ा है। श्री मसानी की उपस्थिति में भुवनेश्वर में पत्रकारों के समक्ष कि हम बन्द के पक्ष में हैं। श्री मसानी ने मद्रास में कहा था कि हम इसके खिलाफ हैं। इसके पहले भी एक और उदाहरण हो चुका है। बंगाल में भूतपूर्व गवर्नर श्री धर्म वीर ने भूतपूर्व मुख्यमंत्री की बात को नहीं माना था। उनकी सलाह जो उन्होंने नहीं मानी थी स्वतंत्र पार्टी ने उसके बारे में कहा था कि ऐसा करके उन्होंने ठीक किया है। लेकिन बाद में स्वतंत्र पार्टी को कहना पड़ा था कि उन्होंने ठीक नहीं किया। उड़ीसा के मुख्यमंत्री की उड़ीसा की जनता के प्रति जवाबदेही है, इसलिए उनको भी श्री मसानी की राय के

खिलाफ राय देनी पड़ी। ये दो उदाहरण हमारे सामने हैं। यह उड़ीसा के बारे में उदाहरण मैंने इसलिए दिया कि उड़ीसा की दो करोड़ जनता, वहाँ के आदिवासी सबकी आवाज यह है कि वहाँ फौलाद का कारखाना लगे। हमारा यह कर्तव्य हो जाता है कि हम लोग उस आवाज को यहाँ बुलन्द करें और बतायें कि उड़ीसा के प्रति भारत सरकार ने किस प्रकार का अन्याय किया है। उस अन्याय के खिलाफ हमको लड़ना होगा, अहिंसक ढंग से लड़ना होगा।

मैं आपको ब्योरेवार बताना चाहता हूँ कि किस ढंग से साजिश की गई उड़ीसा के खिलाफ। मैंने बजट सेशन में इसके बारे में जिक्र किया था। मैंने तब बहस में भाग लिया था। मैंने किताबें लाइब्रेरी से ढूँढकर लाई थीं और उनमें से कोट किया था, प्रधान मंत्री ने एक नाटकीय ढंग से 17 तारीख को यह एलान किया था कि दक्षिण में तीन प्रदेशों में, हाजपेट, विशाखापत्तनम और सेलम में हम इस्पात के कारखाने लगाने जा रहे हैं। ऐसा करके उन्होंने अच्छा ही किया। लेकिन उड़ीसा को क्यों छोड़ा? मैं श्री कंडप्पन से कहना चाहता हूँ और उनसे ही जानना चाहता हूँ कि उड़ीसा को क्यों छोड़ दिया था बावजूद इसके कि हर विशेषज्ञ समिति की राय और सर्वसम्मत राय उसके पक्ष में थी। श्री भगत इस मंत्रालय में नये हैं। मैं उनको कुछ पढ़कर सुनाना चाहता हूँ। ब्यूरो आफ पब्लिक एंटरप्राइजिज जोकि भारत सरकार की संस्था है, उसने एक किताब लिखी है और उसमें से मैं पढ़कर सुनाना चाहता हूँ। उसने नए स्टील प्लांट के बारे में क्या कहा है, क्या उसके लिये क्राइटीरियन बताया है, यह मैं आपको जानकारी के लिए पढ़कर आपको बताना चाहता हूँ। क्राइटीरियन यह है :

"According to existing instructions, before any investment proposal is approved, a feasibility study has to be made on the lines indi-

cated in the Manual prepared by the Planning Commission. This Manual requires that the feasibility studies should incorporate information on the pattern of demand competitive position, technical data, capital cost estimates, foreign exchange requirements, operation cost, profitability and return on investment. It is only after a careful scrutiny of all the techno-economic factors that approval is accorded to setting up of new projects or expansion of existing capacities.

"The consideration regarding requirements of availability of raw materials as also availability and cost of transportation among other things play an important part in decisions regarding locations of projects. A steel plant, for instance, needs to be located in an area where coal and iron ore (or at least one of them) are available, provided the distances from markets are not too great. Also to be determined at this stage in the quality of raw materials available at different locations. In basic industries, it may be more economical to beneficiate a low-grade ore which is readily available rather than transport over long distance a better quality material which does not use beneficiation. The factors regarding availability and cost of transportation of raw materials and also finished products become important. Other techno-economic considerations being equal, preference is, however, given to developmental needs of less backward areas."

यह ब्यूरो आफ पब्लिक इंटरप्राइजिज ने आधार तय किया है और इस आधार को दृष्टि में रखते हुए भारत सरकार को अपना एलान करना चाहिये था लेकिन आप तो जानते ही हैं कि प्रधान मंत्री यहाँ अल्पमत में हैं और उनके वास्ते विरोधी दलों में से कुछ का या कुछ एम० पी० का समर्थन लेना आवश्यक है। वह ले भी रही हैं। इसलिए मेरा प्रधान मंत्री के खिलाफ पहला आरोप यह है बावजूद इसके कि दस्तूर एण्ड कम्पनी की रिपोर्ट मौजूद थी, सारी विशेषज्ञ कमेटियों की रिपोर्ट मौजूद थी, उन पर ध्यान न देकर उन्होंने एलान कर दिया और नाटकीय ढंग से एलान कर दिया कि तीन जगहों में ये प्लांट होने चाहिये और ऐसा

[श्री रवि राय]

करके उन्होंने उड़ीसा को बिल्कुल नजर अंदाज कर दिया। इस एलान के तीन दिन बाद वह हवाई जहाज में उड़कर मद्रास गई और वहां उनका बहुत समर्थन हुआ, उनको बड़ा रिसेप्शन मिला। श्री राम मूर्ति ने जिक्र किया है कि पिछले 23 साल से जो कांग्रेस दल गद्दी पर है उसका यह रुख रहा है कि राज्यों को उकसाओ, उन से कहो कि तुम चिल्लाओ, तुम आन्दोलन करो, कुछ हिंसात्मक कांड करो, गाड़ियों को जलाओ, फिर हम लोग तुम्हारी जायज मांग को मान लेंगे। आप तो जानते ही हैं कि पोटी श्री रामलू के देहान्त के बाद किस प्रकार आंध्र प्रदेश मिला, किस तरह से नागालैंड वालों ने घमकी दी और उसको स्टेटहुड मिल गई। किस तरह से पंजाब और हरियाणा बने। इमने लिखकर मणीपुर के बारे में दिया है, वहां भी आन्दोलन चल रहा है लेकिन सरकार ने अभी तक उसकी मांग को स्वीकार नहीं किया है। हमारा भारत सरकार के खिलाफ आरोप है कि वह राष्ट्रीय एकता का हनन करने के लिये सारे पाप पिछले 23 साल से करती आ रही है, उनको आन्दोलन करने के लिए उकसाती रही है, यह राष्ट्रीय सरकार नहीं है, यह सरकार संकीर्ण स्वार्थों की रक्षक है। विशेषज्ञों की रिपोर्ट पर विचार करके इनको एलान करना चाहिये था कि तीन दक्षिण के राज्यों के साथ साथ उड़ीसा में नया गढ़ और बड़ाई में भी होगा। उड़ीसा भारत का एक हिस्सा है, महान इस देश का हिस्सा है। सौभाग्यवश उड़ीसा, बिहार और मध्य प्रदेश की जो बेल्ट है उस बेल्ट में आयरन और, डोलोमाइट, लाइम स्टोन वगैरह बहुत पाया जाता है। सौभाग्यवश या दुर्भाग्यवश उड़ीसा के आदिवासी क्षेत्र में, बड़ाजामदा सैक्टर में माइन्ज बहुत हैं, मिनरल्ज बहुत हैं, ओर्ज बहुत हैं, और आयरन ओर का तो वह गढ़ है। मैं डी० एम० के० के भाइयों से कहना चाहता हूँ

कि वे ठंडे दिल से विचार करें। साजिश क्या थी? आप जानते हैं कि पहली मई को इंटर-नेशनल श्रम दिवस मनाया जाता है। श्री कृष्णा-निधि कुछ चालाक मुख्य मंत्री हैं। अपने शिक्षा मंत्री को उन्होंने कहा होगा और उन्होंने जो कुछ कहा वह मैं पढ़कर सुनाना चाहता हूँ। शिक्षा मंत्री का बयान है पहली मई का। वह इनके लिये विकटरी डे था क्योंकि सेलम में इनको प्लांट मिल गया था। वह इस विकटरी डे पर भाषण करते हैं जोकि सब अखबारों में निकलता है। वह क्या कहते हैं :

“The Tamil Nadu Education Minister said here yesterday that the Chief Minister Mr. Karunanidhi's categorical declaration that the State would reject the Fourth Plan if the Salem steel plant was not included in it was responsible for the Prime Minister's sanctioning the plant. Speaking at a victory rally, he said there was doubt even as late as two months ago about the plant being included in the Plan, but the Chief Minister's emphatic statement at the meeting of the National Development Council which met and considered the Fourth Plan, did the trick. The Education Minister claimed that the plant was a crowning success for the DMK and one of the greatest achievements. The DMK has been pressing for it since 1957 and had even included it in its 1967 election manifesto. He told the meeting that Andhra Pradesh and Mysore also had got the plants because of the DMK's effort for the steel plant.”

उड़ीसा की मांग 1964 से चलती आ रही है। आज उसको छः साल हो गए हैं। भारत सरकार को मॅमोरेण्डम दिये गये हैं। खोसला साहब वहां के गवर्नर थे 1964 में। तब वहां कोई गैर कांग्रेसी सरकार शासन की गद्दी पर नहीं थी। वहां पर कांग्रेस की सरकार थी। 1964 से उड़ीसा सरकार के मॅमोरेण्डम भारत सरकार के पास मौजूद हैं, विशेषज्ञों की रिपोर्टें मौजूद हैं। लेकिन क्या वजह है कि उस रिपोर्ट के

बाबजूद प्रधान मंत्री ने जो एलान किया, उसमें उड़ीसा को छोड़ दिया ? प्रधान मंत्री ने अपने दल के हित में और डी० एम० के० के पच्चीस एम० पीज० के समर्थन को दृष्टि में रखते हुए राजनैतिक यह साजिश की ।

SHRI S. KANDAPPAN : I would like to clarify one position. It is true we pressurised politically on the issue of a steel plant at Salem. Even here we have seen how among political parties there is such kind of pressurisation. The fact that the DMK has applied pressure in regard to Salem does not mean that the Salem steel plant did not have technical feasibility or prior consideration of its suitability.

SHRI RABI RAY : I did not say that.

SHRI S. KANDAPPAN : He should not imply that we got Salem without any technical consideration at all.

श्री रवि राय : मैं श्री कण्डप्पन से कहना चाहता हूँ कि मैंने पहले ही कहा है कि मैं तीनों प्लांट्स का स्वागत करता हूँ, लेकिन मेरा एतराज यह है कि प्रधान मंत्री ने उड़ीसा को साथ क्यों नहीं जोड़ा। मैंने ये सारे तथ्य इसलिये रखे हैं कि प्रधान मंत्री ने कोई आर्थिक और टेकनिकल क्राइटेरियन न मानकर विशुद्ध राज-नैतिक जालसाजी से इस बारे में सारा फैसला किया ।

आप दस्तूर कम्पनी की रिपोर्ट को देखें बैलाडीला तो यह है ही । मध्य प्रदेश में जगदलपुर में एक स्टील प्लांट की सिफारिश की गई है, क्योंकि उड़ीसा में अमरकोट में आयरन ओर है । उड़ीसा की सरकार 1964-65 से दस्तूर कम्पनी और कुलजैन की रिपोर्टें भारत सरकार से मांग रही है । जून तक भारत सरकार ने उन रिपोर्टों की नकल उड़ीसा सरकार को नहीं दी थी । उड़ीसा सरकार ने दस्तूर कम्पनी से अनुरोध किया कि वह इस बारे में फीजिबिलिटी स्टडी करे । उड़ीसा को

तालचेर में फर्टीलाइजर फैक्ट्री इस लिए मिल पाई कि उसकी तरफ से एक फीजिबिलिटी स्टडी कर ली गई थी । भारत सरकार खुद तो कुछ करती नहीं है, बल्कि राज्यों को अपनी-अपनी मांगें पेश करने के लिये उकसाती है । वह अपनी राष्ट्रीय जिम्मेदारी को नहीं निभाती है, जिसकी वजह से राज्यों में लड़ाई और वैमनस्य होता है ।

सभापति महोदय, आप संसद के बहुत पुराने जानकार सदस्य हैं । यह कांग्रेस सरकार पुरानी ब्रिटिश साम्राज्यवादी परम्पराओं के अनुसार काम कर रही है । विशेषज्ञों की रिपोर्ट है कि मेट्रोपालिटन सिटीज में इंडस्ट्रीज स्थापित न की जायें, लेकिन इसके बाबजूद सब इंडस्ट्रीज मेट्रोपालिटन सिटीज में स्थापित की जा रही हैं । प्रधान मंत्री ने उड़ीसा के मुख्य मंत्री से कहा कि आपके राज्य में पिछले 23 साल में बहुत सेंट्रल इनवेस्टमेंट हुआ है, इस लिये उड़ीसा को दूसरा स्टील प्लांट नहीं दिया जा सकता है । यह तर्क नहीं है, कुतर्क है । मैंने श्री भगत का बयान पढ़ा है । आठवें दर्जे के बच्चे जिस तरह किसी डीबेट में पक्ष और विपक्ष में बोलते हैं, उस बयान से मुझे उसका स्मरण हो आया उनके मंत्रालय के किसी मामूली कर्म-चारी ने यह बयान तैयार किया होगा, जिसमें कई गलत तथ्य दिये गये हैं ।

दुनिया भर में, जापान और रूस आदि में, मेटलर्जिकल बेस के आधार पर स्टील प्लांट्स लगाये जाते हैं । उसकी तरफ सरकार ने ध्यान नहीं दिया । सेलम के लिये फीजिबिलिटी रिपोर्ट तैयार कराई गई, लेकिन नयागढ़ के लिए क्यों नहीं तैयार कराई गई ? नयागढ़ एक ऐसा स्थान है, जहां 12 मिलियन टन की एक इन्टेग्रेटेड फैक्टरी कायम हो सकती है । उसको नजरअन्दाज किया गया । सरकार की ओर से यह साजिश की गई है—मैं जान बूझ कर और जिम्मेदारी के साथ इस शब्द का इस्तेमाल

[श्री रवि राय]

कर रहा हूँ—कि उड़ीसा के दो करोड़ आदिवासियों को उनके न्याय अधिकार से वंचित कर दिया जाये। सरकार ने फीजिबिलिटी स्टडी नहीं कराई है, प्रोजेक्ट रिपोर्ट तैयार नहीं कराई है, हालांकि अन्तर्राष्ट्रीय विशेषज्ञों की राय है कि उड़ीसा का इलाका आयरन ओर की दृष्टि से एक स्वर्ग है।

उड़ीसा में दूसरे स्टील प्लांट के लिये लड़ाई शुरू हो गई है। मैं जानता हूँ कि श्री भगत ने पांच छह दिन पहले जो बयान दिया है, वह उससे हट कर कोई ऐलान नहीं करेंगे। लेकिन मैं चेतावनी देना चाहता हूँ कि उड़ीसा की जनता जाग चुकी है और सरकार को उस जागरण को नजर-अन्दाज नहीं करना चाहिये। सरकार का दल उड़ीसा में प्रायः खत्म ही है। यदि सरकार ने अपनी नीति में परिवर्तन नहीं किया, तो उड़ीसा की जनता शासक दल को कतई बर्दाश्त नहीं करेगी और आखिर में इसको लेकर एक राजनैतिक लड़ाई होगी।

8 अगस्त को कटक में इस बारे में अगले कदम का फैसला करने के लिए एक आल-पार्टी मीटिंग हो रही है। इस लिये सरकार अपनी राष्ट्र विरोधी और संकीर्ण नीति को छोड़ कर, राष्ट्र-हित में और विशेषज्ञों की रिपोर्ट की तरफ ध्यान देकर अगले तीन चार दिनों में अपनी गलती का सुधार करे और नयागढ़ या बोनाई में चौथी पंच-वर्षीय योजना में एक स्टील प्लांट सेट-अप करने का ऐलान करे।

DR. KARNI SINGH (Bikaner) : I would like to congratulate Mr. P. K. Deo and Mr. Dwivedy, senior Members of this House, who have focussed attention on the need for a second steel plant in Orissa. What I am particularly happy about today is the fact that members from all parts of our country have lent support to this demand of our brothers in Orissa. It is very important for building up national and emotional integration in our country that we the

representatives of the people should try to fight the cause of people who come from States other than our own. It is only in this way that real brotherhood can be established in this great land of our.

As far as the demand for a steel plan in Orissa is concerned, as has been said by many hon. Members, it must be on technical and economic criteria which should really be the only yardsticks on which these things should be decided. As has been clearly understood by all of us, all these criteria have been adequately fulfilled by the State of Orissa. For instance, Orissa is rich in ore-based materials and raw materials. They are also able to diversify industries there. Further, the ability to sustain a major steel complex is within the grasp of Orissa. There is also availability of transport facilities causing the cost of production to be less and above all cheap production and even export of steel from Orissa is viable. I think that these are matters which make Orissa's case very strong.

I feel that while we support the demand of our brothers in Orissa, the question of expediting the work on the steel plant at Salem, Hospet, Vizag and Bailadilla should also not be ignored. I hope that the location of industries in our country will be made in such a way that they are not only based on necessities and political implications, but are at the same time job-oriented. If our country is to advance and if this vast unemployment problem which our country faces is to be tackled, then it is very important that at the highest level industries are planned in such a way that they are diversified throughout the country. Wherever there is maximum amount of unemployment, these industries should be located there provided they fulfil the technical qualifications. In the last few years I feel that political pressures have outweighed the job needs of the people and industries had been located at places where perhaps they should not have been and should have actually been established at other places where the people in different parts of the country could use those industries for greater advantage. These factors should, I feel, be taken into account by the Ministry in the interest of

equal development of our country and must be vigilantly watched by Members of the House. Everybody knows that steel production is the yardstick, or the barometer as one hon. Member put it, of a nation's progress. It is also the backbone of any developing country, more so a country like India with a defence programme like ours. In the next few years we shall have to catch up with other countries in steel production. We look forward to Orissa having a steel plant and some of our other brothers in other States getting them soon so that we can achieve not only our plan targets but equal countries like Japan which is one-fifth of the size of India but which produces over 90 million tonnes. USSR produces 110 million tonnes and the United States 135 million tonnes. India unfortunately produces only 6-7 millions tonnes. In one industry India is extremely advanced and nobody can beat us—the baby making business. We are number 1 in that. Until such time as substitute for steel is found, steel will remain the backbone of progress and economic development of any country. I only hope that these plans do not remain purely on paper but fructify soon. Our industrial base, defence, irrigation and power, housing, building, ship-building, agriculture—all depend upon steel and their needs should be adequately met by production in our country. I should like the hon. Minister, when he replies, to tell us that some of the backward areas—Orissa is one of them—will get these industries and not get stepmotherly treatment so that one feels that the development of every part of this country is treated on an equal basis, in such a way that no Indian citizen can feel that he has got a stepmotherly treatment. If we want emotional integration of this country in the minds of our people it is essential that nobody should feel jealous of another part of the country. This is possible only through equal treatment, through proper distribution of economic wealth, through proper planning of industrial development.

श्री शिक्करे (पंजिम) : सभापति जी, कल ही मैंने अखबार में एक कार्टून, व्यंग्य चित्र देखा। उसमें ऐसा दिखाया गया था कि एक एक्सपर्ट कमेटी एक साइट पर गई है जहां

स्टील प्लांट का लोकेशन करना है। उन्होंने वहां कहा कि हो सकता है कि साइट में कोयला उत्तम मिल जायगा और हो सकता है कि बिजली भी मिल सकती है, पानी भी है, सस्ते दाम पर जगह भी मिल सकती है, परिवहन की सब सुविधाएं भी हैं लेकिन वहां इस्पात के कारखाने के लिए कोई आन्दोलन नहीं है। . .

एक माननीय सदस्य : मध्य प्रदेश में यही हाल है। हम बोल भी नहीं सकते।

श्री शिक्करे : मैं श्री देव का अभिनन्दन करता हूँ और द्विवेदी जी का भी अभिनन्दन करता हूँ कि उड़ीसा में सब कुछ है, वहां आन्दोलन भी है। 'उड़ीसा-बन्द' उन्होंने किया और इससे ज्यादा एक बात है कि इतना सुन्दर लाबीइंग देवजी ने किया है कि यहां के सब सदस्य उनका समर्थन कर रहे हैं। लेकिन मुझे दुख हो रहा है क्योंकि मैं जानता हूँ कि जीवन में कई क्षण ऐसे आते हैं कि जब शुभ बोलना ही प्रत्येक आदमी का कर्तव्य है, लेकिन जब मैंने यहां देखा जिस वक्त स्टील प्लांट की बात चल रही थी तो एक भी सदस्य ने गोआ की इस्पात कारखाने की मांग का कोई उल्लेख नहीं किया। क्या गोआ भारत में नहीं है? दस साल हो गये, आप लोग जानते नहीं हैं कि गोआ भारत में है? गोआ का उल्लेख ही कोई नहीं करता। आप जानते ही होंगे कि गोआ से साढ़े सात मिलियन टन लोह खनिज का एक्सपोर्ट होता है। आप जानते हैं 40 करोड़ रुपये की फारेन एक्सचेंज गोआ से भारत को मिलती है और मैं यह कहूंगा यहां पर सबसे बड़ा जो क्लेम है वह गोआ का है क्योंकि गोआ में सब सुविधाएं इसके लिये हैं। गोआ का मारमागोआ जैसा बन्दरगाह है। लेकिन दुख की बात है कि वहां का रेफरेंस ही नहीं आता। मैं जानता हूँ उड़ीसा के लोगों की भावनाएं। जैसा कि रवि राय जी ने कहा है वहां के आदिवासियों की भावना भी जानता हूँ और वहां की पार्टियों

[श्री शिकरे]

की इस्पात कारखाने का यश लेने की भावना भी मैं जानता हूँ। लेकिन सदस्यों को यह भी जानना होगा कि गोआ में आयरन ओर की डिपार्जिट्स हैं, ह्यूज डिपार्जिट्स हैं और मैन पावर भी है। आप जानते हैं कर्नाटक महाराष्ट्र और गोआ में मैन पावर की कमी नहीं है। और आप यह भी जानते हैं गोआ का औदार्य सुपरिचित है। गोआ की खानों में आप जानते होंगे 80 हजार वर्कर्स काम करते हैं उसमें 60 हजार तो गोआ के बाहर से आये हैं। हम नहीं कहेंगे कि गोआ के बाहर के लोग गोआ में काम करने के लिए नहीं जाएँ। लेकिन मेरा कहना तो यह है कि जो गोआ में लोह खनिज है उसका उपयोग भारत के लिये हो। यहाँ इस्पात मंत्रालय पर जब बहस चल रही थी तो मैंने कहा था कि वह जो तीन स्टील प्लांट विशाखापटनम, हास्टेट और सेलम के लिये दिये जा रहे हैं उनके बाद गोआ के लिये ही स्टील प्लांट का सवाल आना चाहिये जिसके लिये गोआ की तरफ से डिमांड आई हुई है, गोआ सरकार की तरफ से आई है, और गोआ के लोग जो मांग कर रहे हैं उसको ध्यान में रखा जाय। उस वक्त श्री के सी पन्त जी ने हमारी मांग ध्यान में रखने का आश्वासन दिया था। लेकिन अब तो हम देखते हैं कि आन्दोलन करने वाले लोग जो हैं उनकी ही मांग यहाँ पहली आती है। मैं एक आश्वासन यहाँ दे सकता हूँ और राज्यों के लोग 'बन्द' की घमकी देते हैं। लेकिन गोआ से यह घमकी कभी नहीं आयेगी। गोआ में स्टील प्लांट के लिये या अन्य किसी प्लांट के लिए 'बन्द' की घमकी तो कभी नहीं आयेगी। मैंने देखा जो यहाँ मैसूर के सदस्य, या आंध्र के सदस्य, तमिल नाडु के सदस्य हैं उन्होंने उड़ीसा वालों को आशीर्वाद तो मुक्तकण्ठ से दिया, मेरा भी आशीर्वाद जरूर होगा। उड़ीसा को स्टील प्लांट मिल जाये। लेकिन पेट जिनका भरा है वही

मुक्त कंठ से आशीर्वाद दे सकते हैं। जो भूखे हैं वह एकदम मुक्त कंठ से आशीर्वाद नहीं दे सकते हैं। इसीलिए मेरा यह कहना है कि चौथी पंचवर्षीय योजना में स्टील प्लांट की संस्थापना का प्रश्न जब आयेगा तो उड़ीसा और गोआ, दोनों का क्लेम ध्यान में रखा जाये।...

एक माननीय सदस्य : मध्य प्रदेश का भी।

श्री शिकरे : वह भी हो सकता है लेकिन आप तो जानते हैं मध्य प्रदेश के लिये एक स्टील प्लांट मिल गया है या जिनको मिलने वाला है उनको तो मैं ऐसा कहूँगा कि जरूर मिले लेकिन मैंने तो यह प्रश्न इसलिए रखा कि गोआ की तरफ ध्यान किसी ने भी नहीं दिलाया। वह ध्यान दिलाना जरूरी था। आपके बेलाडोला का प्रश्न और सदस्यों ने उठाया उन्होंने उसकी तरफ निर्देश किया लेकिन शुरू से मैं तो यहीं था, सारी डिबेट मैंने सुनी, गोआ का उल्लेख किसी ने नहीं किया। इसलिये मैं चाहूँगा कि उड़ीसा की तरफ से जो मांग आई है सब पार्टियों से तो उसको जरूर माना जाय लेकिन गोआ का भी ध्यान रखा जाये।

SHRI S. N. MISRA (Kannauj) : Sir, after hearing the able arguments of my hon. friends, I have not been able to find out any opposition as far as Orissa's claim is concerned. If a judgment is to be passed, when there is no opposition it can augustly be said to be a proposition which should be accepted. I am further conscious of the fact that there are certain limitations on the part of the Government.

But the questions of limitations are always based on the planning that has been done. Unfortunately in this country those who are doing planning are doing it on a theoretical basis and not on a practical basis. That is why we have not been able to progress with our planning. Unfortunately planning is done by Secretaries and other officials and IAS officers who are manning these organisations in the

public sector. It is necessary that we should be able to think on practical lines.

From what I have been able to hear from the speeches and from all that has been published, I find that Orissa's claim is based on the fact that resources are available. Resources are available in M.P. also. Resources are available in Mirzapur district in U.P. Then there should not be any question of a steel plant being located in a particular place on political basis. It should be on the basis of availability of raw materials. No amount of political pressure or threat of a bandh or strike should come into the picture at all. It should be only on the basis of availability of material and cheap labour. It is only on account of this erratic planning that we have iron available now at six times the original value a couple of years ago.

Iron is indispensable for this country. Production is the only basis on which the country can prosper. My advice, therefore, if it can be valued by ministers and officers is that they should plan in such a manner that the need of the country should be taken into consideration. Production and production alone can make us prosper. I am not looking at one part of the country or the other. I am looking at it from the point of view of the interest of the country as a whole. It may be necessary to have it in the private sector, borrowing money from outside or raising our own resources and doing everything we can. But we should not send out iron ore. We should manufacture iron in this country. Then alone the country would prosper.

With these words, I request the Minister to take all these factors into consideration and give a steel plant to Orissa.

SHRI TENNETI VISWANATHAM (Vishakhapatnam): Sir, without in any way adversely affecting what has been already decided in favour of locating the fifth steel plant at Vishakhapatnam and a special alloy plant at Salem and another plant at Hospet, certainly I join my other friends in supporting the demand put forward for a second steel plant at Orissa. But a turn has been given in the discussion, rather unnecessarily I think, that the announce-

ment made on 17th April was a political decision. Let me submit, it was essentially an economic decision taken almost in 1962 but delayed for some unknown reason.

There is no important decision which is not political in a sense. After all, we say the demands are equal, the regional balances are equal and other facilities are equal. When everything is equal, if a decision is taken, it will be a political decision. So, there is no use saying these are political decisions. But, in my humble opinion, the decisions in favour of these three plants was essentially not a political decision. In 1962-63 when this matter was raised in the Consultative Committee the Government decided, on the advice of Planning Commission, with a view to dispersal of steel industry to remove regional imbalances in favour of two steel plants and they appointed two committees to decide two locations as between Goa and Hospet and another as between Baila Dilla and Vishakhapatnam—and the committees gave their decisions. They were there from 1964 onwards. The present decision was taken by the Minister in 1969 itself. Anyway, I do not want to go into these details.

Now the decision has been taken by government and announced, everybody has welcomed it. So, I also welcome the present demand but let not the work on the steel plants which are already announced in any way slackened because there are a few more demands.

As a matter of fact, the demand for steel is very great and very urgent too. In 1962 when the Government took a decision to have two more steel plants our production was not much. At that time Japan was producing 33 million tonnes. Now Japan has gone to 83 million or 90 million. But we are where we were in 1962. We spend our time on decision and delay taking decisions. Meanwhile the world progresses and wise countries take advantage of the economic situation in the world. If I may say so, civilisation is essentially based in steel and cement and the more we produce these things the more forward we will be among the nations. It is only when we have reached the production level of USA or USSR that we can say that we have got enough of steel produc-

[Shri Tenneti Viswanatham]

tion. The whole continents of Asia, Africa and South America are there as our export market. Even advanced countries will buy from us if we make quality steel at cheap rates.

A few centuries ago a French traveller wrote in his book that the Golkonda steel was the best steel, was in good demand in the European market. Sir, we have got the skill and our tradition is there; we have got resources and facilities and the demand for export is also there. So, Government may take early steps to start work on the plants already announced.

They should also announce further projects. Let them have a plan, not for five years—five years is too short a period—but for 15 to 20 years. Steel is not a perishable commodity and it cannot be produced overnight. So, we must have a long-term plan and we must have larger production to cater to our internal demand and export market. We must also have a programme of action which need not depend upon politics. Though at one stage politics plays a part, once you start the process it must go on without reference to change in Ministries or parties or support of Ministries or parties. Once it is handed over to the technicians, it must go on.

I welcome this demand made by our friends here because this is a demand made not only by commonmen like Shri Surendranath Dwivedy but even by Maharajas who have walked in the streets with banners demanding a steel plant in Orissa.

SHRI D. AMAT (Sundargarh) : Mr. Chairman, Sir, at the very outset, I must thank you for giving me an opportunity to say a few words. I represent that area. Orissa occupies a unique position on the map of India. Why I say so is that out of the 22 per cent of the total tribal population in India, Orissa possesses 14.15 per cent of the tribal population. That is the highest tribal concentration in India, next only to Nagaland. Then, out of 60,000 sq. miles in Orissa, an area of 22,000 sq. miles is declared as Scheduled area under the Constitution of India having about 62 types of Scheduled Tribes inhabiting that area. That area is

not only inhabited by half-fed, and ill-clad tribal people but it is full of iron ore, manganese, dolomite and monazite.

I would also like to point out that while in other provinces the people quarry out the iron ore, in Orissa, we collect it from the surface. This is the position in regard to iron ore. In this connection, I would like to cite the remark made by a German friend. While I was the Sarpanch of the present Rourkela, I was on a hunting excursion with a German friend and after wandering all the area his remark was, "Had we been the master of such a rich deposit of iron ore, we would have been the master of the whole world after the Second World War." That is the remark made by a German friend. This shows the availability of rich deposits of iron ore in Orissa. The Members of Parliament here representing from Himalayas to Kanya Kumari and from Kutch to Kamrup have unanimously said so. I have nothing more to add in regard to that.

Iron ore is a basic material. It is very important not only from infra-structural point of view but also from defence point of view. The production of iron ore is a crucial matter. Orissa can produce steel at the lowest cost due to the availability of raw material in the close proximity of the proposed site and the availability of water, electricity and land, etc.

India is a free country. We get free food from America under PL 480. We are getting free technical know-how from Russia. We are getting free take notes from China. We are getting free political advice from England. But if we depend on free import of iron and steel from any country, it will be a doomsday for the nation.

We have got all the facilities to produce iron ore. We are thinking in terms of pruning the Plan for want of finance. Even the States are free to indulge in gambling. They are floating lotteries for want of finance. Only to get finance they are floating lotteries. Orissa is the only State which can produce steel at a cheap rate. So, preference should be given to Orissa for having a second steel plant. I also welcome

the establishment of steel plants at Salem, Hospet and Vishakhapatnam and also a steel plant at Goa. With these words, I support the demand for a steel plant in Orissa.

THE MINISTER OF STEEL AND HEAVY ENGINEERING (SHRI B. R. BHAGAT): Mr. Chairman, Sir, at the very outset, I must confess that I am speaking with a certain amount of disadvantage. I wish I were in the position of the hon. Member opposite.

SHRI P. K. DEO: The day is not far off.

SHRI B. R. BHAGAT: I have not that much scope of manoeuvrability in giving expression to views as some hon. Members have done. I do not say that the hon. Members have not spoken with responsibility. They have given expression to their views with responsibility. But sitting here, I have to weigh everything that I say. I am in a difficult position because if I advance an economic argument or a technical argument, I will be charged that I am ambiguous or I am not doing justice to this cause or that cause. Therefore, I hope the House will appreciate my position.

Sir, this question has agitated the people of Orissa and the Members of this House. Again, it is for the leaders of public opinion who are represented here to judge, because many of them have talked about the vital question of national integration, the future of the country and the future of democracy, what is the best way of giving expression to a very deep feeling in a certain group of people. Is it the way of going in for a *bundh* or a strike or having a resolution passed in the Orissa Assembly or having a discussion like this? And that particularly for a steel plant to resort to a *bundh* and stopping the functioning of the steel plant in Rourkela without knowing full well that one day's stoppage of the steel plant affects production of 10 days is no good. Rourkela is one. In Durgapur, of course, you know they have already celebrated the golden jubilee of the strike.

SHRI SURENDRANATH DWIVEDI: You must congratulate the workers of Rourkela.

They have made all arrangements to see that there is no dislocation.

SHRI B. R. BHAGAT: I am coming. I know the workers of Rourkela are led by a very able and responsible leader and I know the role he has played in the industrial relations, the noble role he has played where the national interest is placed above that of any section. I hope the leaders of the trade union movement are persons like Suren Babu. That was there.

References have been made to Japan where there has been phenomenal progress. In Japan there is no strike. Even when the workers go on strike, they just put on a label but they produce goods. In other countries of course, you cannot go on a strike. (*Interruptions*) What is the situation in which we are working? In Durgapur they have already celebrated the golden jubilee of the strike. To-day again they are on strike because you know the High Court has vacated the injunction and Industrial Security Force is moving there and therefore, they have gone on a strike. Therefore, it is Golden Jubilee plus one strike. We do not know what the situation is going to be in the coming days. That is the point I would say. What is the best way of giving democratic expression to a very deep feeling? It has been said the grave injustice has been done to Orissa. Is it all necessary to resort to *bundh* or a strike to give expression to that feeling?

SHRI K. P. SINGH DEO (Dhenkanal): It was only as a last respect, after the demand was summarily rejected. It was not even given a patient hearing. When the Chief Minister, Deputy Chief Minister and Industries Minister came to meet the Prime Minister on the President's advices on the 16th July, 1970.

SHRI B. R. BHAGAT: I am not condemning it. I am saying probably in the present situation in the country, if I were a free member, I might have done the same thing. I am posing a problem before the country and how the productive processes are being disrupted.

A number of things have been said about the statement, I have made. What is the basic question about the location of a steel plant in Orissa? It has been said that my statement

[Shri B. R. Bhagat]

is not worth the paper on which it is written, it is ambiguous and it does not do justice. If I can give expression to the policies of the Government and of my personal opinion about this, when we drafted this statement, I do not think that any of the charges that have been levelled is true, because the last paragraph amply brings out the fact. As some hon. Members said, it is not the end of steel making in India. The process will be continuous. We have not barred that Orissa's case will not be considered. Certainly, Orissa has many advantages. They will be considered in the consideration of the future steel plants. That is what I have said. Actually, if I may say so, the difficulty is embarrassment of too many good sites, embarrassment of riches, not of any poverty. Somebody has said, 'Why not in Goa'. Goa is a good site. Another friend from Madhya Pradesh may say, 'why not Bailadilla?' Naya-garh is a good site. Sir, there is a plethora of good sites.

Our problem is the strategy we evolve. We cannot have all the sites at the same time. The complaint was, why not Orissa was not included when these six sites were studied and three sites were finally selected.

All that I can say is this, although it may not satisfy all the hon. Members. But the point was this, that it was felt that first the existing plants should be expanded to the full capacity, that is, to its economic capacity and now Rourkela would be expanded to its full capacity, that is, nearly 4 million tonnes, and then new site can be thought of.

18 hrs.

Probably this was what was in mind at that time and Orissa was not considered at that point of time. But it is not true that Orissa has been barred. No place can be barred.

Some hon. Members rightly wanted to know whether we have a strategy, whether we are having any long-term perspective plan for steel development, etc. I agree that should be brought out. It is my intention to bring out an integrated steel policy before the House in

which all the elements of such a policy—long-term strategy, demands and other things will be shown. It is our intention to put such a policy so as to create the right climate, so that every State might feel that it has got a role to play. We will see that the fullest scope is given for utilising the resources available.

But, today, the position is this. It has been stated earlier by my predecessors that the demand estimates for steel have been assessed in this way that by 1978-79 the demand for steel products will be of the order of 19 million tonnes. (An Hon. Member: More) May be more. If you include the exports, it may be more. But this we have said for the next 4 years. After that, it will jump up. The demand for steel may go up by another 11 million tonnes. By 1983-84, it may be 30 million tonnes. By 1978-79, if you add the continuous increase in exports, it may be a couple of tonnes more.

Taking 19 million tonnes of demand for steel ingots, it has been assessed that the present capacity in the public sector in respect of steel ingots will be 5.9 million tonnes. The two private sector plants will add up to 3 million tonnes, Bokaro under construction 4 million tonnes, Bhilai expansion 1.7 million tonnes and IISCO expansion 0.3 million tonnes. And, they will all add up to 15 million tonnes and the two new steel plants, each of 2 million tonnes capacity will give 4 million tonnes.

So, by 1978-79, this is the demand which should be met.

Some hon. Members pointed out that since the gestation period in respect of steel plant is seven to eight years, we should also take work on hand for selection of new sites because in a couple of years, we may have to think of location of new steel plants and all efforts have to be taken in this regard, ahead of time. Shri Panigrahi said that we should go ahead with the site-selection process. Certainly we will go ahead with the site-selection process. We will go into feasibility studies later on. That also will be gone into....

SHRI S. KUNDU (Balasore) : Site selection and feasibility study should go together. You must make a categorical statement. You look at Mr. Panigrahi and say, site selection and you look at Mr. Dwivedy and say, feasibility study. You must make a categorical statement so that feasibility study is done along with site selection.

SHRI B. R. BHAGAT : I think the House is more concerned about selection of sites. In respect of selection of sites, we follow the general procedure where we look into the factors like availability of raw material, economic cost and various other relevant considerations. All those points are gone into and the site is selected. Then, when the site is selected, feasibility study, which is more difficult, is gone into. One after another that will come up.

For example, in the new steel plants the feasibility studies will be undertaken now. But the more important thing is the selection of the sites. And, I think, it is there that the House, and the Members who have participated in the Debate—particularly Members from Orissa,—will be interested to see that the process should go on. In the temporary fit of emotions, one may charge the Government with partiality or prejudice or something of that sort, and even the Prime Minister's statement has been criticised by Shri Rabi Ray on that ground...

SHRI RABI RAY : I stand by that.

SHRI B. R. BHAGAT : ...He has said that the Prime Minister's statement is not in the national interest and so on. I would submit that it is nothing of that kind. There was no other intention except the techno-economic considerations in view; the techno-economic considerations were the only considerations coming to that decision.

It was said that six sites were selected for studies....

SHRI RABI RAY : Government were politically motivated.

SHRI B. R. BHAGAT : ...The three sites selected were on the basis of the techno-economic studies. Therefore, to come forward and say that the Prime Minister has come forward with this statement in order to please one State or the other is not fair; it may be that some States, because of their local politics may celebrate the victory but for that, one cannot blame the Central Government.

श्री रवि राय : प्राइम मिनिस्टर गर्ई थी विक्ट्री सेलेब्रेट करने के लिये । श्री पन्त यहाँ बैठे हुये हैं ।

SHRI B. R. BHAGAT : I do not know if she had gone for celebrating the day.

श्री रवि राय : मैं श्री भगत से कहना चाहता हूँ कि जिस दिन प्रधान मंत्री ने एलान किया था उस दिन डी० एम० के० के सदस्य श्री विश्वनाथन ने कहा था कि आपको महारानी का स्वागत देंगे ।

गृह-कार्य मंत्रालय में और इलेक्ट्रॉनिक्स और वैज्ञानिक तथा औद्योगिक अनुसन्धान विभागों में राज्य मंत्री (श्री कृष्ण चन्द्र पन्त) : ठीक है, आप भी स्वागत करेंगे ।

SHRI B. R. BHAGAT : The States which got the plants may celebrate it as a victory. As long as they do it as an expression of their jubilation, it is all right. But to introduce politics or to introduce intentions or motives is not fair.

SHRI S. KUNDU : Why is it said like this? If you ask a certain committee to visit only three places and no other places, and ask them to report on two places then the report would be confined to only two out of the three places. I would like to know whether Government have got a policy to earmark points of growth of Steel industry. Do they have a map in regard to the metallurgical base? Can they say that these are the metallurgical bases where steel industry will come up? Suppose somebody comes and says that 'I shall put up a steel plant in the Himalayas', is that

[Shri S. Kundu]

possible? If it happens the country will have to pay through its nose for it.

SHRI PILOO MODY : Has the hon. Minister the courage to say that the next three steel plants will all have to be in Orissa because of the techno-economic studies that have been conducted ?

SHRI B. R. BHAGAT : I shall always have the courage to speak the truth.

श्री रवि राय : वह नहीं कर रहे हैं, इसी लिये हम लोग कह रहे हैं।

SHRI S. KUNDU : We expect some new vision from him.

SHRI B. R. BHAGAT : Let me be allowed to finish my speech.

The point that I was making was that in the matter of selection of three sites, selection was made after a study by the specialist group, and on the basis of the techno-economic feasibilities.

SHRI K. P. SINGH DEO : Will he say categorically that the techno-economic factors were against Orissa ?

SHRI B. R. BHAGAT : I have been charged with.... (Interruptions) If hon. Members do not want to hear me, I can sit down, and my job becomes easy.

SHRI PILOO MODY : We do not want him to talk. We want him to give us the steel plant.

SHRI B. R. BHAGAT : I have been charged with not mentioning the Dastur company's report. The reason is precisely this that it was not for an integrated steel plant but it was for a pig iron complex.

SHRI SURENDRANATH DWIVEDY : He had indicated quite clearly with facts and figures that an integrated steel plant would be much cheaper there than anywhere else.

SHRI B. R. BHAGAT : I know that that is what the hon. Member has said about

Nayagarh or Bonai. Those facts are all right. But I am pointing out that it was for a pig iron complex. That is the reason why we have not mentioned it here, and there is no other reason.

The question has been asked why Orissa had not been included, although six sites had been mentioned. It is true that it was so. We do not deny the fact that Orissa's resources and requirements are also there. In the future, in any site-selection studies, these things will come up.

श्री रवि राय : पिछले सत्र में भी यही जवाब दिया था।

SHRI SURENDRANATH DWIVEDY : Is he in a position to say that the highest priority will be given to these sites in the next planning during the Fourth Plan ?

SHRI B. R. BHAGAT : I am in a position to say that site-selection studies will be undertaken.

SHRI S. KUNDU : When ? What about Bonai or Nayagarh ?

SHRI P. K. DEO : Let him not be vague.

SHRI S. KUNDU : If he wants to say something, let him say something positively. What is the use of saying that studies will be undertaken ?

SHRI B. R. BHAGAT : Why does he pin me down to a particular date, tomorrow or the day after, when I am saying that we can undertake site-selection studies ?

श्री गु० च० नायक (क्योंकर) : मैं जानना चाहता हूँ कि मंत्री महोदय एश्योरेंस दें कि एक साल में या दो साल में वह नया स्टील प्लांट उड़ीसा में दे देंगे। हम लोग बड़े पीसफूल हैं और शान्तिपूर्वक चल रहे हैं। हम आदिवासी, हरिजन और पिछड़े वर्ग के लोगों को रिप्रिजेंट करते हैं। जहाँ तक मेरा सम्बन्ध है मैं बन्द, घेराव आदि के खिलाफ हूँ। लेकिन अभी जो

पीसफुली उड़ीसा बन्द द्वारा लोगों ने प्रदर्शन किया है, उसको सरकार ने देख ही लिया है। उसको देखते हुए केन्द्र सरकार पार्लियामेंट में आज एश्योर्सेस दे कि एक साल में या दो साल में उड़ीसा का न्याय संगत दावा स्टील प्लांट दे देगी।

फिर मैं कहना चाहता हूँ कि अगर एश्यो-रेन्स ठीक से नहीं मिलता है तो इसके नतीजे अच्छे नहीं होंगे। हम लोग फिर आन्दोलन शुरू कर देंगे। उड़ीसा का आयरन ओर मैंगनीज ओर बराजामदा सैक्टर से भेनली जाता है। उड़ीसा का आयरन ओर मैंगनीज ओर महियुर स्टोन प्लान्ट को छोड़ करके हिन्दुस्तान में जितना स्टील प्लान्ट है सब प्लान्ट को मेरी कान्स्ट्रियून्सी, बांसपाणी, बरविल, बलानी, देवज़र, आदि जगहों से जाता है। वह दुर्गापुर में जाता है, जमशेदपुर जाता है, बर्नपुर जाता है। तीन महीने से भिलाई में भी इस एरिया से पचास हजार टन आयरन ओर परमंथ जाने लग गया है। उड़ीसा का ओर भिलाई ने भी लेना शुरू कर दिया है। अगर आप हमारी इस मांग को नहीं देंगे, इस पर विचार नहीं करेंगे या कोई एश्योर्सेस नहीं देंगे तो हम आयरन ओर मैंगनीज ओर नहीं छोड़ेंगे और आपके ये जो प्लांट हैं, ये बन्द हो जाएंगे। इस वास्ते आपको चाहिये कि आप आज कोई एलान इस के बारे में करें।

SHRI B. R. BHAGAT: A point was made asking why Rourkela expansion had not been included in this Plan although Bhilai had been provided for. I had then intervened to say that expansion could only be taken up if the plant reached its rated capacity. The position of Bhilai is like this: it has a rated capacity of 2.5 million tonnes; it has reached a rate of production of about 2.2 million tonnes. The balance of 0.3 can be reached by the process of oxygen lancing. For that we require refractories. As soon as that is available, it will reach that point.

As against this, Rourkela has a rated capacity of 1.8 million tonnes. Its current production is running around 1.1 million tonnes. It is a more sophisticated plant, a more difficult plant than Bhilai. As soon as it reaches rated capacity, I can assure the House that expansion will be taken up.

SHRI SRADHAKAR SUPAKAR: What are the factors contributing to it not reaching its rated capacity?

SHRI B. R. BHAGAT: It is a more difficult and more sophisticated plant. That is why it takes a little more time to reach the rated capacity than any other plant. That was why its expansion was not included, but as I said, expansion of Rourkela is under contemplation.

SHRI S. KUNDU: So far as Bhilai is concerned, the fact is that they fixed the attainable capacity which is less than the rated capacity.

SHRI B. R. BHAGAT: No, no.

SHRI S. KUNDU: That also it has not reached. Still Government have already planned for expansion to 4 million tonnes.

SHRI B. R. BHAGAT: The rated capacity is different from planned capacity.

SHRI S. KUNDU: I was talking about the attainable capacity.

SHRI B. R. BHAGAT: The rated capacity is attainable capacity.

SHRI S. KUNDU: The attainable capacity has not been reached by Bhilai and still you are expanding. I am telling you from the figures which your Ministry has given.

SHRI B. R. BHAGAT: Another point made was why only Rs. 110 crores allocation has been made in the Fourth Plan for the new steel plants. As the House is aware a considerable amount of preliminary work has to be carried on before techno-economic studies are taken up. Already a team is going round for actual selection of sites. After that, the feasibility studies will be undertaken, and we

[Shri B. R. Bhagat]

have made out a time schedule for these studies. And then there is the detailed project report. All this will take us into 1972, and only then we can start the construction. Therefore, we visualise that Rs. 110 crores will be enough during this Plan. The bulk of the expenditure will be in the Fifth Plan.

18.16 hrs.

PROCLAMATION IN RELATION TO THE
STATE OF KERALA AND THE STATE
GOVERNOR'S REPORT

THE MINISTER OF STATE IN THE
MINISTRY OF HOME AFFAIRS, AND
MINISTER OF STATE, DEPARTMENTS
OF ELECTRONICS AND SCIENTIFIC
AND INDUSTRIAL RESEARCH (SHRI
K. C. PANT): I beg to lay on the Table :

1. (i) A copy of the Proclamation dated the 4th August, 1970 issued by the

President under article 356 of the Constitution in relation to the State of Kerala published in Notification No. G.S.R. 1124 in Gazette of India dated the 4th August, 1970, under article 356 (3) of the Constitution.

- (ii) A copy of the Order dated the 4th August, 1970, made by the President in pursuance of sub-clause (i) of clause (c) of the above Proclamation, published in Notification No. G.S.R. 1125 in Gazette of India dated the 4th August, 1970.

2. A copy of the Report of the Governor of Kerala dated the 1st August, 1970 to the President.

18.17 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Wednesday, August 5, 1970|Sravana 14, 1892 (Saka).