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LOK SABHA DEBATES

Fourth Session



LOK SABHA SECRETARIAT
New Delhi

C O N T E N T S

No. 48—Tuesday, April 23, 1968/Vaisakha 3, 1890 (Saka)

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LOK SABHA DEBATES

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LOK SABHA

*Tuesday, April 23, 1968/Vaisakha 3, 1890
(Saka)*

The Lok Sabha met at Eleven of the Clock

[Mr. Speaker in the Chair]

ORAL ANSWERS TO QUESTIONS

Visit by Soviet Planning Delegation

*1377. SHRI DEIVEEKAN : Will the Minister of COMMERCE be pleased to state :

(a) whether it is a fact that a Soviet Planning Delegation arrived in India recently to explore new possibilities for industrial collaboration and also to advise the Indian Planners ; and

(b) if so, the details of the discussion held with them and the outcome thereof ?

THE MINISTER OF COMMERCE (SHRI DINESH SINGH) : (a) and (b). A Soviet Delegation led by H. E. Mr. A. M. Zarsky, Deputy Chairman of the Gosplan and including members from the Ministries of Foreign Trade and Finance, State Committees and other technical chiefs has been in India since 26-3-1968. The objective of this delegation is the exploration of the possibilities of increased trade exchanges and industrial co-operation between the two countries. During their stay the members of this delegation have had meetings with their Indian counterparts. These meetings have been of an exploratory character and the preliminary data exchanged will have to be studied in depth by both Government before final decisions can be taken.

SHRI DEIVEEKAN : What are the salient features of the proposals ?

SHRI DINESH SINGH : May I repeat what I had read out, namely that the main objective of this particular delegation—I am not talking of the earlier delegation—has been to see how best we can increase our economic co-operation, how much possibility there is to increase our exports to the Soviet Union and what possibility there is of increasing their exports to India, because it is largely a balanced thing ? The Soviet Union is now considering their next five year plan, and we are considering our plan. The objective has been to see whether we can increase economic co-operation and how best it can be done.

श्री रवि राय : मैं मंत्री महोदय से जानना चाहता हूँ कि सोवियत डेजिगेशन के साथ जो बात चीत हुई है क्या उस के कारण भारतवर्ष का जो एक्सपोर्ट होगा उस में डिमोक्रेटिक कंट्रीज की तुलना में कुछ कंसेशन मिलेगा, ज्यादा फायदा पहुँचेगा ?

श्री दिनेश सिंह : मैं समझा नहीं कि इस में कायदे की क्या बात है।

श्री रवि राय : मैं जानना चाहता हूँ कि सोवियट डेलिगेशन से हम को डिमोक्रेटिक कंट्रीज की तुलना में क्या कुछ ज्यादा फायदा पहुँचेगा एक्सपोर्ट के सिलसिले में ?

श्री दिनेश सिंह : जब हम चीजें एक्सपोर्ट करेंगे, जाहिर है कि उस से कायदा होगा।

SHRI SRADHAKAR SUPAKAR : Recently, there was a news item in the *Current* regarding the sale of certain Soviet planes to the Government of India in exchange of the railway wagons that are to be exported to the Soviet Union. May I know how far that deal is included within the scope of these talks with the Soviet planning delegation ?

SHRI DINESH SINGH : There is no linkage of sale of railway wagons with the purchase of aeroplanes. May I say that we have signed a protocol with the Soviet Union for the sale of wagons to them, which commencing from 1969 will go up to 1975 and will by 1975 be of the order of 10,000 wagons? May I add in this connection that at the moment we have a favourable balance of trade with the Soviet Union, and, therefore, it is a matter of concern to them how they can increase their buying in India, and it will have to be related to greater purchases from the Soviet Union in which case we can also consider the planes?

श्री देवेन सेन : मैं जानना चाहता हूँ कि एक्सपोर्ट के बारे में कौन कौन सी मुख्य कमो-डिटीज के बारे में बात हुई, और क्या हमारे मैनुफैक्चर्ड आर्टिकल्स लेने के लिये सोवियट रशिया तैयार हो गया है?

श्री दिनेश सिंह : जी हाँ, मैनुफैक्चर्ड आर्टिकल्स सोवियत यूनियन लेता है। इस के अलावा कंज्यूमर्स गुड्स के बारे में भी जब इस से पहले उन का डेलिगेशन आया था तब हमने 6 करोड़ का ऐप्रीमेंट किया है।

SHRI BEDABRATA BARUA : The Soviet experts are reported to have also made certain suggestions in regard to the projects already under collaboration with the Soviet Union. May I know the suggestions made regarding management?

SHRI DINESH SINGH : The hon. Member is talking of the earlier delegations that came, that is, the first two delegations, about which my Ministry has not had much to do.

SHRI HEM BARUA : Besides coming to an agreement so far as the promotion of exports to Soviet Russia is concerned, may I know whether it is a fact that the Soviet delegation also advised our Government how to formulate plans in order to increase production?

SHRI DINESH SINGH : Not that I am aware of.

श्री क० ना० तिवारी : अभी मंत्री महोदय ने कहा कि अधिकतर बाहर माल भेजने और बहां से माल मंगाने के सम्बन्ध में ही बात चीत हुई और यहां के आौदोगिक विकास के बारे में भी बात चीत हुई। अभी हम लोगों ने प्रेस में पढ़ा है कि पाकिस्तान में यू० एस० ५० की 140 फर्म्स इंडस्ट्रीज डेवेलप करने जा रही हैं। इस सम्बन्ध में हमारी जो बात चीत हुई है उस से मालूम होता है कि दूसरे देशों से जो हमारे सम्बन्ध है उन की तुलना में हम रूस के साथ अपने सम्बन्ध बढ़ा रहे हैं। मैं जानना चाहता हूँ कि क्या आौदोगिक विकास के लेन-देन के सम्बन्ध में भी किसी दूसरी मिनिस्ट्री के द्वारा उन से बात चीत हुई है क्योंकि यह तो सब की ज्यायें रिस्पांसिबिलिटी है?

श्री दिनेश सिंह : मेरे स्थाल से इस में कुछ गलतफहमी है कि हम दूसरे मुल्कों से अपने सम्बन्ध कम कर के सोवियत संघ से सम्पर्क बढ़ाना चाहते हैं। किसी से भी सम्बन्ध कम करने का इरादा नहीं है, सब जगह से सम्बन्ध बढ़ाने का ही विचार है। माननीय सदस्य ने लेन देन के बारे में जो कहा, तो आयात और निर्यात के बारे में उन से बहुत सी बातें हुई क्योंकि जी चीजें बनेवी उन का आयात और निर्यात होगा ही। इस दृंग की चीजों के सम्बन्ध में दो तीने प्रोजेक्ट्स के बारे में बातें हुई, जैसे कि यहां उन के सहयोग से एक बड़ी जूते की फैक्ट्री लगाई जाय, दूसरे चमड़े के समान की फैक्ट्री की बात हुई है, फलों का जूस निकालने की बात है। इन तीनों के बारे में एक खास दृंग से बातें हुई। बाकी और देखा गया है कि सहयोग से यहां पर और क्या कारोबार शुरू हो सकते हैं।

श्री महाराज तिह भारती : चूँकि रूस में अब पांचसाला योजनायें शुरू होने वाली हैं, तो क्या भारत सरकार ने रूस की सरकार से इस सम्बन्ध में कुछ बात चीत की है कि वह अपने योजनाओं में इस बात पर ध्यान रखते कि पांच सालों के अन्दर उनके यहां से जो तकनीकी चीजें

मंगानी हैं या जो कारखाने लेने हैं हम को, उन को वह अपनी योजना में खास तौर पर स्थान दें, और जो औद्योगिक सामान वह हम से खरीदने जा रहे हैं उन का हम अपनी योजना में व्यान रखें, और क्या वह उन के लिये सहायता दे सकते हैं? क्या कुछ इस किसी की बात हुई है?

श्री दिनेश सिंह : जी हां।

श्री महाराज सिंह भारती : इस के डिटेल्स बदलाये जायें। हुई हैं खाली यह कह कर कैसे काम चलेगा?

श्री भग्नुल गन्नी दार : अब तक जो माल हमने रस्स को बरामद किया उस की जो लागत यहां आती है वह उस से सस्ते दामों में गया या हम को रेट्रेस ज्यादा मिले, या हम को कोई सम्भवी या किसी तरह की कोई रियायत यहां के इंडस्ट्रियलिस्ट्स को देनी पड़ी, और जो माल वहां से आया क्या वह दूसरे देशों के मुकाबले में सस्ता आया, और उस पर गवर्नमेंट को कोई लाभ हुआ या नहीं? बजीर साहब यह भी फरमाये कि जो मशीनरी दी जाती है वह भी जो हमारी एक्स्पोर्ट होगी क्या उस के मुकाबले में हम्पोर्ट की जाती है?

اب تک جواب میں نیز دس کو امداد کीजिए : اس کی جو लागत ہے اُن کے ساتھی داروں میں گلیاں کو खس زیادत یا ڈیم کو کوئی سیئی یا کس طرف کو नہ رکھتے ہیں کے اندر ملٹیپلیکر ڈیفیشن کو فونکشنیشن جمال دیاں ہے آئیا ہے دوسرے دشیں کے مغلیلیں سیئی آئیا اور اس پر گریٹر ٹکونولوژی اس کو ایک پریس کی جگہ چھوڑ دی جاتی ہے دوسری جو ہاری ایکسپورٹ گئی کیا اس کے مقابلہ میں اپنے کیا کیا ہے۔

श्री दिनेश सिंह : यह कहना मेरे लिये कठिन होगा कि जो सामान वहां से आया उस का अव्वरंटीय मार्केट में क्या दाम था और यह दाम वहां से ज्यादा था या कम था। किफियत, जिन लोगों ने जीं वहां से मंगाई

उन्होंने पूरा दाम दे कर मंगाया और इसी तरह से हमारे यहां से जो निर्यात हुआ है वह भी इस द्विसाब से हुआ है कि हमें नुस्खान नहीं हुआ।

श्री जिक्रबद्ध भा : मैं जानता चाहता हूं कि क्या यह बात सही है कि सोवियट डेलीगेशन ने भारत सरकार को यह सलाह दी है कि भारत अपनी पंचवर्षीय योजनायें रूसी पंचवर्षीय योजनाओं के साथ सिक्कनाइज करे। यानी जब वह अपनी पंचवर्षीय योजनायें चलायें तब भारत भी अपनी पंचवर्षीय योजनायें चलायें।

श्री दिनेश सिंह : मैं नहीं समझता कि सिक्कनाइज करनी की क्या बात है। हम अपनी योजनाओं में यह विचार करते हैं कि हमें जिन चीजों की जरूरत है उन में से हम ज्यादा से ज्यादा क्या सोवियट संघ से मंगा सकते हैं और उनको अपनी योजनाओं में जिन चीजों की जरूरत है क्या वह ज्यादा से ज्यादा भारत से मांग सकते हैं। इसी पर उन से बात हुई।

SHRI LOBO PRABHU : I would like to refer the hon. Minister to the Estimates Committee Report submitted this year which makes it clear that we have established an industrial capacity far in excess of our requirements, that we have not costed the production before sanctioning projects, that we have failed to make—this is very important—a comparative evaluation of plant and production between different countries, the global tender system having been suspended. In respect of the Soviet collaboration, has any attempt been made at comparison of the cost of the plant and the cost of production?

SHRI DINESH SINGH : We have not reached that stage yet.

SHRI SAMAR GUHA : Is it a fact, as has appeared in the press, that as against purchase of Indian Engineering goods like railway wagons, the Soviet Government exerted pressure upon the Government of India to purchase Soviet built aircraft?

SHRI DINESH SINGH : In reply to an earlier question of pressure, I did try to explain that there is no question of pressure. It is a balanced trade. If we want to sell goods to the Soviet Union, we have to buy goods from them. Therefore, we shall have to arrive at a reasonable balance.

SHRI SAMAR GUHA : May I know whether the question of sale of Russian aircraft was raised ?

MR. SPEAKER : Next question.

Cardamom Cultivation

*1378. SHRI A. SREEDHARAN : Will the Minister of COMMERCE be pleased to state :

- (a) whether the Cardamom Board has submitted a scheme for the development of cardamom cultivation ;
- (b) if so, the main features thereof ;
- (c) whether Government have approved the scheme ; and
- (d) if not, the reasons therefor ?

THE MINISTER OF COMMERCE (SHRI DINESH SINGH) : (a) Yes, Sir.

(b) A statement is laid on the Table of the House.]Placed in Library. See No. LT 992/68].

(c) and (d). Out of the five schemes submitted by the Cardamom Board, three have been approved by Government and the remaining two are under examination.

SHRI A. SREEDHARAN : Cardamom has been, and continues to be, one of the traditional exports of our ancient country. Traders from the Middle East and South East Asia came to the shores of Kerala to purchase cardamom even during the early days of history.

According to the latest figures available, the area under cardamom cultivation is 54,395 hectares which approximately come to 1,60,000 acres, and the foreign exchange earned is to the tune of Rs. 267.07 lakhs in 1962-63 and Rs. 319.98 lakhs in 1963-64. According to the scheme, it is proposed only to rejuvenate the existing cardamom plantations. But if we undertake to expand cardamom plantations, if the 56,000 hectares

could be expanded to 1,00,000 hectares, our foreign exchange earnings would go up by 100 per cent. Have Government under consideration any proposal to undertake extensive cardamom cultivation in the States of Kerala, Mysore and Madras by setting up a body like a Cardamom Plantations Corporations ?

SHRI DINESH SINGH : May I say that instead of thinking in terms of increasing the area under cardamom plantation, it will be far more useful if we think in terms of increasing the yield per hectare of cardamom ? The area under cardamom plantation has been increasing. In 1961-62, it was 55,848 hectares ; in 1965-66, it went up to 73,088 hectares and again at 73,102 Hectares, while the production figure which was 3,205 in 1961-62 has come down to 2,700 in 1966. Therefore, it is not a question of increasing the area of cardamom, out of improving the yield. The suggestion has been made in that respect and we are looking into it.

SHRI A. SREEDHARAN : I am glad to that the Minister has at long last opened his eyes to the need for improving cardamom cultivation because the scheme was submitted by the Cardamom Board fairly long back. The scheme mainly visualises the eradication of the 'katte' disease which is merrily eating up cardamom plantations. According to the statement laid on the Table, what Government propose to do is to fight this disease in 25,000 acres in 5 years, that means, approximately 5,000 acres a year arithmetically spoken. In view of the fact that this disease is widespread and widely prevalent, will Government revise the scheme and initiate proposals to fight it on a larger scale and in a more intensive way ?

SHRI DINESH SINGH : That is our endeavour, to fight it on a large scale as resources permit. It is a very expensive process and that is why we can only fight it in the areas where resources permit. But it will be our endeavour to go on increasing the measures to fight this disease.

SHRI K. LAKKAPPA : The statement laid on the Table discloses that only

24,000 acres of cardamom plantations are envisaged for replanting with high yielding healthy seedlings. I would like to have the breakup of this figure as between the three States. The climate of Mysore, Madras and Kerala is very congenial for growing cardamom. What steps have Government taken to implement the scheme and also to see that the cultivation of cardamom crop in these areas is increased progressively? Have they taken into account the recommendation of each of the State? What are the details of the recommendation made by each State and what is the breakup of the figure?

SHRI DINESH SINGH : So far as the breakup is concerned, it is our intention to apply the scheme to 12,000 acres in Kerala and 12,000 acres in Mysore and Madras.

SHRI K. LAKKAPPA : Has the Board received any recommendations from the various States, and has it recommended on those lines?

SHRI DINESH SINGH : I am not sure what the Board has received. I am going by the recommendation the Board has sent us.

SHRI DINKAR DESAI : The North Kanara district of Mysore State is a very favourable area for the cultivation of cardamom. But in view of the fact that 80 per cent of the total area there is covered by forest, will Government advise the Mysore Government to release at least 25,000 acres of forest land for the cultivation of cardamom?

SHRI DINESH SINGH : First of all, I cannot say offhand . . .

MR. SPEAKER : He cannot answer that. Shri Kandappan.

SHRI S. KANDAPPAN : While taking measures to improve the per acre yield of cardamom, I have seen reports in the press that there is a proposal to set up some cardamom plantations, particularly in the Kolli Hills in Tamil Nad in order to rehabilitate repatriates from Ceylon? Is there any concrete proposal before

Government, and have Government decided anything on that?

Secondly, with regard to the Cardamom Board, there was a consistent demand from the producers side and also from the Merchants' Guild that some representative of theirs should be associated with the Board. Have Government acted on that demand?

SHRI DINESH SINGH : Regarding the rehabilitation scheme, I do not have offhand any scheme with me. I shall have to find out from the State concerned.

As for the personnel of the Board, I shall consider the suggestion when the Board is reconstituted.

SHRI SREEKANTAN NAIR : Is the amount of Rs. 22.5 lakhs envisaged in the statement laid on the Table to be given as a loan or as a grant to be spent directly by the Board for eradicating the disease?

SHRI DINESH SINGH : No, there will have to be a scheme which will have to be implemented. Whether the Board will do it or the State Governments will implement, will have to be gone into.

Price of Imported Newsprint

*1380. **SHRI K. M. KOUSHIK :** Will the Minister of COMMERCE be pleased to state :

(a) whether the price of the newsprint, being imported, is contractual or varying :

(b) whether the price for the year is fixed by the State Trading Corporation, if contractual ; and

(c) whether there is any difference in the prices of the newsprint, apart from other incidental costs, if the newsprint is obtained through approved and registered importing agents ?

THE MINISTER OF COMMERCE (SHRI DINESH SINGH) : (a) The price of imported newsprint is contractual.

(b) The newsprint prices are negotiated by the State Trading Corporation with various supplying countries. The prices agreed to are uniformly applicable for the period of the contract.

(c) There is no difference in the basic price of newsprint when imported by registered importers against S.T.C.'s contracts.

SHRI K. M. KOUSHIK : In view of the fact that the licensees can import either directly or through importing agents who are recognised and approved by the Commerce Ministry, whether those importing agents can charge more than what the STC has contracted for the newsprint. In other words is it not necessary, and it not binding on the importing agent that he should charge only the contracted price for the paper, apart from the incidental expenses, and is he not under a duty to give all the documents so that the licensees could verify whether the charges for the paper are correct or incorrect ?

SHRI DINESH SINGH : I entirely agree with the hon. Member that the charges should not be unduly high. (*Interruption*).

SHRI K. M. KOUSHIK : Whether it should be the same as the STC has contracted ?

SHRI DINESH SINGH : What exactly is the arrangement that the STC has with the people to whom it gives, I shall have to verify from the STC. But so far as I recollect, I think the idea is that they should sell it at that price.

SHRI K. M. KOUSHIK : He has not answered my question, whether the licensee is entitled to get the original document so that he will be able to verify the value of the paper as charged with the value of the paper which the STC has contracted.

SHRI DINESH SINGH : I shall have to examine.

SHRI K. M. KOUSHIK : Is it not a fact that your Ministry and the Chief Controller of Imports and Exports had several complaints that these importing agents have been charging more than the contractual price and that they refuse also to give the documents so that the matter might be verified ? Is it not a fact, and, if so, what action have you taken to see that actually the price of the paper which

the importer charges to these licensees is the same as the STC has contracted ?

SHRI DINESH SINGH : So far as I have gone into it, I have satisfied myself that the STC was not charging so far as other parties are concerned,—

SHRI K. M. KOUSHIK : The importing agent charging more than the contracted price.

SHRI DINESH SINGH : In reply to an earlier question, I said I shall have to see what the STC does and make sure before I say anything in the House. I shall look into that.

SHRI SHIVAJIRAO S. DESHMUKH : Is the hon. Minister aware of the fact that in terms of import control order, the Chief Controller of Import and Exports is expected to record the CIF value of the article to be imported and not the value higher than the value which is agreed upon on the basis of the contract with the STC, and is he further aware of the fact that based on this higher amount of value being mentioned in the import licence, it is in contradistinction with the objective, the same import licence is submitted to the Reserve Bank for the purpose of letters of credit or to the customs authorities for customs clearance purposes and—it smacks of an underhand dealing and close collaboration in the office of the Chief Controller of Imports and Exports and the difference value of the product so separately mentioned in the RBI copy and import licence runs into crores of rupees if added to the total quantity of newsprint imported for years together ?

SHRI DINESH SINGH : This question is based on the assumption that there is a difference in the two; I shall have to examine it whether there is this difference.

श्री लक्ष्मण बिहारी लालपेठी : क्या सरकार के विज्ञाराधीन कोई ऐसा प्रस्ताव है, जिस के अन्तर्गत इस समय न्यूज़प्रिंट जितनी मात्रा में ब्रांक्स जा रहा है, वह मात्रा लक्ष्मण जाये, जिस से उस का अभाव न हो और उस में चेस्ट-ब्रांक्स न जाले ?

श्री दिनेश सिंह : इस बारे में मुझे अपने दीस्टं, सूचना और प्रसारण मंत्री, से बात करनी पड़ेगी, क्योंकि इस के नियम उन के मंत्रालय में बनते हैं।

SHRI D. N. PATODIA : This news-print is being imported through various agencies apart from the STC. In most of the cases including the STC it has been observed that the price at which it is selling in India is very much higher compared to the cost of import. I want to know whether there is a device or a system by which Government is able to get a parity as to whether there is any profit element either by the STC or by anybody else; whether they would get it examined and some sort of system is devised by which all over the country there is some sort of reasonable parity of the price, whether it is imported by the STC or by somebody else.

SHRI DINESH SINGH : This is an attempt that has been made at buffer-stock in this respect; that there is stability of price and there is regularity of supply. Whether there is any disparity between the imported price and the sale price, is a matter that I shall have to examine before I can say something.

नागालैण्ड में कागज बनाने का कारखाना

*1381. **श्री भहराज सिंह भारती :** क्या औद्योगिक विकास तथा समवाय-कार्य मंत्री यह बताने की कृपा करेंगे कि नागालैण्ड में एक कागज बनाने का कारखाना स्थापित करने के लिये नागालैण्ड सरकार ने जो सहायता और अनुमति मांगी है, उसके बारे में सरकार द्वारा क्या कार्यवाही की गई है?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI RAJHUNATH REDDI) : The Government of Nagaland have appointed a Committee with which some representatives of Central Government are also associated, to look into the economics of a Paper Project in that State. The Report of the Committee is awaited.

श्री भहराज सिंह भारती : मैं अभी पीछे नागालैण्ड गया था। वहां पर बहुत से क्षेत्रों में खालिस बांस के जंगल मैं ने देखे हैं। वहां पर पहाड़ भी कच्चा है, जिस पर बांस आराम से खड़ा हो सकता है। नागालैण्ड सरकार के जिम्मेदारी मंत्रियों ने मुझे बताया कि उन्होंने इस सम्बन्ध में एक प्लान केन्द्रीय सरकार की सबमिट कर दिया है और उन को शिकायत है कि केन्द्रीय सरकार उन की डेवेलपमेंट की योजनाओं पर जैसे, वे चीनी और कागज की मिलें लगाना चाहते हैं तबज्जह कम देती है और उन के लड़ाई-भागड़ों पर ज्यादा तबज्जह देती है। मैं सरकार से यह जानना चाहता हूँ कि जब इतना ज्यादा बांस नागालैण्ड में मौजूद है और वहां की सरकार ने इस बारे में अपनी सिफारिश कर दी है, तो फिर कागजों के हेर-फेर में उस स्कीम को लागू करने में देर क्यों की जा रही है।

श्री औद्योगिक विकास तथा समवाय-कार्य मंत्री (श्री कलरहीन अली अहमद) : वहां की सरकार ने एडवाइजर्स के जरिये से एक प्राजेक्ट रिपोर्ट तैयार कराई है। इस बत हमारी सैण्ट्रल कमेटी और नागालैण्ड की कमेटी मिल कर उस पर गौर कर रही हैं, ताकि यह देखा जाये कि यह प्राजेक्ट कहां तक वायेबल हो सकती है। इस में देर करने का सवाल नहीं है। मैं सिफं एक बात कहना चाहता हूँ कि, जैसा कि आप को मालूम है, नागालैण्ड में जो पेपर बनेगा, वह वहां खर्च नहीं होगा, बल्कि उस को बेचने के लिये कलकत्ता वर्गीरह दूसरी जगहों में लाना पड़ेगा, जिस से उस की कीमत बहुत ज्यादा होगी। आज हमारी यह हालत है कि जो पेपर मिल हम कन्यूर्मिंग सेन्टर के करीब भी बना रहे हैं, उस कागज की कीमत भी काफी है। इसको देख कर हमें सौचना पहेंगा कि वहां पर कितनी जल्दी पेपर मिल को लगाया जा सकता है।

श्री भहराज सिंह भारती : मंत्री महीदल ने कहा है कि उन को प्राजेक्ट रिपोर्ट सबमिट

हो गई है और उस पर गौर किया जा रहा है। मैं यह जानना चाहता हूँ कि वह प्रोजेक्ट रिपोर्ट कितने टाइम से केन्द्रीय सरकार के पास पड़ी हुई है और उस पर विचार किया जा रहा है। मंत्री महोदय ने कहा है कि वह पेपर मिल बहुत दूर होगी और उस का कागज महंगा पड़ेगा। क्या यह सच है कि यही बात केन्द्रीय सरकार को नागालैण्ड के विकास के काम को करने से लगातार रोक रही है?

श्री फलखल्दीन अली अहमद : जो कोई इकानोमिक प्रोजेक्ट हमारे सामने आती है, उस को देखना पड़ता है, उस के बारे में सोचना पड़ता है।

श्री महाराज सिंह भारती : मंत्री महोदय को यह नहीं भूलना चाहिये कि नागालैण्ड की स्पेशल पोजीशन है और इस लिए उस के विकास कार्यक्रमों के बारे में शीघ्रता करने की आवश्यकता है।

श्री फलखल्दीन अली अहमद : नागालैण्ड को और तरह से सर्वसिद्धि बर्गेरह दी जा सकती है, लेकिन जब तक तमाम बातों पर गौर न किया जाये, वहां पर कोई इकानो-मिक यूनिट किस तरह से लगाया जा सकता है?

श्री चन्द्रजीत यादव : नागालैण्ड गवर्नरमेंट के अलावा दूसरी कई सूबाई सरकारों ने भी केन्द्रीय सरकार से यह प्रार्थना की है कि वह उन के क्षेत्र में कागज के कारखाने लगाने की इजाजत दे और उन को इस बारे में सहायता दे। उदाहरण के लिये उत्तर प्रदेश की सरकार ने यह सिफारिश की है कि गोंडा, बहराइच आदि पूर्वी ज़िलों में कागज का कारखाना लगाने की इजाजत दीजाये, जहां पर उस का सारा मैटीरियल काफी मिलता है। चूंकि हमारे देश में न्यूचॉर्प्रिट की कमी है और हम उस को बाहर से मंगाते हैं, इस लिए क्या सरकार इन तमाम संभावनाओं को व्यान में रखेगी और जिन राज्य सरकारों

ने इस बारे में सिफारिश की है, उस पर गौर कर के उन इलाकों में भी कागज के कारखाने लगाने पर विचार करेगी?

श्री फलखल्दीन अली अहमद : पेपर मिल बर्गेरह तो हमने 1966 से डीन्लइसेंस कर दी है। सबाल यह है कि पब्लिक सेक्टर में, या जो कार्पोरेशन हमने बनाया है, उसके मातहत कुछ ऐसे कारखाने लगाये जायें, जहां पेपर और न्यूचॉर्प्रिट बन सके। हमारा जो प्लान बन रहा है, उसके बनने के बाद यह सोचा जायेगा कि प्लान में और कार्पोरेशन के मातहत हम कितने कारखाने लगा सकते हैं और कहां कहां लगा सकते हैं सब सूबों की तरफ से यह मांग है। इन तमाम बातों पर गौर किया जायेगा।

श्री गुरुग्राम ठाकुर : अध्यक्ष महोदय, सरकार की नीति ऐसी रही है कि जहां पर कागज उद्योग के लिये सारे साधन भौजूद हैं, सब कुछ मिलता है, वहां भी सरकार कागज उद्योग खोलने में असमर्थता प्रकट करती है। जब हम सरकार से पूछते हैं तो उत्तर मिलता है कि राज्य सरकार से प्रोपोजल आये तो हम विचार कर सकते हैं। राज्य सरकार लिखती है और उद्योग खड़ा हो जाता है, उनमें अधिक पूँजी लग जाती है तब फिर राज्य सरकार उनको संरक्षण देने के लिये उन उद्दीगों को अपने हाथ में लेने के लिये अनुरोध करती हैं, तो यह सरकार मुकर जाती है। मैं आपको एक मिसाल दूँ—विहार में एक भी कागज का कारखाना नहीं है, विशेष रूप से उत्तर विहार में जो कि एक बहुत ही पिछड़ा हुआ क्षेत्र है। मैं मंत्री जी से जानना चाहता हूँ कि उत्तर विहार के दरभंगा जिले में जो अशोक पेपर मिल है, क्या सरकार उसको अपने हाथ में लेने जा रही है, क्योंकि इसके लिये विहार की राज्य सरकार ने आपसे सिफारिश की है?

अध्यक्ष महोदय : वह इसका जवाब नहीं देंगे क्योंकि यह नागालैण्ड का प्रश्न है, और आप विहार के बारे में पूछ रहे हैं।

श्री गुणानन्द ठाकुर : अध्यक्ष महोदय, मैं कोई प्रशासनिक सवाल नहीं कर रहा हूँ, यह तो एक बड़ा महत्वपूर्ण प्रश्न है। चूँकि हमारे राज्य में एक भी कागज उद्योग नहीं है...

MR. SPEAKER : If I allow you now everybody will start asking about his own constituency. This question is not about Bihar. The Minister will not answer your question because I am not permitting him to answer. You put a separate question about Bihar.

श्री गुणानन्द ठाकुर : बारबार यह सवाल हम यहाँ लाते हैं, लेकिन मंत्री महोदय इसे टाल जाते हैं।

श्री ओ० प्र० त्यागी : अध्यक्ष महोदय, सरकार ने इस बात को स्वीकार किया है कि नागालैंड में कागज बनाने का रा-मैटीरियल बहुत बड़ी तादाद में है। नागा प्रान्त की स्थिति भारत-वर्ष में एक बड़ी विचित्र स्थिति है। उद्योगों की दृष्टि से वह सबसे पिछड़ा हुआ प्रान्त है। मैं सरकार से जानना चाहता हूँ कि नागालैंड और पूर्वी क्षेत्र की आवश्यकताओं को ध्यान में रखते हुए तथा नागालैंड के उद्योगिक विकास को ध्यान में रखते हुए क्या सरकार वहाँ पर कागज का कारखाना स्थापित करने के बारे में विचार करेगी, ताकि वह पूर्वी क्षेत्र की सप्लाई का एक केन्द्र बन सके?

श्री फलदीन अली अहमद : इन तमास बातों पर गौर किया जा रहा है। इसी लिये जो प्रोजेक्ट रिपोर्ट आई है, उस पर गौर करने के लिये हम ने एक कमेटी मुकर्रर की है। कमेटी की रिपोर्ट आने के बाद हम उस पर एकशन लेंगे।

SHRI HEM BARUA : Since there is no modern industry worth the name in Nagaland, since raw materials are available in abundance for a paper factory there and since the Chief Minister of Nagaland is sore and unhappy because of the minister's refusal to set up a paper factory there in spite of all these factors in favour of a

paper factory there and that unhappiness is spreading among other loyal sections of Nagas, why is it that Government is trying to bypass the just claim of Nagaland like this?

श्री गुणानन्द ठाकुर : अध्यक्ष महोदय, मेरा व्यवस्था का प्रश्न है।

MR. SPEAKER : No *vyavastha ka prasna* during Question Hour.

SHRI F. A. AHMED : The hon. member's question is based on a large number of presumptions.

SHRI HEM BARUA : Not a single presumption; they are all facts.

MR. SPEAKER : That there is no major industry in Nagaland is a fact.

SHRI HEM BARUA : The Chief Minister is sore. That also is a fact.

MR. SPEAKER : That I do not know.

SHRI F. A. AHMED : There is no question of Government of India having decided not to establish a paper mill there. The project report prepared by their advisers has been submitted to us and we are considering to what extent we can meet this demand.

SHRI HEM BARUA : It is under consideration for rejection or for acceptance?

MR. SPEAKER : Either way it is possible.

SHRI D. C. SHARMA : We are having a plan holiday for 2 years and the fourth plan is suffering from the pangs of birth just now. May I know how much money has been spent during these plan holiday years on the economic development of Nagaland and how much money has been spent on its economic development ever since the State of Nagaland was born?

SHRI F. A. AHMED : These figures can be supplied. They are not with me now.

श्री शिकरे : अध्यक्ष महोदय, नागालैंड की पेपर का कारखाना स्थापित करने के लिये मांग आई है। मैं मंत्री महाशय से जानना चाहता हूँ कि पेपर बनाने के लिये जिस रा-मैटीरियल की जरूरत होती है, क्या वह नागालैंड में मिल सकता है? क्या केन्द्र सरकार ने इस के लिये वहाँ पर कोई सर्वे किया है?

श्री फलस्थीन अमृली अहमद : सिर्फ रा-मैटीरियल मिलने से ही कारखाना नहीं बनता है। रा-मैटीरियल जरूर वहाँ पर मौजूद है।

गोरखपुर में रेलवे संचार सेवा के लिए सुक्षम तरंग बुर्ज

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*1384. श्री हरदयाल देवगुरुण :

श्री रामचरण :

श्री श० स० बारथाल :

श्री भ० ग० प्रसाद :

क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि:

(क) उत्तर प्रदेश में गोरखपुर में रेलवे संचार सेवा के लिये सूक्ष्म तरंग बुर्ज बनाने के लिये किस पार्टी को ठेका दिया गया है;

(ख) क्या यह सच है कि इस पार्टी ने अब तक बुर्ज बनाने का काम कभी नहीं किया है और इस मामले में वह अनुभवहीन है;

(ग) क्या यह भी सच है कि इस ठेके के देने में जिन अधिकारियों ने मदद की थी, उनकी पदोन्नति कर दी गई है; और

(घ) यह ठेका कितने मूल्य का है?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI PARIMAL GHOSH) : (a) M/s. SAAS Engineering Company Pvt. Ltd., Calcutta.

(b) No, Sir. The firm has previous experience in this type of work, namely, fabrication, foundation, erection and testing of Microwave towers from M/s. Nippon Electric Co., Japan, for the microwave system of the P & T Department in Calcutta area.

(c) No. Sir.

(d) The value of the contract is Rs. 14,28,000.

श्री हरदयाल देवगुरुण : अध्यक्ष अहोदय, यह रेलवे मंत्रालय का एक बहुत बड़ा बुटाला है और मैं आपकी अनुमति से रेलवे मंत्री महोदय से पूछना चाहता हूँ कि क्या यह सच है कि यह सास इन्जीनियरिंग बक्स लिं ० और उसके साथ ही साथ टावर्स प्राइवेट लिं ० एक ही कम्पनी हैं। इनके दफ्तर एक ही जगह—१, वाटरलू स्ट्रीट, कलकत्ता में हैं और इनके मैनेजिंग डायरेक्टर—श्री० बी० सी० गुहा—श्री परिषिल धोष के ब्रदर-इन-ला बानी इनकी पत्नी के साथ भाई हैं और इनकी अपनी कोई फेस्टरी नहीं है तथा जो टावर्स ये तैयार कर रहे हैं, वह भी एक दूसरी कम्पनी के द्वारा एक दूसरे स्थान पर मैसर्स एसोशियेटेड एस० वाई० प्राइवेट लिं०, बारानगर, कलकत्ता में तैयार हो रहे हैं। इन्होंने उन को सवाकांट्रैक्ट दे रखा है तथा डी० जी० एस० डी० के लोग वहाँ जा कर उनके सामान का इंस्पेक्शन कर रहे हैं? क्या इस कम्पनी को इस लिये ठेका दिया गया है कि ये उनके सम्बन्धी हैं...

MR. SPEAKER : It must be in form of a question "क्या सम्बन्धी है?"

श्री हरदयाल देवगुरुण : ठीक है, क्या ये उनके सम्बन्धी हैं तथा इस कम्पनी का इस लाइन में कोई अनुभव नहीं है?

SHRI PARIMAL GHOSH : Sir, I have no idea about the composition of the company and the names of the directors of this company. This tender was floated in the year 1966.

श्री हुकम अन्द कद्धावाय : यह मंत्री महोदय विल्कुल गलत बयानी कर रहे हैं।

MR. SPEAKER : Order, order. You have made an allegation. You must hear him. You cannot make an allegation and then not hear him. He has a right to ex-

plain his conduct when you have made an allegation.

SHRI PARIMAL GHOSH : This tender was floated in the year 1966 for the installation of a multi-channel microwave system in the North-eastern Railway. There were about ten or fifteen tenderers. Out of them three tenders were complete in all respects. These tenders were gone into by a committee of officers consisting of the Chief Tele-com Engineer and the Financial Adviser of the North-eastern Railway. Their recommendation has been accepted by the General Manager. Particularly this firm, as far as I could gather from the papers, has experience of this type of work from the Nippon Engineering Company which has executed a similar type of microwave system in Calcutta for the Posts and Telegraphs Department. Their tender was technically the lowest. As such, considering their experience in this type of work the contract was awarded to them.

SHRI D. N. PATODIA : Was it the lowest in value also?

SHRI PARIMAL GHOSH : Yes.

MR. SPEAKER : That is a separate question. The hon. Member may ask that when he gets a chance.

श्री हृदयल देवगुण : मैंने जो प्रश्न पूछा था वह यह है कि यह जिन कम्पनी को दिया गया है उसके मैनेजिंग डायरेक्टर मिं बी० सी० गुण हैं यानी जो इनके ब्राउर-इन-सा हैं? दूसरी बात यह कि उनकी अपनी फैक्टरी है या नहीं इस काम को करने के लिये और तीसरी बात यह है कि क्या यह सच है कि जो टावसं तैयार कर रहे हैं उनका फैक्ट्री केशन और गैलवेना इंजिंग दूसरी जगह सब-कन्ट्रॉक्ट पर हो रहा है और डी० बी० एस० दी०, गवनमेन्ट आफ इडिया, जहां जाकर इन्स्पेक्शन कर रहे हैं? क्या इन तीनों बातों से आप इनकार कर सकते हैं?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) : Sir, it is very unfair that certain motives are imputed in this regard. The fact that this tender was floated as far back as in 1966 when

perhaps Shri Parimal Ghosh was not even thinking about contesting the elections should remove any such doubts from the mind of hon. Members. Before the elections the whole thing has been settled and this particular point has no relevance now. The point at that stage was as to the competitiveness of the tenders offered and the competence of the firms to execute the work. These were the two main considerations that weighed before the Tender Committee. That has been gone into very thoroughly and the tender has been finalised. I do not know how my hon. friend thinks it fair to introduce this argument at this stage.

श्री हृदयल देवगुण : अध्यक्ष महोदय, मैं ने पूछा है कि उनकी फैक्टरी है या नहीं, वह दूसरी जगह सब-कन्ट्रॉक्ट पर काम करवा रहे हैं या नहीं? अगर यह बात सही है तो किस उम्मोदे का क्या अधिकार यह, उनसे यह काम लिया बयों नहीं गया, रद्द क्यों नहीं किया गया?

MR. SPEAKER : Whether it is a fact or not, the hon. Minister has said that it was given in 1966 before he became a Minister.

SHRI HARDAYAL DEVGUN : I agree. My question is different. I want to know whether in the present set up that company is competent to honour this agreement or not. May I also know whether it is a fact that they are getting the work done on a sub-contract basis from another company?

SHRI C. M. POONACHA : This is a fabrication work. I do not know to what extent certain orders are farmed out to some ancillary industries. It is not as if the main tenderer would execute the entire work. There are ancillary industries and subordinate industries. To what extent these minor orders are farmed out to other ancillary industries is not known to me at the moment. I will certainly look into it and go into those things. The fact is that the work has started and in about eight months' time the work will be completed. Their competence to execute this work has been duly assessed and found satisfactory.

श्री मोलहू प्रसाद : मैं जानना चाहता हूँ कि यह जो गोरखपुर में रेलवे संचार सेवा के लिये सूक्ष्म तरंग बुर्ज बनाने का जिसको ठेका दिया गया है उसके पास कोई रजिस्टर्ड फैक्टरी नहीं है जबकि आपकी सरकार का नियम है कि जिस कम्पनी की रजिस्टर्ड फैक्टरी हो उसी को टेन्डर दिया जायेगा तो फिर उसको टेन्डर कैसे दिया गया ?

मेरा दूसरा प्रश्न यह है कि इसमें अब तक कितनी घनराशि व्यय की गई है और पूरे बुर्ज को बनाने पर कितनी घनराशि खर्च की जायेगी ?

SHRI C. M. POONACHA : This is a duly registered company which has been executing such contracts in the past several years. The total value of the tender is Rs. 14,28,000. That has also been mentioned. About the other details in regard to the nature of fabrication that is going on, I will certainly have it looked into. But I have been assured that the work is going on according to schedule.

SHRI D. N. TIWARY : Sir, many extraneous factors have been brought into this. The only question with which we are concerned in this matter is whether open tenders were invited or whether there was a negotiated settlement, whether limited tenders were invited and whether the rates quoted were the lowest ?

SHRI C. M. POONACHA : Sir, open tenders were invited, several parties participated and finally after going through the whole lot of tenders received about six of them were taken for consideration out of which three came within the range so far as competence as well as competitiveness were concerned. One firm had quoted Rs. 16,35,000, this firm had quoted Rs. 14,28,000 and the third firm had quoted Rs. 14,42,000. This was the lowest and it was accepted. There was no negotiated settlement.

SHRI DATTATRAYA KUNTE : The DGS & D, if I mistake not, as a rule never gives contracts to firms which are not registered. It also makes enquiries about

solvency and other matters about the firms even in the case of registered firms. Enquiries are also to be made as regards their income-tax payment and other things. May I know whether all these enquiries were made in the matter of this firm ?

SHRI C. M. POONACHA : This is construction work not coming under the purview of the DGS & D which enters into rate contracts for supply of certain manufactured items to Government. This is a separate category of work.

SHRI DATTATRAYA KUNTE : These rules do not apply there ?

SHRI C. M. POONACHA : This is a different type of contract.

श्री हुकम चन्द कछवाय : मैं जानना चाहता हूँ कि माननीय श्री परिमल धोष जिस समय चुनाव में नहीं जीते थे उस समय सन्सार पेपर मिल्स, सन्सार टावर प्राइवेट लिमिटेड, हिमालयन पेपर बोर्ड मिल्स प्राइवेट लिमिटेड, हिमालय पेपर मशीनरी प्राइवेट लिमिटेड, के डाइरेक्टर ये और जब ये चुनाव में जीत गये तो दो कम्पनियों में इनके साले साहब बैनेजिंग डाइरेक्टर ये और बाकी दो कम्पनियों में इनकी श्रीमती जी डाइरेक्टर हैं ? मेरे पास पत्र है और जो अखबार है "इन्ड वीकली" उसमें सारी बातें दी हुई हैं ।

SHRI HEM BARUA : Sir, do you allow *Eve's Weekly* to be quoted here ?

SHRI K. N. TIWARY : Sir, are all these things—what he was doing, what his wife was doing etc.—relevant here ?

MR. SPEAKER : When some allegations are made, if they are left unanswered by the Ministers, it would be a bad thing. Therefore, I am allowing it. The allegations should not go unchallenged. I want to give a chance to the Minister to reply. He could convincingly prove or say that this contract was given before he became a Member or Minister. He has got that right to say so. But suppose the allegations go unchallenged, it would give a wrong impression that there is something

fishy. Therefore, I am giving him this opportunity.

श्री हुकम चन्द्र कछवायः जैसे मैं ने बतलाया कि श्री परिमल घोष चुनाव के पहले इन चार कम्पनियों के डाइरेक्टर थे और चुनाव जीतने के बाद दो कम्पनियों में तो इन के साले डाइरेक्टर हैं और दो कम्पनियों की डाइरेक्टर इन की पत्ती बन गयी हैं और जैसा कि प्रश्न में पूछा भी गया है कि वह अफसर जिन्होंने कि उस कंट्रैक्ट के देने में मदद की थी उन की पदोन्नति की गयी और विशेष कर यह जो स्टोर्स के कंट्रोलर हैं उन की बड़ी मात्रा में तरकी की गई है क्योंकि उन्होंने आंडर दिलाने में सहयोग दिया था। मैं पूछता चाहता हूँ कि क्या यह बात सही है कि इस में जो एक जापान कर्म है उस के ऊपर मन्त्री जी ने अपना दबाव डाल कर उन से उनको अपने मन्त्रालय से यह आंडर दिलवाया है। लेकिन नाम आपके साले का उसके अन्दर है।

SHRI PARIMAL GHOSH : The hon. Member has mentioned quite a number of companies about which I have no idea. But, then, he has mentioned about two companies, namely, Himalaya Paper and Board Mills and Himalaya Paper and Machinery. I was definitely a director of these companies, not only a director but I was the sole proprietor of these companies. But, before contesting the elections I had resigned from the directorship of these two companies, and they are now run by my son and my wife.

श्री हुकम चन्द्र कछवायः अध्यक्ष महोदय, मेरे प्रश्न का उत्तर नहीं आया है।

MR. SPEAKER : This is not a debate. You have put your question and answer has come. I would not allow further questions.

SHRI PARIMAL GHOSH : Further, these two companies have no connection with any work of Government.

श्री हुकम चन्द्र कछवायः अध्यक्ष महोदय, मंत्री के उत्तर से साफ हो गया है कि इन की

बीवी और लड़के उसमें मौजूद हैं। लेकिन इन्होंने दो ही कम्पनियों का उल्लेख किया है बाकी कम्पनियों का भी तो वह उल्लेख करें। ... (व्यवधान)

MR. SPEAKER : Will he kindly resume his seat?

SHRI R. D. BHANDARE : Sir, on a point of order.

MR. SPEAKER : There can be no point of order during the question hour.

SHRI. PARIMAL GHOSH : Besides, these two companies about which I have mentioned earlier, they have got no work or contract connected with the government in any way, particularly in the railways. About the Sansar company and others he has mentioned, I have no idea about these companies. I do not know who are the directors of these companies, where their registered offices are and so on... (interruptions)

श्री हुकम चन्द्र कछवायः उन को सब पता है लेकिन वह जानबूझ कर धलत सलत बातें कह रहे हैं।

MR. SPEAKER : Will you kindly sit down.

श्री हुकम चन्द्र कछवायः अध्यक्ष महोदय, मेरे प्रश्न का पूरा उत्तर नहीं आया है...

MR. SPEAKER : I am asking him to sit down. He cannot dictate terms to me. The rule is very clear. No allegation of a defamatory or incriminatory nature shall be made by a member against any person unless the member has given previous intimation to the Speaker and also to the Minister concerned so that the Minister may be able to make an investigation into the matter for the purpose of a reply. At least courtesy to the Speaker demands that such a notice should be given to him so that he can warn the Minister and ask him to come prepared. The rules are very clear. Of course, when something has gone wrong, it is the duty of the opposition to bring it to the notice of the House and also the country. I do not deny them

that right. But a little courtesy should be shown to the Speaker by observing the rules ; otherwise, I will find it difficult to carry on.

SHRI HEM BARUA : *Eve's Weekly* has been vindicated.

MR. SPEAKER : I allowed an opportunity to the Minister because such allegations should not go unchallenged. Now he has given his reply.

श्री हुम चन्द कुशवाह : अच्युत महोदय, मेरे प्रश्न का उत्तर अच्छा है। पूरा उत्तर मंत्री जी से दिलचारा जाय।

MR. SPEAKER : I am satisfied. That is enough for me. Now, next question.

SHRI SRINIBAS MISRA : But the answer should be related to the question.

MR. SPEAKER : I have already called the other question.

हिन्दी टेलीप्रिन्टर

*1385. **श्री यशवन्त सिंह कुशवाह :** क्या औद्योगिक विकास तथा समवाय-कार्य मंत्री यह कहाने की कृपा करेंगे कि :

(क) हिन्दी टेलीप्रिन्टरों तथा टाइपराइटरों की मांग पूरी करने के लिये सरकार द्वारा क्या कार्यवाही की गई है;

(ख) इस सम्बन्ध में अब तक कितनी प्रगति हुई है; और

(ग) इस सम्बन्ध में समूचे देश की मांग पूरी करने का लक्ष्य कब तक पूरा हो जायेगा?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI RAGHUNATH REDDI) : (a) to (c) As regards Hindi Teleprinters, the Hindustan Teleprinters Limited, Madras, a public sector undertaking, have undertaken the work of manufacturing Hindi Teleprinters to meet the requirements in the country. They have concluded an agreement with their Italian collaborators under which the know-

how and tooling required for the manufacture of Hindi Teleprinters are expected to arrive in India by May, 1968. Production would commence by July, 1968. The demand during 1968-69 estimated as about 800 machines would be met by this company. It is not possible at this stage to indicate the future requirements of Hindi Teleprinters.

Regarding Hindi Typewriters, the requirements of Govt. Offices for the next five years have been assessed at about 17,000 Nos. Two firms are already in production and their total production of Hindi Typewriters during 1967 was 5,003 Nos. The total requirements of Hindi Typewriters in the country have not been estimated and no target has also been fixed in this regard.

श्री यशवन्त सिंह कुशवाह : यह जो एक करार किया गया है उस के मुताबिक टेलीप्रिन्टर के कितने प्रतिशत पुर्जे विदेशों से मंगाये जायेंगे और कितने प्रतिशत पुर्जे भारत में ही तैयार किये जायेंगे और वह स्टेज कब आयेगी कि चाहे टेलीप्रिन्टर हो या टाइपराइटर हो उस के लिए न तो बाहर के तकनीकी ज्ञान को आवश्यकता पड़े और न ही कोई कल पुर्जे मंगाने पड़े और भारत उस में पूरी तरह आत्मनिर्भर हो जाय इस के लिए कब तक का लक्ष्य रखा गया है?

श्री औद्योगिक विकास तथा समवाय-कार्य मंत्री (श्री कल्लस्वामी श्रीमद) : जसा कि क्षायद आनंदेबुल मैम्बर को मालूम हो कि यह कम्पनी 1960 में शुरू की गई थी और 1961 से हम ने खास करके यह अंग्रेजी जबान के टेलीप्रिन्टर्स बनाने का काम शुरू किया। पहले कम्पोनेंट पार्ट्स बाहर से मंगा कर यहां एसेम्बल किये जाते थे। हिन्दी टेलीप्रिन्टर्स भी जूँकि यहां काम नहीं होता था हम बाहर से यह कम्पोनेंट पार्ट्स मंगा कर यहां एसेम्बल करते थे। शुरू-शुरू में हम को हिन्दी के टेलीप्रिन्टर्स बाहर से मंगाने पड़े लेकिन अब जो हमारा प्रोग्राम है जिसमें द्वितीय एंड नो हाफ है मई के महीने तक मिल जायगा। और जूलाई के महीने से जिनको टेली-

प्रिंटर्स की जरूरत होती है उन के कम्पोनेट पार्ट्स की असेम्बलिंग जुलाई से शुरू हो जायगी। 800 हम को इस साल में टेलीप्रिंटर्स चाहिए और वह सारी डिमांड हम यहां पूरी कर सकेंगे।

श्री यशवन्त सिंह कुशवाह : अभी जो टेलीप्रिंटर्स और टाइपराइटर्स के सम्बन्ध में आयात करते रहे हैं उस में भारत को कितनी विदेशी मुद्रा खर्च करनी पड़ती है और जब भारत आत्मनिर्भर हो जायगा तो इस सम्बन्ध में कितनी विदेशी मुद्रा की बचत हो जायगी?

श्री फखरुद्दीन अली अहमद : मैं इस बात उस की पूरी परस्परें नहीं दे सकता लेकिन करीब करीब सभी चीजें जो हमें चाहिए उन्हें हम यहां पर बना सकेंगे और हम यह टेली-प्रिंटर्स यहां एसेम्बल भी कर सकेंगे।

श्री नन्दकुमार सोमानी : जहां तक हिन्दी और अन्य भारतीय भाषाओं के टेलीप्रिंटर्स के उत्पादन और कीमतों का सवाल है हमारे यहां उत्पादन इतना कम है और उस की डेलीवरी इतनी ज्बादा है कि उस के प्रयोग में बहुत बाधा होती है। मैं भारत सरकार से यह पूछता चाहता हूं कि जहां तक हिन्दी और अन्य भारतीय भाषाओं का सवाल है उस को इनकरें-बर्मेट देने के लिए क्या यह सर्किट रैटन में और दाम में कोई सबसिडी देंगे?

श्री फखरुद्दीन अली अहमद : टेलीप्रिंटर्स जो हम बना रहे हैं पब्लिक अंडरटेक्निक्स में उस में तो इस का सवाल ही नहीं आता और जैसे-जैसे जरूरत होगी दूसरी, दूसरी जबानों में भी वह काम हम शुरू करने के लिए तैयार हैं।

संसद-कार्य तथा संचार अंत्री (डा० राम सुमग सिंह) : अंग्रेजी टेलीप्रिंटर्स की कीमत 1000 रुपये काम की गई और जितनी कमी अंग्रेजी वाले में की जायगी उतनी ही कमी

हिन्दी के अन्य भारतीय भाषाओं के टेली-प्रिंटर्स में भी की जायगी।

SHRI G. VISWANATHAN : I want to know from the Government whether they accept in principle the need for teleprinters in other major Indian languages. If they do so, what steps have the Government taken so far to produce teleprinters in other languages? If they do not accept it in principle, what is the reason for it?

SHRI F. A. AHMED : Our objective is to manufacture teleprinters in every Indian language. But, to begin with, we are trying to satisfy the demand, so far as Hindi teleprinters are concerned. As in the case of Hindi teleprinters, if there is sufficient demand for teleprinters in any other language, we have to begin with import of components and assemble those teleprinters here. But, as the demand develops we will have to take up this activity of manufacture ourselves.

श्री शिवनारायण : मैं जानना चाहता हूं कि हिन्दी और उर्दू में छापने वाले टेलीप्रिंटर्स आप कब तक ईंजाइ कर लेंगे?

श्री फखरुद्दीन अली अहमद : हिन्दी के बारे में तो मैं ने जबाब दे दिया कि हम 1968 में जितनी जरूरत होगी उतने बनावेंगे, और दूसरी लैगेजेज के लिये हम देखेंगे कि कितनी जल्दी हम बना सकते हैं।

श्री प्रकाशबीर शास्त्री : क्या कभी अपार मंत्रालय ने या संचार मंत्रालय ने इस बात का अनुमान लगाया है कि हिन्दी टेलिप्रिंटरों की उन के पास कितनी डिमांड है? जो वह बनाने जा रहे हैं—जैसा कि उन्होंने बतलाया कि एक वर्ष में वह 800 टेलिप्रिंटर तैयार करेंगे—क्या उस का अनुपात वही है जिस अनुपात से वह अंग्रेजी टेलिप्रिंटर तैयार कर रहे हैं? यदि नहीं, तो पिछले बीस वर्षों में जब कि एक ही भाषा के टेलिप्रिंटर तैयार होते थे, क्यों नहीं उस काम को रोक कर वह हिन्दी और भारतीय भाषाओं के टेलिप्रिंटरों का

निर्माण करते ? मैं जानना चाहता हूँ कि जितनी डिमांड है उस के अनुपात से कितने तैयार करेंगे ?

श्री कल्पदेव अली अहमद : अभी तक हमने जो डिमांड देसी है वह सिर्फ 800 टेलिप्रिटरों की है, और जैसा मैंने कहा, वह हम इस साल मैनुफॉर्कर कर लेंगे। मैं ने सब एजेन्सीज को लिख रखा है कि गवर्नर्मेंट को कितने टेलिप्रिटरों की जरूरत है। जहां तक हिन्दी टेलिप्रिटरों का ताल्लुक है, जितनी जरूरत होगी उतने हम इस साल तैयार कर लेंगे।

WRITTEN ANSWERS TO QUESTIONS

Taxation relief to Small Scale Industries

*1379. SHRI KAMESHWAR SINGH: Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state :

(a) whether the Industrial Policy envisages taxation relief to small scale units to enable them to develop properly in preference to large-scale manufacturers ; and

(b) if so, why no such relief has so far been given in the case of Crown-cork industry ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) No. In order to enable certain small scale industries to develop properly in preference to large-scale industries certain industries have been specifically ear-marked for them. Manufacture of cork is not one such.

(b) There is nothing further to add to answer already given by the Deputy Prime Minister on the 15th April, 1968 in the Lok Sabha for an Unstarred Question No. 7146.

Khadi Silk Industry

*1382. SHRI BENI SHANKER SHARMA: Will the Minister of COMMERCE be pleased to state :

(a) whether about two lakh artisans of Silk-Khadi Industry in West Bengal will be hard hit in case Government decides to discontinue subsidy on production and retail sale of silk-khadi products from the 1st April, 1968 ;

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

(c) the steps taken or proposed to be taken to safeguard their interests ?

THE MINISTER OF COMMERCE (SHRI DINESH SINGH): (a) The subsidy was for capital formation in the various institutions to which it was given and was not passed on to the artisans, who will not, therefore, be affected by the discontinuance of this subsidy.

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

National Arbitration Councils

*1383. SHRI HIMATSINGKA: Will the Minister of COMMERCE be pleased to state :

(a) whether Government's attention has been drawn to the 2-day seminar on International Commercial Arbitration which ended in New Delhi on the 19th March, 1968 ;

(b) if so, whether one of the main suggestions mooted at the seminar was for setting up of a network of National Arbitration Councils and regional associations for all the industrialised countries ; and

(c) the reaction of Government to these and other suggestions and observations made at the seminar with a view to improving industrial relations in the country ?

THE MINISTER OF COMMERCE (SHRI DINESH SINGH): (a) to (c). The Seminar was conducted by the Indian Council of Arbitration. The proceedings of the Seminar have not yet been received by Government. The suggestions and observations made at the seminar will be examined when they are received from the Indian Council of Arbitration.

Fire in a Colliery of National Coal Development Corporation

*1386. SHRI DEVEN SEN : Will the Minister of STEEL, MINES AND METALS be pleased to state :

(a) whether it is a fact that a fire broke out in one of the collieries of the National Coal Development Corporation and that the fire was only 100 yards away from the Kargali Coal Washery in Hazaribagh ; and

(b) if so, the steps taken to control the fire ?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL, MINES AND METALS (SHRI P. C. SETHI) : (a) A fire was detected in a small patch in the Kargali Washery rejects which had been dumped in the exhausted portion of No. 3 Quarry of the Kargali Colliery. The patch was excavated and removed but smoke started appearing from several places in the reject heap later and the fire was found to be deep seated in the heap and caused by spontaneous heating.

(b) Action has been taken to isolate the fire and to prevent its spread to the coal seam presently and in future. The area has been inspected by the senior officials of the Directorate General of Mines Safety and other experts and they are satisfied that the measures taken by the management are adequate.

U. N. C. T. A. D. II

*1387. SHRI KANWAR LAL GUPTA :
SHRI SHARDA NAND :
SHRI T. P. SHAH :
SHRI BHARAT SINGH CHAUHAN :

Will the Minister of COMMERCE be pleased to state :

(a) the total expenses incurred by Government on UNCTAD held in Delhi recently ; and

(b) how much foreign exchange has been earned by Government ?

THE MINISTER OF COMMERCE (SHRI DINESH SINGH) : (a) Actual expenditure of Rs. 52.86 lakhs has been booked upto April 15th, 1968. This amount includes an advance of Rs. 28.5 lakhs given

to the U. N. authorities for which accounts will be rendered by them. This is, however, an incomplete picture as accounts are still being compiled and necessary adjustments will have to be made with U.N.

(b) It is not possible to make an accurate assessment of the foreign exchange earnings on account of the visitors in connection with UNCTAD.

Super Express Trains

*1388. SHRI SRADHAKAR SUPAKAR : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is proposed to run Super-Express trains in the near future between the principal cities of India ; and

(b) whether the fares of these trains will be the same as those of the mail and ordinary express trains ?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) : (a) and (b). A proposal to run a bi-weekly fast express train between New Delhi and Howrah as soon as the requisite arrangements are completed is under consideration.

Free Railway Passes to M. L. As of Tamilnad

*1389. SHRI ANBUCHEZHIAN : Will the Minister of RAILWAYS be pleased to state :

(a) whether any proposal has been received from the Government of Tamilnad regarding the issue of free Railway passes to the Members of the Legislative Assembly, Tamilnad ;

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

(c) whether any decision in this regard had been taken ?

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

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

Non-clearance of Railway Wagons with Food-Stuff at Howrah and other Stations

*1390. SHRI SAMAR GUHA : SHRI C. K. BHATTACHARYYA :

Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that 900 Railway wagons with foodstuff like maize, barley, pulse, mustard seeds and potatoes were deliberately not cleared at Howrah and other Stations in West Bengal on the 30th March, 1968 ;

(b) whether the delay in clearance of these foodstuffs was due to an effort on the part of some traders of West Bengal to raise prices by creating artificial scarcity for them ;

(c) whether the non-clearance was made possible due to some lacuna in the Indian Railways Act ; and

(d) if so, the steps Government propose to take to set matters right ?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) : (a) No, Sir. There was no abnormal detention of wagons in respect of these commodities on the 30th March, 1968.

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

Recession in Public Sector Engineering Projects

*1391. SHRI D. N. PATODIA : Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state :

(a) whether the Indian Engineering Association has pointed out to Government that because of recession, the public sector engineering projects are attempting to utilise their idle capacity by taking up the manufacture of new items and by purchasing goods from one another on a preferential basis ;

(b) whether as a result of diversification, more idle capacity is being created in the private sector and the produce of discriminatory purchases from the sister public sector units without resort to public tenders, is leading to higher costs ; and

(c) if so, Government's reaction thereto and in what way the difficulties now being experienced by the private sector are likely to be tackled ?

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

(b) No, Sir.

(c) Does not arise.

कोयला-बैगनों में से कोयला उतारना

*1392. श्री शशि लूबण बाजपेयी : क्या रेलवे मन्त्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार का विचार कोयला बैगनों में से कोयला उतारने के कार्य का विकेन्द्रीकरण करने का है ताकि उतारने का कार्य नई दिल्ली स्टेशन जैसे अधिक भीड़ भाड़ वाले स्थान की बजाय निजामुदीन और किशनगंज स्टेशनों पर किया जाये; और

(ख) क्या सरकार का विचार इस कार्य को केवल निजामुदीन स्टेशन पर कराने का है ?

रेलवे मन्त्री (श्री चौ. मु. पुनाचा) : (क) जी नहीं।

(ख) सवाल नहीं उठता।

Shortage of Transistor Cells

*1393. SHRI G. S. MISHRA : Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state :

(a) whether Government have examined the reasons for the shortage of finished goods such as (i) transistor cells, (ii) tyres, and (iii) steel made items of domestic use ;

(b) if so, the reasons therefor ;

(c) whether this scarcity is artificially created by the trade or due to slump in the market ; and

(d) if so, the steps taken in this regard?

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

the House. [Placed in Library. See No. LT 993/68]

Heat Insulating Bricks and Blocks

*1394. SHRI S. C. SAMANTA : Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state :

(a) whether it is a fact that heat insulating bricks and blocks are at present being manufactured in India with indigenous know-how, indigenous raw material and indigenous enterprise ;

(b) if so, the names of raw materials which are being imported and what are their substitutes at present ;

(c) how many firms in India are manufacturing such bricks and blocks ;

(d) whether India is importing any of these items now ; and

(e) if so, how the imported goods compare in quality and price ?

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

(b) The raw material used for the manufacture of heat insulating bricks and blocks are mostly fireclays and mica waste which are available indigenously. There are no imports of raw materials.

(c) Eighteen firms are producing heat insulating bricks and blocks in the country.

(d) Import of these items is negligible. During the period April to September 1967 total imports were of the value of Rs. 14563.

(e) The indigenous goods compare favourably with the imported goods. In view of the varied nature of fire bricks and blocks it is difficult to compare the prices of indigenous products with the imported ones.

Import of Jute from Thailand

*1395. SHRI MOHAMMAD ISMAIL : SHRI E. K. NAYANAR : SHRI B. K. MODAK : SHRI SATYA NARAIN SINGH :

Will the Minister of COMMERCE be pleased to refer to the reply given to

Starred Questions Nos. 16 and 594 on the 13th February and 12th March, 1968, respectively regarding import of Jute from Thailand and state :

(a) the name of the persons against whom there are *prima facie* cases ;

(b) the action taken by the C. B. I. ; and

(c) if no action has been taken, the reasons for the delay ?

THE MINISTER OF COMMERCE (SHRI DINESH SINGH) : (a) to (c). The Central Bureau of Investigation have filed a charge-sheet on 11th April, 1968 against the following 8 persons in the Court of the Chief Presidency Magistrate, Calcutta :

1. Shri G. K. S. Navlakha.
2. Shri B. P. Saraf.
3. Shri K. L. Goenka.
4. Shri V. K. Goenka.
5. Shri C. L. Bajoria.
6. Shri S. L. Bajoria.
7. Messrs Mcleod & Co.
8. Shri A. C. Fotheringham.

Indian Railway Service of Engineers Examination

*1396. SHRI A. K. GOPALAN : SHRI P. GOPALAN : SHRIMATI SUSEELA GOPALAN :

Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that even after passing the Indian Railway Service of Engineers Examinations to become permanent in the job, an examination in Hindi is required to be passed ;

(b) if so, whether it is not contrary to the assurance given by Government to the non-Hindi speaking people ; and

(c) the steps taken to remove this condition ?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) : (a) to (c). There has been a rule in existence for several decades that in the case of probationers of Class I Services not only of the Railways, but all other Central and All India Services also, that they should pass

a language examination before confirmation. Form 1951, this departmental language examination has been in Hindi. The standard of this examination is equivalent to the Middle School (Pravesh Standard). Nothing new has been introduced in the above arrangements, and, therefore, the question of not abiding by any assurances given by the Government in this regard does not arise.

Members of Advisory Committees and Boards

*1397. SHRI PREM CHAND VERMA: Will the Minister of COMMERCE be pleased to state :

(a) the names of various Advisory Committees, Boards or any such organisations connected with his Ministry, the names of their members and functions assigned to each of them ;

(b) how many members in each Committee or Board are publicmen and how many of them are officials ; and

(c) the total expenditure incurred on these organisations during 1967-68 ?

THE MINISTER OF COMMERCE (SHRI DINESH SINGH) : (a) and (b). A statement showing the details in respect of the Boards and most of the important Advisory Bodies connected with the Ministry of Commerce is laid on the Table of the House. [Placed in Library. See No. LT 994/68]. Information in respect of the remainder is being collected.

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

Export of Engineering Goods to Italy

*1398. SHRI R. BARUA: Will the Minister of COMMERCE be pleased to state :

(a) whether it is a fact that there is good potential market of Indian Engineering products in Italy ;

(b) whether Government have taken any steps to explore the possibility of exporting Indian engineering goods to that country recently and if so, with what results ; and

(c) the nature of the Indian engineer-

ing goods which are in demand in the Italian market ?

THE MINISTER OF COMMERCE (SHRI DINESH SINGH) : (a) Yes, Sir.

(b) and (c). Recently, a delegation of Indian businessmen visited Italy for exploring the Italian market and establishing contacts. There were four members from the engineering sector in the delegation. The delegation has found that there are prospects, among other things, for our iron and steel items and automobile spare parts, in addition to certain items like cutlery, dry batteries and Electro-plated nickel-silver wares which have been exported in recent times.

Mining and Allied Engineering Corporation, Durgapur

*1399. SHRI K. RAMANI :

SHRI P. RAMAMURTI :

SHRI BHAGABAN DAS :

SHRI GANESH GHOSH :

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

(a) the terms and conditions of service of the apprentice engineering Assistants of Mining and Allied Engineering Corporation, Durgapur ;

(b) whether it is a fact that a large number of Apprentice Engineering Assistants were served with termination orders in March, 1968 ;

(c) if so, the total number of Apprentices served with termination order ; and

(d) whether Government propose to provide any alternative jobs to them ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) A copy of the letter of appointment containing terms and conditions of service sent to the Apprentice Engineering Assistants is placed on the Table of the House. [Placed in Library. See No. LT-995/68].

(b) and (c). 55 Apprentice Engineering Assistants were served with termination orders in March, 1968.

(d) It is not possible to provide alternative jobs to these Apprentices in the

Mining and Allied Machinery Corporation Limited as suitable vacancies do not exist but a list of these persons along with their bio-data has been prepared and circulated to various public sector undertaking Government Departments etc. with a view to bringing to the notice of such organisations the availability of trained Engineering personnel for absorption by them in available vacancies,

प्रबन्ध अधिकरण प्रणाली

*1400 श्री मधु सिंहये : क्या औद्योगिक विकास तथा समवाय-कार्य मन्त्री यह बताने की कृपा करेंगे कि :

(क) क्या पिछले सब में प्रबन्ध अधिकरण प्रणाली के बारे में एक गैर-सरकारी सम्बन्ध के विवेयक पर चर्चा के बोर्नर सरकार द्वारा दिये गये आश्वाशन के अनुसरण में प्रबन्ध अधिकरण प्रणाली को समाप्त करने के बारे में एक विवेयक तैयारी किया जाया है ; और

(ल) यदि हाँ, तो इस विवेयक के कब तक पुस्तकालय किये जावे की सम्भावना है ?

औद्योगिक विकास तथा समवाय कार्य मन्त्री (श्री फललहीन ग्रामी अहमद) : (क) और (ल). श्रीमान् जी, सरकार का मन्त्रालय, इस सम्बन्ध में संसद के वर्तमान अधिवेशन में एक विवेयक पुस्तकालय कराये जा रहे हैं।

झंडीवें और उपचारकों का नियम

*1401. श्री रघुवीर सिंह शास्त्री : क्या औद्योगिक विकास तथा समवाय-कार्य मन्त्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सब है कि परिचम जर्मनी के तहयोग से स्थापित किये गये उद्योगों द्वारा संकर की गई भविनों और उपकरणों के विवरण के लिये सरकार ने परिचम जर्मनी की सरकार की सहायता मांगी थी ;

(ख) यदि हाँ तो इस बारे में परिचम जर्मनी की सरकार की क्षमा प्रतिक्रिया है ; और

(ग) परिचम जर्मनी से किस प्रकार की सहायता मिलने की सम्भावना है ?

ओडोगिक विकास तथा समवाय-कार्य मन्त्री (श्री फललहीन ग्रामी अहमद) : (क) से (ग). भारत सरकार और परिचम जर्मनी के बीच 14 दिसम्बर, 1967 को एक करार कर हस्ताक्षर किये गये थे जिसमें जर्मनी लंबेत परिचमी यूरोपीय देशों को भारत के इजीनियरी सामान के निर्षाल को बढ़ावा देने के लिये तकनीकी सहायता देने की व्यवस्था थी। यह योजना लेखक के नाम पर “बोलरथ योजना” के नाम से प्रसिद्ध है। करार की एक प्रति जिसमें योजना का व्यूहा दिया हुआ है, संसद पुस्तकालय में पहले ही रख दी गई है।

Production of Cars and Allotment of Cars to M.Ps.

*1402. SHRI ABDUL GHANI DAR : Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state :

(a) the annual production of Fiat and Ambassador cars at present ;

(b) the production of Fiat and Ambassador Cars during the last five years, year-wise ; and

(c) whether it is proposed to allot these cars to the Members of Parliament after every two years who have to cover their large constituencies ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) and (b). The production of Ambassador and Fiat Cars during the last five years and the first three months of the current year is as under :—

	1963	1964	1965	1966	1967	1968 (Jan. to March)
(..... Nos)						
Ambassador	8,621	15,351	15,558	19,469	20,515	7,313
Fiat	3,750	3,867	5,673	7,030	10,055	3,089

(c) No, Sir.

Hindicrafts and Handlooms Exports Corporation

*1403. SHRI BABURAO PATEL : Will the Minister of COMMERCE be pleased to state :

(a) the amount spent by the Handicrafts and Handlooms Exports Corporation on French designer, Pierre Cardin who flew to Delhi in February, 1968 as a guest of the Corporation to design dresses from Indian fabrics ;

(b) the amount of commission paid to him so far ;

(c) whether some more French or foreign designers are being engaged and if so, what are their names ; and

(d) why the work could not be entrusted to Indian designers ?

THE MINISTER OF COMMERCE (SHRI DINESH SINGH) : (a) Rs. 14,250.

(b) Nil.

(c) Certain proposals are currently being examined by the Corporation ; no final decision has yet been taken.

(d) Fashion designing in India to suit Western tastes has not yet developed and has not acquired the organization available with some foreign designers.

Silk Factory in Bhagalpur

*1404. SHRI SHIVA CHANDRA JHA : Will the Minister of COMMERCE be pleased to state :

(a) whether it is a fact that a silk factory is proposed to be set up in Bhagalpur (Bihar) in the public sector with Japanese Collaboration ;

(b) if so, the details thereof specially the terms of Collaboration and the foreign exchange involved, if any ; and

(c) the total annual production of silk in the country vis-a-vis the internal and external demand ?

THE MINISTER OF COMMERCE (SHRI DINESH SINGH) : (a) to (c). The Government of Bihar propose to set up a Spun Silk Mill of 3,000 spin dies at Bhagalpur. The foreign exchange required for the import of machinery from Japan is of the order of Rs. 63.09 lakhs. The State

Government also proposes to avail the services of a Japanese Consulting Engineer and an Assistant Consulting Engineer for a period of two years and 3 Erection Engineers for a period of three months at an approximate cost of Rs. 4.13 lakhs.

The average annual production for three years 1965-67 of raw silk is 15.99 lakh kgs. of mulberry raw silk and 5.27 lakh kgs. of non-mulberry raw silk and 0.58 lakh kg. of spun silk yarn. Domestic demand for raw silk per annum taking into account the export and indigenous requirements of fabrics is estimated at 23.5 lakh kgs. and 1 lakh kg. of spun silk yarn. At present India is a net importer and raw silk and/or spun silk yarn as such is not exported.

British India Corporation

*1405. SHRI S. M. BANERJEE : Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state :

(a) whether a final decision has been taken to take over the British India Corporation ;

(b) if not, the reason therefor ;

(c) whether top heavy administration is one of the causes for sustaining financial losses ;

(d) if so, the yearly wage bill for the supervisory staff ; and

(e) the steps taken so far to rationalise it ?

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

(b) Attention of the hon. Member is invited to the reply given on the 8th December, 1967 to part (c) of Unstarred Question No. 3677-K.

(c) If the cost incurred on Senior administrative and technical staff of the head office and the branches as well as the Deputy Managing Directors drawing a basic salary of Rs. 1,000 per month and above is taken into account, the cost comes to about 4.24 per cent of the total wage bill or about 1.2 per cent of the total production or sales during 1967.

(d) The wage bill of staff drawing a basic salary of Rs. 400/- per month and above and senior staff drawing a basic salary of Rs. 1000 per month and above during 1967 amounted to Rs. 21.64 and Rs. 11.97 lakhs respectively.

(e) It is understood that the management is examining all over-head expenses. Wherever possible, the surplus senior staff will be reduced and the expenditure on the remaining senior staff will be cut down. Some members of the senior staff have already retired from the service of the Corporation.

Increase of Exports with Italy

*1406. SHRI RABI RAY: Will the Minister of COMMERCE be pleased to state :

(a) whether his attention has been drawn to the statement of Dr. C. Rossi, President of Italian Chamber of Commerce as reported in the Patriot of the 28th March that India could easily double its exports and balance its payment position with Italy ;

(b) whether it has also been brought to his notice that Italy was keen to buy several items like hides and skins, iron ore, mica, tea, bananas, mangoes, cashewnuts and others ; and

(c) if so, the steps taken by Government to increase the exports to Italy ?

THE MINISTER OF COMMERCE (SHRI DINESH SINGH): (a) and (b). Yes, Sir.

(c) The Government have taken a series of steps to promote exports to the Common Market countries including Italy. This includes the setting up of a number of Export Promotion Offices in West Europe, participation in general and specialised fair in Italy, organisation of exclusive India events, and bilateral and multilateral discussions to create favourable conditions for the entry of our goods in the Italian market. Recently, a fourteen-member Indian Trade Delegation also visited Italy to explore the market for some of our important traditional and non-traditional goods.

The House is aware that there is a ban on the export from India of raw Hides and

the export of raw skins is regulated on quota basis. This is in accordance with our policy to encourage the export of leather and finished leather goods.

Premier Credit and Motors (Private) Limited.

8124. SHRI BABURAO PATEL: Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state :

(a) whether it is a fact that the Premier Credit and Motors (P) Ltd. has cheated over 700 depositors of nearly Rs. 28 lakhs and now unable to pay back the money ;

(b) the steps taken by Government against the firm to prevent such frauds in future ; and

(c) the names of ten such top firms, who operate on this deposit basis with the amount involved ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) According to information available with Government there are about 711 depositors who seem to have deposited with the company nearly Rs. 28 lakhs. It appears that the company has found it difficult to repay the deposits in full and have filed a petition under Section 391 of the Companies Act, 1956 along with a scheme of compromise with the unsecured depositors.

(b) Acceptance of deposits from public by companies does not require the approval of the Government or of the Company Law Board under the Companies Act. However, provisions were made in the Reserve Bank of India Act, 1934 in December, 1963 enabling the Reserve Bank to exercise control over the acceptance of deposits by non-banking companies, corporations and firms with subscribed capital in excess of Rs. 1 lakh. In pursuance of the powers vested in the Reserve Bank of India, the Bank issued general directions to non-banking companies putting a curb on the acceptance of deposits disproportionate to their capital structure. In the case of this company when a notice is received from the High Court regarding petition under Section 391 filed by the company, the

the interests of the depositors to the fullest extent possible.

S. No. (c)	Name of the company	Amount of de- posits in lakhs of rupees as on 31.3.66
1.	Motor and General Finance Ltd.	2,85.6
2.	Sundaram Finance Ltd.	1,84.6
3.	Globe Financiers (P) Ltd.	1,21.8
4.	The Instalment Supply (P) Ltd.	70.5
5.	Goodwill India Ltd.	56.4
6.	Great Finance Co. (Pvt) Ltd.	46.6
7.	Premier Credit and Motors (P) Ltd.	37.5
8.	Ferozepur Finance (Pvt) Ltd.	36.9
9.	Delhi Instalment Finance and Investment Pvt. Ltd.	35.1
10.	Prestige Finance (P) Ltd.	31.2

Gramophone Record Manufacturing Companies

(2) Shri Bhaskar Menon, Indian (Mfg. Director).

8125. SHRI BABURAO PATEL : Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state :

(a) the number, names proprietors or directors of Indian and foreign owned gramophone record manufacturing companies in India with their capital investment, annual sales, profits and wage bill;

(b) the annual export earnings of each unit, country-wise :

(c) the amount of foreign exchange with particulars of foreign components allowed annually to each unit ; and

(d) the amount repatriated annually by each foreign unit during the last five years?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) There is only one unit, namely, M/S. Gramophone Co. of India Pvt. Ltd., Calcutta, manufacturing gramophone records in the country at present. The particulars are as under:—

Directors

(1) Mr. H. J. Silverston, British (Chairman).

(3) Mr. A. A. Warren, British

(4) Mr. J.G. Stanford, British-

Authorised and paid up

capital

Rs. 1,50,00,000/-

(Entire capital held by the Gramophone Co. Ltd., U. K.)

Reserves : Rs. 15,98,813/- (as per Balance sheet of 30th June, 1967)

As per the profit and Loss Account for the year ended 30th June, 1967.

Annual Sales : Rs. 3,38,80,190/-

Profits : Rs. 13,05,036/-

**Wages, Salaries
and Bonus** **Rs.** 32,30,231/-

(b) Statement is laid on the Table of the House. [Placed in Library. See No. LT-996/68].

(c) Imports recommended in favour of M/S. Gramophone Co. of India (P) Ltd. during licensing periods 1965-66 and 1966-67 are respectively Rs. 27,690/- and Rs. 4,54 lakhs mainly for raw materials.

(d) Information is being collected

**Royalty paid to Film Producers
and Singing Artistes**

8126. SHRI BABURAO PATEL : Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state :

(a) the number and value of Indian film records sold annually by Gramophone Manufacturing Companies during the last five years ; and

(b) the amount of royalty paid during the above period to film producers and singing artistes ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) and (b). Information is not available.

Introduction of Waltair-Nagpur Express Train

8127. SHRI V. NARASIMHA RAO : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government propose to introduce a Waltair-Nagpur Express train via Raipur taking into account the demand made by the Local People to decrease heavy rush on the line ;

(b) if so, when ; and

(c) if not, the reasons therefor ?

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

(b) Does not arise.

(c) For lack of traffic justification.

रेलवे स्टेशनों के नामों को उद्दूँ में लिखना

8128. श्री रामावतार शास्त्री : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार ने रेलवे स्टेशनों के नामों को उद्दूँ में न लिखने के बारे में कोई आदेश जारी किये हैं;

(ख) यदि नहीं, तो बिहार के संयाल परगना, दरभंगा तथा अन्य कुछ जिलों के रेलवे स्टेशनों के नामों को उद्दूँ में न लिखने के क्या करए हैं;

(ग) क्या इस बारे में सरकार का विचार रेलवे प्राधिकारियों को सम्मान्य आदेश जारी करने का है; और

(घ) यदि नहीं, तो इसके क्या कारण हैं ?

रेलवे मंत्री (श्री चै. मु. पु. पुनाचा) : (क) जी नहीं।

(ख) श्रीर (य). स्टेशनों के नाम पट्टों पर रेलवे स्टेशनों के नाम लिखने के लिए किस लिपि का प्रयोग किया जाय इस सम्बन्ध में रेलवे प्रशासनों को निम्नलिखित नीति अपनाने की हिदायतें हैं :—

(i) जहाँ क्षेत्रीय भाषा मंग्रेजी तथा देव-नामरी लिपि में हिन्दी हो। मंग्रेजी तथा देव-नामरी लिपि में हिन्दी का इस्तेमाल किया जाये।

(ii) जहाँ क्षेत्रीय भाषा हिन्दी न हो। मंग्रेजी, देवनागरी लिपि में हिन्दी और क्षेत्रीय भाषा का इस्तेमाल किया जाय।

रेल प्रशासनों को हिदायत है कि वे इस नीति का कड़ाई से फलन करें। स्टेशनों के नाम उद्दूँ लिपि में लिखा जाना रेलों को दी गयी मौजूदा हिदायतों से शासित होता है।

(घ) सवाल तहीं उठता।

दक्षिणी तथा पूर्वी रेलवे पर छुट्टियों में विशेष गाड़ियाँ चलाने की गई योजना दक्षिणा तथा पूर्वी रेलवे में लागू की गई है;

(क) क्या यह सच है कि छुट्टियों में विशेष गाड़ियाँ चलाने की कोई योजना दक्षिणा तथा पूर्वी रेलवे में लागू की गई है;

(ख) क्या परिवर्तन रेलवे पर भी भास्त्रिक भीड़ को देखते हुए नई दिल्ली तथा बम्बई के बीच छुट्टियों में एक नई गाड़ी चलाने का भी प्रस्ताव है;

(ग) यदि हाँ, तो उसे कब तक जान दिया जायेगा; और

(घ) यदि नहीं, तो उसके क्या कारण हैं ?

रेलवे मंत्री (श्री चौ. मु० पुनाचा) : (क) 1968 में गर्भी के मौसम में यात्रियों की भीड़ भाड़ के समय पूजा कुट्टियों के दौरान अतिरिक्त यातायात की जरूरतों को पूरा करने के लिए दक्षिण और पूर्वी रेलवे द्वारा कुछ खास दिनों में कुट्टी स्पेशल गाड़ियां चलाने का विचार किया गया है, जिसकी व्यवस्था करते समय इस बात का ध्यान रखा जायेगा कि यह किस हद तक जरूरी है और परिचालन की दृष्टि से कहां तक व्यवहारिक है ।

(ख) नई दिल्ली-बम्बई उन मार्गों में से एक है जिस पर इस तरह की कुट्टी स्पेशल गाड़ियां चलाने का प्रस्ताव है ।

(ग) गर्भी की कुट्टी में चलायी जाने वाली पहली स्पेशल गाड़ी नयी दिल्ली से बम्बई सेन्ट्रल के लिए 27.4.1968 को और बम्बई सेन्ट्रल से नई दिल्ली के लिए 28-4-68 को चलायी जायेगी ।

(घ) सवाल नहीं उठता ।

सवाई माथोपुर और टॉक में औद्योगिक सर्वेक्षण

8130. श्री भीठा लाल भीना : क्या औद्योगिक विकास तथा समवाय-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि कुछ समय पूर्व राजस्थान के सवाई माथोपुर तथा टॉक जिलों में औद्योगिक सर्वेक्षण किया गया था;

(ख) यदि हां, तो उसका व्योरा क्या है; और

(ग) उस सर्वेक्षण के परिणामस्वरूप कौन-कौन से उद्योग स्थापित करने का विचार है ?

औद्योगिक विकास तथा समवाय-कार्य मंत्री (श्री कल्कट्टीन अली अहमद) : (क) से (ग). जानकारी इकट्ठी की जा रही है और वह समाप्ति पर रख दी जायगी ।

खानड़िप रेलवे स्टेशन पर सिगनल का प्रबन्ध

8131. श्री भीठा लाल भीना : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि कोटा डिवीजन के खानड़िप रेलवे स्टेशन पर सिगनल का प्रबन्ध संतोषजनक नहीं है;

(ख) क्या यह भी सच है कि उपरोक्त स्टेशन पर विना टिकट के यात्रा करने वाले यात्रियों की जांच करने के कोई प्रबन्ध नहीं हैं;

(ग) यदि उपरोक्त भाग (क) और (ख) का उत्तर स्वीकारात्मक है तो इसके क्या कारण हैं ;

(घ) उस स्टेशन पर उपरोक्त प्रबन्ध कब तक कर दिये जायेंगे; और

(ङ) यदि नहीं, तो इसके क्या कारण हैं ?

रेलवे मंत्री (श्री चौ. मु० पुनाचा) : (क) जी नहीं । “डी” श्रेणी का स्टेशन होने के कारण इस स्टेशन पर सिगनल नहीं है ।

(ख) जी नहीं । इस स्टेशन पर यात्रियों की टिकटों की जांच के लिए प्रबन्ध है ।

(ग) से (ङ). सवाल नहीं उठता ।

राजस्थान में नमक का उत्पादन

8132. श्री भीठा लाल भीना : क्या औद्योगिक विकास तथा समवाय-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) 1967-68 में राजस्थान में नमक का कितना उत्पादन हुआ;

(ख) क्या इस अवधि में सरकार ने राजस्थान में सामान्य नमक उद्योगों को कोई वित्तीय सहायता दी है;

(ग) यदि हां, तो उसका व्योरा क्या है; और

(घ) क्या भविष्य में भी इस प्रकार की वित्तीय सहायता देने का विचार है ?

श्रीद्वागिक विकास तथा समवाय-कार्य मंत्री
(श्री कलरुद्दीन अली अहमद) : (क) 4.09
लाल मीट्रिक टन ।

(ख) जी, नहीं ।

(ग) प्रश्न ही नहीं उठता ।

(घ) नमक के केन्द्रीय और प्रावेशिक सलाहकार बोर्डों द्वारा वित्तीय सहायता के सम्बन्ध में की गई सिफारिशों की जांच की जा रही है ।

हनुमानगढ़ तथा भटिण्डा के बीच बिना टिकट यात्रा

8133. श्री भीठा लाल भीना : क्या रेलवे मन्त्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि उत्तर रेलवे के मण्डी डबवाली स्टेशन के द्वार पर आमतौर पर कोई टिकट क्लैक्टर ड्यूटी पर नहीं होता है;

(ख) क्या यह सच है कि हनुमानगढ़ जंक्शन तथा भटिण्डा जंक्शन के बीच अधिकांश यात्री प्रायः बिना टिकट यात्रा करते हैं;

(ग) क्या यह भी सच है कि हनुमानगढ़ जंक्शन से भटिण्डा जंक्शन तक यात्रा करने वाले यात्री मण्डी डबवाली तक बिना टिकट यात्रा करते हैं और वहां से भटिण्डा जंक्शन के लिए टिकट खरीदते हैं;

(घ) क्या यह भी सच है कि उक्त स्टेशन के सभी सम्बन्धित कर्मचारियों का उक्त दुराचार में हाथ होता है;

(ङ) मण्डी डबवाली से बाहर जाने वाले यात्रियों को प्रति दिन भ्रौसतन कितने टिकट जारी किये जाते हैं और वहां पर आने वाले यात्रियों से प्रतिदिन कितने टिकट इक्टें किये जाते हैं; और

(च) उक्त भ्रष्टाचार को रोकने के लिए सरकार का क्या कार्यवाही करने का विचार है ?

रेलवे मन्त्री (श्री च० मु० पुनाचा) : (क) से (घ). जी नहीं ।

(ङ) अन्य स्टेशनों को जाने वाले यात्रियों को जारी किये गये टिकटों की दैनिक भ्रौसत सूचा.....1410

दूसरे स्टेशनों से आने वाले यात्रियों से एकत्रित किये गये टिकटों की दैनिक भ्रौसत सूचा.....1155

(च) बिना टिकट यात्रा की दुराई, जो भारतीय रेलों में सभी जगह पायी जा रही है, को रोकने के लिए अन्य खंडों के साथ-साथ इस खण्ड पर भी विशेष जांच की जा रही है ।

Allocations for Handloom Industry

8134. SHRI N. R. DEOGHARE : Will the Minister of COMMERCE be pleased to state :

(a) the state-wise allocation of grants and loans under State Plan Schemes for the handloom industry during the last three years and during the year 1968-69; and

(b) the amount utilized by Maharashtra Government from this allotment during the last three years and under what schemes ?

THE MINISTER OF COMMERCE (SHRI DINESH SINGH) : (a) and (b). A statement is laid on the Table of the House. [Placed in Library. See No. LT-997/68]

Manufacture of Turbo-blowers and Turbo-Compressors

8135. SHRI R. R. SINGH DEO : SHRI B. N. SHASTRI :

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

(a) whether it is a fact that a plant to manufacture Turbo-blowers and Turbo-Compressors for steel mills is likely to be established at Ramchandra-puram Unit of Bharat Heavy Electricals Ltd ;

(b) if so, the estimated cost and capacity of the plant ;

(c) whether it will be set up with foreign collaboration ; and

(d) if so, the foreign exchange involved?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) to (d). Bharat Heavy Electricals Ltd., have been authorised to prepare jointly with Messrs. Skoda export, Prague, a detailed project report for the expansion of the Heavy Power Equipment Plant, Ramchandrapuram (Hyderabad), for the manufacture of the following items of equipment :

- (i) Turbo-Compressors and Turbo Blowers for Steel Mills, Oxygen plants and various other chemical industries ;
- (ii) Associated Steam Turbines for the drive of axial Compressor and feed pumps ;
- (iii) Additional feed water pumps, Condensate Pumps and other Special pumps for Power Stations.

Till the report is received, scrutinised and accepted, it is not possible to say what the details of the scheme would be.

The scheme, if finally approved, is to be implemented under the credit extended by the Government Czechoslovakia to the Government of India in May, 1964.

Trade Agreement with Hungary

8136. SHRI R. R. SINGH DEO :
SHRI B. N. SHASTRI :

Will the Minister of COMMERCE be pleased to state :

(a) whether it is a fact that Government have concluded a trade agreement with Hungary ; and

(b) if so, the details thereof ?

THE MINISTER OF COMMERCE (SHRI DINESH SINGH) : (a) and (b). The Indo-Hungarian trade and payments agreement concluded on 22nd November, 1963 is valid upto the end of 1970 and copies thereof are available in the Parliament Library.

Supply of Cement to Ceylon

8137. SHRI R. R. SINGH DEO :
SHRI B. N. SHASTRI :

Will the Minister of COMMERCE be pleased to state :

(a) Whether it is a fact that an agree-

ment has been signed by Government for the supply of cement to Ceylon ; and

(b) If so, the details thereof ?

THE MINISTER OF COMMERCE (SHRI DINESH SINGH) : (a) and (b). Two contracts for supply of cement to Ceylon were signed by the State Trading Corporation of India Ltd. in March, 1968. The total quantity of cement covered by these contracts is 25800 Tonnes. Shipments against these contracts will be made by M/s. India Cements Limited on behalf of the Corporation.

Export of Steel to Hong Kong and Thailand

8138. SHRI VIRENDRAKUMAR SHAH : Will the Minister of STEEL, MINES AND METALS be pleased to state :

(a) whether a 4-man Indian steel export promotion delegation recently paid a visit to Hong Kong and Thailand ;

(b) the sale of Indian steel to Hong Kong and Thailand during 1967-68 and how for these are likely to go up during the year 1968-69 as a result of the talks with the said delegation ; and

(c) the steps which are being taken to maximise sale of Indian steel in these countries ?

THE MINISTER OF STEEL MINES AND METALS (DR. CHANNA REDDY) : (a) Yes, Sir.

(b) and (c). Following quantities of iron and steel have been exported to Hong Kong and Thailand during the year 1967-68 (upto February, 1968) :—

	Hong Kong Tonnes	Thailand Tonnes
Rounds	553	45531
Structurals	603	10206
Billets	—	505
Pig Iron	—	103

Re-Rolling Mills have been set up in these two countries. These Mills are fast extending their operations. The pattern of their demand will therefore, change from bars/rods to billets, wire rods, deformed bars and structurals. Negotiations are going on between Indian suppliers and purchasers in Hong Kong and Thailand for supply of wire rods and billets.

Industrial Licensing Policy

8139. SHRI VIRENDRAKUMAR SHAH : Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state :

(a) whether Government's attention has been drawn to the address by the Chairman of the Indian Engineering Association, Calcutta to the Fourth Annual General meeting of the Indian Engineering Association (Southern Region) held at Madras on the 15th March, 1968 urging for liberalisation of the industrial licensing policy which in its existing form has stifled competition ;

(b) if so, whether Government have reviewed the Industrial Licensing Policy in the light of the observations and suggestions made at that meeting ; and

(c) if so, the result thereof ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) No formal reference has been received by the Government from the Indian Engineering Association, Calcutta about the points made by the Chairman of this Association in his address delivered at Madras on the 15th March, 1968 but Press reports of the address have come to Government's notice.

(b) and (c). Government have been reviewing the Industrial Licensing procedures from time to time and, to an extent, the licensing procedures have already been streamlined and liberalised in various directions. All industrial units except those engaged in a few specified industries, involving fixed assets upto Rs. 25 lakhs have been exempted from the licensing provisions of Industries (Development and Regulation) Act. Certain industries which do not involve substantial import of components or raw materials have been exempted altogether from the licensing provisions of the Act. Government have also allowed the existing industrial undertakings to diversify their production without a licence upto 25 per cent of their total production and also to increase their production upto 25% of their registered/licensed capacity if certain conditions are satisfied. The licensing policy and procedures are presently being reviewed by the

Industrial Licensing Policy Inquiry Committee. Decision regarding further changes, if any, in the industrial licensing procedure will be taken after the report of this Committee becomes available.

Import of equipments against U. S. Aid Loans

8140. SHRI C. C. DESAI : Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state :

(a) whether it is a fact that large quantities of American equipments are being purchased against USAID loans although such items have been licensed for progressive manufacture in the country ;

(b) whether such imports would not be detrimental to the indigenous industry ; and

(c) the reasons why such imports cannot be totally banned in order to encourage indigenous industry ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) According to the present licensing policy goods that are available in sufficient quantities from indigenous sources are not normally allowed to be imported. No exception is made in regard to imports under US AID.

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

Import of Tractors by S.T.C.

8141. SHRI C. C. DESAI : Will the Minister of COMMERCE be pleased to state :

(a) whether the State Trading Corporation have recently imported 2,000 Zetor-2011 tractors from Czechoslovakia ;

(b) if so, the c.i.f. price and whether the c.i.f. price paid to the Czech-firm is the same as the c.i.f. price in U.K. and other countries of the world ;

(c) whether the Zetor-2011 tractors imported by the State Trading Corporation were distributed by established importers through Government organisations having no service facilities at all ;

(d) whether Government are aware that Government organisations who were

given tractors for distribution and servicing have given away contracts to the private firms for servicing the tractors instead of doing it themselves ; and

(e) the amount of commission allowed on the c.i.f. price of these tractors to these Government organisations and whether some experienced private and established importers could not have undertaken distribution and servicing at much lower rates and more efficiently ?

THE MINISTER OF COMMERCE (SHRI DINESH SINGH) : (a) The State Trading Corporation has recently imported 1,000 numbers of complete tractors model Zetor-2011 from Czechoslovakia. 1000 more Zetor-2011 tractors in semi-knocked condition are also being imported.

(b) S.T.C. has entered into contract with Czechoslovakian suppliers for the import of Zetor tractors model 2011 on C & F basis. The C & F price of a complete Zetor 2011 with accessories is Rs. 10,274/- and that of a tractor in SKD condition with accessories is Rs. 9,767/-. Insurance is arranged by the STC in India. Government have no information about the c.i.f. price of Zetor tractors in U.K. and other countries of the world.

(c) and (d). The first lot of 1,000 Zetor-2011 tractors, out of the 2000 tractors agreed to be imported from Czechoslovakia has been allotted for distribution through the various State Agro-Industries Corporations, which are Government companies as under :—

1. Agro-Industries Corporations,			
	Bihar	300 Nos.	
2. Agro-Industries Corporations,			
	Haryana	200 ..	
3. Agro-Industries Corporations,			
	Punjab	300 ..	
4. Agro-Industries Corporations,			
	U.P.	200 ..	
		1,000 Nos.	
		— — —	

These Agro-Industries Corporations which have been set up recently are making necessary arrangements to provide service facilities for these tractors.

(e) A Commission of 16½% on CIF prices which includes STC's service charges

of 1½% is allowed. Government are of the view that this arrangement will be economical and efficient.

M/s Bird and Company, Calcutta

8142. SHRI R. K. AMIN : Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state :

(a) whether a letter of intent has been issued to M/s. Bird and Company, Calcutta for manufacturing Hanomag tractors ;

(b) whether Hanomag tractor is an approved make and has been found suitable for Indian conditions ;

(c) whether M/s. Bird and Company were blacklisted for large-scale under-invoicing operations and if so, whether they qualify for receiving an Industrial licence ; and

(d) whether the former Finance Minister, Shri Sachin Chaudhary was and is still a Director/Adviser to the Bird Group of Companies ?

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

(b) Some Hanomag Tractors have been working in the country and no adverse report on their performance has come to Government's notice.

(c) This firm is not blacklisted.

(d) Shri Sachin Chaudhary was a Director of Orissa Mineral Development Corporation, Auckland Jute Company Ltd., Kumardhubi Fine Clay and Silica Works Ltd. and Titaghur Paper Mills Ltd., all companies in the Bird Group. He resigned from the said directorships on 4.1.66. Government have no information in regard to whether he was or is still an adviser to any Bird Group of Companies.

Vendor Carrying Trains on Sealdah Division

8143. SHRI JYOTIRMOY BASU :
SHRI BHAGABAN DAS :

Will the Minister of RAILWAYS be pleased to state :

(a) the number of vendor carrying

trains to Sealdah Division of the Eastern Railway ;

(b) the number of trains that run between Shantipur and Sealdah and Krishnanagar and Sealdah during the period from the 1st July, 1967 to 31st December, 1967 ;

(c) how many of them were on regular programme of checking staff ;

(d) whether S104 Down and 113 UP were checked especially ; and

(e) if so, the number of times these were checked during the above period ?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) : (a) 330 trains.

(b) 8 trains each way between Sealdah and Shantipur and 10 trains each way Sealdah and Krishnanagar City daily.

(c) On an average 8 trains were checked daily in each section during the period July to December 1967.

(d) Yes.

(e) S104 Dn. was checked five time and S113 Up four times during this period.

Deputation Allowance to Employees of Cottage Industries Emporium

8144. SHRI VIDYA DHAR BAJPAI : Will the Minister of Commerce be pleased to state :

(a) whether it is a fact that some employees of the Central Cottage Industries Emporium, Janpath, New Delhi have been sent on deputation to Super Bazar ;

(b) if so, the details of salaries drawn and the post held by them in the Emporium ;

(c) whether it is also a fact that a person from the outside private Agency has been brought on deputation in the Central Cottage Industries Emporium and paid an extra Rs. 100 per month over and above deputation allowance ; and

(d) if so, the reasons for giving the above allowance and the nature of the job entrusted to him ?

THE MINISTER OF COMMERCE (SHRI DINESH SINGH) : (a) Yes, Sir.

(b) A statement is laid on the Table of the House. [Placed in Library. See No. LT-998/68],

(c) Yes, Sir ; as no suitable candidate was available in the Emporium for appointment as Research Officer, Planning and Promotion Department of the Emporium, an ex-employee of the Emporium who is now in the service of the Indian Cooperative Union, was appointed on deputation for a period of one year on 3rd November, 1967.

(d) In addition to the usual deputation allowance, an allowance of Rs. 100/- has been sanctioned to the Research Officer in view of his qualifications, experience and additional hours of work as Research Officer as compared to the hours of work in his post in the Indian Cooperative Union.

The job entrusted to him includes Market surveys, price comparison, location of sources of supply, study of consumer demands and consumer opinion, product research, study of buyers' problems, procedure for mark-up, mark-down and related problems.

Indo-Soviet Industrial and Trade Deals

8145. SHRI SAMAR GUHA : Will the Minister of COMMERCE be pleased to state the total amount in Indian currency which U.S.S.R. have received or is likely to receive during the years 1964-65, 1965-66, 1966-67, 1967-68 and 1968-69 in respect of Indo-Soviet industrial and trade deals, separately ?

THE MINISTER OF COMMERCE (SHRI DINESH SINGH) : The amounts received or likely to be received annually by U.S.S.R. during the years 1964-65 to 1968-69 in respect of Indo-Soviet industrial and trade deals cannot be given as the accruals to different accounts are not demarcated in this manner.

Dry Battery Cells

8146. SHRI JUGAL MONDAL : Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state :

(a) the installed capacity of dry battery cells manufacturing industries in India ;

(b) the quantity manufactured during the last five years ; and

(c) the reasons for the shortage of battery cells in the market?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) The total licensed capacity for manufacturing dry batteries is 584 million cells. In addition, a letter of intent has been issued to one of the existing units for expansion of their capacity by 78 million cells. The installed capacity at present is 367 million cells and a capacity of 72 million numbers is under implementation.

(b) Production during the last five years is as under :

1963	...	276.06 million nos.
1964	...	286.55 "
1965	...	300.68 "
1966	...	328.62 "
1967	...	314.45 "

(c) Production of dry batteries during 1967 has had a set back because of the strike in one of the major manufacturing units for a period of 2 months resulting in a shortage particularly in certain brand of cells.

संसद भवन में चाय 'बुफे'

8147. श्री निहाल सिंह : क्या वाणिज्य मन्त्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि संसद भवन में चाय बोर्ड द्वारा चलाये गये चाय 'बुफे' की सुविधायें केवल संसद सदस्यों को ही उपलब्ध हैं और वहां कार्य करने वाले कर्मचारियों को वह सेवाएं उपलब्ध नहीं हैं;

(ख) क्या यह भी सच है कि चाय के खाली डिब्बे मैनेजर तथा उक्त बुफे के अन्य कर्मचारी 35 पैसे प्रति डिब्बे के हिसाब से ले जाते हैं और उन्हें बाहर जा कर 1.25 रु. प्रति डिब्बा के हिसाब से बेचते हैं;

(ग) क्या सरकारी लेखों में डिब्बों को 35 पैसे प्रति डिब्बा के हिसाब से बेचा दिखाया जाता है परन्तु जब अन्य व्यक्ति उन्हें खरीदना चाहते हैं तो उन्हें वह नहीं दिये जाते; और

(घ) यदि हां, तो चाय बुफे को गत वर्षों

में कुल कितने चाय के डिब्बे दिये गये तथा उन में से चाय बोर्ड के कर्मचारियों तथा अन्य व्यक्तियों ने अलग-अलग कितने खाली डिब्बे खरीदे?

वाणिज्य मन्त्री (श्री विनेश सिंह) : (क) जी, नहीं। परन्तु चाय बुफे संसद सदस्यों की आवश्यकताओं, कार्यालय की बैठकों आदि, पर पहले ध्यान देते हुए, संसद भवन में कार्य करने वाले कर्मचारियों को सेवा प्रदान करता है।

(ख) से (घ). चाय के खाली तथा दूटे हुए डिब्बे तत्काल बहां पर 55 पैसे प्रति खाली डिब्बे की दर पर तथा लकड़ी का छोटा खाली 'केस' 35 पैसे की दर पर 'पहले आये-पहले पाये' के आधार पर बेचे जाते हैं। जिन व्यक्तियों को ये खाली डिब्बे तथा 'केस' बेचे जाते हैं, उन का व्यौरा नहीं रखा जाता। 1966-67 में 140. 28 पैसे के 377 खाली डिब्बे आदि तथा 1967-68 में 140.25 रु. के 370 खाली डिब्बे आदि बेचे गये थे।

Production of White Printing Paper

8148. **SHRI LOBO PRABHU :**
SHRI J. MOHAMED IMAM :
SHRI N. K. SOMANI :
SHRI D. N. PATODIA :

Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to refer to the reply given to Starred Question No. 721 on the 20th March, 1968 and state :

(a) the present capacity for reduction of white printing paper; and

(b) the saving in foreign exchange for newsprint if the entire capacity is exempted from excise duty, to make the price of white printing paper competitive with newsprint?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) At present, the total capacity for the manufacture of Paper and Paper Boards in the country is 7,30,000 tonnes per annum. The total production of Paper and Paper Boards during 1967 was about 6,09,000 tonnes. It is not customary to subdivide

capacities for different varieties of paper, but at present the production of White Printing Paper is about 1,10,000 tonnes.

(b) Surplus production of white printing paper, which is about 20,000 tonnes per annum, is already being allocated to Newspapers and the quantity so allocated is exempted from the payment of excise duty. Even then, white printing paper is more costly for newspapers as compared to the indigenous as well as imported newsprint. If, however, the entire production of white printing paper is turned over to the newspapers, there will be shortage of white printing paper in the country and it will have to be imported to the extent of its extra allocation to newspapers. As it is more costly than the newsprint instead of there being any saving in foreign exchange, there will be appreciable increase in the expenditure of foreign exchange as compared to that required for the import of newsprint.

नागालैंड में फल परिरक्षण उद्योग

8149. श्री महाराज सिंह मारेती : क्या औद्योगिक विकास तथा समवायकार्य मंत्री पह बताने की कृपा करेंगे कि नागालैंड में बहुत मात्रा में पैदा होने वाले फलों के परिरक्षण के लिए उद्योग स्थापित न किये जाने के क्या कारण हैं जब कि गत बर्ष इस आंशका का निर्णय किया गया था ?

श्री औद्योगिक विकास तथा समवायकार्य मंत्री (श्री फलरुद्दीन झली आहमद) : मेसर्स आसाम कूट प्राइवेट को शिलाग में फल परिरक्षण तथा डिक्कों में बन्द करने के लिए बड़े पैमाने का एक कारखाना स्थापित करने के लिये एक औद्योगिक लाइसेंस मंजूर किया गया है जिसमें पहोसी क्षेत्रों के फलों का उपयोग करने में भी सहायता मिलेगी ।

Head T.X. Rs., Carriage Foremen and CWIs. on E. Rly.

8150. SHRI A. S. SAIGAL : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that Head Train Examiners, Carriage Foremen and

Carriage and Wagon Inspectors working against the posts controlled by the Headquarters office in the Eastern Railways have not so far been confirmed in spite of clear vacancies being available for their confirmation ; and

(b) if so, the reasons therefor and the steps being taken to get those persons confirmed ?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) : (a) and (b). While confirmation of staff was being processed, some staff represented about their seniority position. As soon as the question of seniority is decided, orders of confirmation against available vacancies will be issued.

Repair to Box Type of Wagons

8151. SHRI A. S. SAIGAL : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that inspite of several modifications in the design and constructional methods being adopted in the manufacture of BOX type of wagons, certain fittings such as spring hanger brackets, bogie, frames, head stocks, bogie frame sole plates are still failing in course of their run ;

(b) whether repairs to the above are carried out at certain Carriage and Wagon depots on the yard lines such as Andal, where adequate facilities are not provided ; and

(c) if the rely to para (b) above be in the affirmative, the reasons why sub-standard repairs are being executed in the aforesaid yards ?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) : (a) No, not on the run but in a few cases such defects are noticed while being examined in yards.

(b) Yes, repairs are carried out in such large Depots where adequate facilities are provided. Only minor repairs are attended to in yard lines to avoid wagons being immobilised.

(c) Sub-standard repairs are not being executed in the yards.

I. C. F. Type of Coaches

8152. SHRI A. S. SAIGAL : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that the flooring and side panels and underframes of some of the I. C. F. type coaches which were built 7 or 8 years ago have been found to be corroded ;

(b) if the reply to part (a) above be in the affirmative, the number of such affected coaches on Eastern, Southern, Western, South Eastern, South Central and North-east Frontier Railways ;

(c) the total estimated cost of these corroded coaches ; and

(d) if the reply of part (a) above be in the negative, the actual position in regard to the condition of the trough flooring, turn-unders of the I.C.F. type coaches ?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) : (a) Corrosion has been detected in some locations of some of the flooring members and the turn-under portions of the side panelling in a few I.C.F. coaches built 7 or more years ago.

(b) The number of coaches so affected are :

Eastern Railway	... 145
Southern Railway	... 193
Western Railway	... 122
South-Eastern Railway	... 59
South-Central Railway	... 14
Northeast Frontier Railway	... Nil
	— — —
Total :	533
	— — —

(c) The total estimated manufacturing cost of these 533 I. C. F. coaches is about Rs. 8.2 crores.

(d) Does not arise.

Train on Gunpur-Naupada N. G. Section

8153. SHRI V. NARASIMA RAO : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that the Gunpur-Naupada narrow gauge train stopped on the 31st January, 1968 due to engine trouble between Haddubangi and Sitapuram stations on the South Eastern Railway ;

(b) whether there is any proposal to improve the frequency and speed of this train ; and

(c) if so, the details thereof ?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) : (a) No. 2 N G Dn. Gunupur-Naupada mixed train stopped on 1-2-1968 between Kasinagar and Hadobhangi stations, for nearly 3 hours, owing to engine trouble.

(b) No.

(c) Does not arise.

Financial Assistance to Traders in Ladakh

8154. SHRI KUSHOK BAKULA : Will the Minister of COMMERCE be pleased to state :

(a) whether as a result of the illegal occupation of Skatdu, Sinkiang and Chang Thang by the foreign powers in 1947, some time after that, and in 1962 respectively the traders of Ladakh doing trade in those areas had to suffer heavy losses ;

(b) whether Government have given any assistance to help these traders ;

(c) if not, the reasons therefor ; and

(d) whether Government propose to give any assistance to them and allocate funds in the Fourth Five Year Plan for that purpose ?

THE MINISTER OF COMMERCE (SHRI DINESH SINGH) : (a) to (c). On account of illegal occupation of Skatdu and Chang Thang, Ladakhi trade with these places has been dislocated. The extent of losses suffered by Ladakhi traders in this connection is not known as no representations have been received to that effect and as such the question of giving any assistance by Central Government does not arise.

(d) Does not arise.

इंजनों का निर्माण

8155. श्री कंवर लाल गुप्त :

श्री शारदा नन्द :

श्री मारत सिंह चौहान :

क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) देश के इंजन बनाने वाले प्रत्येक

कारखाने में प्रति वर्ष कितने नये इंजन बनाये जाते हैं तथा उनकी वार्षिक आवश्यकता कितनी-कितनी है;

(ल) क्या उनका निर्माण करने के लिये किसी देश से सहायता मिलती है;

(ग) यदि हां, तो कितनी तथा कौन-कौन से देश यह सहायता दे रहे हैं;

(घ) क्या गत तीन वर्षों में सारी विदेशी सहायता का प्रयोग किया गया था; और

(ङ) यदि नहीं, तो इसके क्या कारण थे ?

रेसवे मंत्री (भी च० मु० पुनाचा) : (क) पिछले तीन वर्षों में (1965-66 से 1967-68 तक) नये रेल इंजनों का उत्पादन इस प्रकार रहा है :

	भाष्य	डीजल	विजली
चितरंजन रेल			
इंजन कारखाना	.		
1965-66	137	—	32
1966-67	112	—	57
1967-68	93	—	30
डीजल रेल			
इंजन कारखाना			
1965-66	—	39	—
1966-67	—	55	—
1967-68	—	66	—
मेसर्स टेल्को,			
जमशेदपुर			
1966-66	68	—	—
1966-67	68	—	—
1967-68	62	—	—

आवश्यकताओं का हिसाब एक पंचवर्षीय योजना के आधार पर किया जाता है और लगभग सभी आवश्यकताएं इन कारखानों से पूरी हो जाती हैं। उदाहरण के लिए, चौथी पंचवर्षीय योजना में केवल लगभग 70 डीजल रेल इंजन आयात करने का विचार है, जबकि

इस अवधि में सभी टाइप के लगभग 1744 इंजनों की व्यवस्था करने की योजना है।

(ख) जी, हां।

(1) सहयोग करारों के अनुसार तकनीकी सहायता —

(i) डीजल रेल इंजनों का देश में निर्माण करने के लिए मेसर्स युप आफ कार्टिनेट (बेल्जियम, फ्रांस, जर्मनी और स्टिटजरलैण्ड के आठ प्रसिद्ध उत्पादक फर्मों के समूह) से।

(ii) विजली रेल इंजनों का देश में निर्माण करने के लिए मेसर्स युप आफ कार्टिनेट (बेल्जियम, फ्रांस, जर्मनी और स्टिटजरलैण्ड के आठ प्रसिद्ध उत्पादक फर्मों के समूह) से।

(2) वित्तीय सहायता सहबद्ध और गैर-प्रायोजना ऋण के रूप में वित्तीय सहायता उपलब्ध की जाती है और इसमें से कुछ का उपयोग आवश्यकतानुसार इंजनों का उत्पादन कायम रखने के लिए किया जाता है। अप्रैल, 1965 से मार्च, 1968 तक जिन देशों एवं सियों ने सहायता दी उनके नाम और उनसे जितनी सहायता प्राप्त हुई, समतुल्य रूपयों में, उसका विवरण नीचे दिया गया है : --

(लाख रुपयों में)

कर्नाटा	152.34
फ्रांस	193.57
पश्चिमी जर्मनी	310.24
जापान	31.88
स्टिटजरलैण्ड	39.43
संयुक्त राज्य अमेरिका (एक्सिस)	1950.00
संयुक्त राज्य अमेरिका (सहायता)	127.25
पोलैण्ड	70.69
आस्ट्रिया	2.24
आई० डी० ए०	1372.15
जोड़	4188.79

(घ) (1) विदेशी फर्मों के साथ किये गये सहयोग करारों के अनुसार तकनीकी सहायता का पूरा उपयोग किया जा रहा है।

(2) जहां तक विस्तीर्ण सहायता का प्रयोग है, रेल इंजनों के निर्माण के लिए नियुक्त विदेशी मुद्रा की पूरी मात्रा के अनुसार आंदर दिए जा चुके हैं केवल 1967-68 में नियुक्त योही विदेशी मुद्रा पर आंदर नहीं दिये गये हैं। इसके सम्बन्ध में आंदरों को अतिथि रूप दिया जा रहा है।

(3) सवाल नहीं उठता।

कामों डिब्बे (कोच)

8156. श्री कंवर साह गुप्त :

श्री डॉ. पी० शाह :

श्री भरत सिंह चौहान :

क्या रेलवे मंत्री कह दिया की कृपा करें कि :

(क) विद्युत तीन वर्षों में रेलवे में कामी कातायात में कितने प्रतिशत वृद्धि हुई है;

(ल) यात्रियों की बढ़ती हुई संख्या के लिये वार्षिक रेलवे को कितने अतिरिक्त डिब्बों (कोचों) की मावश्यकता होती है;

(ग) प्रतिवर्ष कितने पुराने डिब्बों (कोचों) के स्थान पर नये डिब्बे (कोच) लगाने पड़ते हैं;

(इ) विद्युत तीन वर्षों में देश में कितने डिब्बों (कोचों) का निर्माण किया गया; और

(ड) नये डिब्बों की कमी को किस प्रकार पूरा करने का विचार है?

रेलवे मंत्री (श्री डॉ. पु. चू. चूक्काना) : (क)

विद्युत तीन वर्षों में सरकारी रेलों में प्राप्तिक्रम यात्रियों की संख्या में जो प्रतिशत वृद्धि हुई कह नीचे दी गयी है:—

प्रतिशत वृद्धि

1964-65 की तुलना में 1965-66 में 4.51

1965-66 की तुलना में 1966-67 में 5.21

1966-67 की तुलना में 1967-68 में 2.90

(ल) रेलवे के चल-स्टाक आंदरकम के

अतिरिक्त लेसे में सरकारी डिब्बे शामिल किये गये हैं:—

1965-66 149 यूनिट

1966-67 1,073 यूनिट

1967-68 890 यूनिट

(म) विद्युत तीन वर्षों में रेलवे के चल-स्टाक कार्यक्रम के बदलाव लेसे में शामिल किये गये सरकारी डिब्बों की औसत वार्षिक संख्या 447 है।

(घ) विद्युत तीन वर्षों में देश में बनाये गये सरकारी डिब्बों की संख्या इस प्रकार थी:

1965-66 1,039 यूनिट

1966-67 880 यूनिट

1967-68 1,177 यूनिट

(अनन्तिम)

उपर्युक्त आंकड़ों में विद्युत चल-स्टाक यात्रियों के उत्पादन में से बाकी बचे हुए तथा बदलाव लेसे में अपेक्षित सरकारी डिब्बों के आंकड़े भी शामिल हैं।

(इ) बदलाव और प्रतिरिक्त लेसों के अन्तर्बंध सरकारी डिब्बों की 1980-81 तक की मावश्यकताओं को पूरा करने के लिये तेरह वर्षीय संदर्भ योजना तैयार की गयी है और उस पर विचार हो रहा है। सरकारी डिब्बे निर्माण करने को वर्तमान क्षमता की मावश्यकताओं के अनुरूप समीक्षा की जायेगी।

Resolution passed by Federation of Indian Chambers of Commerce and Industry

8157. SHRI ANBUCHEZHIAN : Will the Minister of COMMERCE be pleased to state :

(a) whether it is a fact that the Federation of Indian Chambers of Commerce and Industry have urged up on Government for the abolition of export duties;

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

(c) what are other points of the resolution; and

(d) the steps taken by Government on these recommendations?

THE MINISTER OF COMMERCE (SHRI DINESH SINGH) : (a) and (b).

Yes, Sir. Some reductions in export duties have already taken place.

(c) The resolution also suggested increase in the level of cash assistance and grant of tax concessions and credit facilities for exporters to restore the competitive strength of Indian export products following devaluation of pound sterling.

(d) The Government reviewed the conditions of competition faced by Indian products in overseas markets and have taken suitable steps to increase cash assistance on selected products, to grant tax concessions for export marketing and cheaper credit facilities for exporters.

Closure of Textile Mills in South

8158. SHRI ANBUCHEZHIAN : Will the Minister of COMMERCE be pleased to state :

(a) whether it is a fact that he had a meeting with the Textile Commissioner, Bombay to consider ways for preventing the threatened closure of 19 textile Mills in Coimbatore and Tiruchi ;

(b) if so, the matter discussed ; and

(c) the steps taken to prevent the closure of textile mills ?

THE MINISTER OF COMMERCE (SHRI DINESH SINGH) : (a) to (c). The threatened closure of textile mills in the South has been engaging the attention of Government. Some of the measures taken which should assist averting the closure, are : downward readjustment in the rate structure of excise duty on some varieties of cotton yarn, abolition of duty on hank yarn upto 34 new French counts, special efforts by the Cotton Textiles Export Promotion Council to find outlets for cotton yarn in foreign markets so as to relieve pressure of accumulated stocks. Further, a Committee has recently been set up to examine and recommend measures for enabling the textile industry to secure larger financial accommodation from commercial banks *inter alia* for working capital requirements. Some of the problems of these mills concern the State Government and are receiving their attention.

Indo-Iran collaboration Scheme

8159. SHRI D. N. PATODIA :

SHRI R. BAPUR :

SHRI CHENGALRAYA NAIDU;

SHRI B. N. SHASTRI:

SHRI R. R. SINGH DEO :

SHRI HARDAYAL DEVGUN :

Will the Minister of COMMERCE be pleased to state :

(a) whether it is a fact that India and Iran are planning to collaborate with each other in setting up a number of industrial projects in India;

(b) if so, the industries which are likely to be set up under the Indo-Iranian collaboration scheme;

(c) whether the experts of both the countries propose to exchange visit for this purpose; and

(d) if so, the progress so far made in the matter ?

THE MINISTER OF COMMERCE (SHRI DINESH SINGH) : (a) During talks between the representatives of the two countries in Tehran in November, 1967 questions relating to industrial and economic cooperation between the two countries were discussed. As a result of these discussions, ten industries were identified in respect of which cooperation between the two countries was considered feasible.

(b) The ten industries identified were Railway Wagons, automobilia ancillaries and spares, textile machinery spares, Forged hand tools, wire-ropes, sewing machines, pesticides, dextrose, baby foods and sponge iron.

(c) and (d). Some Indian parties are exploring possibilities of collaboration *vis-à-vis* the above industries. Representatives of two countries are expected to meet after some time to review the progress made.

Export Promotion Programme

8160. SHRI D. N. PATODIA : Will the Minister of COMMERCE be pleased to state :

(a) whether it is a fact that proposals to step up exports to the neighbouring countries have been finalised;

(b) if not, when the decision is likely to be taken;

(c) whether it is proposed to send business executives to the countries of Europe, South-East Asia, North America and South America to study market conditions there;

(d) if so, the details thereof ?

THE MINISTER OF COMMERCE (SHRI DINESH SINGH) : (a) and (b). Various steps, like conclusion of bilateral trade agreements, periodical discussions, grant of loans etc., have been taken to step up exports to the neighbouring countries like Nepal, Ceylon, Burma and Afghanistan. No specific proposal is, however, pending finalisation in this regard.

(c) and (d). Sales-cum study Teams sponsored by different Export Promotion Councils are likely to visit countries in South East Asia, U. S. A. and Europe during the current year. A team of Railway Experts is proposed to be sent to Uruguay and Argentina to study the requirements of railway equipments.

Messrs. R. C. Abrol and Co.

8161. SHRI HARDAYAL DEVGUN : Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state :

(a) whether it is a fact that Messrs. R. C. Abrol & Co., Delhi have refused to return deposits of Rs. 35 lakhs received from the public;

(b) whether it is also a fact that the liquidation proceedings are pending in the High Court; and

(c) the action taken to see that the depositors get back their money ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) Yes, Sir. According to the information available with this Department the amount of such deposits is about Rs. 25 lakhs as on 31st January, 1966.

(b) Yes, Sir. The High Court has ordered the company to be wound up and the Official Liquidator is at present the Liquidator of the Company.

(c) The Official Liquidator has taken possession of the assets of the company and he has realised some amounts by the sale of some of the assets. The Mercantile Bank Ltd. has, however, claimed priority over this amount in view of a general agreement of hypothecation entered into by the bank and the company. The Official Liqui-

dator has filed an application for declaring the same as void and fraudulent. The Official Liquidator is also taking all necessary steps to realise the assets of the company and the depositors would be paid *pro rata* as and when he has funds to distribute.

विस्तीर्ण के लिये साफ्ट कोक के माल डिब्बे

8162. श्री शशि शूब्ध बाजपेयी : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) वर्ष 1964 से 1967 तक वर्षंवार, दिल्ली में साफ्ट कोक के कितने-कितने माल डिब्बे आये ;

(ख) क्या यह सच है कि पहले वर्षों की तुलना में गत वर्ष दिल्ली में माल डिब्बे कम आये थे; और

(ग) यदि हां तो इसके क्या कारण है ?

रेलवे मंत्री (श्री च० मु० पुनाचा) : (क) 1964 से 1967 तक दिल्ली के लिये जितने साफ्ट कोक के माल डिब्बे लादे गये उनकी संख्या का वर्षंवार व्यौरा नीचे दिया गया है :

1964	13807
1965	15724
1966	17375
1967*	16583

*पिछले तीन महीनों के प्राकड़े आवटन के शाकड़े हैं, क्योंकि राज्यवार लदान के संपुष्ट आंकड़े जो कोयला नियंत्रण द्वारा संकलित किये जाने हैं, अभी उपलब्ध नहीं हैं।

(ख) 1967 से 1966 की तुलना में लदान कम हुआ लेकिन 1964 और 1965 की तुलना में लदान अधिक रहा।

(ग) प्रकृत्वार और नवम्बर 1967 में माल में काफी गिरावट आयी जिसका कारण रेलों को मालूम नहीं है।

कोयले का बड़े बैगों में भेजा जाना

8163. श्री शशि शूब्ध बाजपेयी : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या रेलवे विभाग यह समझता है

कि कोयले को कोयले को केवल बड़े बैगनों में भेजना सुविधाजनक है;

(ख) क्या दिल्ली के कोयला व्यापारियों द्वारा छोटे और बड़े पैमानों की मांग के कारण रेलवे को असुविधा का सामना करना पड़ रहा है; और

(ग) यदि हाँ, तो इस सम्बन्ध में क्या कार्यवाही करने का विचार है?

रेलवे मंत्री (श्री चौ. मु० पुनाचा) : (क) बड़े माल डिब्बे (बी.ओ.एस माल डिब्बे) बड़े उपभोक्ता केन्द्रों के खनिज यातायात, जिसमें बड़ी मात्रा में कोयला भी शामिल है, ढोने के लिये बनाये गये हैं, क्योंकि इस प्रयोजन के लिये यह अठपहिया माल डिब्बा अधिक किफायती होता है। इन माल डिब्बों में अधिकतम कोयला ढोने से दूसरे यातायात के लिए (जिसमें छोटे उपभोक्ताओं को भेजा जाने वाला कोयला भी शामिल है) चौपहिया माल डिब्बे बड़ी संख्या में उपलब्ध हो सकते हैं।

(ख) चूंकि दिल्ली बड़ा उपभोक्ता केन्द्र है इसलिए यदि दिल्ली के लिये सभी कोयला बी.ओ.एस. रेकों में ढोया जाता तो सामान्यतः यह अधिक अच्छा होता और इससे दूसरे उपभोक्ताओं के लिये साधारण डिब्बे खाली हो जाते हैं। बी.ओ.एस. माल डिब्बों में कोयले का प्रत्येक गाड़ी भार साधारण माल डिब्बों में ढेढ़ गाड़ी भार के बराबर कोयला ढोता है।

(ग) दिल्ली के लिए सभी कोयला धीरे धीरे बी.ओ.एस. माल डिब्बों में लाने का विचार है। ऐसा कोयला व्यापारियों के परामर्श से किया जायेगा।

Tyre Manufacturers

8164. SHRI KAMESHWAR SINGH : SHRI A. SREEDHARAN :

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

(a) whether it is a fact that Government

have released one crore of rupees in foreign exchange to one of the foreign tyre manufacturers in India; and

(b) if so, the reasons therefor?

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

(b) Does not arise.

Production of Textile Machinery

8165. SHRI S. C. SAMANTA : Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state :

(a) whether the country has now become self-sufficient in the production of textile machinery;

(b) whether there is an idle capacity in textile machinery production and if so, the steps that are being taken to utilise the existing capacity as well as the capacity that may result due to development process;

(c) the reasons why India cannot compete with other countries in supplying textile machinery to neighbouring countries and developing countries; and

(d) the facilities which are being demanded by the textile machinery producers and the steps being taken to meet them?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) Our country has now achieved near self-sufficiency in the production of almost all the items of textile machinery excepting certain sophisticated items, such as, Combers, Automatic Knotter Warp Winding Machines, Single Spindle Automatic Pern Winding Machines, Automatic Looms for manufacture of specialised fabrics, sophisticated types of finishing machines and woollen spinning and waste cotton spinning machinery.

(b) Due to the prevailing situation in the Textile Industry, there has been a fall in off-take of textile machinery resulting in an idle capacity to the extent of 60% in the Textile Machinery Manufacturing Industry at present. To assist the industry

to utilise its capacity more fully, import of textile machinery has been restricted to the absolute minimum. Credit facilities have been liberalised for sale of textile machinery on deferred payment terms. The maximum limit for re-discounting of bills by Industrial Development Bank of India has been raised to Rs. 50 lakhs from Rs. 25 lakhs and the period of maturity has also been extended to 7 years in deserving cases. Incentives for exports have given. The Industrial Development Bank of India's export credit scheme which was restricted to a period of 5 years only has

been extended to 7 years in deserving cases and even upto 10 years in special cases. The Banks have also been advised not to charge the ultimate borrower more than 6%.

(c) The indigenous textile machinery industry is, by and large, in a position to complete both qualitatively and in prices with other manufactures in the foreign markets.

(d) The following are the main facilities asked for by the manufactures and action taken by Government thereon :—

Facilities asked for	Action taken by Government
(i) Stepping up the cash incentive for exports from 10% to 20%.	The matter was examined by Government and it has been considered that the present cash incentive is adequate.
(ii) Provision of medium term credit, on terms comparable with those offered by international competitors.	As mentioned in (b) above, the export credit scheme has now been extended in specially deserving cases upto 10 years.
(iii) Where aid was being given by our country to under-developed countries, a part of it should be tied to purchase of textile machinery from India ; and	This is acceptable and in fact, action has been and is being taken on these lines, wherever possible.
(iv) The State Trading Corporation of India Ltd., should make serious efforts to push up exports of textile machinery to East European countries, with which India has bilateral trade agreements.	Efforts are being made to include items of textile machinery in bilateral trade agreements, wherever possible.

Maheshwari Devi Jute Mill, Kanpur

(c) if not, the reasons therefor ?

8166. SHRI MOHAMMAD

ISMAIL :

SHRI K. M. ABRAHAM :

SHRI K. RAMANI :

SHRI P. RAMAMURTHI :

SHRI SATYA NARAIN

SINGH :

Will the Minister of COMMERCE be pleased to state :

(a) whether it is a fact that the U. P. Government have recommended to take over the Maheshwari Devi Jute Mill, Kanpur under Section 15 of the Industrial Development and Regulation Act ;

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

THE MINISTER OF COMMERCE (SHRI DINESH SINGH) : (a) No, Sir. Section 15 of the Industries (Development and Regulation) Act does not confer any power on Government to take over any industrial undertaking.

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

Quality of Indian Tea

8167. SHRI M. L. SONDHI : Will the Minister of COMMERCE be pleased to state :

(a) the steps taken for improving the quality of Indian tea ;

(b) whether Government propose to entrust it to the Tea Board to see that at every stage of manufacture, the quality of tea is maintained and rather improved ;

(c) whether Ceylon competes us in foreign markets due to the better quality of its tea ; and

(d) if so, the steps which are being considered to improve the quality of Indian tea in future so as to earn more foreign exchange ?

THE MINISTER OF COMMERCE (SHRI DINESH SINGH) : (a), (b) and (d). The question of improving the quality of tea is a function of the Tea Board. The steps taken by them in this regard are aimed at assisting Scientific and technological research for improving the quality of tea and making available to the industry various inputs like fertilisers, pesticides and better clones as well as the grant of loans for replantation or purchase of tea machinery, on certain conditions at favourable rates of interest.

(c) No, Sir.

Conditions of Service of Employees borne on the Directorate General, Technical Development List

8168. **SHRI M. L. SONDHI :** Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state :

(a) the number of firms of large scale industries, State-wise, borne on the list of Directorate-General, Technical Development, New Delhi ;

(b) how many of these firms have set out rules and regulations regarding the pay scales, leave, promotion and permanency for their employees ; and

(c) whether Government propose to insist on the firms which have no written rules for their employees to introduce these measures in order to ensure security of service and to minimise discontentment among the staff in the interest of industrial production ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) to (c), Information is being collected

and it will be laid on the Table of the House as soon as possible.

Export Houses

8169. **SHRI PREM CHAND VERMA :** Will the Minister of COMMERCE be pleased to state :

(a) whether the scheme of recognising export houses has been in vogue for some time ;

(b) If so, the functions of these export houses and how far these have been successful in increasing exports ;

(c) whether any steps have been taken to ensure that these export houses are also not monopolised by those who monopolise other industries ; and

(d) the export houses which handle exports of worth more than 10 lakh rupees per year and which are the financial interests behind them ?

THE MINISTER OF COMMERCE (SHRI DINESH SINGH) : (a) Yes, Sir. The Scheme of recognising export houses has been in vogue since 1961.

(b) The object of introducing the scheme of recognising export houses was mainly to facilitate the development of business houses specialising in export trade. The scheme has been reviewed from time to time in the light of experience. It was reviewed in 1965 and again earlier this year. In the light of the later review, a revised scheme has been announced on March 30, 1968. The new scheme is expected to limit recognition to a selected number of export houses of proven competence and resources to undertake export marketing on systematic basis. Most of the export houses which have been recognised under the earlier scheme and which also fulfil conditions for recognition under the new scheme, have been showing increasing export performance.

(c) Under the revised scheme issued on March, 30, 1968, Government will consider according recognition as an Export House to organisations with experience, ability and performance, satisfying the following conditions :—

(i) The Export House should normally be a company registered under

the Companies Act, 1956, or a Co-operative Marketing Society or a Federation registered under the appropriate law. Merchant-exporters, as well as manufacturer-exporters will be eligible for recognition.

- (ii) Members of Export House should have substantial experience in handling exports to various markets.
- (iii) The Export House should have adequate resources at its disposal to carry on export business on a large scale.
- (iv) If the Export House is a merchant-exporter, it should have enduring relations with manufacturers and suppliers in India for procurement of goods, conforming to the international standards for export.
- (v) An export House should have a sizable export turnover of not less than Rs. 25 lakhs of non-traditional products or Rs. 2 crores traditional products per annum.
- (vi) A combine of different trading concerns or manufacturing units, formed to take over their exports in a co-ordinated manner, may be recognised on the strength of the export turnover of the constituent units. In the case of new companies which are specifically set up for organising overseas sales on modern lines, recognition will be considered after due consideration of the applicant's claim and competence.

(d) A statement indicating the names of the Export Houses recognised under the old scheme, whose annual turnover was more than Rs. 10 lakhs during 1967 and the names of their directors (at the time of applying for recognition as an Export House), is laid on the Table of the House. [Placed in Library. See No. LT-999/68].

Railway Catering

8170. SHRI PREM CHAND VERMA: Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that ever since

its inception, the railway catering is running at a loss ;

(b) if so, the total amount of loss so far incurred and the monthly loss at present ;

(c) whether any investigations have been made to determine the cause of loss and if so, the result of the inquiry ; and

(d) the steps taken to eradicate the causes of continued loss ?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) Losses have been incurred every year since the inception of departmental catering except for the years 1963-64 and 1966-67 when profits were made.

(b) The amount of Profit/Loss in working departmental catering on Railways from the inception of departmental catering is as under :

Year	(+) Profit	(-) Loss
	(Figures in thousands)	
1955-56	(-)	11,01
1956-57	(-)	17,53
1957-58	(-)	21,98
1958-59	(-)	13,17
1959-60	(-)	7,05
1960-61	(-)	3,97
1961-62	(-)	6,45
1962-63	(-)	1,90
1963-64	(+)	7,56
1964-65	(-)	3,14
1965-66	(-)	6,60
1966-67	(+)	1,19

Monthly figures in respect of Profit/Loss of departmental catering are not maintained and the audited figures for the year 1967-68 are not yet available.

(c) Yes, the causes of losses incurred by departmental catering have been investigated and are as under :

- (i) Application of Central Government scales of pay and allowances to staff employed in Departmental Catering and further increases in staff costs due to periodical increases in dearness allowance ;
- (ii) Increase in cost of raw materials and stores ;
- (iii) Inspite of steadily increasing staff costs and prices of raw materials,

the tariff not being raised frequently to compensate for the additional expenditure ;

(d) Among the economy measures taken by the Railway are :

- (i) Intensification of sales and appointment of waiters, stall keepers and vendors on commission basis ;
- (ii) Tightening up of schedule of ingredients fixed for various items of food ;
- (iii) Economy in the purchase and use of provisions and fuel for cooking.

The Railway Catering and Passenger Amenities Committee have also suggested reduction in staff costs and revision of tariffs as and when necessary to compensate the rise in costs with a view to eliminating losses in Departmental catering. These suggestions are under examination.

All India Railway Ungraded Accounts Clerks' Convention

8171. SHRI K. ANIRUDHAN :
SHRI P. GOPALAN :
SHRI C. K. CHAKRAPANI :
SHRI NAMBIAR :

Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 4381 on the 19th March, 1968 and state :

- (a) the decision taken on each demand submitted by the All-India Railway Ungraded Accounts Clerks Convention jointly by Railway Board and Labour Federations;
- (b) the action taken to implement the agreed demands ;
- (c) the demands on which no agreement could be reached ; and
- (d) the reasons therefor ?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) : (a) to (d). Except in regard to the question of taking steps to improve the chances of promotion of the clerks in the lowest grade, Government do not find any justification for acceding to the other requests of the All India ungraded Accounts Clerks Convention.

As regards improvement of the pros-

pects of promotion of the Clerks in the lowest grade, instructions have been issued, to take effect from 1.4.68, that 20% of vacancies of Clerks in Gr. I in scale Rs. 130-300 (AS) in the Accounts Department earmarked for direct recruitment of graduates, which have remained unfilled because of the ban on recruitment, should be filled by promotion of serving clerks in Gr. II of the same department till resumption of recruitment of graduates ; 75% of those vacancies are to be filled by Appendix II-A qualified staff and 25% by others on the basis of seniority-cum-suitability. Further, orders have also been issued recently protecting the promotional chances of staff in the Accounts Department as on 1.10.62 (Promotions against these posts will have effect from 1.4.1968). These steps will improve the chances of promotion of the Accounts Clerks in general.

It has also been decided that Clerks, Grade II, scale Rs. 110-180, who have passed the Appendix II-A examination, should be granted 3 advance increments in scale Rs. 110-180 with effect from 1st April 1968. Those who qualify after this date will get the 3 advance increments from the date following the last date of the examination.

Porters of Kanpur Railway Station

8172. SHRI K. ANIRUDHAN :
SHRI NAMBIAR :
SHRIMATI SUSEELA
GOPALAN :
SHRI UMANATH :

Will the Minister of RAILWAYS be pleased to state :

- (a) whether it is a fact that under the licencing system in vogue before the 1st November, 1962, the porters of Kanpur Railway Station while going on leave were required to provide a substitute in their place and kept in lieu on their numbers ;
- (b) if so, whether it is a fact that this system was discontinued after the 1st November, 1962 ;
- (c) whether it is also a fact that after the 1st November, 1962, porters lose their licence if they go on leave ;
- (d) if so, whether Government propose to reintroduce the old scheme ; and
- (e) if not, the reasons therefor ?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) : (a) and (b). Prior to 1.11.62 the licensed porters at Kanpur worked under the control of a Contractor who made necessary arrangement in place of those going on leave. Details of such arrangements are not known. From 1.11.62 the decasualisation scheme was introduced under which there is no provision for substitutes.

- (c) No.
(d) and (e). Do not arise.

Surplus Staff in Foreign Traffic Accounts Office, Western Railway, Delhi and Traffic Accounts Office, Ajmer

8173. SHRI K. ANIRUDHAN : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that some staff has been declared surplus in the Foreign Traffic Accounts Office, Western Railway, Delhi and Traffic Accounts Office, Ajmer ;

(b) if so, whether the surplus staff is sitting idle and have no work ; and

(c) the number and designations of such surplus staff ?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) : (a) Yes, in the Delhi Office but not at Ajmer.

- (b) No.
(c) Does not arise.

Confirmation of Railway Employees of North Eastern Railway

8174. SHRI BHOGENDRA JHA : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that although a large number of Railway employees of the North Eastern Railway have served for more than five years, they have not so far been confirmed ; and

(b) if so, the total number of such employees and the period within which these employees are likely to be confirmed ?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) : (a) and (b). There are about 1650 such employees who are awaiting confirmation and they will be

considered for confirmation when permanent posts become available.

Duty Hours of Railway Staff on North Eastern Railway

8175. SHRI BHOGENDRA JHA : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that the gatemen of the Engineering Department in Samastipur District of North Eastern Railway have to perform duties for 24 hours ;

(b) whether the duty hours of the Assistant Station Master and Pointsmen between Darbhanga-Jainagar, Darbhanga-Nirmali, Darbhanga-Narkatiaganj, Angarghat Hasanpur Road Stations (Traffic Department) in the North Eastern Railway are at present 12 hours a day ;

(c) whether employees of the carriage staff of Mansi, Saharsa and Thana Bihpur Station have also to work for 12 hours a day : and

(d) if the replies to parts (a), (b) and (c) above be in the affirmative, whether Government propose to introduce 8 hours a day duty ; if so, when and if not, the reasons therefor ?

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

Upgrading of Posts in Railway Workshops

8176. SHRI BHOGENDRA JHA : Will the Minister of RAILWAYS be pleased to state :

(a) whether there are any instructions issued by the Railway Board which provide for 20 per cent upgrading of posts in the railway workshops ;

(b) if so, the reasons for denial of this facility to the employees of the workshops of Samastipur, Gorakhpur and Izzatnagar on the North-Eastern Railway ; and

(c) when such a facility is proposed to be provided to the employees of the said workshops ?

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

tions were issued in 1963 to upgrade 20 percent posts of skilled staff in the Mechanical workshops. These orders were extended to non-mechanical workshops provided certain prescribed conditions were fulfilled.

(b) and (c). Information is being collected and will be laid on the table of the Sabha in due course.

Night Allowance to Railway Employees

8177. SHRI BHOGENDRA JHA : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that the employees of the carriage of Mechanical Departments of Barauni, Samastipur, Sonepur, Darbhanga, Muzaffarpur, Narkatiaganj in the North-Eastern Railway have not so far been paid the arrears of Night allowance from the 1st October, 1962;

(b) whether the Railway Board had decided for the payment of the arrears of Night Allowance from the 1st October, 1967;

(c) whether it is a fact that such employees whose arrears of night allowance from the 1st October, 1962 have not so far been paid, number about 2000 in the North Eastern Railway; and

(d) if so, the reasons for the non-payment of the arrears and the time by which it is proposed to be paid ?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) : Information is being collected and will be laid on the Table of the Sabha in due course.

Leave Reserve staff on Railways

8178. SHRI ONKAR LAL BERWA : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that Railways are keeping a very low percentage of leave reserve staff resulting in great hardships to the Commercial Clerks in getting leave in time;

(b) whether it is also a fact that the Railways keep the vacancies unfilled and a number of leave reserve staff are utilised in these vacancies for a very long time for which the staff is not getting leave whenever required;

(c) the total number of posts kept vacant during 1967; and

(d) the total amount of over-time paid to the Commercial Clerks during 1967 ?

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

Tea Companies in India

8179. SHRI B. K. DASCHOWDHU-RY : Will the Minister of COMMERCE be pleased to state :

(a) the names and places of location of foreign and Indian owned tea companies in Indian with capital investments and the names of Directors together with the details of foreign collaboration, if any, in each case;

(b) the names and particulars of products with their quantity and value produced by each tea company annually during the last five years; and

(c) the value of products exported annually with the names of countries to which exported during the above period ?

THE MINISTER OF COMMERCE (SHRI DINESH SINGH) : (a) to (c). The information is being collected and will be placed on the table of the House as soon as possible.

Duties of Grade I and II Clerks

8180. SHRI E. K. NAYANAR : Will the Minister of RAILWAYS be pleased to state the duties performed by Clerks Grade I and Clerks Grade II respectively in the Traffic Accounts Offices of the Indian Railways ?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) : Information is being collected and will be laid on the Table of the Sabha in due course.

Director General, Commercial Intelligence and Statistics, Calcutta

8181. SHRI K. RAMANI : Will the Minister of RAILWAYS be pleased to state :

(a) the basis on which the cost is debited to the Director General, Commercial Intelligence and Statistics, Calcutta on

account of certain information extracted on his behalf;

(b) the amount and the number of staff charged for which the cost is debited in the year 1965-66 and 1966-67 on account of Western Railway ; and

(c) the proportion of the work involved for extracting this information to the total coding work done in the Statistical Branch of the Western Railway ?

THE MINISTER OF RAILWAYS : (SHRI C. M. POONACHA) (a) The bases of debiting cost to the Director General, Commercial Intelligence and Statistics, are given below :

(i) Upto the year 1963-64 : On the basis of the salary of the additional clerical staff engaged for this purpose;

(ii) From 1-4-64 to 31-3-66 : On the basis of the salary plus element of expenditure on account of supervision, leave salary, Provident Fund Pension and other benefits of the staff engaged for this purpose;

(iii) From 1966-67 onwards : On the basis of proportionate staff and machine charges in respect of workload involved in coding of invoices, punching/verifying of cards, machine processing and final preparation of returns as also the proportionate cost on account of additional workload involved in other jobs as a result of elaboration of code numbers to suit the requirement of Director General, Commercial Intelligence and Statistics.

The basis of compilation of statistics required by the Director General, Commercial Intelligence and Statistics was changed in stages from 1964 and a uniform procedure introduced on all the Railways from April 65. The existing procedure of debiting cost will be further reviewed to take into account the variations in cost on account of transfer of work from the Unit Record Machines to Computers.

(b) Year Amount charged No. of staff

Rs.

1965-66	80,039·63	24
1966-67	1,03,534·22	18

(c) The percentage of coding work done for this information to the total coding work in respect of goods invoices is 19·3.

Export Houses

8182. **SHRI SITARAM KESRI** : Will the Minister of COMMERCE be pleased to state :

(a) the criteria for recognition of export houses ;

(b) whether Government have received representations against the present system of recognising export houses for combining exports of conventional and unconventional goods and suggested that the quota of any one of these be doubled for recognition ; and

(c) whether Government have recognised all export houses whose annual exports of conventional goods are above Rs. 5 crores ?

THE MINISTER OF COMMERCE (SHRI DINESH SINGH) : (a) The criteria for recognition of export houses as per revised scheme announced on March 30, 68 are as follows :

(i) Export House should normally be a company registered under the Companies Act, 1956, or a co-operative marketing society or federation registered under the appropriate law. Merchant-exporters as well as manufacturer exporters will be eligible for recognition.

(ii) Members of Export Houses should have substantial experience in handling exports to various markets.

(iii) The Export House should have adequate resources at its disposal to carry on export business on a large scale.

(iv) If the Export House is a merchant-exporter, it should have enduring relations with manufacturers and suppliers in India for procurement of goods, conforming to the international standards for export.

(v) An Export House should have a sizable export turnover not less than Rs. 25 lakhs of non-traditional

products, or Rs. 2 crores of traditional products per annum.

(vi) A combine of different trading concerns or manufacturing units, formed to take over their exports in a coordinated manner, may be recognised on the strength of the export turnovers of the constituent units. In the case of new companies which are specifically set up for organising over seas sales on modern lines, recognition will be considered after due consideration of the applicant's claim and competence.

(b) No, Sir.

(c) Under the old Scheme of recognition, which has been superseded, the criteria laid down was that no recognition will be given for exporters of traditional goods. In respect of non-traditional goods, Export Houses with a minimum export turnover of Rs. 10 lakhs were recognised. Under the revised Scheme, requests from Export Houses with export turnover of not less than Rs. 2 crores of traditional goods will be considered for recognition.

Fall in Prices of Cars sold by S.T.C

SHRI SITARAM KESRI: Will the Minister of COMMERCE be pleased to state :

(a) whether it is a fact that there has been a fall in the prices of cars sold through State Trading Corporation during the last two years ;

(b) whether Government have made any inquiry to find out the causes for the fall in prices ; and

(c) whether Government are aware that the fall in prices is due to a racket by car sellers operating in collaboration with the Officials of the State Trading Corporation ?

THE MINISTER OF COMMERCE (SHRI DINESH SINGH): (a) There has been a slight fall in the prices of certain categories of imported vehicles.

(b) and (c). There has been no enquiry as such. The prices of these cars are governed by the normal laws of supply and demand. No complaint has come to Government of any collusion between sellers of cars and officials of the STC.

Sale of Cars by the State Trading Corporation

8184. SHRI SITARAM KESRI: Will the Minister of COMMERCE be pleased to state :

(a) the number of cars sold by the State Trading Corporation in each auction since the State Trading Corporation took over the sales of Embassy cars ;

(b) the number of cars that were not sold having not secured the reasonable offer and the manner in which they were disposed of ; and

(c) the total profit earned by the State Trading Corporation through the sale of cars ?

THE MINISTER OF COMMERCE (SHRI DINESH SINGH): (a) A statement showing the number of cars released for sale in the tenders is laid on the Table of the House. [Placed in Library. See No. LT-1000/68]. The total number of cars sold by the STC through tenders upto March 31, 1961 is 1637.

(b) Whenever cars do not secure reasonable offers, some of them are disposed of by the STC to priority users like Government Departments, Tourist Taxi Services, etc. The remaining cars are included in the lots for subsequent tendering. STC has not sold any car except to priority users or through the system of tenders.

(c) It will not be in the business of the STC to disclose the information.

Hamals and Khalasis in Foreign Traffic Accounts Office, W. Railway, Delhi

8185. SHRI P. RAMAMURTI: Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that the Hamals and Khalasis in the Foreign Traffic Accounts Office, Western Railway, Delhi are not allowed gazetted holidays and Sundays as holidays ;

(b) if so, the reasons therefor ;

(c) whether the same category of staff in the Northern Railway Traffic Accounts Office, Kishanganj, Delhi are enjoying these privileges ; and

(d) if so, the steps taken by Govern-

ment to bring this category of staff at par with that of Northern Railway?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) : (a) to (d). Hours of Work of different categories of employees are determined according to the Hours of Employment Regulations or the Factories Act, as the case may be, and where the staff do not get the benefit of Sunday, they get their day of periodic rest, according to rostered hours of duty.

Likewise, even in the matter of gazetted holidays entitlements, the decision is taken in respect of each category depending upon the exigencies of service and therefore different treatment may be there on different railways, and it has not been found feasible to provide any uniform procedure in this respect.

पूर्व रेलवे के कनिष्ठ लेखापालों की ओर से ज्ञापन पत्र

8187. श्री मधु लिमये : क्या रेलवे मन्त्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार की पूर्व रेलवे के कनिष्ठ लेखापालों की ओर से फरवरी, 1967 में कोई ज्ञापन पत्र मिला था जिसमें यह मांग की गई थी कि जगन्नाथ दास आयोग की सिफारिशों के अनुसार उनके वेतनमान निर्धारित किये जायें ; और

(ख) यदि हाँ तो इस सम्बन्ध में सरकार ने क्या निर्णय किया है ?

रेलवे मन्त्री (श्री चौ. मू. पुनाचा) : (क) और (ख) पूर्व रेलवे के कनिष्ठ लेखापालों की ओर से एक ज्ञापन मिला था, जिसमें यह मांग की गई थी कि रेलों पर कनिष्ठ लेखा पालों और बरिष्ठ लेखापालों के लिए निर्धारित कमशा: दो अधिकृत वेतनमानों, अर्थात् 270435 रु. और 435-575 रु. को एक में मिला दिया जाये। जगन्नाथ दास वेतन आयोग ने लेखापालों के लिए 270-575 रु. वेतनमान की सिफारिश की थी और यह सम्बद्ध विभागों पर छोड़ दिया था कि वे इसे अपनी आवश्यकतानुसार 270-

435 और 435-575 के दो वेतनमानों में विभाजित कर सकते हैं सरकार ने रेलों पर कनिष्ठ और बरिष्ठ लेखापालों के लिए दो वेतनमानों को रखने का विनिश्चय किया। इसमें किसी परिवर्तन का श्रीचित्य नहीं समझा जाता।

Promotion of Class II Railway Officers to Class I

8188. SHRI MADHU LIMAYE : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government have received any note from a U. P. Legislator from Gorakhpur about the problems and difficulties of Class II officers seeking promotion to Class I ;

(b) if so, whether the matter has been investigated/gone into ; and

(c) the conclusions reached/steps proposed to be taken to remove these difficulties ?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) : (a) Yes ; through the Hon'ble Member himself.

(b) and (c). The matter is under examination.

मुगलसराय स्टेशन में इंजन का असरना

8189. श्री मधु लिमये : क्या रेलवे मन्त्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि फरवरी, 1968 के अन्त में मुगलसराय रेलवे स्टेशन पर विजली के एक रेलवे इंजन (संख्या 20205 डब्ल्यू. ए० एम०) में आग लगी थी।

(ख) यदि हाँ, तो उसके क्या कारण थे ;

(ग) इसके परिणामस्वरूप कितनी हानी हुई ;

(घ) क्या इस घटना के बारे में जांच की गई है और उसके लिये जिम्मेदार अधिकारियों को दण्ड दिया गया है ; और

(ङ) यदि नहीं, तो इस के क्या कारण है ?

रेलवे मन्त्री (श्री चौ. मू. पुनाचा) : (क) थी हाँ।

(क) दुर्घटना की जांच से पता चैला है कि आग सम्बंधित विजली की उप विनाशकारियों से लगी होगी, जो विजली कॉटेक्टर स्ट्रिंग्स से निकले कर उस तेल में गिर रही थी, और ऐसे इंजिन के कार्य पर आंतरिकास की भशीनी से भिल कर जामा हो गया था ।

(ग) 1.52 लाख रुपये की दानों द्वाने का अनुमान है ।

(घ) दुर्घटना की जांच हो चुकी है और आंतरिकों की छान बीन की जा रही है ताकि दुर्घटना के लिए विनाशकारी कार्यकारियों के विरुद्ध कायदेवाही की जा सके ।

(ङ) सवाल नहीं उठता ।

Staff of Traffic Accounts Office,
Northern Railway

8190. SHRI P. GOPALAN : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that the Railway employees residing in Sarojini Nagar, Lodi Colony, Sewanagar and Lajpat Nagar working in the Traffic Accounts Office, Northern Railway, Kishanganj Delhi have to spend more than two hours daily in reaching office by the Train No. 2DNK ;

(b) whether any representation has been received by Government in this connection ; and

(c) if so, the steps taken by Government to remove the difficulty of the staff ?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) : (a) The durations of the journeys by 2 DNS (previously 2 DNK) shuttle from Sarojini Nagar, Lodi Colony, Sewanagar and Lajpat Nagar to Delhi-Kishanganj are 1 hour 46 minutes, 1 hour 40 minutes, one hour 35 minutes and 1 hour 30 minutes respectively.

(b) Yes.

(c) It was duly considered but the suggestion made therein has not been found operationally feasible.

Goods Ferry Contract to Private Firm at Monghyr

8191. SHRI NIHIL SINGH : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that his Department have given goods ferry contract to a private firm at Monghyr ;

(b) whether it is also a fact that in order to give impetus to public sector undertakings, the Department is considering to terminate the contract ; and

(c) whether the Department has asked Transport and Shipping Department to spare the various types of tugs lying idle at Patna ?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) : (a) and (b). No ; the route via Monghyr-Monghyr Ghat has been closed to goods traffic from 1.1.68. The contract has been terminated and the route closed in view of the meagre traffic.

(c) No.

"P.S. Bhagalpur" Steamer

8192. SHRI NIHIL SINGH : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that the steamer "P.S. Bhagalpur" has been rejected ;

(b) whether it is also a fact that adequate measures were not taken to re-float the steamer when water level was rising ; and

(c) if so, the reasons therefor ?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) : (a) Yes, the vessel was condemned in 1960.

(b) and (c). Due to the vessel being everaged and taking into account its condition it was condemned and disposed of. Therefore, the question of re-floating it did not arise.

Winter Uniform for Safaiwallas in N. Rly.
T.A/c. and W. Rly. F.A. Office, Delhi

8193. SHRI BHAGABAN DAŞ : Will the Minister of RAILWAYS be pleased to state.

(a) the details of the winter uniform

given to the Safaiwalas in the Northern Railway Traffic Accounts Office, Kishanganj, Delhi, and the Safaiwalas working in the Foreign Traffic Accounts Office, Western Railway, Kishanganj, Delhi separately ;

(b) whether it is a fact that the winter uniform given to the Safaiwalas in the two offices is not of the same standard and if so, the reasons therefor ; and

(c) the steps taken by Government to bring them at par in matter of uniforms ?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) : (a) to (c). The information is being collected and will be placed on the table of the Lok Sabha.

रुस को रेल पटरियों तथा बैगनों की सप्लाई

8194. श्री रमेश शास्त्री : क्या रेलवे मन्त्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार का व्यान 23 मार्च, 1968को बम्बई में आखिल भारतीय उद्योग संघ की आम बैठक में भूतपूर्व रेलवे मन्त्री श्री एस० के० पाटिल द्वारा दिये गये इस वक्तव्य की ओर दिलाया गया है कि रेल पटरियों तथा बैगनों की सप्लाई के लिए रुस द्वारा भारत को दिया गया क्रायादेश रुस के अपने प्रयोग के लिए नहीं है क्योंकि रुस में रेल की पटरियों का माप सप्लाई की जाने वाली-रेल पटरियों की माप से मिल्न है ; और

(ल) यदि हाँ तो इस बारे में सरकार की क्या प्रतिक्रिया है ?

रेलवे मन्त्री (श्री च० मु० पुनाचा) :
(क) और (ल). भूतपूर्व रेल मन्त्री श्री स० क० पाटिल का 23.3.68 का उक्त भाषण सरकार के नोटिस में आया है। जूँकि रेल पटरियां इस्तपात कारखानों में बनायी जाती हैं, इस लिए रेल की पटरियां रुस को निर्यात करने के किसी आडंग के बारे में रेल मंत्रालय को जानकारी नहीं है। जहाँ तक माल डिब्बों के निर्यात का सम्बन्ध है भारत के राज्य व्यापार

निगम लिमिटेड और मैसर्स मशीनों इम्पोर्ट, यू० एस० एस० भार के बीच 13.3.68 को एक संलेख पर हस्ताक्षर किये गये थे, जिसमें रुस को माल डिब्बे सप्लाई करने के लिए आगे बात चीत करने के बारे में एक प्रक्रिया निर्धारित की गई थी। रुस को रेलों के रेलचित्र और विशिष्टियां पहले ही मिल चुकी हैं। रुसी रेलों के उप मन्त्री, जो रुसी प्रतिनिधि मंडल के नेता थे; ने यह बात जोर देकर कही है कि इन माल डिब्बों की जरूरत रुस की रेलों पर इस्तेमाल के लिए है और सरकार को इसके विपरित कोई सूचना उपलब्ध नहीं है।

Promotions of Clerks Grade II to Clerks Grade I

8195. श्रीमती सुसेला गोपालन : Will the Minister of RAILWAYS be pleased to state the total number of Clerks Grade II promoted to the posts of Clerk Grade I in the Traffic Accounts Seniority unit of the Northern Railway, Delhi Kishanganj, since the 1st October, 1962 to-date showing against each name whether Appendix II-A qualified or Unqualified ?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) : 232

- (i) Appendix II-A Qualified Clerks promoted—149
- (ii) Unqualified Clerks promoted—83

Travelling Inspectors of Accounts on Western Railway

8196. श्रीमती सुसेला गोपालन : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Travelling Inspectors of Accounts are treated as line staff or office staff for the purpose of casual leaves and other holidays on the Western Railway ; and

(b) the number of casual leaves, admissible to these Travelling Inspectors of Accounts in any calendar year ?

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

Western Railway, Travelling Inspectors of Accounts are treated in the same manner as other office staff for the purpose of Casual Leave and other holidays.

(b) 12 days in a calendar year.

Complimentary Passes to Class III and Class IV Railway Staff

8197. SHRI GANESH GHOSH: Will the Minister of RAILWAYS be pleased to state :

(a) the number of complimentary passes

admissible to Class III and Class IV staff separately;

(b) whether there is any discrimination between the two and if so, the reason therefor;

(c) whether Government propose to bring both the categories at par in this regard; and

(d) if not, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) The number of privilege/post retirement complimentary passes admissible to these staff is as follows :—

Privilege Passes :

Class III

Upto 5 years' Railway service	=	1 set per year
Over 5 years' Railway service	=	3 sets per year

Class IV

Upto 5 years' Railway service	=	1 set per year
Over 5 years' Railway service	=	3 sets per year

Post-retirement Complimentary Passes :

Class III

20 years Railway service	=	1 set per year
30 years Railway service	=	2 sets per year

Class IV

25 years Railway service and over.	=	2 single journey passes once in 5 years.
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(b) There is no discrimination in the number of privilege passes granted to these staff.

The reason for the difference in post-retirement Complimentary passes is that the number of Class IV staff who will be entitled to such passes is very high and there would be administrative difficulties in issuing passes to them after establishing their identity and there would also be increase in over-crowding.

(c) and (d). In view of present financial stringency and difficulties brought out above, the present is not considered an opportune time for any liberalisation being made in the existing facility.

Import of Tractors on Rupee Payment basis,

8198. SHRI BHARAT SINGH CHAUHAN: Will the Minister of COMMERCE be pleased to state :

(a) whether Government have received offers for the import of tractors on rupee payment basis from any other country in addition to those imported from the U.S.S.R. and Czechoslovakia; and

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

THE MINISTER OF COMMERCE (SHRI DINESH SINGH): (a) and (b). Yes, Sir. Most of the East European countries are producing tractors and

exporting them. The following countries have offered different tractors as described below :—

Bulgaria :	30 HP Crawler tractor Power tillers (10 HP)
German Democratic Republic :	Wheeled tractor 30 HP
Hungary :	High HP Wheeled tractor
Rumania :	65 HP Crawler tractor 45 HP Wheeled tractor
Yugoslavia :	Crawler tractors 65 HP and above.

It may be added that Poland and Yugoslavia have collaborations for Wheeled tractors in India and are both willing to export complete tractors of the same type. Government are not agreeable to import any Wheeled tractors except in HP ranges upto 20 where there is no indigenous production. In respect of Crawler tractors, manufacture is likely to be set up shortly and the question of import of components for such manufacture is under consideration. In regard to existing collaborations, components are being imported from Poland and Yugoslavia.

Import of Nickel from U.S.S.R.

8199. SHRI DEIVEEKAN : Will the Minister of STEEL, MINES AND METALS be pleased to state :

(a) whether it is a fact that U.S.S.R. has agreed to supply 400 tonnes of Nickel to India ;

(b) if so, when it is likely to be supplied ;

(c) how far this nickel will help in the development of alloy steel industry ;

(d) whether this quantity of nickel will be supplied annually ; and

(e) whether this metal is urgently needed in India ?

THE MINISTER OF STEEL, MINES AND METALS (DR. CHANNA REDDY) :

(a) Yes, Sir.

(b) The commercial contract for this supply is being negotiated with Soviet Trade Representative in India and it is likely to be supplied during 1968.

(c) Nickel is an essential alloy in the manufacture of stainless steels and a number of other varieties of alloy and special steels. There is an acute world shortage of this metal and efforts to obtain it in open market have met with limited success. The expected supplies from U.S.S.R. will help to a great extent in running the units set up in the country for the manufacture of stainless and special steel.

(d) This quantity is for 1968 only. The requirements for 1969 and subsequent years will be discussed with the Soviet authorities at the time of finalising the annual Trade Plans.

(e) Yes, Sir.

Impact of Gheraos on Industrial Development in West Bengal

8200. SHRI GADILINGANA GOWD : Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state :

(a) whether it is a fact that even after the imposition of the President's Rule in West Bengal, the gheraos have increased in the industries ;

(b) if so, whether these gheraos have affected the development of industries ;

(c) the industries which have been affected due to these gheraos during and before Presidents' rule ;

(d) whether in view of this situation the industrialists have started shifting their business from that State ; and

(e) the steps which are being considered to help the industrialists to run their business safely ?

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

Import Duties on Agricultural Implements

8201. SHRI DEIVEEKAN : Will the Minister of COMMERCE be pleased to state :

(a) whether it is a fact that Government have taken a decision to allow the

residents of this country to import agricultural implements, including tractors, as custom-free gifts from their relatives in U.K.;

(b) if so, whether this concession will be given to those whose relatives are in other countries like U.S.A., U.S.S.R., and Canada; and

(c) if not, the reasons, therefor?

THE MINISTER OF COMMERCE (SHRI DINESH SINGH): (a) No, Sir.

(b) and (c). The matter is still under consideration.

Loading of Foodgrains of Kandla Bunder Station of Western Railway

8203. **SHRI PARTAP SINGH:** Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that at Kandla Bunder Station of the Western Railway, the daily average loading of foodgrains is nearly 300 wagons containing approximately 45,000 bags, whereas only three Markers are provided to put the Railway marks on those bags; and

(b) if so, whether it is proposed to increase the strength of the markers?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) and (b). The information is being collected and will be laid on the Table of the Sabha.

Import of Sheep from U.S.A.

8204. **SHRI SHIVA CHANDRA JHA:** Will the Minister of COMMERCE be pleased to state:

(a) whether it is a fact that India imports sheep from the U.S.A.;

(b) if so, the reason therefor and number of sheep imported from the U.S.A. so far;

(c) the estimated number of sheep to be imported during the Fourth Plan; and

(d) how much foreign exchange has been spent so far on the import of sheep and the amount to be spent for the same during the Fourth Plan?

THE MINISTER OF COMMERCE (SHRI DINESH SINGH): (a) and (b). Yes, Sir. A gift of 400 Rambouillet Sheep was received from U.S.A. during 1964-65 for developing indigenous breeds of sheep for the purpose of stepping up production of fine wool in the country. The experiments carried out with the imported sheep have proved successful and a further consignment of 1467 sheep of that breed has been imported recently.

(c) and (d). A sum of U.S. \$ 347,326, including freight, has been spent so far. It is not possible to give estimates of imports of sheep during the Fourth Plan as the Plan is still to be finalised.

Export of Manufactured and Semi-Manufactured Goods

8205. **SHRI S. S. KOTHARI:** Will the Minister of COMMERCE be pleased to state:

(a) whether it is a fact that the exports of manufactured and semi-manufactured goods have been on the increase relatively to those of primary products over the last decade; and

(b) if so, the steps taken by Government to further stimulate their exports?

THE MINISTER OF COMMERCE (SHRI DINESH SINGH): (a) Yes, Sir.

(b) A statement indicating the measures is laid on the Table of the House. [Placed in Library. See No. LT-1001/68].

Master Cards on Railways

8206. **SHRI C. K. CHAKRAPANI:** Will the Minister of RAILWAYS be pleased to state:

(a) the number of Master Cards prepared for the purpose of apportionment on each Railway due to the introduction of mechanisation in the Traffic Accounting System on Indian Railways;

(b) The number of Master Cards available at present on each Railway;

(c) the number of Master Cards prepared on each Railway separately every month in the years 1966 and 1967;

(d) whether the Master Cards are prepared on honorarium basis; and

(e) if so, the cost incurred on them on each Railway separately for the years 1966 and 1967 ?

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

Name of Railway	No. of Master Cards (in thousands)	Prepared initially	Available at present
Central :	45	109	
Eastern :	35	109	
Northern :	31	146	
North Eastern :	20	79	
North East Frontier :	7	41	
Southern :	35	113	
South Central :	48	86	
South Eastern :	26	91	
Western :	54	145	

(c) A statement is laid on the Table of the House. [Placed in Library. See No. Lt-1002/68].

(d) and (e). Yes, for certain periods, by some of the Railways.

Railway	Amount of honorarium paid in the year	
	1966	1967
	Rs.	Rs.
Central :	4,268	1,290
Eastern :	6,211	1,219
Northern :	17,775	6,310
North Eastern :	—	—
North East Frontier :	—	—
Southern :	14,211	1,765
South Central :	2,105	3,081
South Eastern :	—	—
Western :	—	—

Development of Cottage Industries in U.P.

8207. **SHRI VISHWA NATH PANDEY :** Will the Minister of COMMERCE be pleased to state :

- (a) whether the prospect of further development of cottage industries in Uttar Pradesh have been explored ; and
- (b) the amount of assistance given to

Uttar Pradesh Government during the last five years for establishing cottage industries ?

THE MINISTER OF COMMERCE (SHRI DINESH SINGH) : (a) Yes, Sir.

(b) A statement is laid on the Table of the House. [Placed in Library. See No. LT-1003/68].

Accidents on North Eastern and Southern Railways

8208. **SHRI VISHWA NATH PANDEY :** Will the Minister of RAILWAYS be pleased to state the number of accidents on the North Eastern and Southern Railways respectively during the period from the 1st January, 1967 to 28th February, 1968 ?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) : During the period 1.1.1967 to 29.2.1968, there were 176 and 163 train accidents in the categories of collisions, derailments, trains running into road traffic at level crossings and fires in trains on the North Eastern and the Southern Railways respectively.

Textile Mills in U.P.

8209. **SHRI VISHWA NATH PANDEY :** Will the Minister of COMMERCE be pleased to state :

(a) the number of Textile Mills in Uttar Pradesh and the places where they are situated ;

(b) the number of regular and casual workers employed therein ;

(c) the particulars of those mills which showed loss at the end of the year and the number of mills which are closed at present ; and

(d) the action taken by Government to help these mills ?

THE MINISTER OF COMMERCE (SHRI DINESH SINGH) : (a) and (b). There are 31 cotton textile mills in Uttar Pradesh and a statement showing the number of mills at various places in Uttar Pradesh and the number of temporary and permanent workers employed by them is laid on the Table of the House. [Placed in Library. See No. LT-1004/68].

(c) Only three mills are lying closed. Information is being collected in regard to the mill (s) which showed loss at the end of the year and will be placed on the Table of the House.

(d) Such cotton textile mills as attract the provisions of the Industries (Development and Regulation) Act are investigated under the Act. Depending upon the report of investigation, some mills which, with the injection of limited finances can be made viable within a reasonable time are placed under the above mentioned Act. Financial assistance is also given in suitable cases in consultation with the State Government concerned. When a mill happens to be so old that it would not be worth while rehabilitating it, action is taken to scrap it.

In Uttar Pradesh, at present one textile mill is being managed by Government under the above mentioned Act.

Electrification from Howrah to Tundla

8210. SHRI S. M. BANERJEE : Will the Minister of RAILWAYS be pleased to state :

(a) whether Railway electrification has been completed from Howrah to Tundla ; and

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

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) : (a) and (b). Out of the Howrah-Tundla section, electrification from Howrah to Kanpur has already been completed. The electrification of the remaining section viz. between Kanpur and Tundla is included in the current programme of electrification and the Project Estimate has been sanctioned. The detailed survey for the actual construction of the scheme has also been completed. Orders for supply and erection of overhead equipment, switching stations and LT supply booster transformer stations and traction substations have also been placed. The actual field work for the electrification of the Kanpur-Tundla section has started and is expected to be completed by 1970-71.

Railway Guards

8211. SHRI S. M. BANERJEE : Will the Minister of RAILWAYS be pleased to state :

(a) whether final decision has been

taken to better the wages and working conditions of Guards ;

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

(c) whether the members of the Guards Council met him recently ;

(d) if so, what are their demands ; and

(e) the steps taken by Government in this regard ?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) : (a) to (e). Representations were received on behalf of Guards. Their main demands are for increase in their scales of pay, redistribution of posts on percentage basis, providing better avenue of promotion and revision of rates of Running Allowance. These demands were examined by Government, but were not considered justified except that a review relating to Running Allowance was considered necessary. A Committee was appointed to review the rules and rates of Running Allowance of all categories of Running Staff (including Guards) and their report is expected by the end of May 1968.

Sick Textile Mills

8212. SHRI S. M. BANERJEE : Will the Minister of COMMERCE be pleased to state :

(a) whether any textile mills have been taken over by Government after the enactment of the Cotton Textiles (Management of Undertakings and Liquidation) Act, 1968 and if so, the number thereof ;

(b) if not, the reasons therefor ; and

(c) whether this delay is due to the non-availability of finances ?

THE MINISTER OF COMMERCE (SHRI DINESH SINGH) : (a) No, Sir.

(b) The Cotton Textiles Management of Undertakings and Liquidation or Reconstruction) Act, 1967 does not by itself provide for the initial taking over of any textile undertakings but only applies to such undertakings which are already under the Government management in terms of the provisions of the Industries (Development and Regulation) Act, 1951, or to those which may hereafter be taken over under that Act,

(c) Does not arise.

Working of Joint Collaborations

8213. SHRI RABI RAY :

SHRI DEIVEEKAN :

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

(a) whether Government's attention has been drawn to a report prepared by the All India Association of Industries after a nine-month study of the working of joint collaborations in India as reported in the National Herald of the 25th March, 1968 ;

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

(c) Government's reactions thereto ?

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

(b) A statement indicating the main recommendations made in the report is laid on the Table of the House. [Placed in Library. See No. LT-1005/68].

(c) The recommendations made in the report have been noted by Government.

Milk Powder Factories

8214. SHRI MAHANT DIGVIJAI NATH : Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state :

(a) whether it is a fact that the two milk powder factories are being set up with the collaboration of foreign countries ;

(b) the estimated production of milk powder per day ; and

(c) the location of the factories ?

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

(b) About 6 tonnes.

(c) Dholpur in Rajasthan and Indore in Madhya Pradesh.

मुसाबल और इटारसी डिवीजनों के रेलवे स्टेशन

8215. श्री गं. च० दीक्षित : क्या रेलवे मंत्री वह बताने की कृपा करेंगे कि :

(क) मुसाबल तथा इटारसी डिवीजनों

में ऐसे कितने तथा कौन-कौन से रेलवे स्टेशन हैं जो लगभग 100 वर्ष पूर्व बनाये गये थे ; और

(स) क्या बढ़ते हुए यातायात को व्याप में रखते हुए सरकार का विचार इन स्टेशनों का पुर्णांगणना करने का है ?

रेलवे मंत्री (श्री च० च० मु० मुसाबल) : (क) मध्य रेलवे में कोई इटारसी मण्डल नहीं है। मुसाबल मण्डल के दो स्टेशनों अर्द्धत माडली और भुसाबल की इमारतें 100 वर्ष पूर्व बनायी गयी थीं।

(स) जी नहीं। इन स्टेशनों की इमारतें अच्छी हालत में हैं।

व्याप्रदेश में उद्योग

8216. श्री गं. च० दीक्षित : क्या अंग्रेजिक विकास तथा समवाय-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या वर्ष 1964 से अब तक मध्य प्रदेश में उद्योग स्थापित करने के हेतु लाइसेंस दिये जाने के लिये सरकार को आवेदनपत्र मिले हैं ;

(ख) यदि हाँ, तो लाइसेंस के लिए आवेदन पत्र दिये जाने के लिये सरकार को आवेदनपत्र मिले हैं ; और

(ग) किसने आवेदन पत्र मंत्रूर किये गये हैं कितने नामज्ञर किये गये हैं तथा कितने आवेदन पत्रों पर निरांय किया जाना है ?

श्री अंग्रेजिक विकास तथा समवाय-कार्य मंत्री (श्री कल्लदीन अली अहमद) : (क) से (ग) तक व्याप्रदेश में 13-2-64 से 31-3-68 की अवधि में उद्योगों की स्थापना हेतु उद्योग (विकास तथा विनियमन) अधिनियम, 1951 के अधीन लाइसेंस प्राप्त करने के लिए प्राप्त आवेदनों की संख्या, अस्तीकृत आवेदनों की संख्या तथा उन उद्योगों के नाम जिनसे यह आवेदन पत्र हस्तांकित है, आदि का विवरण

यह है:—

- प्राप्त आवेदनों की संख्या 227
- स्वीकृत आवेदनों की संख्या 33
- रद किए गए आवेदनों की संख्या 173
- ऐसे आवेदनों की संख्या जिन पर अभी निरांय नहीं किया गया है 21
- उन उद्योगों के नाम जिनसे ये आवेदन सम्बन्धित थे —

लोहा तथा इस्पात, ढलाई, कच्चे लोहे की ढलाई, मिश्रित इस्पात, टीन की चादरें, बिना जोड़ की इस्पाती ट्युबें, कोयला और कोक, विजली के उपकरण, टेलीविजन (दूर दर्शी यंत्र), डीजल इन्जिन, मोटरों के स्टार्टर, शक्ति चालित पम्प, मालगाड़ी के डिब्बे, मोपेड, मोटर साइकिलें तथा स्कूटर, मोटर गाड़ियां तथा औद्योगिक गियर, मिलिंग कटर, डेरी की मशीनें, आटा पीसने की मशीनें, ट्रैक्टर, फँक्शनल एच० पी० मोटरें, डीजल इन्जिन, उवरंक और रसायन, सूती तथा रेशमी वस्त्र, गेहूं के उत्पादन, चीनी बीयर, बनस्पति तेल तथा बनस्पति धी, कागज, लुगदी और गता, पुनर्निमित रबड़, कांच की टाइलें तथा सीमेंट।

जहां तक स्वीकृत आवेदनों का सम्बन्ध है, अवेदन कर्ताओं के नाम तथा उन वस्तुओं जिनके निर्माण के लिए उन्हें लाइसेंस दिया जाता है, के नाम नियमित रूप से इण्डियन ट्रेड जर्नल आफ इण्डस्ट्री एण्ड ट्रेड तथा आयात निर्यात के मुख्य नियंत्रक द्वारा प्रकाशित किये जाने वाले साप्ताहिक बुलेटिन में द्वारा प्रावेदनों का ब्योरा सामान्यतः प्रकाशित नहीं किया जाता है।

भुसावल-इटारसी संक्षण के स्टेशनों के प्लेटफार्म पर शेड

8217. श्री गं० च० दीक्षित: क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि:

(क) भुसावल-इटारसी संक्षण के कितने स्टेशनों के प्लेटफार्मों पर शेड बने हुए हैं;

(ख) जिन स्टेशनों के प्लेटफार्मों पर शेड नहीं हैं उन पर लोगों को घूप और वर्षा से

बचाने के लिये क्या क्या वैकल्पिक प्रबन्ध किये गये हैं;

(ग) ऐसे स्टेशनों के नाम क्या हैं जो जिला तथा तहसील मुख्यालय पर स्थित हैं परन्तु जिन के प्लेटफार्मों पर शेड नहीं हैं; और

(घ) उन स्टेशनों पर शेडों के कब तक बनाये जाने की सम्भावना है?

रेलवे मंत्री (श्री च० मु० पुनाचा) : (क) भुसावल इटारसी खण्ड के 37 स्टेशनों में से 33 स्टेशनों पर प्रतीक्षालय प्रतीक्षा शेड अथवा प्लेटफार्म पर छत के रूप में प्रतीक्षा की सुविधाएं हैं।

(ख) बाकी 4 स्टेशनों अर्थात् असीरगढ़ रोड, कुरावन, मसनगांव और छदगांव स्टेशनों पर प्रतीक्षा सम्बन्धी पर्याप्त सुविधाओं की व्यवस्था करने के प्रस्ताव तैयार किये जा रहे हैं और यदि रकम उपलब्ध हुयी, तो ये प्रस्ताव 1968-69 के निर्माण कार्यक्रम में शामिल कर लिये जायेंगे।

(ग) जिला और तहसील मुख्यालयों में स्थित स्टेशनों पर शेडों की व्यवस्था की गयी है।

(घ) उपर्युक्त (ग) के उत्तर को देखते हुए सवाल नहीं उठता।

मध्य रेलवे में भुसावल और इटारसी डिवीजनों के राजपत्रित कर्मचारी

8218. श्री गं० च० दीक्षित: क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या यह सच है कि भुसावल तथा इटारसी डिवीजनों में काम करने वाले बहुत से राजपत्रित अधिकारियों को चार बर्षों से अधिक समय से वहां तैनात किया दुश्मा है;

(ख) क्या ऐसा करना वर्तमान नियमों के विरुद्ध है; और

(ग) यदि हां, तो ऐसे अधिकारियों की

सुन्ध्या कितनी हैं और वहां से उन का तबादला न किये जाने के क्या कारण हैं ?

रेसबे मन्त्री (श्री वे० मु० पूर्वाचा) : (क) और (ख). जी. नहीं ।
(ब) सबान नहीं उठता ।

मध्य प्रदेश का औद्योगिक विकास

8219. श्री व० व० शीक्षित : क्या औद्योगिक विकास तथा समवाय-कार्य मन्त्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि औद्योगिक विकास, प्रति व्यक्ति आय और रोजगार की दृष्टि से मध्य प्रदेश अन्य राज्यों की तुलना में अधिक पिछड़ा हुआ है,

(ख) क्या मध्य प्रदेश के शीघ्र विकास के लिए सरकार का विचार वहां पर कृष्ण औद्योगिक परियोजनाएं स्थापित कराने का है, और

(ग) यदि हां, तो चौथी पंचवर्षीय योजना में सरकारी क्षेत्र में स्थापित की जाने वाली परियोजनाओं का व्यौरा क्या है ?

औद्योगिक विकास तथा समवाय-कार्य मन्त्री (श्री फ़ाज़िल दूबीन अस्सी अहमद) : (क) यह सच है कि मध्य प्रदेश देश के अल्प-विकसित राज्यों में है ।

(ख) और (ग). चूंकि चौथी पंचवर्षीय योजना बनाने का काम अभी प्रारम्भ ही किया गया है, अतः अभी यह ठीक-ठीक बता सकना संभव नहीं है कि इस अवधि के दौरान मध्य प्रदेश में कौन-कौन सी परियोजनाएं स्थापित की जाने की सम्भावना है ।

विवर में कपड़ा मिलों का बद्द होना

8221. श्री ईरवाद पाटिल : क्या चारिंग मन्त्री यह बताने की कृपा करेंगे कि :

(क) पिछले पांच वर्षों में विवर में कितने कपड़ा मिल मालिकों ने प्राप्त भिल बद्द किये और क्यों बद्द किये थे;

(ख) इन मिलों के बद्द होने के परिणाम-स्वरूप कितने मजदूर बेरोजगार हुए;

(ग) कितने भिल फिर से चालू किये गये हैं और सरकारी नियन्त्रण में क्षम कर रहे हैं; और

(घ) क्या प्रस्तावित नये नियम के अधीन कोई मिल चलाई जायेगी ?

चारिंग मन्त्री (श्री दिनेश सिंह) : (क) से (व). जालकारी एकत्र की जा रही है और सभी पट्टी पर रख दी जायेगी ।

Iron Ore for Steel Plants

8222. SHRI S. R. DAMANI : Will the Minister of STEEL, MINES AND METALS be pleased to state :

(a) whether there have been any negotiations for new prices to be paid for iron-ore required for the Steel Plants ; and

(b) if so, what will be the additional cost per tonne ?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL MINES AND METALS (SHRI P. C. SETHI) : (a) and (b). There have been some discussions with the Iron Ore Producers on the one hand and M. M. T. C. and HSL on the other. However, the revised price of Iron Ore has not been settled so far.

Small Scale Industries in Moradabad

8223. SHRI CHANDRIKA PRASAD : Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state :

(a) the number of small scale manufacturing units of all trades registered with the Small Scale Industries Service Institute, Moradabad at Present ;

(b) the production capacity of each manufacturing unit since the respective unit came into existence ; and

(c) the value of import licences given to each manufacturing unit, year-wise, since the start of the unit ; and

(d) the value and quantity of raw materials given to each unit out of the State quota ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) There is no Small Industries Service Institute at Moradabad.

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

Small Scale Industries Corporation, U.P.

8224. SHRI CHANDRIKA PRASAD: Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state :

(a) the value and quantity of stocks of each metal lying at present with the Small Scale Industries Corporation, U.P.;

(b) the period since which the current stocks are lying;

(c) the value of each quintal of every metal in the stock; and

(d) the method of distribution by the Corporation to the manufacturers?

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

Loans given to Industries in U.P.

8225. SHRI CHANDRIKA PRASAD: Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state :

(a) to how many industries in U.P. the Financial Corporation of U.P. has given loans and how many of them are at present working; and

(b) the action which is being taken or has been taken against the defaulters?

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

Allocation of Stainless Steel to U.P.

8226. SHRI CHANDRIKA PRASAD: Will the Minister of STEEL, MINES AND METALS be pleased to state :

(a) the quantity of stainless steel

allotted to Uttar Pradesh from the 1st January, 1957 to 28th February, 1968 giving its break-up year-wise;

(b) the break-up of the quantity of stainless steel, year-wise, given by the Director of Industries, Uttar Pradesh out of the quota allotted by the Government to the different manufacturers of stainless steel goods in Uttar Pradesh; and

(c) the value of import licences issued to every manufacturer of stainless steel goods in Uttar Pradesh with their addresses during the above period?

THE MINISTER OF STEEL, MINES AND METALS (SHRI CHANNA REDDY):

(a) Allocation of stainless steel sheets for manufacture of utensils were made to the Directors of Industries in various States only from the April—September, 1961 licensing period. Since April—September 1961 so far the following allocations have been made to the Director of Industries, Uttar Pradesh :

Period	Quantity in tonnes
April—September 1961	15
October 1961—March 1962	17
April—September 1964	107

(b) The allocations are made to State Directors of Industries for further distribution to the Industrial Units under their jurisdiction. Thereafter it is the responsibility of the State Authorities,

(c) It is considered that the labour and time involved in collecting this detailed information for a period over eleven years, will not be commensurate with the result.

Licences for Import of Prohibited Items

8227. SHRI SATYA NARAIN SINGH
SHRI K. M. ABRAHAM
SHR. A. K. GOPALAN
SHRI P. GOPALAN :

Will the Minister of COMMERCE be pleased to refer to the reply given to Unstarred Questions Nos. 2666 and 1878 on the 1st December, 1967 and 27th February, 1968 respectively and state :

(a) whether the Special Police Establishment has since completed the investigation regarding the issue of licences for import of prohibited items;

- (b) if so, the details thereof and decision taken thereon;
- (c) if not, when the investigations are likely to be completed; and
- (d) the reasons for the delay?

THE MINISTER OF COMMERCE (SHRI DINESH SINGH) : (a) to (d). Investigation by the Special Police Establishment is still in progress. As it has to be conducted at a number of places in India, it may take some time.

Durgapur Steel Plant

8228. **SHRI UMANATH :**
SHRI VISWANATHA MENON :
SHRI P. RAMAMURTI :
SHRI MOHAMMAD ISMAIL :

Will the Minister of STEEL, MINES and METALS be pleased to state:

- (a) whether the British Steel Corporation expert team has submitted any report on the Durgapur Steel Plant;
- (b) if so, the details thereof;
- (c) the decisions taken thereon; and
- (d) if not, when the report is likely to be submitted?

THE MINISTER OF STEEL, MINES AND METALS (DR. CHANNA REDDY):

- (a) No, Sir.
- (b) and (c) Do not arise.
- (d) It is expected that the British Steel Corporation Team's report would become available in May, 1968.

Aerial Mineral Survey

8229. **SHRI SATYA NARAIN SINGH :**
SHRI BHAGABAN DAS :
SHRI GANESH GHOSH :
SHRI P. P. ESTHOSE :

Will the Minister of STEEL, MINES and METALS be pleased to state:

- (a) whether it is a fact that M/S Parsons Corporation and M/S Aero-Service Corporation, USA have been given contract to carry out aerial mineral survey;
- (b) if so, the terms and conditions of the contract and the total amount of foreign exchange involved; and
- (c) the total amount required for the

purchase of sophisticated equipment needed to carry out aerial survey?

THE MINISTER OF STEEL, MINES AND METALS (DR. CHANNA REDDY) :

(a) Yes, Sir. M/s Parsons Corporation has been given the contract for the Operation Hardrock Project. The Aero Service Corporation has been given a sub-contract for carrying out airborne geophysical surveys.

(b) According to the terms and conditions the Contractor and sub-Contractor will carry out the work in selected areas in Andhra Pradesh, Rajasthan and Bihar under the overall direction of the Government of India. The work includes airborne electromagnetic, magnetic and radiometric surveys over approximately 144,000 line-kilometers, detailed ground follow-up work comprising ground geological, geophysical, geochemical surveys and diamond core drilling, for evaluation of mineral deposits. For this purpose, they will import aircraft fitted with necessary instrumentation, laboratory equipment etc., and experts in the field of geology, geophysics, geochemistry, photogeology, metallurgy and drilling who will work in association with Indian technical officers.

The Contractors are also expected to assist the Government of India in setting up a Central Metallurgical Laboratory and mobile chemical laboratories. The Contractors will also provide technical training for carrying out a modern integrated prospecting programme. The entire work is to be carried out within a period of 30 months from the commencement of the aerial survey operations.

The total amount of foreign exchange involved for the entire project is 3·5 million dollars provided as a loan by the U. S. Government.

(c) It is not clear as to what is implied by "sophisticated" equipment in this context. Presumably, the Hon'ble Member wish to have information regarding the equipment proposed to be imported from the USA for the work involved. The total amount involved for the purchase of such equipment for this project is \$ 0·75 million.

Model Woollen Mills, Bombay

8230. **SHRI E. K. NAYANAR :**
SHRI B. K. MODAK :
SHRI NAMBIAR :

Will the Minister of COMMERCE be pleased to refer to the reply given to Unstarred Questions Nos. 2634 and 2872 on the 1st December, 1967 and 5th March, 1968 respectively and state :

(a) the details of the C. B. I. report on illegal conversion of silk looms into woollen looms by the Model Woollen Mills Bombay;

(b) whether Government have examined the report;

(c) if so, the action taken thereon; and

(d) if not, when the examination is likely to be completed and the reasons for the delay ?

THE MINISTER OF COMMERCE (SHRI DINESH SINGH) : (a) to (d). The report is still under examination which is likely to take some more time.

Raids on Birla Group of Textile Mills

8231. **SHRI C. K. CHAKRAPANI :**
SHRI A. K. GOPALAN :
SHRI K. RAMANI :
SHRI UMANATH :

Will the Minister of COMMERCE be pleased to refer to the reply given to starred Question No. 287 on the 27th February, 1968 and state :

(a) the charges made in the charge sheets filed in the court in respect of two cotton textile mills;

(b) the names of mills against whom the scrutiny is continuing; and

(c) when the scrutiny is likely to be completed and the reasons for the delay ?

THE MINISTER OF COMMERCE (SHRI DINESH SINGH) : (a) A copy each of the charge sheets filed in the court by the Central Bureau of Investigation in respect of the two cotton textile mills, viz. M/S Birla Cotton spinning and Weaving Mills Ltd. Delhi and M/S. Technological Institute of Textiles, Bhiwani is laid on the Table of the House. [Placed in Library. See No. LT-1006/68]

(b) and (c) Scrutiny in respect of M/S Bhiwani Textile Mills, Bhiwani has also been completed and a charge sheet filed in the court. Scrutiny is in progress in respect of M/S Century Spinning and Manufacturing Co. Bombay and M/S. Jeevajirao Cotton Mills, Gwalior. In respect of the other three mills viz. M/S. New swadeshi Mills, Ahmedabad, M/S. Manjushree Textiles, Ahmedabad and M/S. Keshoram Industries, Calcutta, efforts are being made to obtain the relevant records which are, at present, lying sealed in judicial custody.

Welfare Scheme for Coir Workers

8232. **SHRI K. ANIRUDHAN :**
SHRI K. M. ABRAHAM :
SHRI A. K. GOPALAN :
SHRIMATI SUSEELA GOPALAN :

Will the Minister of COMMERCE be pleased to refer to the reply given to Unstarred Question No. 1872 on the 27th February, 1968 and state :

(a) the details of the welfare scheme submitted by the Coir Board;

(b) the decision taken by Government thereon; and

(c) if no decision has been taken so far, when it is likely to be taken and the reasons for delay ?

THE MINISTER OF COMMERCE (SHRI DINESH SINGH) : (a) A statement is laid on the Table of the House. [Placed in Library. See No. LT-1007/68]

(b) Due to resources being limited, the responsibility for welfare measures being largely that of the State Governments and the main function of the Coir Board being to develop the Coir Industry with particular reference to exports, it is considered that the Coir Board is not the appropriate institution for taking up such welfare schemes for coir workers.

(c) Does not arise.

बलवित्रों का आयात प्रौद्योगिकी

8233. **श्री शोकार लाल बोहरा :**

श्री दीपोकन :

श्री मयावन :

श्री शुशांकेशु :
 श्री लक्ष्मणार्णिम :
 श्री नारावल्लन :
 श्री लक्ष्मेतिर्थम् द्वारा :

क्या वाणिज्यम् मन्त्री यह बताने की कृपा करेंगे कि :

(क) भारतीय चलचित्रों का किन-किन देशों के नियाति किया जाता है और उन से मन पांच वर्षों में भारत को कितनी विदेशी मुद्रा प्राप्त हुई;

(ख) इन पांच वर्षों में किन-किन देशों से और किसले चलचित्रों का भारत में आयात किया गया और उन पर कितनी राशि खर्च हुई; और

(ग) आवाद किये जा रहे चलचित्रों के बद्धन के बारे में मन्त्रालय द्वारा क्या नीति अपनाई जा रही है ?

वाणिज्य मन्त्री (श्री दिनेश सिंह) : (क) चित्र मुद्र्य-मुद्र्य देशों को भारतीय चलचित्रों का नियाति किया जाता है वे ये हैं :—ग्रिटेन, पूर्वी अफ्रीका, उत्तरी अफ्रीका, पश्चिमी अफ्रीका, सूडान, मध्य पूर्व के देश, ईरान, मारीशस, फिजी, वेस्ट इन्डीज, फारस की खाड़ी के देश, श्री लंका, बर्मा, सिंगापुर तथा मलयेशिया। 1963-64 से दिसम्बर, 1967 तक नियातियों का मूल्य 182.7 लाख अमरीकी डालर था।

(ख) चलचित्रों के आयात आंकड़े वास्तविक आत्मचना तथा सांख्यिकी महानिदेशक द्वारा सीटरों में रखे जाते हैं। 1963-64 से दिसम्बर, 1967 की अवधि में 30.5 लाख अमरीकी डालर के मूल्य के 148.8 लाख सीटर का आयात किया गया। जिन अमुद्ध देशों से चलचित्रों का आयात किया गया वे ये हैं :—ग्रिटेन, संयुक्त राज्य अमेरिका तथा सोवियत रूस।

(ग) सरकार द्वारा आयातित चलचित्रों के सम्बन्ध में नीति, सूचना तथा ब्रसारण मन्त्रालय द्वारा स्थापित तदर्थ स्ट्रीनिंग समिति की

सिफारिशों पर, समय-समय पर तैयार की जाती है।

Impact of Trade Practices

8234. SHRI S. K. TAPURIAH : Will the Minister of COMMERCE be pleased to state :

(a) whether a Resolution was adopted by the UNCTAD-II calling for a study of the adverse effects of trade practices by the private enterprise of developed countries on the export of the developing countries;

(b) if so, the precise nature of the resolution and the steps which are being taken in pursuance thereof; and

(c) the precise nature of the restrictive practices envisaged in the resolution ?

THE MINISTER OF COMMERCE (SHRI DINESH SINGH) : (a) to (c) The Second UNCTAD adopted a Resolution deciding that a study be carried out on the question of the restrictive business practices adopted by private enterprises of developed countries, with special reference to the effects of such practices on the export interests of the developing countries, especially on the relatively least developed. The nature, scope and characteristics of this study is to be determined by the Trade and Development Board at its Seventh Session to be held later this year after hearing the views of the Committee on Manufactures.

हिन्दी प्रशिक्षण योजना

8235. श्री रम. स्व. विजयवर्णी : कल श्रीद्वारिगिक विकास तथा समवाय-कार्य मंत्री यह बताने की कृपा करेंगे कि:

(क) 15 मार्च, 1968 को उनके मंत्रालय में राजपत्रित अधिकारियों की संख्या कितनी थी तथा उनमें से कितने अधिकारी हिन्दी जानते थे;

(ख) ऐसे राजपत्रित अधिकारियों की संख्या कितनी हैं जो हिन्दी महीं जानते हैं तथा जो हिन्दी प्रशिक्षण योजना के अन्तर्गत हिन्दी सीख रहे हैं; और

(ग) दोष राजपत्रित अधिकारियों को कब तक हिन्दी सिखाने का विचार है ?

श्रोतोगिक विकास तथा समवाय कार्य-मंत्री (श्री फलरहीन अली अहमद) : (क) और (ख) अपेक्षित जानकारी संकलित की जा रही है और वह यथा समय सभापटल पर रख दी जायगी ।

(ग) हिन्दी शिक्षण योजना सम्बन्धी कार्य कब तक पूरा हो जायेगा इसके बारे में कोई ठीक-ठीक समय बता सकना सम्भव नहीं है ।

श्रोतोगिक विकास तथा समवाय-कार्य मंत्रालय में सरकारी कर्मचारियों को हिन्दी पढ़ाना

8236. श्री रा० स्व० विद्यार्थी : क्या श्रोतोगिक विकास तथा समवाय-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) 31 दिसम्बर, 1967 दो उनके मंत्रालय में हिन्दी न जानने वाले पहली, दूसरी और तीसरी श्रेणियों के अधिकारियों तथा कर्मचारियों की संख्या कितनी थी;

(ख) क्या उनके मंत्रालय ने उन्हें हिन्दी पढ़ाने के लिये कोई कार्यक्रम तैयार किया है; और

(ग) यदि हाँ, तो उन्हें हिन्दी पढ़ाने का काम कब तक पूरा हो जाने की सम्भावना है ?

श्रोतोगिक विकास तथा समवाय-कार्य मंत्री (श्री फलरहीन अली अहमद) : (क) अपेक्षित जानकारी इकट्ठी की जा रही है और वह शीघ्र ही सभापटल पर रख दी जायेगी ।

(ख) जी, हाँ ।

(ग) हिन्दी शिक्षण योजना सम्बन्धी कार्य कब तक पूरा हो जायेगा इसके बारे में कोई ठीक-ठीक समय बता सकना सम्भव नहीं है ।

वाणिज्य मन्त्रालय में हिन्दी न जानने वाले कर्मचारी

8237. श्री रा० स्व० विद्यार्थी : क्या वाणिज्य मन्त्री यह बताने की कृपा करेंगे कि :

(क) वाणिज्य मन्त्रालय में 31 दिसम्बर,

1967 और 15 मार्च, 1968 तक श्रेणी एक, दो और तीन में हिन्दी न जानने वाले कर्मचारियों की अलग अलग संख्या कितनी है;

(ख) ऐसे कर्मचारियों की संख्या कितनी है जो हिन्दी शिक्षण योजना के प्रन्तर्गत हिन्दी सीख रहे हैं;

(ग) क्या उनके मंत्रालय वे हिन्दी न जानने वाले या हिन्दी न सीखने वाले कर्मचारियों के सम्बन्ध में कोई "रोस्टर" तैयार किया है;

(घ) यदि हाँ, तो उनको हिन्दी सिखाने का कार्य कब तक पूरे होने की सम्भावना है; और

(इ) यदि नहीं, तो इस "रोस्टर" के कब तक तैयार हो जाने की संभावना है ?

वाणिज्य मन्त्री (श्री विनेश तिहार) : (क) और (ख) एक विवरण सभापटल पर रखा जाता है जिसमें जानकारी दी गई है। [पुस्तकालय में रख दिया गया देखिये संख्या LT-1008 168]

(ग) जी हाँ ।

(घ) लगभग पांच वर्ष में, यदि योजना के अन्तर्गत शिक्षण के लिये मनोनीत किये गये अपेक्षित निवासित रूप में हिन्दी सीखना जारी रखें ।

(इ) प्रश्न नहीं उठता ।

Manufacture of Delicate Instruments

8238. SHRI ANBUCHEZHIAN :
SHRI BEDABRATA BARUA :
SHRI B. N. SHASTRI :
SHRI R. R. SINGH DEO :

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

(a) whether it is a fact that a 4 member team of U. S. S. R. visited India to study the working of the units manufacturing delicate instruments in the country and to give advice on diversification;

(b) if so, whether they have submitted any report;

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

(d) the steps which have been taken to implement their suggestions?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) to (d) As a result of discussions held at Kota and New Delhi with the Soviet team of experts led by the Deputy Minister of Instrumentation of the U. S. S. R., a Protocol was signed in New Delhi on the 16th April, 1968 with regard to the range of instruments to be produced in the Kota factory of Instrumentation Limited. The Protocol provides, *inter alia*, for—

- (i) diversification of production at the Kota factory of Instrumentation Limited in order to utilise the spare capacity which is now expected to be available at this factory;
- (ii) the minimum essential production at Kota of certain of the complementary instruments which were originally planned for production at the projected Palghat factory of Instrumentation Ltd.; &
- (iii) the production of the most modern process instruments.

Neyveli Lignite Project

8239. SHRI HIMATSINGKA : Will the Minister of STEEL, MINES AND METALS be pleased to state :

(a) whether it is proposed to import some special mining equipment to improve the working of the Neyveli Lignite Project;

(b) if so, the circumstances necessitating this import; and

(c) the total expenditure involved and the country from which the equipment is likely to be imported?

THE MINISTER OF STEEL, MINES AND METALS (DR. CHANNA REDDY) :

(a) Yes.

(b) Additional machinery is necessary in order to raise the lignite output to 6.3 million tonnes per annum to meet the requirements of Power Station (600 MW),

Fertilizer Plant, Briquetting & Carbonisation Plant at their rated capacities.

(c) The total estimated cost is Rs. 4.5 crores. No final decision has yet been taken with regard to the countries from which the equipment is to be imported.

Delay in Railway Transits from Central India to Delhi

8240. SHRI HIMATSINGKA : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government's attention has been drawn to the reports that the delay in Railway transits from Central India to Delhi results in a loss of about Rs. 25 lakhs per month to the fruit growers;

(b) if so, the average extent of the damaged consignments of fruit received from Central India in Delhi by rail;

(c) the extent of delay that normally intervenes in the transit of the fruit from Central India to Delhi; and

(d) the reasons for this delay and the steps which are being taken to eliminate this delay?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) : (a) Government's attention has been drawn to reports about delay in transit to fruit consignments.

(b) Of the fresh fruit consignments in "smalls" and "wagon loads" which arrived New Delhi from Central India only about 0.1 and 1.5 percent respectively were delivered on assessment.

(c) and (d). Normally, there is no delay in the transit of fruit from Central India to Delhi and adequate arrangements have been made including the running of fruit specials for the expeditious movement of fresh fruit traffic from Central India to Delhi.

UNCTAD-II

8241. SHRI HIMATSINGKA : Will the Minister of COMMERCE be pleased to state :

(a) whether the Indian delegation to the UNCTAD-II had presented a draft resolution of members governing international trade relations and draft recommen-

dation on trade between the countries with different economic and social systems ;

(b) if so, the salient features of these two proposals ; and

(c) reaction of other delegates thereto ?

THE MINISTER OF COMMERCE (SHRI DINESH SINGH) : (a) to (c). The Group of '77' of developing countries, of which India is a member, had presented a draft resolution on measures governing international trade relations. This resolution also spelt out recommendations on trade between countries with different economic and social systems. The resolution with some minor amendments was adopted unanimously by the Conference. A copy each of the Resolution as agreed upon by the Group of '77' and of the one finally adopted by the Conference are laid on the Table of the House. [Placed in Library. See No. LT-1009/68]

Jute Industry

8242. **SHRI HIMATSINGKA :** Will the Minister of COMMERCE be pleased to state :

(a) whether the Indian Jute Mills Association had in a memorandum urged Government to assist jute growers with liberal supply of farm inputs and also requested for moderation in the formulation of jute price policy for the year 1968-69 with a view to obtaining higher unit yields and higher returns in order to offset increasing cultivation costs ; and

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

THE MINISTER OF COMMERCE (SHRI DINESH SINGH) : (a) The IJMA has not sent any memorandum to Government.

(b) Does not arise.

UNCTAD-II

8243. **SHRI D. C. SHARMA :**
SHRI BENI SHANKER SHARMA :

Will the Minister of COMMERCE be pleased to state :

(a) whether South Africa was suspended from the United Nations Conference on

Trade and Development held recently in New Delhi ;

(b) if so, the names of Asian, African and Latin American countries who sponsored the resolution ; and

(c) the reaction of Government thereto ?

THE MINISTER OF COMMERCE (SHRI DINESH SINGH) : (a) to (c). A resolution was adopted towards the close of the Conference recommending that the General Assembly resolution 1995 (XIX) laying down the membership of the Conference be suitably amended, as soon as possible, to exclude South Africa from the membership of UNCTAD "until it shall have terminated its policy of racial discrimination and until that fact has been duly confirmed by the General Assembly". India co-sponsored the Resolution with Afghanistan, Algeria, Barbados, Burundi, Cameroon, Central African Republic, Chad, Chile, Congo (Brazzaville), Congo (Democratic Republic of), Ethiopia, Gabon, Gambia, Ghana, Guinea, Indonesia, Iraq, Ivory Coast, Jamaica, Kenya, Liberia, Libya, Madagascar, Malaysia, Mali, Mauritania, Mexico, Morocco, Niger, Nigeria, Pakistan, Peru, Rwanda, Saudi Arabia, Senegal, Sierra Leone, Somalia, Sudan, Togo, Tunisia, Uganda, United Arab Republic, United Republic of Tanzania, Upper Volta, Venezuela, Yemen, Yugoslavia and Zambia.

Banana and Fruit Development Corporation

8244. **SHRI K. LAKKAPPA :** Will the Minister of COMMERCE be pleased to state :

(a) whether it is a fact that Banana and Fruit Development Corporation propose to raise export oriented banana plantations all over Mysore, Andhra Pradesh, Madras and Kerala ; and

(b) if so, the broad outline of the programmes and the financial assistance to be given to implement the scheme ?

THE MINISTER OF COMMERCE (SHRI DINESH SINGH) : (a) Yes, Sir.

(b) The Banana & Fruit Development Corporation had proposed to bring an area of 2,400 acres in Andhra Pradesh, 1,200 acres in Kerala, 1,200 acres in Madras and 600 acres in Mysore, under cultivation of

bananas for export. The proposal has been referred to the concerned State Governments. As regards financial implications, no final decision has yet been taken.

पश्चिम रेलवे की 19 डाउन और 20 अप गाड़ियों में शयन डिब्बे

8245. श्री औंकार लाल बेरवा : क्या रेलवे मन्त्री यह बताने की कृपा करेंगे कि:

(क) क्या यह सच है कि रेलवे की विभिन्न डिवीजनों में दूसरे दर्जे के यात्रियों के लिये शयन डिब्बों की व्यवस्था की गई है;

(ख) यदि हां, तो पश्चिम रेलवे की 19 डाउन और 20 अप गाड़ियों में ऐसे शयन डिब्बों को न लंगाये जाने के क्या कारण हैं; और

(ग) क्या निकट भविष्य में उपर्युक्त गाड़ियों में डिब्बे लगाने के बारे में कोई प्रस्तोत्र है?

रेलवे मन्त्री (श्री च० मु० पुलाचाना) : (क) से (ग). अभी केवल सीमित संख्या में दूसरे दर्जे के शयन-यान उपलब्ध हैं और वे विभिन्न मार्गों की प्रमुख डाक तथा एक्सप्रेस गाड़ियों में लगाये जाते हैं। जैसे ही दूसरे दर्जे के और शयनयान उपलब्ध होंगे, जिनके लिए आईंटर दिया जा चुका है, अन्य डाक और एक्सप्रेस गाड़ियों के साथ-साथ 19 डाउन/20 अप बम्बई सैन्टल-देहरादून एक्सप्रेस में भी दूसरे दर्जे के शयनयान लगाने के प्रश्न पर विचार किया जायेगा।

हैदराबाद में शराब का कारखाना

8246. श्री औंकार लाल बेरवा : क्या औद्योगिक विकास तथा समवाय-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि सरकार ने हैदराबाद में शराब का एक कारखाना स्थापित करने का निश्चय किया है;

(ख) यदि हां, तो उस कारखाने पर कितनी लम्बात लगने का अनुमति है; और

(ग) इस योजना की रूपरेखा क्या है ?

श्री औंकार लाल बेरवा : (क) जी, नहीं। (ख) और (ग). प्रश्न ही नहीं उठता।

उदयपुर में फास्फेट राख के निषेप

8247. श्री औंकार लाल बेरवा : क्या इस्पात, लान तथा धातु मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि राजस्वान के उदयपुर में फास्फेट राख के निषेप मिले हैं; और

(ख) यदि हां, तो इसके निकालने के लिए सरकार का कार्यबाही करने का विचार है ?

इस्पात, लान तथा धातु मंत्री (डा० चम्मा रेड्डी) : (क) हां, महोदय।

(ख) इन निषेपों का अभी अन्वेषण हो रहा है और इनकी गुणावस्था और राशि के सम्बन्ध में पक्के अनुमान का जान अन्वेषण कार्य पूरा होने पर ही हो सकेगा। तदन्तर उनको उपयोग में लाने के लिये कदम उठायें जायेंगे।

Railway Line over Farrakka Bridge

8248. SHRI B. K. DASCHOW-DHURY : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government propose to lay a railway line over the Farrakka Bridge in view of speedy progress of the Farrakka Bridge Project ; and

(b) if so, the details thereof and when it will be implemented ?

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

(b) A rail bridge is being incorporated in the Farrakka barrage scheme. The works relating to the fabrication/erection of the bridge as well as diversion of the railway tracks on either side of the barrage to suit the alignment of the barrage are being co-ordinated by the Railway autho-

rities with the Farakka Barrage authorities. The entire barrage with the rail bridge, is expected to be completed by the end of 1971.

Gramin Tel Sangh in Delhi

8249. SHRI BAL RAJ MADHOK : Will the Minister of COMMERCE be pleased to state :

(a) whether it is a fact that there is a federation of Oilmen Co-operative Society under the name of "Gramin Tel Sangh" in Delhi ;

(b) whether it is also a fact that all its member societies have become defunct, but they are drawing subsidy from Government by showing forged sales ;

(c) whether the office-bearers of this "Gramin Tel Sangh" are exploiting the Sangh for their personal gain ; and

(d) if so, the steps which have been taken by Government to prevent the misuse of funds ?

THE MINISTER OF COMMERCE (SHRI DINESH SINGH) : (a) Yes, Sir.

(b) Of the 13 member Societies constituting the Federation six have ceased to undertake village oil activities. Out of the seven societies which are still doing the work, five are given assistance by the Khadi and Village Industries Commission, Bombay, which has reported that it has not so far come across any report about any Society claiming subsidy by showing forged sales.

(c) No such complaint has been received by Government so far.

(d) Does not arise.

उत्तर रेलवे मुख्यालय में नाम डेसीमल टिकटों को प्रयोग

8250. श्री राम चरण : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि उत्तर रेलवे मुख्यालय में पत्र व्यवहार के लिये अब भी नाम डेसीमल टिकट प्रयुक्त किये जाते हैं ; और

(ख) यदि हाँ, तो इस मुख्यालय में ऐसे

टिकटों का व्यीरा क्या है और उसके पास कुल कितने मूल्य के ऐसे टिकट हैं ?

रेलवे मंत्री (श्री जो० मु० पुनाचा) : (क) जी नहीं । लेकिन 1967 में इस तरह के थोड़े से डाक-टिकट सरकारी खजाने से मिले थे और इस वर्ष के आरम्भ में उत्तर रेलवे द्वारा उनका प्रयोग किया जा रहा था ।

(ख) सबाल नहीं उठता, क्योंकि अब ये डाक-टिकट स्टाक में नहीं हैं ।

जूतों का नियर्ति

8251. श्री राम चरण : क्या नायिकम भवी 12 मार्च, 1968 के आरांकित प्रश्न संख्या 3782 के उत्तर के सम्बन्ध में वह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि वर्ष 1967 में जूतों के नियर्ति के कोटे का अनुस्य आग मैसर्ज नौवल्टी (इंडिया) एक्सपोर्ट्स, मैसर्ज भारत कला केन्द्र (प्राइवेट) लिमिटेड तथा मैसर्ज एयरो एंजेन शूज फैक्ट्री को भंजूर किया गया था ;

(ख) क्या यह सच है कि मैसर्ज भारत कला केन्द्र (प्राइवेट) लिमिटेड स्वयं जूतों का नियर्ति नहीं करते बल्कि जूतों की अन्य छोटी-छोटी दुकानों से जूते खरीद कर उनका नियर्ति करते हैं ; और

(ग) यदि हाँ, तो क्या कारण है कि सरकार जूतों के नियर्ति के आहंर ऐसी कम्पनियों को देते हैं जो स्वयं जूते नहीं बनाते हैं ?

वाणिज्य मंत्री (श्री दिनेश सिंह) : (क) जी नहीं ।

भारत का राज्य व्यापार निगम अपने सहयोगी संभरणकर्ताओं के लिये जूतों के नियर्ति के बारे में कोई कोटा निर्धारित नहीं करता। क्योंकि विदेशी खरीदारों द्वारा जूतों के नमूने चुने जाते हैं और स्वीकृत नमूनों के आधार पर वे जो आहंर देते हैं वे राज्य व्यापार

निगम द्वारा अपने सम्बन्ध सहयोगियों को कार्यान्वित करने के लिये दे दिये जाते हैं।

(ल) मैसर्स भारत कला केन्द्र (प्राइवेट) लि० जूतों की छोटी द्रूकानों से जूते नहीं खरीदते। वे स्वयं अपनी पूर्ण देख-रेख में जूते बनाने वालों से जूते बन- वाते हैं जिन्हें वे कई प्रकार की सहायता देते हैं जैसे जूते बनाने के लिये माल, तकनीकी जानकारी तथा वित्तीय सहायता प्रदान करता।

(ग) सरकार किसी भी फर्म को निर्यात के लिए आंडर नहीं देती है। सोवियत रूस के खरीदार ही भारत के राज्य व्यापार निगम लि० तथा इसके सहयोगियों के द्वारा दिये गये नमूनों के आधार पर जूतों की सप्लाई के लिए आंडर देते हैं। अपने सहयोगियों के नमूनों के आधार पर राज्य व्यापार निगम द्वारा प्राप्त आंडर कार्यान्वित करने के लिये उनको भेज दिये जाते हैं।

उत्तर प्रवेश में आयात लाइसेंसों का विवाह

जाना

8252. श्री औ० प्र० स्प० त्यागी : क्या आणिक्य मंत्री यह बताने की कृपा करेंगे कि :

(क) अपने मंत्रालय के परिपत्र संख्या 155 आई० टी० सी०/पी० एन०/86-87, जो कि दिसम्बर 1966 में जारी किया गया था, केम्नु-सार उद्योग निदेशक कानपुर ने जिन 1573 आवेदन पत्रों पर सिफारिश की थी उनके आवेदन कर्त्ताओं ने दो वर्षों में कितना उत्पादन दिखाया है;

(ख) उद्योग निदेशक कानपुर से आयात लाइसेंसों के बारे में कितनी बार सिफारिशें प्राप्त हुई थीं; और

(ग) ऐसे आवेदन पत्रों की कुल संख्या कितनी है जो 'प्रैस लाइन' के बिना ये तथा सरकार की स्वीकृति के बिना द्याये गए थे?

आणिक्य मंत्री (श्री विनेश तिस्ह) : (क) से

(ग). जानकारी एकत्र की जा रही है तथा बाद में दी जायेगी।

Import Licence to Retail Grain Dealers Co-operative Society, Bombay

8253. SHRI GEORGE FERNANDES: Will the Minister of COMMERCE be pleased to state :

(a) whether the Retail Grain Dealers' Co-operative Society Ltd., Bombay had sought an import licence for the import of cloves, dry fruits, betelnuts etc. or for allotment of imported quotas of these items ;

(b) whether their application has been rejected ; and

(c) if so, the reasons therefor ?

THE MINISTER OF COMMERCE (SHRI DJNESH SINGH) : (a) and (b). Yes, Sir.

(c) The applicant was not eligible under the Import policy in force.

कैपेसीटरों का निर्माण

8254. श्री मृत्युंजय प्रसाद : क्या औद्योगिक विकास तथा समवाय-कार्य मंत्री यह बताने की कृपा करेंगे कि क्या कैपेसीटर उद्योग देश की कैपेसीटरों सम्बन्धी समूची आवश्यकता को पूरी कर रहा है ?

श्री औद्योगिक विकास तथा समवाय-कार्य मंत्री (श्री ऋष्णराधीन अस्ती अहमद) : कैपेसीटर उद्योग, विद्युत कन्डेसरों, पावर कैपेसीटरों तथा अन्य विद्युत कन्डेसरों की सम्पूर्ण आवश्यकता पूरी कर रहा है। देश में केवल विदेश किस्म के हाईफिकेंसी तथा अत्यधिक उच्च बोल्टेज के कैपेसीटर नहीं बनाए जाते हैं।

जहां तक टेलीफोन तथा वायरलेस कन्डेसरों का सम्बन्ध है 90 से लेकर 95 प्रतिशत तक इनकी आवश्यकता देश से ही पूरी की जाती है।

कैपेसीटरों का निर्माण

8255. श्री मृत्युंजय प्रसाद : क्या औद्योगिक विकास तथा समवाय-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) निम्न वस्तुओं का उत्पादन करने

बाले कारखानों की कुल संख्या क्या है तथा उनकी उत्पादन क्षमता कितनी है और वह बास्तव में कितना उत्पादन कर रही है :

- (1) 7299503 टेलीफोन तथा वायर-लेस कंडेसर
- (2) 7299502 पावर कैपेसिटर
- (3) 7299503—केबल विद्युत के इलेक्ट्रिक कंडेसर
- (4) 7299509 अन्य इलेक्ट्रिक कंडेसर
- (5) 7299511—इलेक्ट्रिक कंडेसर के पुर्जे;

(ल) वर्ष 1965-66, 1966-67 तथा

1967-68 में कुल कितनी राशि का उपरोक्त सामान आयात किया गया था; और

(ग) क्या आयात को अनुमति देने से पहले इन कारखानों के मालिकों से पूछा गया था कि वे आयात की जाने वाली इन वस्तुओं का निर्माण कर रहे हैं अथवा उनका विचार इन वस्तुओं की मांग करने पर इनका निर्माण करने का है ?

प्रौद्योगिक विकास तथा समवाय-कार्य मन्त्री (श्री फलसदीन अली अहमद) :

(क) उद्योग	कारखानों की संख्या	उत्पादन क्षमता	उत्पादन 1967
1	2	3	4
(1) टेलीफोन एण्ड वायरलेस कंडेसर	12	555. 9 लाख संख्या	444. 7 लाख संख्या
(2) पावर कैपेसिटर	5	299,000 के०वी० आर०	100,000 के०वी० आर० (1966-67)
(3) केबल विद्युत के इलेक्ट्रिक कंडेसर	4	54.78 लाख संख्या	19.5 लाख संख्या
(4) अन्य इलेक्ट्रिक कंडेसर			
(5) इलेक्ट्रिक कंडेसरों के हिस्से		निश्चित नहीं	सामान्य रूप से कच्चे माल की आबद्धता कैपेसिटर बनाने के लिये होती है।

(म) :

(मूल्य लाख रुपयों में)

	1965-66	1966-67	1967-68 (अप्रैल - दिसम्बर)
टेलीफोन तथा वायरलेस कंडेसर	13.95	14.76	23.15
पावर कैपेसिटर	8.78	5.88	3.83
केबल विद्युत के लिये बिजली के कंडेसर	2.20	3.97	6.98
अन्य विद्युत कंडेसर	7.25	23.19	18.86
विद्युत कंडेसरों के हिस्से	42.36	19.30	28.72

(g) टेलीफोन तथा वायरलेस कंडेंसरों के अतिरिक्त अन्य कंडेंसरों के लिये आयात की अनुमति दिये जाने से पूर्व पार्टियों से यह कहा जाता है कि वे देशी निर्माताओं से सम्पर्क करें और इन निर्माताओं के पास से खेद प्रकट करने वाले पत्र प्राप्त होने के बाद ही अनुमति दी जाती है।

जहां तक टेलीफोन और वायरलेस कंडेंसरों का सम्बन्ध है ९० से ९५ प्रतिशत मांग देश के उत्पादन से पूरी की जा रही है केवल उन्हीं किस्म के कैपेसिटरों के आयात की अनुमति दी जाती है जिनका या तो देश में निर्माण नहीं होता है या वे देश में इस समय जिस क्षेत्र के अन्दर उत्पादन हो रहा है उसके बाहर हैं अथवा देश का उत्पादन मांग पूरा करने के लिए पर्याप्त नहीं है।

Export of Industrial Goods to Communist Countries

8256. SHRI D. N. PATODIA :
SHRI M. AMARSEY :
SHRI LOBO PRABHU :
SHRI K. P. SINGH DEO :
SHRI S. K. TAPURIAH :

Will the Minister of COMMERCE be pleased to state :

(a) whether industrial goods are exported to Communist countries on barter terms ;

(b) if so, whether Government have tallied their prices with those prevailing in the World Market ;

(c) the extent of adverse balance of our trade with Communist countries during the last year ; and

(d) the measures taken by Government to offset the same ?

THE MINISTER OF COMMERCE (SHRI DINESH SINGH) : (a) No, Sir. The trade between India and the East European countries is regulated by long-term Trade and Payments Agreement. The Mechanism of payment for imports in Rupees enables the East European enterprises to purchase goods in India at the same time, India is able to import goods

without payment of free currency. As there is no link between individual transactions, there is no element of barter either in the settlement of goods or purchase prices.

(b) Does not arise.

(c) There is no adverse balance of trade with East European countries during the calendar year 1967.

(d) Does not arise.

Import of Raw Wool

8257. SHRI M. L. SONDHI : Will the Minister of COMMERCE be pleased to state :

(a) the total imports of raw wool during the last three years and the amount of foreign exchange involved :

(b) the names of the countries from which the wool was imported and on what terms ; and

(c) the extent to which the indigenous wool has replaced the imported wool ?

THE MINISTER OF COMMERCE (SHRI DINESH SINGH) : (a) The total imports of raw wool during the last three years were as indicated below :

Year	Quantity (In lakh kgs.)	Value (in Rs. Lakhs)
1964-65	79.4	6,69
1965-66	65.1	4,29
1966-67	112.5	11,11
April—December 1967	96.5	9,40

(b) Raw wool was mainly imported from Australia. There were also small imports from New Zealand, U. K., Canada, the Argentine and Uruguay. Wool was mainly imported against free foreign exchange on normal commercial terms. However a quantity of 7.39 lakh kgs. of wool valued at Rs. 92.93 lakh was imported during 1966-67, from Australia, under the Colombo Plan. This wool was not paid for in foreign exchange but its cost will be credited in rupees to a Special Fund in India to be utilised for the development of the Indian woollen industry.

(c) Only a small percentage of indigenous wool is suitable for replacement of

imported wool. This is currently estimated at about 2 million kgs.

Cable Industry

8258. SHRI S. S. KOTHARI: Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state :

(a) whether it is a fact that the cable industry has considerable unutilized capacity for manufacturing telephone cables and have offered to take up their manufacture ;

(b) if so, the reasons for not allowing the utilization of such capacity ;

(c) why Government propose to establish a new factory for manufacturing telephone cables at Hyderabad at a cost of about Rs. 22 crores ; and

(d) how much foreign exchange would be required for the setting up of this factory ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) and (b). The cable manufacturers are not in a position to undertake the manufacture of communication cable required by the P. and T. Department without importing additional balancing equipment. Besides, the manufacture of Telecommunication cables is reserved for Public Sector.

(c) and (d). A second cable factory is being set up at Hyderabad in order to meet the requirements of the country. The estimated capital cost is Rs. 9.00 crores inclusive of township, with a foreign exchange component of Rs. 145 lacs.

4 अप्रैल तथा 3 डाउन आसाम मेल से यात्रा करने पर प्रतिबन्ध

8259. श्री अमलहू असाम : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि 150 किलोमीटर से कम दूरी की यात्रा करने वाले यात्रियों को 1 अप्रैल, 1968 से 4 अप्रैल तथा 3 डाउन आसाम मेल से यात्रा नहीं करने दी जाती है और इस नियम का पालन न करने वाले यात्रियों से 150 किलोमीटर की दूरी के किराए में से यात्रियों

द्वारा दिया जा चुका किराया घटा कर जेष राशि ली जाती है ; और

(ख) यदि हां, तो इसके क्या कारण हैं ?

रेलवे मंत्री (श्री चौ. मु० फुन्दामा) : (क) पूर्वोत्तर सीमा रेलवे में कटिहार और गोहाटी के बीच 4 अप्रैल 3 डाउन आसाम डाकगाड़ियों से यात्रा करने पर 150 किलोमीटर की न्यूनतम दूरी का प्रतिबन्ध पहले से लागू था। अप्रैल, 1968 से पूर्वोत्तर रेलवे ने बरीनी और कटिहार के बीच इसी तरह का प्रतिबन्ध लागू कर दिया है।

(ख) यह लम्बी दूरी के यात्रियों को असुविधा से बचाने के लिए किया गया था।

पूर्वोत्तर रेलवे के स्टेशनों पर बिजली की व्यवस्था

8260. श्री अमलहू असाम : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) पूर्वोत्तर रेलवे के सभी स्टेशनों में ऐसे कौन-कौन से रेलवे स्टेशन हैं जहां बिजली की व्यवस्था की गई है तथा प्रत्येक स्टेशन पर कितना घन व्यय किया गया है।

(ख) चौथी पंचवर्षीय योजना में किन-किन रेलवे स्टेशनों पर बिजली की व्यवस्था करने का सरकार का विचार है तथा उन पर अनुमानतः कितना घन व्यय होगा; और

(ग) सभी स्टेशनों पर, विसेषकर भारत-नेपाल सीमा के आस-पास के स्टेशनों पर, कब तक बिजली की व्यवस्था किये जाने की समझ-वना है ?

रेलवे मंत्री (श्री चौ. मु० फुन्दामा) : (क) सभा पटल पर रखे गये अनुबन्ध 'क' में पूर्वोत्तर रेलवे के सभी मण्डलों के 281 स्टेशनों की सूची दी गयी है जहां बिजली की व्यवस्था की गयी है। [पुस्तकालय में रख दिया गया। देखिये संस्था LT 1010/68]

महं कतमा समझ नहीं है कि प्रत्येक स्टेशन

पर कितना खर्च हुआ क्योंकि पुराने रिकार्ड तकाल उपलब्ध नहीं हैं। इस समय एक स्टेशन पर बिजली लगाने की अनुमानित लागत 15,000 रुपये हैं।

(ख) सभा पटल पर रखे गये अनुबंध 'ख' में 71 स्टेशनों की सूची दी गयी है, जिन पर चौथी योजना में बिजली लगाने का प्रस्ताव है। [पुस्तकालय में रख दिया गया। देखिये संख्या LT 1010/68] इस काम की कुल अनुमानित लागत 11 लाख रुपये है।

(ग) इसके लिए कोई निश्चित तारीख बताना सम्भव नहीं है। जहां तक भारत-नेपाल सीमा के ग्रास-पास के स्टेशनों का सम्बंध है, बिजली की उपलब्धता की इष्टि से ये स्टेशन सामान्यतः कम विकसित क्षेत्र में स्थित हैं। भारत-नेपाल सीमा पर लगभग 70 स्टेशन हैं जिनमें से 19 स्टेशनों पर बिजली लगाई जा चुकी है और 10 स्टेशनों पर चौथी योजना में बिजली लगाने का विचार है। जब वाजिब दर पर बिजली मिलेगी और इसके लिए रकम उपलब्ध होगी, तो अन्य स्टेशनों पर बिजली लगायी जायेगी।

UNCTAD-II

8261. SHRI N. K. SANGHI :
SHRI R. BARUA :

Will the Minister of COMMERCE be pleased to state :

(a) whether it is a fact that the delegation of Brazil to UNCTAD Conference made a proposal to form an OECD-type organisation for developing countries ;

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

(c) Government's reaction thereto and the outcome of that proposal ?

THE MINISTER OF COMMERCE (SHRI DINESH SINGH) : (a) to (c). The delegation of Brazil to UNCTAD-II did not make any proposal in the Conference regarding the formation of an OECD-type organisation for developing countries. Government have, however, seen press

reports of the leader of the Brazilian delegation having put forward such a suggestion at a press meeting towards the close of the Conference. Before making any comments, the Government of India would wish to examine carefully any specific proposal that may be made in this behalf.

Catering Units in Khurda Road Division

8262. SHRI CHINTAMANI PANIGRAHI: Will the Minister of RAILWAYS be pleased to state :

(a) the amount spent towards salary, D. A. and T. A. of staff deputed for catering sales-drive in different catering units in Khurda Road Division during the year 1967-68 ;

(b) the result of these drives and the amounts of profits which were derived by the Railway Administration in comparison with the expenditure incurred towards pay, D. A. and T. A. of the staff ; and

(c) the amount lost and the decrease in the earnings of the Ticket Checking staff during the catering-sales drive and the action taken against the staff for their negligence during the drive period ?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) : (a) to (c). The information is being collected and will be laid on the table of the Sabha in due course.

Recruitment of Local Men in Khurda Road Division (S. E. Rly.)

8263. SHRI CHINTAMANI PANIGRAHI: Will the Minister of RAILWAYS be pleased to state :

(a) the percentage of local men recruited in recent class IV Selection held in Khurda Road Division of South Eastern Railway :

(b) whether it is a fact that even though there are many local senior people working as substitutes, they are not being appointed in regular vacancies ; and

(c) the number of such senior local people who are at present working as substitutes ?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) : (a) to (c). Information is being collected.

Containerised Freight Service

8264. SHRI NITIRAJ SINGH CHAUDHARY : Will the Minister of RAILWAYS be pleased to state :

(a) the extra income received from freight on the Northern Railways during the last 3 months as a consequence of its introducing containerised freight service and the extra expenditure incurred on its introduction during the above period ;

(b) whether this service is proposed to be introduced on other Railways also and if so, on which Railways and when ; and

(c) if not, the reasons therefor ?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) : (a) As a result of introduction of container service between Delhi and Bombay, some high-rated traffic in cotton piece goods, soap, electrical appliances, etc., which was or would have otherwise moved by road, was diverted to rail and the additional income derived from freight on such traffic on the Northern Railway during January to March 1968, was about Rs. 1,01,775/- . The extra expenditure incurred on container service during this period by the Northern Railway was about Rs. 50,556/- .

(b) A container service is in operation on the Western Railway between Bombay and Ahmedabad from January, 1966. A container service is also operating between Gwalior and New Delhi from November, 1967. Market prospects are still being explored for the introduction of container services between pairs of important trade and industrial centres in the country wherever potential for such traffic exists.

(c) In view of answer to (b) above, the question does not arise.

Rourkela Steel Plant

8265. SHRI S. R. DAMANI : Will the Minister of STEEL, MINES AND METALS be pleased to state :

(a) whether the Government of Orissa have protested to the Central Government

against the appointment of the General Manager of the Rourkela Steel Plant ; and

(b) if so, Government reaction thereto ?

THE MINISTER OF STEEL, MINES AND METALS (DR. CHANNA REDDY) : (a) No, Sir.

(b) Does not arise.

कोटा डिवीजन के रेलवे स्टेशनों पर लगाये गये विज्ञापन बोर्ड

8266. श्री ओकार लाल बेरवा : क्या रेलवे मन्त्री यह बताने की कृपा करेंगे कि :

(क) कोटा डिवीजन के रेलवे स्टेशनों पर तथा उनकी सीमाओं में लगाये गये विज्ञापन बोर्डों से कितनी आय हो रही है ;

(ख) क्या विज्ञापन की वर्तमान दरें वही हैं जो आज से बीस साल पहले थीं अथवा बदल दी गई हैं ; और

(ग) परिवर्तित दरें किस-किस तारीख से लागू की गई थीं ?

रेलवे मन्त्री (श्री बै. भु. पुनाचा) :

(क) 1967-68 में 29,326.00 रुपये की आय हुई ।

(ख) जी नहीं, वर्तमान दरें लगभग 12 वर्ष पूर्व लागू की गयी थीं ।

(ग) पिछली बार दरें 4 जुलाई, 1955 को संसोचित की गयी थीं ।

Prices of Goods imported by S. T. C.

8267. SHRI S. K. TAPURIAH : Will the Minister of COMMERCE be pleased to state :

(a) whether it is a fact that the imported items like Sulphur and Soyabean Oil, Nylon yarn through the State Trading Corporation have been offered in the market at considerably higher prices than those offered by other importers during the years 1966 and 1967 ;

(b) if so, what had been the maximum difference in the prices offered by the State

Trading Corporation and the private importers for each of these items during the above period ;

(c) the reasons for higher costs of these items as imported through the State Trading Corporation when compared to the imported items by the private parties ;

(d) the steps which are being taken to ensure State Trading Corporation's working on more economic lines ; and

(e) whether it is also a fact that at certain occasions the State Trading Corporation has purchased nylon yarn without reference to the requirements of the industry at home and if so what has been the maximum accumulation of nylon yarn with the State Trading Corporation during the years 1966 and 1967 ?

THE MINISTER OF COMMERCE (SHRI DINESH SINGH) : (a) to (e). Information is being collected and will be laid on the Table of the House.

Metals and Minerals Trading Corporation

8268. **SHRI S. K. TAPURIAH :** Will the Minister of COMMERCE be pleased to state the action taken against those responsible in the Metals and Minerals Trading Corporation for the latter's failure to fulfil their contractual obligations to lift iron ore and manganese ore from private mines and supplying the same to the Kerala Steel Plant owing to which the said plant had to starve for supplies and which caused a lot of loss to the production at the plant ?

THE MINISTER OF COMMERCE (SHRI DINESH SINGH) : The Committee on Public Undertakings had enquired into the contracts entered into by Rourkela Steel Plant of Hindustan Steel Ltd. for the supply of iron ore and manganese ore. The observations/conclusions of the Committee are at present under examination.

Meeting of Governors of Central Banks in Washington

8269. **SHRI DEVEN SEN :** Will the Minister of COMMERCE be pleased to state :

(a) the terms of agreement reached in Washington between the Governors of

Central Banks of several countries who met to examine the operation of the Gold Pool ; and

(b) whether the agreement is likely to affect adversely the export trade of India ?

THE MINISTER OF COMMERCE (SHRI DINESH SINGH) : (a) A copy of the statement released to Press at the close of the meeting of the Governors of the Central Banks of countries, which are active members of the Gold Pool, held in Washington, on March 15 and 17, 1968, is placed on the Table of the House. [Placed in Library. See No. LT-1011/68].

(b) The agreement is designed to maintain orderly and consistent international financial and trading relations as well as to maintain exchange rate stability as such it should not affect India's export trade.

Iron Ore Mines of Bhilai Steel Plant

8270. **SHRI DEVEN SEN :** Will the Minister of STEEL, MINES AND METALS be pleased to state :

(a) whether it is a fact that contract system continues in the mineral mines under the Rajhara Group of iron ore mines of the Bhilai Steel Plant ; and

(b) if so, whether Government propose to abolish the contract system and run the mines departmentally ?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL, MINES AND METALS (SHRI P. C. SETHI) : (a) Yes, Sir. The contract system continues in some of the mines of the Rajhara group, which supply are to the Bhilai Steel Plant, and which are manually worked.

(b) The contract system will be abolished when the mines are fully mechanised.

Export Duty on Iron and Manganese Ores

8271. **SHRI N. R. DEOGHARE :** Will the Minister of COMMERCE be pleased to state :

(a) whether Government have received any representation from the Goa Mineral Ore Exporters Association, Goa complaining about the adverse effects of the export duty on the low grade iron and manganese

ores of Goa, which forms nearly 50 per cent of the quantity of the country's total exports of these items; and

(b) if so, the action taken thereon?

THE MINISTER OF COMMERCE (SHRI DINESH SINGH): (a) Yes, Sir.

(b) The matter is under examination.

मैसर्स बल्लम एंड अप्रवाल लेबर कान्ट्रेक्टर,
कलकत्ता

8272. श्री राम चरण: क्या रेलवे मन्त्री यह बताने की कृपा करेंगे कि:

(क) क्या यह सच है कि रेलवे ने मैसर्स बल्लम एंड अप्रवाल लेबर कान्ट्रेक्टर, कलकत्ता का नाम काली सूची में दर्ज किया है;

(ख) यदि हां, तो कब दर्ज किया गया था और उसके बाद इस कर्म को कितने टेके दिये गये;

(ग) क्या यह भी सच है कि काली सूची में दर्ज इस कर्म का एक मालिक इलाहाबाद लेबर सप्लाई एजेंसी का भी मालिक है; और

(घ) यदि हां, तो इस मामले में सरकार ने क्या कायंबाही की है?

रेलवे मन्त्री (श्री च० म० पुनाचा): (क) इस नाम की किसी कर्म को रेलवे में श्रमिक टेके नहीं दिये गये थे और न इसे काली सूची में दर्ज किया गया था। कलकत्ता के रेलवे टेकेवार मैसर्स बल्लमास अप्रवाल के पास रेलवे में माल चढ़ाने-उतारने के कुछ टेके थे, लेकिन इस कर्म को काली सूची में दर्ज नहीं किया गया है।

(ख) से (घ). प्रश्न के भाग (क) के उत्तर को देखते हुए प्रश्न नहीं उठता।

फार्मरों को होवे भार्दि का टेका

8273. श्री राम चरण: क्या रेलवे मन्त्री यह बताने की कृपा करेंगे कि:

(क) क्या टेके देने के मामलों में सरकारी

समितियों को वरीयता देने की रेलवे की वीत रही है;

(ख) यदि हां, तो क्या यह सच है कि इटावा, दंडला, खुर्जा तथा सिकम्बराबाद के पासलों को ढोने आदि (हैंडलिंग) के लिए टेका देने के सम्बन्ध में रेलवे पासल तथा कुची सहकारी श्रम टेका समिति लिमिटेड, अलीगढ़ (रजिस्टर्ड) को प्रायंभिकता नहीं दी गई थी किन्तु यह टेका एक गैर सरकारी कर्म अवृत्त इलाहाबाद लेबर सप्लाई एजेंसी को दिया गया था;

(ग) क्या यह भी सच है कि इस सरकारी समिति ने निम्नतम टेंडर दिया था; और

(घ) यदि हां, तो इस समिति को टेका न देने के क्या कारण हैं?

रेलवे मन्त्री (श्री च० म० पुनाचा): (क) से (घ). सूचना मंगाई जा रही है और सभी पटल पर रख दी जायेगी।

Tungabhadra Steel Products Ltd.

8274. SHRI S. A. AGADI: Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state:

(a) whether it is a fact that a Galvanising Plant is proposed to be erected by the Tungabhadra Steel Products Ltd. at Tungabhadra Dam, Mysore State:

(b) if so, the date on which the order was placed for the purchase of the Plant and when it was imported;

(c) the cost of the plant and for how long the machinery was waiting for erection;

(d) whether it is a fact that the Chemicals that were received along with the plant are no longer usable and if so, the cost of the chemicals so wasted; and

(e) when this Plant is likely to be commissioned?

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

(b) The order for the purchase of the plant was placed on the 16th February, 1963 and the packages containing the equipment arrived at Bombay Port on the 19th January, 1964 ;

(c) The cost of the plant is Rs. 3,06,778.68 and the machinery is yet to be erected ;

(d) Yes, Sir, some of the chemical materials supplied alongwith the plant are no longer usable. The cost of the chemicals to be replaced is Rs. 11,096.40 ; and

(e) The Plant is expected to be commissioned by the end of May, 1968.

Trade with Afghanistan

8275. SHRI HEM RAJ : Will the Minister of COMMERCE be pleased to state :

(a) whether the dry fruit imports from Afghanistan and tea exports to Afghanistan have been hit in the Amritsar market by the closure of the land route after the Indo-Pak. conflict of 1965 ; and

(b) if so, the steps taken by Government to revive them ?

THE MINISTER OF COMMERCE (SHRI DINESH SINGH) : (a) On account of Indo-Pakistan conflict resulting in closure of land route through Pakistan, Indo-Afghan trade through Amritsar, including trade in dried fruits and tea, has been affected adversely.

(b) Government have been pressing Pakistan through diplomatic channels to open the land route for Indo-Afghan trade but without any success so far.

जोभरिया और लांघनाज के बीच रेसगाड़ी का पटरी से उत्तर आया

8276. श्री हुकम चन्द कछवाय : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि 3 जनवरी, 1968 "हिन्दुस्तान" में छपे समाचार के अनुसार पश्चिम रेलवे की बीजापुर-अम्बलियासा लांच लाइन पर जोभरिया तथा लांघनाज रेलवे स्टेशनों के बीच एक यात्री गाड़ी का इंजन पटरी पर से उत्तर गया था ;

(ख) यदि हां, तो क्या इस दुर्घटना के कारणों की जांच की गई है;

(ग) इस के परिणामस्वरूप कितने व्यक्ति हताहत हुए और रेलवे सम्पत्ति की क्या तथा कितनी हानि हुई ; और

(घ) क्या सरकार को ऐसा सन्देह है कि इस दुर्घटना में किन्हीं विदेशी तत्वों का हाथ था ?

रेलवे मंत्री (श्री च० मु० पुनाचा) : (क) पश्चिम रेलवे के बिजापुर-अम्बलियासा लाइन पर जोभरिया और लांघनाज स्टेशनों के बीच 31.12.1967 को दुर्घटना हुई ।

(ख) जी हां। जांच समिति के निष्कर्ष के अनुसार दुर्घटना का कारण यह था कि किसी अज्ञात व्यक्ति ने समपार रोक-पटरी के कोर के बिल्कुल पास चालू लाइन की बांधी पटरी पर रेल का एक टुकड़ा रख दिया था ।

इस मामले में पुलिस ने एक व्यक्ति को गिरफ्तार किया है ।

(ग) दुर्घटना में न कोई हताहत हुआ और न रेल सम्पत्ति को क्षति पहुँची ।

(घ) जी नहीं ।

स्कूटर, कार और ट्रैक्टरों का आयात

8277. श्री हुकम चन्द कछवाय : क्या बांग्लादेश मंत्री यह बताने की कृपा करेंगे कि :

(क) पिछले बाठ बर्षों में रूपयों में कितनी कीमत के स्कूटर, कार और ट्रैक्टरों का आयात किया गया और उन देशों के क्या नाम हैं जिन से इनका आयात किया गया है ;

(ख) उन में से क्रमशः कितनी कारों और ट्रैक्टरों को गंग-सरकारी और सरकारी क्षेत्रों में सप्लाई किया गया ; और

(ग) राज्य सरकारों के मांगे जाने पर उन्हें कितनी संस्था में ट्रैक्टर सप्लाई किये गये हैं ?

बांग्लादेश मंत्री (श्री दिनेश सिंह) : (क) गत बाठ बर्षों में स्कूटरों, कारों तथा ट्रैक्टरों

के आयातों का कुल मूल्य सगभग 3,463 लाख रुपये था। जिन देशों से आयात किया गया उन में प्रमुख देश कनाडा, सं. रा. अमेरिका, ब्रिटेन, जर्मनी, जापान, फ्रांस, सोवियत रूस तथा इटली थे।

(ख) और (ग). सरकारी तथा गैर-सरकारी क्षेत्रों के अलग-अलग आंकड़े तथा राज्यवार आंकड़े नहीं रखे जाते।

जवाहरातों तथा हीरों का निर्यात

8278. श्री हुकम चन्द कछवाय : क्या बारिशिय मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह तच है कि भारत जवाहरातों तथा हीरों का अन्य देशों को निर्यात करता है;

(ख) यदि हाँ, तो वर्ष 1965-66 तथा 1966-67 में किन-किन देशों को हीरे तथा कितने मूल्य के जवाहरातों का निर्यात किया गया और उससे कितनी विदेशी मुद्रा अर्जित की गई; और

(ग) वर्ष 1967-68 में कितने मूल्य के जवाहरातों तथा हीरों का निर्यात किये जाने की आशा है?

बारिशिय मंत्री (श्री विनेश सिंह) : (क) जी, हाँ।

(ख) वर्ष 1965-66 तथा 1966-67 में इन मदों के निर्यात के देशवार आंकड़े निम्नलिखित हैं :—

देश	(लाख रुपये में)	
	1965-66	1966-67
बेसजिबम	350	728
स्विट्जरलैंड	223	257
ब्रिटेन	195	277
फ्रांस	162	152
हांग-कांग	131	268
पश्चिमी जर्मनी	110	101
जापान	31	59
स० रा० अमेरिका	168	201
अन्य देश	100	200
योग	1467	2174

(ग) वित्तीय वर्ष 1967-68 के लिए 25 करोड़ रुपये के निर्यात का अनुमान है।

हैवी इलेक्ट्रिकल लिमिटेड, भोपाल

8279. श्री हुकम चन्द कछवाय : क्या ब्रोडबैंग विकास तथा समवाय-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है हैवी इलेक्ट्रिकल्स लिमिटेड, भोपाल के कुछ कर्मचारियों को गिरफ्तार किया गया था;

(ख) यदि हाँ, तो कुल कितने व्यक्तियों को गिरफ्तार किया गया था; और

(ग) इसके क्या कारण थे?

ब्रोडबैंग विकास तथा समवाय-कार्य मंत्री (श्री फलरहीन अली अहमद) : (क) से (ग). हैवी इलेक्ट्रिकल्स (इण्डिया) लिमिटेड, भोपाल के कुछ कर्मचारियों के एक वर्ग ने 19 दिसम्बर, 1967 को गैर-कानूनी हड्डताल कर दी थी। वद्यपि उन्होंने इस हड्डताल को सांकेतिक हड्डताल बताया था और उसी शाम को उन्होंने इसको जारी रखने की घोषणा कर दी। अतः राज्य सरकार के अधिकारियों ने इसमें हस्तक्षेप किया और जाबूता फौजदारी की घारा 144 के अधीन आदेश जारी कर दिये। कारखाने और बस्ती के क्षेत्र में 20 दिसम्बर, 1967 को पचास कर्मचारी गिरफ्तार किये गए थे।

रेलवे मंत्रालय की एक जीप में शराब का पकड़ा जाना

8280. श्री हुकमचन्द कछवाय :

श्री मरिमाई जे० पटेल : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार का ध्यान 4 अप्रैल, 1968 के “बीर अजून” में प्रकाशित इस समाचार की ओर दिलाया गया है कि रेलवे मंत्रालय की एक जीप से शराब को 1020 बोतलें बरामद हुई थीं; और

(क) यदि हां, तो इस सम्बन्ध में सरकार की क्या प्रतिक्रिया है ?

रेप्लिक अंकी (स्थि श्रे० शू० लुद्दाप्त) : (क) जी हां ।

(क) शराब की तस्करी के सिलसिले में पुलिस ने प्रथम सूचना रिपोर्ट 117 के आधार पर शालकारी अधिनियम की घारा 61/1/14 के अन्वयन एक मामला दर्ज कर दिया है । तीन व्यक्तियों, अर्थात् जीप के ड्राइवर और दो बाहरी व्यक्तियों को गिरफतार किया गया और सभी को 1.5.68 तक जमालती हिन्दसत्र में रखा गया है । इस मामले की ज्ञानदीन की जा रही है ।

उत्तर प्रवेश में भारी उद्दोग

8282. श्री लन्दिका शराब : क्या लोडो-पिल लिकेप्स तथा स्टेकायर-कार्पॉरेशन संत्री वह बदामे की कुमा करेंगे कि :

(क) 15 अगस्त, 1947 के बाद जब तक भारी उद्दोगों की स्थापना के लिए उत्तर प्रवेश में विज्ञापन केन्द्रीय सरकार द्वारा कितने लाइसेंस दिए गये; और

(क) कितने ग्रौदोगिक कारखानों में अब तक उत्पादन भारम्भ नहीं हुआ है और इसके क्या करण हैं ?

ग्रौदोगिक विकास तथा समवाय-कार्पॉरेशन संत्री (श्री कलहृदीन भली अहमद) : (क) और (क) जानकारी इकट्ठी की जा रही है और वह सभा-पट्टव पर रख दी जायेगी ।

Import of Stainless Steel by Bombay Film Star

8283. SHRI JUGAL MONDAL : Will the Minister of STEEL, MINES AND METALS be pleased to refer to the reply given to Unstarred Question No. 1270 on the 20th February, 1968 and state :

(a) whether the Iron and Steel Controller has since completed the inquiry regarding the issue of a licence to a Bom-

bay Film Star to import 11 tonnes of stainless steel ;

(b) the value of steel imported and how it was disposed of ; and

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

THE MINISTER OF STEEL, MINES AND METALS (DR. CHANNA REDDY): (a) to (c). Yes, Sir. The Iron and Steel Controller has since completed the inquiry. He has reported that it has not been possible to locate any film star or any firm connected with a film star to whom licence/quota for 11 tonnes of stainless steel is stated to have been granted during the last four years.

Asiatic Oxygen and Acetylene Co. Ltd.

8284. SHRI B. K. DASCHOW-DHURY : Will the Minister of STEEL, MINES AND METALS be pleased to state :

(a) whether the Asiatic Oxygen and Acetylene Co. Ltd. has been black-listed by his Ministry or any other Department of the Government of India ; and

(b) if so, the reasons therefor ?

THE MINISTER OF STEEL, MINES AND METALS (DR. CHANNA REDDY): (a) to (b). The Asiatic Oxygen and Acetylene Co. Ltd. was blacklisted for the period 2.7.66 to 8.3.68. Black-listing is resorted to for various reasons ; it is Government policy not to disclose the specific reasons for blacklisting to avoid legal complications.

Eastern India Services and Marketing Co. Ltd.

8285. SHRI ARJUN SINGH BHADORIA : Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state :

(a) who are the Directors of Eastern India Services and Marketing Co. Ltd ;

(b) the main functions of this company ; and

(c) whether it is a fact that this company maintains a big office in New Delhi and whether a permanent pass has been issued to their representations to visit the Secretariat ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) The name of Directors as per Annual Return made up to 29-9-1967 are :

1. Shri Gopichand Dhariwal
2. Shri Kalachand Chatterjee
3. Shri Baijnath Saboo

(b) As per Memorandum of Association, the first object of the company is "to carry on business as buyers, sellers, importers, exporters, manufacturers, producers, dealers, commission agents and otherwise all kinds of paper and Boards and other merchandise, commodities and articles of consumption of all kinds in India or elsewhere." The company's main sources of income as per the profit and loss account for the year ending 31-3-1967 were 'Rent & Service Charges' and 'selling agency commission'.

(c) The company maintains an office in New Delhi with four telephone numbers. The strength of the office is not known as it is not required to be disclosed to the Government under the provisions of the Companies Act. However, the total amount representing salaries and bonus paid by the company for the year ending 31st March, 1967 to all its employees both in and out of New Delhi adds up to Rs. 16,22,869/-.

No permanent pass in respect of any representative of the company has been issued by the Ministry of Home Affairs to visit the Secretariat.

Export of Pulses by S. T. C.

8286. SHRI M. L. SONDHI : Will the Minister of COMMERCE be pleased to state :

(a) whether it is a fact that Government have decided to export pulses through the State Trading Corporation ;

(b) if so, the quantity proposed to be exported ;

(c) whether it will raise the prices of this commodity in the country and create hardships to the poor persons ; and

(d) if so, whether Government propose to reconsider their decision ?

THE MINISTER OF COMMERCE (SHRI DINESH SINGH) : (a) and (b). Government have allowed the export of a

very small quantity of 10,000 M/T of pulses by the State Trading Corporation and the National Cooperative Agricultural Marketing Federation. In addition, the S. T. C. has also been permitted to export 200 M/T of pulses to Kuwait.

(c) No, Sir.

(d) Does not arise.

Prototypes of Automatic Train Control Devices

8287. SHRI M. S. MURTI : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that two prototypes of automatic train control devices have been put on trial on Sealdah-Burdwan and Gaya-Mugalsarai sections of the Eastern Railway and also on Delhi-Agra section of the Central Railways ; and

(b) if so, the particulars of the prototypes and the results thereof ?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) : (a) Field trials with prototype equipment have been conducted only on Liluah-Belar section of Eastern Railway.

(b) The prototype equipment is based on A. C. Inductive system and the trials were successful.

बांदा जंकशन में प्लेटफार्म और उपरि-पुल का निर्माण

8288. श्री आमेश्वर यादव : क्या रेलवे बंती वह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि सरकार ने सेंट्रल रेलवे की मांसी-मनीपुर लाइन पर बांदा जंकशन के ऊपर की ओर एक अतिरिक्त प्लेटफार्म तथा उसको मिलाने के लिए एक 8 फुट ऊँडे उपरि-पुल के निर्माण के लिए 2 लाख 49 हजार रुपये भंडूर किये हैं ;

(ख) क्या यह भी सच है कि यह निर्माण कार्य हाय में से लिया गया है और इस सम्बन्ध में 22,000 अयवा 24000 रुपये व्यय किये जा चुके हैं ;

(ग) क्या यह भी सच है कि इस उपरि-

पुल के निर्माण-कार्य को स्थगित किया जा रहा है और उपरोक्त रेलवे स्टेशन के दक्षिण में एक प्लेटफार्म का निर्माण करने के लिये योजना बनाई जा रही है ;

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

(इ) क्या सरकार का विचार बांदा के लोगों तथा रेलवे कर्मचारियों के हित में उपरिपुल तथा प्लेटफार्म के निर्माण-कार्य को जारी रखने का है जिसके लिये पहले ही मंजूरी दी जा चुकी है ?

रेलवे मंत्री (श्री चौ. मु. पुनाचा) : (क) जी हां, सिवाय इसके कि इस कार्य के लिए केवल 2 लाख 49 हजार रुपये की नागत की मंजूरी दी गयी है ।

(ख) जी हां । यह काम अभी हाल में, फरवरी, में शुरू किया गया है । मुख्यतः खर्च भण्डार और पूर्वनिर्मित प्लेटफार्म-दीवारों आदि पर किया गया है ।

(ग) और (घ). मितव्यता के वर्तमान संदर्भ में बांदा स्टेशन के वर्तमान प्लेटफार्म को फांसी की और बढ़ाकर एक खाड़ी-प्लेटफार्म की व्यवस्था करने के वैकल्पिक प्रस्ताव पर विचार किया जा रहा है । इस वैकल्पिक प्रस्ताव के अनुसार ऊपरी पैदल पुल बनाने की कोई आवश्यकता नहीं होगी, क्योंकि दोनों प्लेटफार्म (वर्तमान और प्रस्तावित खाड़ी-प्लेटफार्म) शहर की ओर होंगे । जब तक वैकल्पिक प्रस्ताव को अन्तिम रूप नहीं दे दिया जाता, तब तक कथित ऊपरी पैदल पुल के इस्पात सम्बन्धी निर्माण कार्य को स्थगित कर दिया गया है ।

(इ) दोनों निर्माण-कार्यों के गुण-दोषों की जांच करने के बाद इस स्टेशन के यात्रियों की सुविधा को देखते हुए सबसे उपयुक्त योजना को कार्यान्वित किया जायेगा ।

Setting up of Industries in Bankura District in West Bengal

8289. SHRI BHAGABAN DAS : Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state :

(a) whether Government are following the policy of uniform distribution of industries in the country ; and

(b) if so, whether there are any plans for setting up of industries in Bankura District, West Bengal in Public Sector or in the Private Sector ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) The need for balanced regional development consistent with the techno-economic factors is kept in view while examining applications for licences under the Industries (Development and Regulation) Act, 1951 for setting up of new industrial undertakings. Decentralisation of industries is also aimed at through wide spread development of village and small scale industries.

(b) The information is being collected and it will be laid on the Table of the House.

Retired Officers of the Ministry of I.D. & C.A.

8290. SHRI K. LAKKAPPA : Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state :

(a) the names and designations of Government Officers who retired from his Ministry in 1967 who have been assigned work in Ministry ;

(b) the reasons for their continuance ;

(c) whether Government have received representations or deputations against such appointments from Government employees ; and

(d) if so, the steps which have been taken to meet the demand ?

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

Development of Steel Industry

8291. SHRI K. LAKKAPPA: Will the Minister of STEEL, MINES AND METALS be pleased to state :

(a) whether Government have any plans for re-appraisal of the technological strategy for developing the steel industry ;

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

(c) when Government propose to implement it ?

THE MINISTER OF STEEL, MINES AND METALS (DR. CHANNA REDDY): (a) to (c). Government have already obtained studies for adoption of technological improvements in our steel plants. The various schemes such as higher operating temperatures for blast furnaces and preparation of blast furnace charge are being implemented in a phased manner keeping in view their cost *vis-a-vis* the resultant benefits.

Closed Textile Mills

8292. SHRI K. LAKKAPPA: Will the Minister of COMMERCE be pleased to state :

(a) the number of closed textile mills in the country ;

(b) the number of closed textile mills taken over by the State Governments ; and

(c) the number of closed textile mills handed over to cooperatives of the concerned employees ?

THE MINISTER OF COMMERCE (SHRI DINESH SINGH): (a) 38 as on 31st March, 1968.

(b) and (c). Information is being collected and will be placed on the Table of the House.

नई दिल्ली में प्रगति की भाँकी प्रदर्शनी

8293. श्री क० मि० मधुकर: क्या आणि-
ज्य मन्त्री यह बनाने की कृपा करेंगे कि :

(क) द्वितीय संयुक्त सम्पूर्ण व्यापार तथा विकास सम्मेलन के अवसर पर आयोजित की गई "प्रगति की भाँकी" प्रदर्शनी से सरकार को कितना साम और हमी हुई ;

(ख) क्या इसके दौरान "प्रगति की भाँकी" प्रदर्शनी के कार्य का पुनर्विलोकन किया गया है ;

(ग) यदि हां, तो उसका व्यौरा क्या है ;
और

(घ) यदि नहीं, तो उसके क्या कारण हैं ?

बाणिज्य भूमि (श्री दिनेश सिंह) : (क) से (घ). नई दिल्ली में होने वाली संयुक्त राष्ट्र व्यापार तथा विकास सम्मेलन की दूसरी बैठक के अवसर पर सम्मेलन के प्रतिनिधियों तथा भन्न विदेशी पर्यटकों को, स्वतंत्रता के पश्चात् भारत हारा अर्थव्यवस्था के विभिन्न क्षेत्रों में की गई प्रगति का परिचय देने तथा हमारे निर्यात उत्पादों में दिलचस्पी पैदा करने के लिए उनका प्रदर्शन करने के हेतु "प्रगति की भाँकी" प्रदर्शनी का आयोजन किया गया। प्रदर्शनी में प्रवेश निःशुल्क या छूकि प्रदर्शनी का आयोजन वाणिज्य आधार पर नहीं किया गया था। अतः उससे होने वाले लाभ भवता हानी और उसके कार्य का पुनर्विलोकन करने का प्रश्न नहीं उठता।

Bedford Buses

8294. SHRI JYOTIRMOY BASU: Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state :

(a) whether it is a fact that a Private Bus Owner's Association in West Bengal has complained against the Hindustan Motors Ltd. and Premier Automobiles Ltd. alleging that Bedford buses sold as new had reconditioned engines and other items ;

(b) if so, the details thereof ; and

(c) the steps which Government have taken in this regard ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) No such complaint has come to the notice of Government.

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

Cement Plants in Gujarat

8295. SHRI VIRENDRAKUMAR SHAH : Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state :

(a) whether the mineral survey of different areas in Gujarat conducted last year to find suitable locations for cement plants in Gujarat revealed that at least 12 areas in the State, particularly Junagadh, Western Kutch, Broach and Bhavnagar, bear vast reserves of minerals like cement grade lime-stone and gypsum, and present fine locations for cement factories ;

(b) if so, whether the Gujarat Government have submitted any proposals for setting up cement factories in these areas in the private cooperative or public sector and if so, the main features thereof ; and

(c) the total additional cement production capacity proposed to be installed in the State in the light of the aforesaid survey ?

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

Unused Licences

8296. SHRI VIRENDRAKUMAR SHAH :

SHRI PREM CHAND VERMA:

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

(a) whether Government have lately speeded up action to revoke unused licences with a view to ensure that investment opportunities are not blocked for new entrepreneurs ;

(b) if so, the number of licences issued in 1966-67 which have not been proceeded with, or in connection with which the progress is rather slow, and how many of them relate to iron and steel industry and the manufacturers of these latter licences ; and

(c) the action taken so far for the revocation of these licences and for issuing alternative licences to new entrepreneurs ?

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

(b) and (c). Information is being collected and it will be laid on the Table of the House.

Railway Line in Tripura

8297. SHRI MANIKYA BAHADUR: Will the Minister of RAILWAYS be pleased to state :

(a) the total length of the railway line at present in Tripura;

(b) the percentage of the area and population of the Union Territory which are catered by the Railways;

(c) whether Government have considered the desirability and the feasibility of extending the railway line in the State by about 128 miles to link the State's capital Agartala with the rest of the country by rail and if so, the estimated cost thereof;

(d) whether it is proposed to be included in the year 1968-69 plan or in the Forth Five Year Plan; and

(e) whether any scheme from the Private Sector for the said extension or rail link with Agartala has been under consideration, if so, from which company; and if not, whether Government propose to tap the private sector resources for the purpose ?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) : (a) and (b). The information about length of railway lines is only compiled railway-wise and not State-wise. The route kilometres as on 31st March 1967, of the Northeast Frontier Railway which serves Tripura, Nagaland, Assam, Bihar and West Bengal States was :—

	(kilometres)
Broad Gauge	638.60
Metre Gauge	2898.63
Narrow Gauge	87.48
Total	3624.71

(c) No specific investigations for the extension of the Kalkalighat-Dharamnagar line upto Agartala have been carried out so far. On a rough estimate such an extension may cost about Rs. 20 crores.

(d) due to the present difficult ways and means position it is doubtful whether this line can be taken up for construction in the 4th Plan.

(e) Neither any proposal for the construction of this line through the Private Sector is under consideration nor is it proposed to tap such a source for this purpose.

Small Scale Industries in Tripura

8298. SHRI MANIKYA BAHADUR: Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state :

(a) whether the Government of Tripura had submitted any scheme for Government's approval for the development of Small Scale Industries in the State during 1968-69 and whether it has met Government's approval;

(b) if so, the broad details thereof and what central assistance, if any, would be given for this scheme; and

(c) the number and nature of job opportunities that are likely to arise under the said scheme ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) and (b). The State Government of Tripura had proposed an outlay of Rs. 14.18 lakhs in their Annual Plan 1968-69, mainly for the following schemes :—

- (1) Marketing publicity,
- (2) Financial assistance for small industries,
- (3) Continuance of production programme at their departmentally-run units.

These schemes were discussed by the working group Village & Small Industries of the Planning Commission and outlay of Rs. 8 lakhs was agreed to for the development of small scale Industries.

(c) The information is being collected and it will be placed on the Table of the House.

Issue of Import Licences

8299. SHRI GEORGE FERNANDES: Will the Minister of COMMERCE be pleased to state :

(a) the total value of the import licences given to ;

(i) M/S. Prestolite of India Ltd.,
(ii) M/S. Devi and White (India) Pvt. Ltd., and
(iii) I. N. S. P. I. Auto Industries (P) Ltd. during the last six years;

(b) the purpose for which the licences were issued ;

(c) whether Government have verified if these licences have not been misused;

(d) if so, the outcome thereof ; and

(e) the action taken against the companies for breach of regulations ?

THR MINISTER OF COMMERCE (SHRI DINESH SINGH) : (a) and (b). The particulars of Import Licences issued to these firms are published in the Weekly Bulletin of Industrial Licences, Import Licences and Export Licences and copies of which are available in the Parliamentary Library.

(c) to (e). It has been reported that these firms obtained actual user's import licences for import of carburetor parts and other items and sold the imported materials in the market in contravention of the conditions of the licences. Investigation in respect of these cases is in progress.

M/S. Prestolite of India Ltd.

8300. SHRI GEORGE FERNANDES: Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state :

(a) whether Government have received any complaints and/or representations from any source about the affairs of M/S. Prestolite of India Ltd. having its registered office at Kundan Mansion 2A/3 Asaf Ali Road;

(b) if so, the nature thereof; and

(c) whether any action has been taken thereon and if so, with what results ?

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

(b) The allegations against the management of the company include depiction of an exaggerated position in the prospectus, inflation of preliminary expenses incurred at the pre-incorporation stage, allotment of shares to benamards, import of old and re-

conditioned machinery from abroad, misuse of import licences etc.

(c) The matter is under consideration.

Establishment of Industries in the South

8301. SHRI INDER J. MALHOTRA : Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state :

(a) whether Government have collected any statistics that big Industrialists in the country have moved now towards Southern India from the North;

(b) if so, the reasons thereof and Government's reaction thereof; and

(c) the names of big Industrialists who have shifted their Industries recently ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) and (b). There is no indication to suggest that big industrialists are now moving from North to South India:

(c) There has been no recent shift of any major industrial undertaking from the North to South.

Patna-Gaya Passenger Train

8302. SHRI SHIV CHANDIKA PRASAD :

SHRI RAMAVTAR SHASTRI :

Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that on the 5th April, 1968, none of the thirteen bogies of 4 Dn Patna-Gaya Passenger Train leaving Gaya at 7:12 hours had arrangements for water supply in the latrines and the travelling passenger had to face a good deal of ordeal;

(b) whether it is a fact that such complaints are continuing for the last three months ; and

(c) the reasons for such mis-management in spite of T. X. R. offices at Gaya and Patna ?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) : (a) No. only in 4 out of 54 lavatories on the train, there was no water flow due to choked

pipe lines which caused inconvenience to some of the passengers.

(b) No.

(c) Does not arise.

Indian Iron and Steel Co., Burnpur

8303. SHRI SHIV CHANDIKA PRASAD : Will the Minister of STEEL, MINES AND METALS be pleased to state :

(a) whether it is a fact that the Indian Iron and Steel Company, Burnpur, West Bengal has closed its Pathergharan Phosphate Mines near Mosabani, Ghtsilla, Bihar since last one and half month;

(b) if so, the reasons therefor and the number of workers and staff made unemployed and the compensation paid to them; and

(c) whether this has been done with the permission of the Labour Commissioner, Bihar ?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL, MINES AND METALS (SHRI P. C. SETH) : (a) and (b). According to information given by the Indian Iron and Steel Company, work at the Patherghora Phosphate Mines was temporarily discontinued at the end of January 1968. The reason reported is sharp reduction in consumption of phosphate rock resulting in large accumulation of this ore. Work of raising the ore was entrusted contractors and their labour force was comprised of seasonal gangs of workmen whose number when work was suspended was 24.

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

Reorganisation of State Trading Corporation

8304. SHRI S. R. DAMANI : Will the Minister of COMMERCE be pleased to state :

(a) whether it is a fact that the State Trading Corporation is being reorganised ;

(b) if so, the reasons therefor ;

(c) whether this reorganisation will be done before the Experts Committee submits its reports ; and

(d) whether it is proposed to be constituted on the pattern of private commercial houses?

THE MINISTER OF COMMERCE (SHRI DINESH SINGH): (a) No, Sir.

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

(b) the amount of foreign exchange involved?

THE MINISTER OF COMMERCE (SHRI DINESH SINGH): (a) and (b). A statement is laid on the Table of the House. [Placed in Library. See No. LT-1012/68].

उत्तर प्रदेश में शौक्षणिक उपक्रम

8305. श्री मोलहू प्रसाद : क्या शौक्षणिक विकास तथा समवाय-कार्य मन्त्री यह बताने की छंपा करेंगे कि :

(क) उत्तर प्रदेश सरकार द्वारा बेलाये जा रहे शौक्षणिक उपकरणों का, जिले-वार, विवरण दिया है और प्रत्येक उपकरणों में कितनी कितनी पूँजी लगाई गई है;

(ख) चौथी पंचवर्षीय योजना की अवधि में जिन शौक्षणिकों उपकरणों की स्थापित करने का विचार है उनका जिलेवार, विवरण दिया है और प्रत्येक उपकरणों में कितनी पूँजी लगाने का विचार है;

(ग) क्या पूर्वी उत्तर प्रदेश में बेरोजगारी को दूर करने तथा इस खण्ड की पिंडियाँ भूर्य-व्यवस्था को उत्तर प्रदेश के परिचमी भागों में स्थित जिलों की अर्थ व्यवस्था के समान स्तर पर लाने की वृद्धि से सरकार का विचार इनमें से कोई उपकरण इस खण्ड में स्थापित करने का है; और

(घ) यदि हो, तो उसका व्यीरों क्यों हैं?

शौक्षणिक विकास तथा समवाय-कार्य मंत्री (श्री कलशद्वीन अली अहमद) : (क) से (घ). जानकारी इकट्ठी की जा रही है और सभापटने पर रख दी जायगी।

Import of Animals

8307. SHRI KASHI NATH PANDEY : Will the Minister of COMMERCE be pleased to state :

(a) the total number of sheep, cows and other domestic animals imported from foreign countries during 1967-68 and the names of the countries; and

(b) the amount of foreign exchange involved?

Exports of Dolls

8308. SHRI KASHI NATH PANDEY : Will the Minister of COMMERCE be pleased to state :

(a) whether it is a fact that Indian dolls have become very popular in foreign countries and there is a great scope for their export to a number of neighbouring countries; and

(b) if so, the names of the countries who have shown interest in Indian dolls and how much foreign exchange was earned from their export during 1967-68?

THE MINISTER OF COMMERCE (SHRI DINESH SINGH) : (a) Yes, Sir.

(b) A statement is laid on the Table of the House. [Placed in Library. See No. LT-1013/68].

Trade Relations with Pakistan

8309. SHRI M. L. SONDHI : Will the Minister of COMMERCE be pleased to state :

(a) whether it is a fact that in spite of India's removing the ban on trade, Pakistan has not reciprocated; and

(b) if so, whether Government propose to discontinue trade relations with that country?

THE MINISTER OF COMMERCE (SHRI DINESH SINGH) : (a) Yes, Sir.

(b) Does not arise as trade with Pakistan is already suspended since September, 1965. For want of reciprocity on the part of Pakistan, the trade between the two countries already stands suspended since September, 1965. We on our side are however trying to persuade Pakistan to lift the ban on trade with India as has already been done by us.

Allotment of Coal to Sugar Mills in Bihar and Uttar Pradesh

8310. SHRI JUGAL MONDAL: Will the Minister of STEEL, MINES AND METALS be pleased to state :

(a) the quantity of coal allotted to each sugar mill in Bihar and Uttar Pradesh during 1966-67 and 1967-68 ;

(b) the names of the mills which have disposed it of to others in order to make money at higher prices ; and

(c) the action taken by Government against such factories to stop this evil practice ?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL, MINES AND METALS (SHRI P. C. SETHI): (a) to (c). Information is being collected and will be laid on the Table of the House.

सीमेंट कारखानों के लिए निर्धारित धारण मूल्य

8311. श्री अंगोकार लाल बोहरा : क्या आर्थोगिक विकास तथा समवाय-कार्य मन्त्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि विभिन्न सीमेंट कारखानों के लिए भिन्न भिन्न धारण मूल्य निर्धारित किये गये हैं ;

(ख) यदि हाँ, तो उन के क्या कारण हैं ;

(ग) क्या यह भी सच है कि निर्धारित भाड़ कुछ कारखानों के लिए तो लाभप्रद हैं तथा कुछ के लिए अलाभप्रद ; और

(घ) यदि हाँ, तो उस के क्या कारण हैं ?

आर्थोगिक विकास तथा समवाय-कार्य मन्त्री (श्री फल्लदीन अली अहमद) : (क) जी, हाँ।

(ख) ये मुख्य प्रश्न आयोग की शिफारिशों पर आधारित हैं जिन्हें भारत सरकार ने अपने संकल्प संख्या सीमेंट-8(27)/61 दिनांक 31 अक्टूबर, 1961 द्वारा स्वीकार किये थे और तत्पश्चात् की वृद्धियां सरकार की अनुमति से की गई हैं।

(ग) जी, नहीं। सरकार ने रेल भाड़ा सहित गन्तव्य स्थान के मूल्य को निर्धारित करते

समय औसत भाड़े के तत्व को भी सम्मिलित किया था जो कि उत्पादन केन्द्रों से देश के विभिन्न क्षेत्रों में स्थित उपभोक्ता स्थानों के लिए सीमेंट भेजने के समय देय होता है। वे उत्पादक जो इस औसत भाड़े से कम व्यय करते हैं उन्हें इस अन्तर को सीमेंट नियमन खाते में जमा करना पड़ता है, जबकि उन उत्पादकों को, जिन्हें नियत औसत भाड़े से अधिक व्यय करना पड़ता है, औसत भाड़े और वास्ताविक भाड़े के अन्तर की प्रतिपूर्ति कर दी जाती है। इस तर्फ को देखते हुए कि भाड़ा खरीदार पर बोझ है इसलिए यह न तो कुछ के लिए लाभ हो सकता है और न कुछ के लिए हानी का ही कारण हो सकेगा।

(घ) प्रश्न ही नहीं उठता।

सहकारी क्षेत्र की सूती कपड़ा मिलें

8312. श्री अंगोकार लाल बोहरा : क्या वासिन्य मन्त्री यह बताने की कृपा करेंगे कि :

(क) सरकारी क्षेत्र के सूती कपड़ा मिलों ने कितना लाभ प्राप्त किया है तथा सरकार ने उनमें कितने पूँजी लगाई है तथा उस पर कितना व्याज होता है ;

(ख) सरकारी क्षेत्र को जारी किए गए जिन लाइसेंसों का अब तक प्रयोग नहीं किया गया है उनकी संख्या कितनी है ; और

(ग) क्या सरकार का विचार सरकारी क्षेत्र में सूती कपड़ा मिलों को प्रोत्साहन देने का है और यदि हाँ, तो कितनी सहायता देने का प्रस्ताव है ?

वासिन्य मन्त्री (श्री दिनेश सिंह) : (क) से (ग). जानकारी एकत्र की जा रही है तथा सभा पठल पर रख दी जायगी।

Pit-head Stocks of Coal

8313. SHRI S. R. DAMANI: Will the Minister of STEEL, MINES AND METALS be pleased to state :

(a) whether there is an alarming rise

of pit-head stocks of Coal to over six million tonnes ;

(b) whether it is due to irregularities in wagon placements ; and

(c) if so, the steps Government propose to take to improve the situation ?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL, MINES AND METALS (SHRI P. C. SETHI) : (a) No Sir. The pit-head stock of coal is of the same order at the end of 1967-68 as at the beginning.

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

राष्ट्रीय राजपथ संख्या 3 में रेल फाटकों पर पुल

8314. श्री बसवन्तः क्या रेलवे मंत्री यह बनाने की कृपा करेंगे कि :

(क) क्या बम्बई और आगरा के बीच राष्ट्रीय राजपथ संख्या 3 में असनगदा, भील संतभ संख्या 92/9, पर तथा अम्बरमाली भील संख्या 70/3, पर रेल-फाटकों पर पुल बनाने का सरकार का विचार है;

(ख) क्या यह सच है कि अत्याधिक रेल यातायात के कारण इन फाटकों पर सड़क यातायात रुक जाता है; और

(ग) यदि नहीं, तो इन पुलों की व्यवस्था करने में क्या कठिनाइयाँ हैं ?

रेलवे मन्त्री (श्री च० मु० पुनाचा) :

(क) जी, हां ।

(ख) जी हां ।

(ग) सवाल नहीं उठता ।

Metre Gauge-Coach Factory in Trivandrum

8315. SHRI MANGALATHUMADAM: Will the Minister of RAILWAYS be pleased to state :

(a) whether any proposals were made by the previous United Front Government in Kerala in 1960-62 to the Railway Board regarding the setting up of a metre-gauge Coach Factory in Trivandrum ;

(b) whether it is also a fact that the then P.W.D. Minister also discussed this

matter with the then Deputy Minister of Railways at Trivandrum ; and

(c) if so, the stage at which the proposals stand at present ?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) : (a) to (c). There was a proposal in the Second Five Year Plan to set up a Metre Gauge Coach Factory to meet the anticipated shortfall in coach building capacity in the Third Plan.

Proposals were received from different State Governments, including Kerala, during 1957-59 regarding location of the proposed factory. A note in this connection was also handed over by the then Minister for public Works, Kerala, to the Minister for Railways in December, 1958.

The proposals for setting up a Metre Gauge Coach Factory was however dropped in view of the subsequent development of indigenous coach building capacity in the existing Units in the public and private sectors.

Thiruvalla Railway Station

8316. SHRI MANGALATHUMADAM: Will the Minister of RAILWAYS be pleased to state the progress made in extending the covering of platforms at Thiruvalla Railway Station ?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) : The original 100' long platform cover at this station was extended by another 130' in May 1966. There are no proposals at present to extend it further.

Railway Line from Quilon to Ernakulam

8317. SHRI MANGALATHUMADAM: Will the Minister of RAILWAYS be pleased to state whether, in view of the industrial progress in Kerala and the lack of railway developments in that area, any proposals are under consideration to extend the present Railway lines and conversion of M.G. into B.G. lines from Quilon to Ernakulam ?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) : There is no justification at present from the operational point of view for conversion of the

Ernakulam-Quilon metre gauge section to broad gauge.

A proposal for extension of the Quilon-Trivandrum M.G. line to Tirunelveli/Cape Comorin is under consideration. Necessary Engineering and Traffic surveys have been carried out and the survey reports are under scrutiny by the Railway Board.

Trivandrum-Kanyakumari Railway Line

8318. SHRI MANGALATHUMADAM: Will the Minister of RAILWAYS be pleased to state :

(a) whether the report of traffic survey of the Trivandrum-Kanyakumari Railway line has been received ;

(b) if so, whether it has been examined by Government ;

(c) the final decision taken in the matter ; and

(d) if not, when it is likely to be taken ?

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

(b) to (d). The survey reports are under examination of the Railway Board and a final decision will be taken after this examination is completed.

Promotion of Class IV Employees of Delhi Division

8319. SHRI YASHPAL SINGH : Will the Minister of RAILWAYS be pleased to state :

(a) whether some Class IV employees of Delhi Division, Northern Railway had been promoted as Telephone Operators in 1962-63 ;

(b) if so, whether they have been regularised for the same ; and

(c) if not, why they have not been regularised even after a period of six years ?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) : (a) Yes, on an *ad hoc* basis.

(b) and (c). The matter is under consideration.

'Work-to-Rule' Threat by All India Station Masters' Association

8320. SHRI K. P. SINGH DEO : SHRI MAHANT DIGVIAJAI NATH :

Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that the All India Station Masters' Association have decided to resort to 'work-to-rule' with effect from the 16th August, 1968 ;

(b) if so, the reason therefor ; and

(c) the reaction of Government thereto ?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) : (a) Government have no official information to this effect.

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

Loan from Federal Republic of Germany for Development of Indian Railways

8321. SHRI K. P. SINGH DEO : SHRI MAHANT DIGVIAJAI NATH : SHRI C. CHITTYBABU :

Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that Federal Republic of Germany have recently offered loan for the development of Indian Railways ;

(b) if so, the details thereof ; and

(c) whether Government have accepted the offer made ?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) : (a) to (c). As a part of 1966-67 Consortium Assistance for the development of Indian Railways, an agreement for a loan of 16 million Deutsche Marks, equivalent to Rs. 3.04 crores has been signed on 4th April, 1968 with Kreditanstalt fur Wiederaufbau, the German Bank responsible for implementing the foreign aid programme of the Government of the Federal Republic of Germany. This loan is intended for financing the foreign exchange cost of purchases from West Germany of the following items :

(i) components for manufacture of

thirty six 650 H. P. dieselhydraulic shunting locomotives at C. L. W.

- (ii) equipment for installation of route relay interlocking on Bombay suburban section and at Vijayawada and Kharagpur Stations.
- (iii) eight numbers of special type machines such as under-floor wheel lathes and heavy duty axle roughing machines.

The loan bears interest @ 3% per annum and is repayable in 37 half-yearly instalments commencing on June 30, 1975 i. e. after a moratorium period of seven years. Commitment charge of 1% per annum is also payable on the undisbursed amount of the loan.

Import Policy

8322. SHRI K. P. SINGH DEO : Will the Minister of COMMERCE be pleased to state :

(a) whether it is a fact that with the introduction of new import policy the import entitlement of gems and precious stones has been reduced to 55 per cent from 80 per cent ;

(b) if so, the reasons therefor ; and

(c) the effect of this reduction on the export and foreign exchange earnings and on the gems and precious Stones Industry as a whole ?

THE MINISTER OF COMMERCE (SHRI DINESH SINGH) : (a) The entitlement against export of Gem and Jewellery items have been reduced in respect of two items from 70% to 55% and in respect of one item from 70% to 50% in the current Import Replenishment Policy for April, 1968-March, 1969.

(b) This has been done on the basis of the evaluation of the replenishment required of maximum economy is exercised in processing.

(c) It is too early to assess the effects of the new policy on the export and foreign exchange earnings from the gem and jewellery trade, but it should not result in fall of exports.

Modernisation of Textile Industry

8323. SHRI K. P. SINGH DEO : Will the Minister of COMMERCE be pleased to state :

(a) whether it is a fact that the Study Group on Cotton Textile set up by the National Commission of Labour have submitted proposal for the modernisation of textile industry in the country ;

(b) if so, details thereof ; and

(c) the reaction of Government thereto?

THE MINISTER OF COMMERCE (SHRI DINESH SINGH) : (a) and (b). The Study Group in its report has observed that modernisation of textile industry in the country should be given a high priority and special financial arrangements made for that purpose. No detailed recommendations have however, been made.

(c) Government are fully aware of the need for modernisation and various measures (as mentioned in the reply to Unstarred Question No. 2951 answered on the 5th March 1968) have been taken to assist the modernisation of the textile industry. Moreover a Committee under the Chairmanship of the Textile Commissioner has been recently set up to recommend measures for enabling the industry to secure additional finance from banks for modernisation or for working capital.

भारतीय रेलवे की सौकोयान्त्रिक कर्मचारी संघ की बैठक

8324. श्री रामबतार शास्त्री : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या भारतीय रेलवे के लोकोयान्त्रिक कर्मचारी संघ की उत्तर रेलवे खण्ड समिति ने 6 अप्रैल, 1968 को भारत में अपनी कार्यकारी समिति की बैठक के पश्चात् रेलवे प्रशासन को एक ज्ञापन पत्र भेजा है;

(ख) यदि हां, तो उसका व्यौरा क्या है;

(ग) उस पर सरकार की क्या प्रतिक्रिया है ?

रेस्टरे मन्त्री (श्री च० म० पूनाचा) : (क) जो नहीं ।

(ल) और (ग). सवाल नहीं उठता ।

Ex-Gratia Amount to Injured and Deceased Passengers in Accident at Yalvigi Station

8325. SHRI S. A. AGADI: Will the Minister of RAILWAYS be pleased to state :

(a) the rate at which ex-gratia amount has been given to the injured and also the deceased passengers in the railway accident at Yalvigi Station on the 19th March, 1968;

(b) the number of persons to whom the amounts have been disbursed and the number to whom it remains to be disbursed ;

(c) the number of dead bodies in the said accident which have not so far been identified ;

(d) the efforts made to locate the relatives and whether photos of the unidentified bodies have been published in the papers ; and

(e) if so, in what papers ?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) Ex-gratia payments have been made at different rates, upto a maximum of Rs. 400/- in cash of an injured person and upto a maximum of Rs. 500/- in case of a deceased person.

(b) Ex-gratia payments have been made in 70 cases and are being made in 13 other cases. In the remaining cases, payments could not be made mainly because the dead bodies could not be identified.

(c) Six,

(d) and (e). The Police have taken photographs of all the dead persons and as some of the dead bodies could not be identified, the relatives of the unidentified persons could not be located although efforts in this direction are being continued. Photos of unidentified persons have not been published in the newspapers and this matter concerns the police authorities,

Raid on residences of Accounts Clerks Grade I in Divisional Accounts Office, Northern Railway, New Delhi

8326. SHRI YASHPAL SINGH: Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that the residences of some Accounts Clerks, Grade I, working in the Divisional Accounts Office, Northern Railway, New Delhi, were raided by the Special Police Establishment in 1966 ;

(b) if so, whether the Special Police Establishment have sent the findings after investigations to the Railway administration for departmental action against these clerks ;

(c) whether these employees have been charge-sheeted ; and

(d) if not, the reasons therefor ?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) Yes, Sir. The residence of only one Accounts Clerk, Grade I, of Divisional Accounts Office, New Delhi was raided by the Special Police Establishment in 1966.

(b) Yes, Sir.

(c) Not yet.

(d) The charges framed by the Special Police Establishment, New Delhi, are under examination by the Administration, in consultation with the Special Police Establishment.

Typists of Delhi Division of Northern Railway

8327. SHRI YASHPAL SINGH: Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that some files pertaining to transfers and promotions of Stenographers/Typists of Delhi Division of Northern Railway are missing ;

(b) if so, whether it is also a fact that this has been done intentionally with the conspiracy of some clerks of Personnel Branch of Delhi Division, to give advantage to the old Stenographers/Typists ;

(c) whether the case has been handed over to the police and Vigilance department for investigations ; and

(d) if not, the reasons therefor ?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) : (a) No, Sir. Only one file is missing.

(b) It cannot yet be said with certainty that this was intentional.

(c) No.

(d) It has not yet been established as a fit case for such a reference.

Detention of Dehradun-Bombay Central Express Near Yamuna Bridge Delhi

8328. SHRI BENI SHANKER SHARMA : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that Dehradun-Bombay Central Express was detained on the 10th April 1968 near Yamuna Bridge at Delhi-Main Station for about 30 minutes with the result that the travelling passengers missed their connections with other trains ;

(b) whether it is also a fact that this train is generally detained at this place ; and

(c) if so, the instructions which have been issued by the Railway Administration to the staff in this connection ?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) : (a) On 10-4-1968, 20 Up Dehradun-Bombay Express suffered a detention of about 20 minutes outside signals at Delhi, due to a defect in the cross-over points and reached Delhi 38 minutes late. As a result it missed connection with 91 Up Bikaner Mail and 33 Up Kashmir Mail.

(b) No.

(c) Does not arise.

Foreign-owned Tea Companies in India

8329. SHRI B. K. DASCHOW-DHURY : Will the Minister of COMMERCE be pleased to state :

(a) the amount of foreign exchange allowed annually during the last five years and the amount of profits remitted abroad annually during the said period by the foreign-owned Tea Companies ;

(b) the number of employees in each of them and their annual wage bill ; and

(c) the number of foreigners employed, their salaries and their annual remittances overseas, company-wise ?

THE MINISTER OF COMMERCE (SHRI DINESH SINGH) : (a) to (c). The information is being collected and will be laid on the Table of the House as soon as possible.

Export of Handloom Cloth

8330. SHRI GEORGE FERNANDES : Will the Minister of COMMERCE be pleased to state :

(a) the value of handloom cloth exported from India during the year 1966-67 ;

(b) the share of the Handicrafts and Handlooms Exports Corporation of India Limited in it ;

(c) the names of firms which acted as the business associate of the Handicrafts and Handlooms Exports Corporation and their share of the total exports of handloom cloth ; and

(d) the terms and conditions under which these associate firms work ?

THE MINISTER OF COMMERCE (SHRI DINESH SINGH) : (a) Rs. 1143 lakhs.

(b) Rs. 20.7 lakhs.

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

Concession to quarterly Season Ticket Holders

8331. SHRI GEORGE FERNANDES : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government have received any representation from the Goregaon Pravasi Sangh and/or any other organisation in Bombay protesting against the withdrawal of the concession offered to the quarterly season ticket holders ;

(b) if so, the nature of the representation ; and

(c) the steps proposed to be taken to alleviate the hardships caused to the sub-

urban commuters of Bombay as a result of the withdrawal of these concessional quarterly season tickets?

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

(b) Up to 31st March, 1968, the charge for a quarterly season ticket was two and a half times the charge for a monthly season ticket. From 1st April, 1968, it was put up to three times the charge for a monthly season ticket. The Goregaon Pravasi Sangh requested restoration of *status quo ante*.

(c) Similar representations were received from other quarters. On reconsideration, it has been decided to levy for a quarterly season ticket the charge in force up to 31st March, 1968, plus three times the increase made in the charge for monthly season tickets from 1st April, 1968.

Dr. Hazari's Report on Industrial Licensing

8332. SHRI JUGAL MONDAL: Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state:

(a) whether Government have completed its study of the final report of Dr. R. K. Hazari on industrial licensing;

(b) when this report alongwith the observations of Government was sent to the Thacker Committee; and

(c) the amount spent by Government on the Hazari Committee?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) Government would be able to complete its study and formulate its views on the Report of Dr. R. K. Hazari on 'Industrial Planning and Licensing Policy' after it has received the report of the Industrial Licensing Policy Inquiry Committee set up to enquire into the working of the industrial licensing system.

(b) Copies of the Interim Report submitted by Dr. Hazari were made available to the Thacker Committee on the 22nd July, 1967. Copies of the Final Report were made available to the Committee on the 16th November, 1967. While supplying copies of the Report to the Committee, no observations were made by the Government.

(c) Dr. Hazari was appointed as Honorary Consultant by the Planning Commission and no remuneration or honorarium was paid to him for preparing the Report. However, an expenditure of Rs. 1519.90 was incurred by the Planning Commission towards travelling and daily allowances to Dr. Hazari in respect of the journeys performed by him from his headquarters at Bombay to New Delhi and back in connection with the preparation of the Report:

SHORT NOTICE QUESTION

Cancellation of Coal Suppliers Tenders by Railways

S. N. Q. 23. SHRI R. BARUA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Railways have cancelled tenders which they invited from the coal suppliers in February, 1968;

(b) if so, the impact of it on the coal suppliers and their reaction; and

(c) whether this is in the wake of demand of high prices of coal by the coal industry?

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

(b) No adverse reaction or impact on coal suppliers is known as supplies of coal are being obtained in terms of the present contract.

(c) If the question refers to part (a), the answer is in the negative.

CORRECTION OF ANSWER TO UNSTARRED QUESTION NO. 6077 DATED 2-4-68 REGARDING ARREST OF RAILWAY EMPLOYEES FOR SELLING TELEPHONE WIRES IN MORADABAD.

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): In reply to part (a) of Unstarred Question No. 6077 asked in the Lok Sabha by Shri Ranjit Singh on 2.4.1968 the following information was given:

(a) Yes, but he was arrested on 25.3.1968.

The correct reply to part (a) of Unstarred Question referred to above is as under :—

(a) Yes, but he was arrested on 25.2.1968.

12.02 hrs.

RE. PRIVILEGE MOTIONS AND CALLING ATTENTION NOTICES

MR. SPEAKER : Before I take up the other business I would like to inform the House that I have received a number of privilege motions and calling-attention notices about Professor Thacker's resignation and the conflicting statements that are coming. Since the Minister was not here—he has come today—I have admitted a calling-attention notice for tomorrow and have not taken up immediately the privilege motions. Let us hear the Minister tomorrow as to what it is about. Perhaps, he may satisfy all of you and me too.

12.03 hrs.

PAPERS LAID ON THE TABLE

Notifications under Export (Quality Control and Inspection) Act

THE MINISTER OF COMMERCE (SHRI DINESH SINGH) : Sir, I beg to lay on the Table :—

(1) A copy each of the following Notifications under sub-section (3) of section 17 of the Export (Quality Control and Inspection) Act, 1963 ;—

(i) The Export of Cashew Kernels (Quality Control and Inspection) Second Amendment Rules, 1967, published in Notification No. S.O. 87 in Gazette of India dated 2nd January, 1968.

(ii) The Export of Cashew Kernels (Quality Control and Inspection) Amendment Rules, 1968, published in Notification No.

S.O. 480 in Gazette of India dated the 5th February, 1968.

(iii) The Export of Rubber Belting (Inspection) Amendment Rules, 1968, published in Notification No. S.O. 1298 in Gazette of India dated the 4th April, 1968.

(2) A statement showing reasons for delay in laying the Notifications mentioned at items (i) and (ii) above. [Placed in Library. See No. LT-987/68]

Notification under Mines and Minerals (Regulation and Development) Act.

THE MINISTER OF STATE IN THE MINISTRY OF STEEL, MINES AND METALS (SHRI P. C. SETHI) : Sir I beg to lay on the Table :—

(1) A copy each of the following Notifications under sub-section (1) of section 28 of the Mines and Minerals (Regulation and Development) Act, 1957 :—

(i) The Mineral Concession (Fourth Amendment) Rules, 1968, published in Notification No. G.S.R. 703 in Gazette of India dated the 13th April, 1968.

(ii) The Mineral Concession (Third Amendment) Rules, 1968, published in Notification No. G.S.R. 704 in Gazette of India dated the 13th April, 1968. [Placed in Library. See No. LT-988/68].

(2) (i) Review by the Government on the working of the Singareni Collieries Company Limited, for the year 1966-67, under sub-section (1) of section 619A of the Companies Act, 1956 (Hindi and English versions).

(ii) A copy of the Annual Report of the Singareni Collieries Company Limited, for the year 1966-67, along with the Audited Accounts and the comments of the Comptroller and Auditor General thereon. [Placed in Library. See No. LT-989/68].

COMMITTEE ON ABSENCE OF
MEMBERS FROM SITTING
OF THE HOUSE

Minutes

SHRI THIRUMALA RAO (Kakinada) : Sir, I beg to lay on the table Minutes of the Fourth and Fifth Sitting of the committee on Absence of Members from the Sittings of the House held during the current Session.

ESTIMATES COMMITTEE

Minutes

श्री विनोद शिंधे (मोतीहारी) : अध्यक्ष महोदय, मैं गृह-कार्य मन्त्रालय संघ लोक सेवा आयोग — के बारे में प्राक्कलन समिति के 47 वें प्रतिवेदन से सम्बन्धित बैठकों के कार्यवाही-सारांश सभा पटल पर रखता हूँ।

12.05 hrs.

LEAVE OF ABSENCE FROM THE
SITTINGS OF THE HOUSE

MR. SPEAKER : The Committee on Absence of Members from the Sittings of the house in their Fifth Report have recommended that leave of absence be granted to the following Members for the periods indicated against each :—

- (1) **Shri V. Y. Tamaskar**—
11th April to 10th May, 1968
(Fourth Session.)
- (2) **H.H. Raja Yesvantrao M. Mukne**—
12th February to 19th March, 1968
(Fourth Session).
- (3) **Shri A. Nesamony**—
23rd December, 1967
(Third Session) and
12th February to 19th April, 1968
(Fourth Session)

(4) **Shri Masuriya Din**—

27th February to 4th April, 1968
(Fourth Session).

(5) **Rani Lalita Rajya Laxmi**—

14th February to 12th April, 1968
(Fourth Session).

I take it that the house agrees with the recommendations of the Committee.

SOME HON. MEMBERS : Yes.

MR. SPEAKER : The Members will be informed accordingly.

COMMITTEE ON PUBLIC
UNDERTAKINGS

Thirteenth Report

श्री द्वा० ना० तिवारी (गोपालगंज) : अध्यक्ष महोदय, मैं अशोक होटल लिमिटेड, नई दिल्ली के बारे में सरकारी उपकरणों सम्बन्धित समिति का 12 वां प्रतिवेदन पेश करता हूँ।

12.05½ hrs

*DEMANDS FOR GRANTS
1968-69—Contd.

Ministry of Tourism and Civil Aviation

MR. SPEAKER : We are going ahead with the Demands fairly well except for one or two Demands that we have lost because of the UP discussion.

The house will now take up discussion and voting on Demand Nos. 75 to 78, 126 and 127 relating to the Ministry of Tourism and Civil Aviation for which 3 hours have been allotted.

Hon. Members present in the House who are desirous of moving their cut motions may send slips to the Table within 15 minutes indicating the serial numbers of the cut motions they would like to move.

*Moved with the recommendation of the President.

की देवराव पाटिल (यवतमाल) : अच्युक्ष
महोदय, मैं जानना चाहता हूँ कि सोशल वेल-
फेर की डिमांड कब आने वाली है ?

MR. SPEAKER : I do not know anything. I am not here to answer supplementaries. The Business Advisory Committee takes decisions and I enforce them here.

SHRI SHIVAJI RAO S. DESHMUKH (Parbhani) : Sir before you take up the Demands I have to draw your attention to the fact that the guillotining of particular ministries is a new invention. It started last year. Now, an important ministry like that of the social welfare which deals with ten crores of people.....(Interruption).

MR. SPEAKER : Order, order. This was brought to my notice yesterday by Shri Bhandare and some other hon. Members. I said, "There is a business Advisory Committee meeting today at 4 P.M. ; why do you not come and discuss it there ?" Even now I am Saying that. I have no objection as to which Demand is taken up ; I am not interested. Let hon. Members come there. We shall discuss and if it is the will of the Business Advisory Committee, I have absolutely no objection.

Demand No. 75—Ministry of Tourism and Civil Aviation.

MR. SPEAKER : Motion moved :

"That a sum not exceeding Rs. 16,24,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1969, in respect of 'Ministry of Tourism and Civil Aviation'."

Demand No. 76—Meteorology.

MR. SPEAKER : Motion moved :

"That a sum not exceeding Rs. 3,12,51,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1969, in respect of 'Meteorology'."

Demand No. 77—Aviation.

MR. SPEAKER : Motion moved :

"That a sum not exceeding Rs. 10,10,83,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1969, in respect of 'Aviation'."

Demand No. 78—Other Revenue Expenditure of the Ministry of Tourism and Civil Aviation.

MR. SPEAKER : Motion moved :

"That a sum not exceeding Rs. 1,82,76,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1969, in respect of 'Other Revenue Expenditure of the Ministry of Tourism and Civil Aviation'."

Demand No. 126—Capital Outlay on Aviation.

MR. SPEAKER : Moved motion :

"That a sum not exceeding Rs. 6,72,55,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1969, in respect of 'Capital Outlay on Aviation'."

Demand No. 127—Other Capital Outlay of the Ministry of Tourism and Civil Aviation.

MR. SPEAKER : Motion moved :

"That a sum not exceeding Rs. 4,88,15,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1969, in respect of 'Other Capital Outlay of the Ministry of Tourism and Civil Aviation'."

These Demands are now before the House.

SHRI GADILINGANA GOWD (Kurnool) : Mr. Speaker, Sir, I am very glad to hear from my friends and from Members of this House, who have had very long flights in the Air-India and the Airlines Corporation Services, that our air services are running very efficiently and that our services are in no way inferior to that of any developed western country. These two organisations are business organisations and they should not be satisfied only with giving good services to the people but should also earn some profits.

You know, Sir the Government has invested about Rs. 53 crores in these two organisation while standing guarantee for about Rs. 40 crores. While the Air-India is running with a profit of about Rs. 3 crores within the course of the last seven months and is estimated to earn about another Rs. 2 crores; the Airlines Corporation, I am told, is running under a loss of about Rs. 2 crores within these seven months and is likely to lose about Rs. 2 crores more.

I have not been able to understand as to why the Airline Corporation is losing. Very recently they have increased the freight by about 15 per cent and this corporation has been receiving subsidy of about Rs. 12 lakhs to Rs. 13 lakhs from the Finance Ministry. In spite that it has been losing. By extending its services throughout the country and by reducing the rates of freight, I am confident that the Airlines Corporation, while serving the people, may earn, some profits. Our country is a very vast country and, therefore, I request the Minister to examine the possibility of extending the air services to various places in the country so that no place in the country should be at a distance of not less than 100 miles.

In 1954-55 there was a proposal for an airstrip at Kurnool. Probably on the ground that the capital of Andhra Pradesh was shifted from Kurnool to Hyderabad, this has been dropped. Probably it is on account of not knowing the importance of Kurnool. Kurnool is an important place and one of the 12 *jyotirlingams* of our country is situated in the Nallamalai forests of Kurnool District which people from every nook and corner of this country visit. This country is predominantly of Hindu

faith and they have got the belief in the ancient saying that *Sreesailam sikharam drisyam punarjanmam na vidyate*, that is too say, people who go and have *darshan* of this deity will not have rebirth at all. Therefore I request the hon. Minister kindly to construct an airstrip at Kurnool and extend some air service either from Hyderabad or from Bangalore.

At Bellary there is an airstrip which is at a distance of about 35 miles from the Vijayanagaram Kingdom ruins. It is a very important historical place. There the Government also is spending some money on improving tourism but they have not made any effort to see that the Bellary airport is improved and an air service is given to that place.

Coming to tourism, that is being developed in the Western countries as one of the largest industries. I am told that everyone among 25 people is a tourist. They have been earning very huge amounts of foreign exchange. For instance, Spain, having a population of 31 millions is earning about Rs. 750 crores worth of foreign exchange ; Greece, having a population of 8.5 millions, is earning foreign exchange worth about Rs. 75 crores ; Yugoslavia, having a population of 20 millions, is earning about Rs. 112 crores worth of foreign exchange. In U. S. A. also, tourism is the second largest industry.

In our country, the Government have not taken any effort to attract more tourists from various other countries. I am told, last year, about 1,80,000 people visited our country. As a matter of fact, this having a large population and having so many important places of pilgrimages and important places of historic value has not been able to attract many tourists. I am told, it has earned only about Rs. 24 crores, last year, that is, only Rs. 1.4 crores more than what was earned in the year previous to that. Therefore, I request the hon. Minister to kindly examine the possibilities of attracting more tourists to our country.

The Government has not identified our tourists as "holiday men". They have to be given more facilities to visit our country and, to give more facilities, the Government should lay better routes, provide good hotels, provide proper lodging, provide good music, ease customs and immigration

formalities, provide more wayside rest houses and scrap prohibition.

I am sure the Government will be in a position to attract more tourists, by providing all these facilities, and will be in a position to earn more foreign exchange.

MR. SPEAKER : This Demand has been allotted only 3 hours. How much time will the Minister take? You will take about 45 minutes.

THE MINISTER OF TOURISM AND CIVIL AVIATION (DR. KARAN SINGH): My colleague, the Deputy Minister, will like to take about 10 minutes. I will take 35 minutes.

MR. SPEAKER : It is all right. So, the Minister will reply at 3-30 p. m. He will take half an hour only. In between, the Deputy Minister may intervene. We will finish it by 4 O'Clock. We will take up the next Demand at 4 O'Clock.

Some Members have sent me a list of half a dozen names of Independent Members who want to speak. Every Independent Member must send his name if he wants to speak. There is no point in sending me a list of half a dozen names. That will not be recognised. Any Independent Member who wants to speak may kindly send his name to me. Shri Chintamani Panigrahi.

SHRI CHINTAMANI PANIGRAHI (Bhubaneswar) : Mr. Speaker, Sir, I just want to bring to the notice of the Government and the Minister concerned the natural beauty and attraction which Orissa possesses for the vast number of tourists not only from India but also from other countries. It is most unfortunate that the vast attraction of tourist centres in Orissa has not been fully utilised in all these years. The tourist traffic to Orissa is gradually falling down.

In this connection, I want to bring to the notice of the hon. Minister the beautiful Chilka lake which is one of the most beautiful lakes in our country and in the eastern region of our country also. It has got vast potentialities for attracting a large number of tourists and, most specially, during winter when millions of birds from Mansarovar come to Chilka Lake and go

back, after March, to Mansarovar. For that, a number of tourists even from eastern India, not being sponsored by the Government, also visit that Lake. I just want to mention here that near the Chilka Lake a number of recreational facilities can be provided at present without spending much money.

There was a scheme for the development of this Chilka Lake long before, even when I was a Member of the Lok Sabha in 1957. There, the aquatic sports can be developed and also fishing, bird-shooting and a fairly long, at least 10 miles, marine drive which will be unique in India because in no other place in the country you could have around the Lake a long stretch of 10 miles of marine drive with beautiful hills and greenery all the year round. I suggest let the Government examine an integrated scheme of tourist development for Chilka Lake which will include providing of aquatic sports fishing, bird-shooting and marine drive with at least 50 to 60 cottages which can afford the tourists facilities to stay there and to go in for boating.

I hope the Government will consider this and will also provide a number of small mechanised boats so that the tourists can go in for boating in the moonlit night. I know our Minister is very much fond of moonlit night because he has written some poems also on that. Chilka Lake in the moonlit night, is a very beautiful scenery to see. I invite Dr. Karan Singh and Mrs. Karan Singh also to visit Chilka Lake in the moonlit night.

Again, there is the place of Konarak. What a beautiful monument! It is a magnificent monument of the ancient art which stands today for the last 700 years. It is majestic in its ruins. The Government of India has spent some money on it but still it needs renovation. I appeal to the hon. Minister that more and more facilities should be provided at Konarak. Whenever people go there, they all return young. When they see Konarak, they become young. It is, therefore, necessary that Konarak should be provided with more tourist facilities. But today the facilities provided are too meagre.

Then, I bring to the notice of the hon. Minister the question about the development of the surrounding area of the beau-

[**Shri Chintamani Panigrahi**]

ful temples of Bhubaneshwar. The Prime Minister has also seen the beautiful temples of Bhubaneshwar. Bhubaneshwar is called a city of one thousand temples. Today, they are all completely destroyed. Even the famous temples of Lingaraj and Rajarani which are embodiments of human skill and art are languishing. Something should be done to such a beauty. We are searching for beauty elsewhere. Beauty is there lying unnoticed. I think, the hon. Minister will discover this beauty which lies in Orissa in such splendour and plenty.

There was also a proposal to beautify the surroundings of the temples. If you go to Bhubaneshwar Temple, you will find there is all dirt and filth. How can the tourists go there? It is better the surrounding of Bhubaneshwar Temple and the Khaudagiri and Udayri Caves are beautified. There was a programme for the last 10 years to beautify Gopalpur, Konarak and Puri sea beach. What happened to all those places? They remain as they are. It is only the fishermen who live there and pursue their age-old profession of fishing.

There is no improvement done there. I hope these things will receive urgent consideration at the hands of Government.

Then, there is the famous place Lalitgiri which is about two thousand years old, where Buddhist shrines and monasteries have been excavated due to the Government of India's efforts. But there is no road communication there, and there is no further development there. There is a scheme to develop this Lalitgiri complex. I was told in answer to one of my questions that the details were awaited from the State Government. I do not know how long it would take for these details to come here and how long it will take for the Minister to develop those areas.

I have personally invited the hon. Minister to visit one famous place of pilgrimage, namely Kantilo in Khandapara which is the ancient abode of Lord Jagannath. Lord Jagannath was not first at Puri but at Kantilo. I hope the hon. Minister would like to see this ancient abode of Lord Jagannath. This is a famous and ancient place of pilgrimage. But it

has no road communication and there are no proper facilities there. The pilgrims who go to Puri feel that their pilgrimage is not completed unless they have been to Kantilo also. Therefore, I would suggest that there should be road communications developed to that place. Only a minor bridge is required to complete the road communication from Khandapara to Kantilo on the river Kuanria.

If Rs. 3 to 4 lakhs could be provided, then this bridge can be completed, and the road communication can be established to that place.

Recently, a tourist survey has been made, but I am completely surprised at the report of the Tourist Survey Committee and I find that it is completely disappointing. They have said that the number of tourists coming to India from the Western countries has been gradually falling down. If that had been compensated by an increase in the number from the Eastern countries, I would not have minded it. But the report discloses that India was losing fast a very large number of tourists from the U. S. A. due to unfavourable conditions. I do not know what these unfavourable conditions are which this committee wants us to remedy. I would like to know from the hon. Minister what steps are being taken to see that those unfavourable conditions which do not attract tourists from the Western countries are remedied and whether any efforts have been made in that direction.

With regard to the India Tourism Development Corporation, I would like to submit in all earnestness that whatever efforts are being put forth by this corporation are not commensurate with the investment that the Government have put in. I would like to know from the hon. Minister the specific programmes that this corporation has undertaken and whether these programmes have been implemented in any part of the country, and if so, to what extent.

Now, I would like to bring to the notice of the hon. Minister the difficulties with regard to regular plane connection to Orissa, particularly from Delhi to Bhubaneshwar. There is no direct flight from Delhi to Bhubaneshwar, just as there is no

direct train from Delhi to Bhubaneshwar. All the State capitals have now been linked by direct train services like Dakshin Express or some other Express. But there is no direct connection at present to Bhubaneshwar. In the name of Lord Jagannath at least, there should be a direct train service from Delhi to Bhubaneshwar and Puri. There is no direct plane connection also now from Delhi to Bhubaneshwar, and we have to go to Calcutta and then catch the plane to Bhubaneshwar from there, the difference in timing between the two services being only about 25 minutes or so. But nowadays, due to the grace of the hon. Minister, the planes are also flying late. So, whenever we reach there, we can get about half an hour to one hour's time to catch the next plane.

In the Bhubaneshwar aerodrome itself some more facilities should be provided. Recently, about Rs. 3 to 4 lakhs has been spent in strengthening an existing runway. I would like to know from the hon. Minister whether this runway has been strengthened only for the landing of Dakotas. When Rs. 4 lakhs has been spent, we do not know why something more could not have been invested so that bigger planes could also land there. The Dakotas and the Viscounts are gradually becoming obsolete and are not very much in use and they may go out of use after three or four years. So, I would like to know why Government should not spend more for strengthening the runway so that bigger planes could land there. I would submit that the runway should be made suitable for landing of bigger planes, and more facilities should be provided at Bhubaneshwar.

SHRI BABURAO PATEL (Shajapur) : This is another Ministry with a bad past. The only silver lining to the present position is that it has a Minister who is not a professional politician. He is known for his honour and integrity, and I hope he will have the intellectual integrity to realise and appreciate the points put forward by the Opposition during this debate.

I come to one of the departments which is very notorious for its expenditure and extravagance; that is, Air India. I take only one instance. Air India organises what is called 'inaugural flights' during three months in a year.

What are these inaugural flights supposed to be? The word 'inaugural' means something new that is being initiated or introduced. But in this case, what happens is that the old flying birds keep on taking old flying racketeers to foreign countries during the three months.

Last year, there were 14 inaugural flights in which 586 guests were flown from India. They were all supposed to be VIPs. When I asked Dr. Karan Singh a question he named 306 people, but he did not name 280 people at all. These 280 were unknown and unnamed. These people are flown on eight grounds: persons of commercial importance, i.e., representatives of business houses, as a source of revenue, travel agency representatives and tour operators, representatives of the press for publicity, members of the Air India Board, officials connected with either the operation of air services or with governmental agencies, MPs. and Government of India officials. I have been given the names of 306 persons who were flown with their addresses, full names as well as how they were connected with business. I do not have much to say about them. But there is one person in this list called Kantilal Desai, Delhi. His father's name is not mentioned. His business is not mentioned. I would like to know under what category out of these 8 he comes. Is he a person of commercial importance? I do not think so, because he is not likely to get any business as a source of revenue for Air India. Is he a travel agency representative? Not so. He is not a representative of the press. He is not a member of the Air India Board. He is not an official connected with the operation of air services nor is he an MP. He is not a government official. Then under what category does he come?

श्री रवि राय (पुरी) : क्या माननीय सदस्य उन के पिता जी का नाम नहीं जानते?

SHRI BABURAO PATEL : I do not know. I want to know the name of his father. I want to know the address of this person. I want to know the reason why he was taken all the way to London on an inaugural flight. When a person goes from here on such a flight, he is expected to return by the same flight because this is a courtesy and hospitality offered though I do not know for what

[Shri Baburao Patel]

purpose it was offered. He went as a guest and should have returned as a guest.

This man, Kantilal Desai, landed at London and never returned by the inaugural flight. He returned after three months. I would like to know where he went from London and why he was not brought back by the inaugural flight by Air India.

The second thing is that during these 14 inaugural flights, Government spent, that is, Air India spent, £ 37,750, at the rate of £ 20 per head, for entertainment and hospitality on these guests. When we are short of foreign exchange, where the hell do we get all these funds from? Why is this at all necessary when other air companies do not at all have such inaugural flights except when a new aeroplane is introduced on the line? They do not have inaugural flights merely to give some sort of a holiday or picnic to these big people.

Then I do not know why Members of Parliament should be taken on an inaugural flight. They do not in any manner help to sell tickets. Most of them cannot afford to fly. But they are taken, for one reason or other. If the Air India people think that by taking MPs on these flights they will not talk saucy, they are very much mistaken. Rather they might have these free flights, enjoy all the hospitality and then have free talk here.

Then we find that a number of smugglers are also being taken as guests in these flights. Smuggling is also done by members of the Air-India staff. One Mr. Chopra who was getting Rs. 400 as salary was arrested the other day for smuggling goods worth Rs. 71,000 and when I asked a question how many more smuggling cases were traced and caught, they asked for time and I have been waiting for a reply for the last two months. Another aspect of Air-India is that it is a concern which is dominated by Parsis. It was a Parsi gentleman who first flew into Bombay from Karachi, with the result that the domination of the Parsi still continues. We had a handsome Prime Minister wearing a red rose who decided matters on emotional basis and because of this emotional basis he appointed Mr. Tata as the Chairman of Air-India. I cannot understand, whatever competence a person may have, why there should be

private gentleman as Chairman of a Government-sponsored autonomous concern, and why he should manage its activities.

SHRI NARENDRA SINGH MAHIDA
(Anand) : It is rather unfair.

MR. SPEAKER : Let him have his say now.

SHRI BABURAO PATEL : Another aspect which I am not able to understand is why the foreign companies like J. Walter Thompson and Clarion McCann are appointed as advertising agencies for Air-India and Indian Airlines when we have got over hundred competent Indian advertising agencies. When I asked a question over this the reply that was given by the hon. Minister was that Messrs. Walter Thompson have served Air-India for the last thirty years satisfactorily. What happens is this, that all the profits of these foreign companies go to foreign countries. We have over hundred Indian companies who are equally competent and they could have been given the business. But these people say that these foreign companies have served them satisfactorily. By the same logic can we say that the British people who have served us for the last 200 years should still continue and that we should not have freedom? The Government ought to have taken steps to encourage the Indian agencies since they went to nationalise all Indian activities. During the last three years, Messrs Walter Thompson have been paid a commission of Rs. 5,18,433, while the firm Messrs Clarion McCann have been paid Rs. 1,95,000 in 2 years. All this money goes to a foreign country. And all this could have been avoided if Indian agencies had been patronised. This has happened because the Managing Director of Walter Thompson's had married a Parsi woman and that is why the Air-India places business with this firm. So, we want to know how long this communal type of dealings are going to dominate our political scene. The same kind of communal dealings dominate all our administration.

So, I would like Dr. Karan Singh to look into the matter seriously and to see

whether we cannot stop this kind of business in which 80 per cent of the profits go to the foreign countries while we have our own hundred Indian advertising agencies waiting for business.

We have now got two autonomous Corporations, the Air-India and the Indian Airlines. The Indian Airlines is another snakepit of corruption. I have pointed out many instances to the hon. Minister about this. One of them was regarding air-sickness bags. I had asked a question about this. They have purchased bags worth Rs. 70,000 in a year.

Sir, a bag costs round about 15 paise. That means about 3 to 4 lakhs of bags are purchased every year. Does the hon. Minister mean to tell us that 33% of the people were air sick during the year? I have been travelling by air for quite some time and I have hardly come across a case of vomiting and nausea. Here, we are told that year in and year out 33% of the people have fallen air sick and air bags to the tune of Rs. 70,000 are being purchased every year. Sir, I have pointed out that the bags are not purchased every year but only new bills are submitted every year and somebody is swallowing the money. This is happening again and again and it is the duty of the Minister to look into this matter personally and see that this poor country and its poor people are not being robbed by some unscrupulous people.

One more suggestion I would make and I will finish. Sir, instead of having two autonomous corporations each working in different direction and practising corruption at different levels, let us have one autonomous corporation. Let them be combined into one so that it becomes easy to manage things and the Minister can have a unitary control of the whole thing. Otherwise, what is happening at the moment? These two corporations have a lot of competition only in increasing corruption. This should be avoided and if Dr. Karan Singh could manage to see these two corporations combined into one, I think a lot of administrative expenditure could be saved and corruption reduced.

SHRI N. K. SANGHI (Jodhpur): Mr. Speaker, Sir, before I start I may say I have no fight regarding the inaugural flights. But I wish Sir, that only those

M.P.s. who have not got a chance to travel by the inaugural flight, should get a chance during the next few years.

Sir, coming to tourism, there is no denying the fact that all of us are very much interested in the development of tourism.

12.38 hrs.

[Mr. Deputy-Speaker in the Chair]

We have a Ministry and a separate corporation for this and we are spending a lot of money on the development of tourism. I am sorry to say that with all our experience and planning, we have been talking a lot but no substantial results have been achieved. Sir, there seems to be something basically wrong with our concept and administration of tourism.

India, as you know, Sir, is a very large sub-continent, has got various types of climate, many spots of scenic beauty, we have long beaches and beautiful monuments. We have a large wild life in the country and a variety of flora and fauna and yet we have failed in developing tourism. There is something radically wrong with the working of the Ministry. When we look at other countries like Spain, we find the whole economy of Spain has been built up on tourist trade. If you take Italy, they have developed tourist trade to such an extent that there is no parallel elsewhere. Look at some of the Pacific ocean countries—Japan, Thailand and other countries. They have all built up a flourishing tourist trade with their limited resources and enjoy a larger share of world tourist traffic than India. Sir, in a conference which was held a few days ago in Kashmir, our hon. Minister said that Yugoslavia, with a very small population, has developed tourism to a very large extent. May I know from him as to what is wrong in this country? We attract only $\frac{1}{2}$ per cent of the world tourist trade which is simply negligible. Sir, if this is the speed with which we are proceeding, I do not think we can do anything better. It has also been said that by the end of the Fourth Five Year Plan, we will be able to attract about a million tourists. Sir, the way this Corporation is functioning and the Ministry is working, I think, it is only a matter of dream-thinking.

[Shri N. K. Sanghi]

I would like to draw your attention to these old ideas, *laissez-faire* thinking, that it is only the rich people who travel for pleasure and we have created facilities for rich world trotters. But now the trends are changed. There is a large number of middle class tourists and we have to create facilities for them. They borrow money or they plan the holiday to-day and they pay later. It is this middle-class tourist we have to attract more and more and unless we can really do that and cater for the middle class tourists, I do not think much headway can be made.

I would like to draw your attention to the highest advisory body, *viz.*, the National Development Council. This Council is constituted both of Central and State officials and people who know the tourist business. What is happening? Whatever decisions the Council has taken, 50% of them are thrown into the waste paper basket.

Whatever resolutions are passed, in fact, they are hardly implemented. When we have such a council, I am sure that the resolution that this council passes should be taken care of and implemented.

Not only this. We have the India Tourism Development Corporation, one of the biggest corporations to look after the development of tourism in India. But if you will see the history of it during the last three years, five Boards of Directors have been changed till now. Whenever a new Board comes, it overlooks what the previous Board had done, and the policy it has laid down and all that is thrown away. If this is the way that the India Tourism Development Corporation is working, I do not know which way it will go. It is high time that a re-thinking was done regarding this Corporation so that our tourism could be really brought into effectiveness.

May I know from the hon. Minister, if there is any hotel today under construction under this Tourism Development Corporation? There is today not a single hotel under construction in this public sector. If we are not thinking of planning and construction...

SHRIMATI TARKESHWARI SINHA (Barh): Ramesh Thapar is himself a construction.

SHRI N. K. SANGHI: That is for you to say; but everyone knows that nothing is being done. Unless we sit down and do something things will not be done at all.

Today, this Corporation does not have a managing director. It is really a sad state of affairs. Such a big Corporation does not have a managing director! The Board meetings are held frequently but nothing is being done. No hotels are being developed. The basic purpose with which this Corporation was formed was for the development of hotels for promoting tourist traffic.

Another point is when compared to the tourist offices in different parts of the world, and the tourist offices in our country, I find that our tourist officers are not giving satisfactory service to the tourists in this country. Have these officers gone to the places of tourist interest themselves? If you will go into any one of these tourist offices, you will be really saddened. I have many times gone out of India and visited the foreign tourist offices. But here, I am sorry to say that the officers here in the tourist offices have no idea of the country; they have not been themselves to many places of tourist interest in this country. Not only should they have gone to important places of tourist interest but they should have gone to the holiday resorts, to places of scenic beauty, places which could really be of tourist interest and they should create interest in the tourists. But it is not so. If you just want a cushy job, then join the tourist department, and if you are lucky you will have a chance to visit one of the foreign countries and you may have a good time. This is really a sad affair. We will not be able to develop tourism on these lines.

SHRI J. B. KRIPALANI (Guna): Did you visit any embassy also?

SHRI N. K. SANGHI: Now, what does a tourist want? He wants good boarding and good lodging. Tourists travel by air, road and rail. They travel by Air-

India and they travel by the Indian Airlines Corporation. One of the biggest corporations is the Indian Airlines Corporation. Most of us who have been travelling by the planes in this Corporation know what it is. Travelling by the Indian Airlines Corporation is well-known that it is most inefficient and expensive. If you see the catering in these flights, the catering to the customers, what are the facilities that are available? The facilities that are available have very little in comparison to those available in the foreign internal airlines.

Tourists are put to many small difficulties. It does not matter if one is charged Rs. 100 in a hotel, or even Rs. 200. But what worries the tourist are small matters. For example, take the telephone services in Udaipur. There was no telephone booth in Udaipur. Recently a public call box has been installed at the airport, and if one wants to make a call, the charge is twelve annas. Most of the time, the public call Booth is closed. It is a very small, silly thing; this difficulty could be avoided.

Only yesterday, I had been to Indore. You will be surprised to know that there is no public announcing system at the airport there. When you operate the Fokker-Friendship services and similar air services, the basic facilities have to be looked into. If you do not look into the small things like these, I do not know how we can really go in for bigger things.

Then, a few words about the shops at the airports like Santa Cruz and Palam airports. Things there are selling at a fabulous price. A thing like chocolate, which sells at Re. 1 in the market, is sold at Rs. 1.50 in the airport; this is really cheating. We must not leave this for auction by the highest bidder; and thus allow those people to fleece the customer.

The other day, I found in the Palam airport that a cup of coffee was being sold at Re. 1. Another shop was opened and there, it was 12 annas a cup. Today, if you go, you will find that the price is Rs. 1.25. These are the things which should be set right.

Now, the Minister has recently levied an entry permit for entry at the airports. It was eight annas and it may become Re. 1 later. It may even be Rs. 10, but

what worries one is this: When all over the world; we have customs-free shopping, customs-free things to buy, when we have reasonable prices, we cannot get our own Indian products at cheaper prices at the airports. This is really a shame for our country.

In the IAC flight from Delhi to Kathmandu in Nepal, foreign liquor is advertised and sold. But it is told frankly that Indian currency will not be accepted for the foreign liquor that is available on these flights. It is a matter of national shame and nothing is more detrimental to the Indian sense of honour and integrity than this that the Indian rupee is not accepted on an Indian Airlines plane. I am reminded of a story of a flourishing salesman who gave up his job as a salesman and joined the police department. When some friends asked him the reason, he said, "In my old job, I have to say every time the customer is right. Now in this department, I can say, the customer is wrong". I think one can join the Indian Airlines and say, the customer is always wrong.

Air-India is a wonderful service. It has been well organised and is doing very well. But my experience is, in Air-India Indian gets the last priority. The Maharaja of Air-India has lost much of its glamour.

MR. DEPUTY-SPEAKER : He should conclude now.

SHRI N. K. SANGHI : Look at our hotels. We have hotels like the Taj and the Ashoka, but the prices have gone up. The foreign tourist wants a reasonable accommodation and food for, say, five dollars a day. Hotels like Ranjit and Lodi are very dirty. The bath rooms are dirty. There is no cleanliness in these hotels. Unless you improve the cleanliness, I do not think the tourists will be attracted to them.

We have to develop our tourism and bring it to a certain level of proficiency. We should remove these small troubles. The road transport is hardly organised. A man travelling by tourist taxi is stopped at so many barriers and there are always long negotiations with the State Governments. For rationalisation of road transport some agree and some do not agree. I suggest that a committee of Members of

[Shri N. K. Sanghi]

Parliament should be organised to look into this matter. A cell should be constituted in the ministry. If there is any trouble, if somebody cannot get accommodation or transport, this cell should come to his rescue. That is the way to develop tourism in this country.

The prosperity of the country demands that we should all be united and we should see that tourism develops in this country.

SHRI S. KANDAPPAN (Mettur) : Sir, there is much to be desired in the service rendered to passengers in the IAC. I hope with the dynamism of the new minister, things will improve.

There is inordinate delay in the delivery of our luggage and the announcement both at the embarking place and at the place where we get down is anything but clear. Nobody is able to make out whether it is Greek or Latin or English. These are small things, but it will go a long way to make us feel that our needs are being catered to effectively if it is properly streamlined.

I do not know whether Madras airport is considered as an international airport or as a major airport. The Government is not clear in its mind about this and they have given an indication of their confused thinking in the report itself. In page 3, Madras is included in international airports, but in the annexure, it is shown as a major airport, with the result many of the amenities available at international airports are not available at Madras airport. There are very few houses which cannot accommodate even a quarter of the personnel working there.

I am told that the Government has acquired some land for providing housing facilities there. I hope they will go ahead with the programme and complete it within the shortest possible time.

I would like to plead with the hon. Minister in respect of another important thing. Already representations have been sent and some Members of Parliament have also met the Minister personally in this connection. There is a demand consistently for the past decade or so that there should be a small airport at Salem in Tamil

laud. Successive Collectors of District Headquarters in the town which has a population of more than three lakhs have been taking a keen interest in this matter. A few years back the Madras Flying Club, just to give a glimpse of what it would be like and also to enthuse the people there, organised flights for the public in that area. They have also acquired some land there. The Government is even prepared to place at the disposal of the Central Government sufficient acres of land for this purpose. I would like the Minister to see that an airport comes up in that place.

There is another very important matter to which I would like to draw the attention of the hon. Minister. I understand that within a span of three or four years quite a good number of pilots are due to retire. All those who joined at the end of the Second World War are due to retire and there would be a demand for piloting our civil services. I do not know what facilities the Government have at present to train enough personnel to man our whole fleet. I would like to submit that it is time Government should from now onwards lay the ground and see that we get enough trained personnel. In this regard I would like to urge upon the Government that they should see to it that the selection is made on an all-India basis. Of course, it may be said that it is being made on an all-India basis but if you look to the practical side of it you will find that it is not given the widest publicity in the language papers and we do not attract all the talent that is there in the country for the lucrative jobs that we have in civil aviation and other departments of this Ministry.

With regard to tourism I do not want to say much because the time at my disposal is very short. But I would like to place one thing for the consideration of Government. Many of the monuments particularly in the south of our country are religious. Probably the foreign tourists may not have much interest in our religion. Still they have a historical and architectural value. That should be preserved and publicised. Whereas in many places the people who happen to go there occasionally find a lot of interest and enthusiasm in our old architecture, unfortunately, we do not

promote tourism with a view to cater to the needs of that kind of tourists that may be there in the world over.

In my constituency there is a place in Tārmāngalām where there is a temple thousand years old. I learn from people who are good critics of architecture that they have never come across such a beautiful structure anywhere they have toured about. There are many places like that. I am just giving you one example and it is not that I want this particular place to be recognised. There are many places in the South of that nature and Government should see to it that they give publicity to these places. They should also provide lodging and boarding facilities at these places. The matter of providing traffic facilities should also be looked into.

With regard to traffic I would like to say that supposing a tourist is interested in a bird's eye view of the whole country I wonder whether the tourist department has got any comprehensive pamphlet or hand-out to give to him covering all the places of interest in this country in various fields. Also, there is no road link to many of even the important places. These are all vital matters which the Government should consider. They should see that facilities are provided to encourage tourists to go to these spots.

I do not want to say anything on the issue of prohibition. Particularly in my State, we are very strict on the implementation of prohibition. Of course, an exception is made in the case of tourists, who are given permits.

With regard to hand-outs and books I feel there is a lacuna. For many temples and places of tourist interest there are no hand-outs giving their historical perspective or a short history of the place which will be of immense help to the tourists. Except for big and popular places like Taj Mahal and others, there are no hand-outs for smaller places of interest. It should be attended to.

Then, I am sorry to say that on every Demand we are constrained to make some reference to Hindi, which only indicates the omnipotence of Hindi in this country. In this Ministry, for instance, I wonder what is the necessity for the propagation of Hindi by spending a lot of money. Of all the Ministries, of the Government of

India there is the remote chance of Hindi being of any use in this Ministry because it deals with tourism and aviation where English is necessary. Only the other day, while giving the reasons for an air accident, the Minister was saying that it was due to a misunderstanding of the message given by the Geneva airport, which was transmitted in French. The crew were not able to understand this. I think it is understood all over the world that English is the medium used by all airports. Then, what is the purpose and what is the use of spending so much money by this Ministry for the propagation of Hindi ?

Even with regard to communications, it is stated on page 17 of the Report that all communications received in Hindi are replied to in Hindi. Are there not people in this country who are interested in other languages ? If the Government want to give this facility or amenity of transacting the business with the people in a language which is understood by them, it should be given to all people equally and in an impartial manner. But, unfortunately, in this department, as in other departments, they do not seem to bother about the other languages or people speaking other languages. Suppose I write a letter to the Ministry in Tamil, I may not get even an acknowledgement. But if my hon. friend, Shri Rabi Ray writes a letter in Hindi, he will get a reply.

SHRI RABI RAY (Paf): In Oriya.

SHRI S. KANDAPPAN: If you write it in Oriya, you will not get a reply. But if it is in Hindi, you will get a reply. Why this double standard ? (*Interruptions*) It is there. I am not inventing anything. I am just commenting on what is there.

श्री रवि राय : जिस भाषा में चिट्ठी जाए उसी भाषा में जवाब मिलता चाहिए ।

SHRI S. KANDAPPAN: Notifications and resolutions are released for publication in Hindi. Why could they not divert that money for the efficient functioning of the department ? I am sure quite a good amount is being spent for the propagation of Hindi. I would like to know the total amount they are spending on Hindi in this department and in the Minis-

[Shri S. Kandappan]

try. I am sure it would be a revealing figure.

Let it not be understood that I am speaking against another language. It is not at all that way. But what is the use and what is the purpose of this Ministry spending money on propagation of Hindi ? Since we are making only slow progress in various fields, I would request the Minister to see that they do not waste their time, energy and money on this kind of venture when they could better be diverted for the efficient functioning of the civil aviation and other departments.

SHRI A. S. KASTURE (Khamgaon) : Mr. Deputy-Speaker, Sir, I am very much thankful to you for giving me this opportunity to speak on the Demands for Grants relating to the Ministry of Tourism and Civil Aviation.

I wish to speak regarding tourism first. I am glad to know from the report published by the Ministry that the Government has constituted the Indian Tourism Development Corporation, a public sector undertaking. India is a very vast country and there are a large number of places of tourist interest. The interest is from several points of view. In view of several religions in India, almost all religions, temples and monuments are of interest from the tourist point of view.

MR. DEPUTY-SPEAKER : The hon. Member may resume his speech after Lunch.

13.00 hrs.

*The Lok Sabha adjourned for Lunch till
Fourteen of the Clock.*

*The Lok Sabha re-assembled after Lunch
at five minutes past Fourteen of the Clock.*

[Mr. Deputy-Speaker in the chair]

DEMAND FOR GRANTS, 1968-69
—contd.

**Ministry of Tourism and Civil
Aviation—contd.**

MR. DEPUTY-SPEAKER : Shri Kas-

SHRI A. S. KASTURE : Mr. Deputy-Speaker, Sir, I was discussing about the religious monuments. The religious monuments of whatever religion must be well maintained to attract the tourists. It is absolutely necessary to provide more and more facilities to the tourists. I feel, tourism should be considered as the most prosperous industry.

There are a large number of Touist important places in Vidarbha region of Maharashtra. They are of historical importance. For example, Ramtak. It is only 30 miles away from Nagpur. There is a temple of God Ram. It has been proved that the great epic of Meghdoot written by Kalidas was written at Ramtak. So, Ramtak temple should be declared as a place of tourist importance. There are also several forts within the region of Vidarbha of Maharashtra. The first is Sitabadi fort which is in Nagpur proper, there is Narnala fort in Akola district. Gavilgarh fort and Gurukking Ashram of Mozri, both of Amravati district. These places should be considered as places of tourist importance.

Sir, I hope the hon. Members of this House know the importance of Sindkhed Raja, the birth-place of Jijamata, the mother of the great Shivaji. The palace and other monuments of Sindkhed Raja should be declared as places of tourist interest. It is in Buldana district. The world famous Buddhist frescoes of Ajanta are very near from Buldana.

Buldana is a district place of Maharashtra. In order to give facilities to the tourists the Government of Maharashtra and the Government of India have started tourist office in Aurangabad, but the Ajanta caves are nearly 67 miles away from Aurangabad. On the contrary, Buldana is thirty miles from Ajanta caves. The Government of Maharashtra have started regular bus service to Ajanta from Buldana. But there is no proper facility for tourists at Buldana. I would therefore request the Minister to consider Buldana which is a hill-station as one of the places of tourist interest. It is very near from Ajanta. I would request the hon. Minister to start a sub-tourist office at Buldana and construct a tourist bungalow there.

As regards Civil Aviation, Sir, I would like to say that Nagpur is a central place

of India. But there is no direct air service from Delhi to Nagpur. There are direct air services from Delhi to Bangalore, Madras and Hyderabad. Nagpur has its own importance. It is not only a central place of India, but it was the capital of the old CP and Berar province. Now Vidarbha and Nagpur form part of Maharashtra. Considering the importance of Nagpur, I would like the hon. Minister to consider the proposal of starting regular air service from Delhi to Nagpur. If it is not possible to start regular air service between Delhi and Nagpur then I would request that the existing service from Delhi to Madras or Hyderabad or Bangalore may be used for stopping at Nagpur and then go to the destined place.

As regards Aurangabad airport, I have some difficulty about it. The office of Indian Airlines Corporation is in Aurangabad hotel and the airport is at Chikhalthana. That airport is eight miles away from Aurangabad hotel. At the time of arrival of the plane the whole staff of IAC go to the port and no one remains in the office. So, if any tourist wants to catch the plane and he goes to the I. A. C. office there is no one there. As such he cannot catch the plane, as he has no idea whether the plane has arrived or not. So I would request the hon. Minister to see that at least one employee of the IAC is there at the office at the time of arrival of the plane to cater to the needs of tourists and the passengers. I would therefore request the hon. Minister to issue necessary instructions in this regard.

MR. DEPUTY SPEAKER : Hon. Members may now move the cut motions to Demands for Grants relating to the Ministry of Tourism and Civil Aviation, subject to their being otherwise admissible.

श्री यशवन्तसिंह कुशवाय : मैं प्रस्ताव करता हूँ:-

कि “पर्यटन और असेनिक उद्योग मंत्रालय” शीर्षक के प्रन्तर्गत भाग में 100 रुपये कम कर दिये जायें।

[ग्रालियर शहर के लिए विमान सेवा आरम्भ करने में सफलता (3)]

कि “पर्यटन और असेनिक उद्योग मंत्रालय” शीर्षक के प्रन्तर्गत भाग में 100 रुपये कम कर दिये जायें।

[पर्यटकों के लिये आकर्षण वाले स्थानों और आरक्षित बनों तक अधिक विमान सेवा जाल करने की आवश्यकता (4)]

SHRI SRINIBAS MISRA (Cuttack) :
I beg to move :

“That the demand under the Head Other Capital Outlay of the Ministry of Tourism and Civil Aviation be reduced to Re. 1/-.”

[Failure to develop places of interest in Orissa as tourist centres. (44)].

“That the demand under the head Other Capital Outlay of the Ministry of Tourism and Civil Aviation be reduced to Re. 1/-.”

[Neglect in developing Udayagiri and Ratnagiri as tourist centres. (45)].

“That the demand under the head Other Capital Outlay of the Ministry of Tourism and Civil Aviation be reduced by Rs. 100/-.”

[Delay in developing the Chilka lake as a place of attraction for tourists. (46)].

SHRI VASUDEVAN NAIR (Peerwade) :
I beg to move :

“That the demand under the head Aviation be reduced to Re. 1.”

[Need to provide cheap accommodation at the airport retiring rooms for use of non-gazetted staff on tour as available to Gazetted officers. (47)].

“That the demand under the head Aviation be reduced to Re. 1.”

[Need to convert the E&M workshop for repairing and maintaining staff cars of various Ministries into a permanent establishment. (48)].

“That the demand under the Head Aviation be reduced to Re. 1.”

[Need to have a single administrator at various airports instead of having two or three as at present. (49)].

“That the demand under the head Aviation be reduced to Re. 1.”

[Need to reserve Class II posts for departmental promotions only and have direct recruitment of Class I level as is done in other departments. (50)].

“That the demand under the head Aviation be reduced to Re. 1.”

[Need to provide free transport for staff for marketing trips at least once a week in case of out-of-the-way airport. (51)].

[Shri P. K. Vasudevan Nair].

"That to demand under the head Aviation be reduced to Re. 1."

[Need to implement the ICAO Assembly resolution emphasising the need to raise the pay scales and improve the working conditions of staff engaged in navigation and communication departments of air traffic services. (52)].

"That the demand under the head Aviation be reduced to Re. 1."

[Need to establish a statutory corporation for managing the airports. (53)].

"That the demand under the head Aviation be reduced to Re. 1."

[Need to give special consideration to problems of civil aviation staff whose living and service conditions are hazardous as compared to staff of other departments. (54)].

"That the demand under the head Aviation be reduced by Rs. 100."

[Failure to supply liveries to entitled staff in time. (55)].

"That the demand under the head Aviation be reduced by Rs. 100."

[Failure to grant overtime allowance to Chowkidars and Sweepers on the same hourly rates as applicable to other operational staff of Civil Aviation Department. (56)].

"That the demand under the head Aviation be reduced by Rs. 100."

[Failure to confirm non-gazetted staff against available permanent posts. (57)].

"That the demand under the head Aviation be reduced by Rs. 100."

[Failure to provide residential accommodation to civil aviation staff in view of their All-India service liability and remote location of the airports. (58)].

"That the demand under the head Aviation be reduced by Rs. 100."

[Failure to implement Workshop Committee Report (59)].

"That the demand under the head Aviation be reduced by Rs. 100."

[Failure to implement revised pay scale for Workshop Staff from 1.9.1957. (60)].

"That the demand under the head Aviation be reduced by Rs. 100."

[Failure to remove disparity in internal relativity of percentage of posts of Selection Grade Aerodrome Operators. (61)].

"That the demand under the head Aviation be reduced by Rs. 100."

[Failure to prevent intordinate delay in administration in settling staff problems and Union representations. (62)].

"That the demand under the head Aviation be reduced by Rs. 100."

[Failure to follow the instructions issued by Ministry of Home Affairs in writing Confidential Reports of staff. (63)].

"That the demand under the head Aviation be reduced by Rs. 100."

[Failure to issue quasi-permanency certificates to staff who are eligible for them for a number of years. (64)].

"That the demand under the head Aviation be reduced by Rs. 100."

[Failure to create number of ministerial posts in proportion to increase in the technical and operational personnel. (65)].

"That the demand under the head Aviation be reduced by Rs. 100."

[Failure to create posts of Administrative Officers, Superintendents, Head Clerks and Senior Clerks, commensurate with the quality of work performed in Civil Aviation Department as compared to other Departments. (66)].

"That the Demand under the Head Aviation be reduced by Rs. 100."

[Failure to create Selection Grade posts in all cadres where promotional avenues are nil or negligible as per recommendations of Second Pay Commission. (67)].

"That the Demand under the Head Aviation be reduced by Rs. 100."

[Failure to provide adequate incentives to staff who have reached their maximum in the pay scale. (68)].

"That the Demand under the Head Aviation be reduced by Rs. 100."

[Failure to remove stagnation of staff who have remained without having even one promotion for a number of years, and are about to retire. (69)].

"That the Demand under the Head Aviation be reduced by Rs. 100."

[Failure to provide free transport for staff posted at Palam Air Port consequent on taking over Palam Airport from Indian Air Force by Civil Aviation Department. (70)].

SHRI RAMAVATAR SHASTRI (Patna)
I beg to move :

"That the Demand under the Head Meteorology be reduced to Re. 1."

[Failure to develop the science dealing with artificial rain. (71)]

"That the Demand under the Head Meteorology be reduced by Rs. 100."

[Failure to give necessary meteorological information to farmers. (72)]

"That the Demand under the Head Aviation be reduced by Rs. 100."

[Need to extend airports. (73)]

"That the Demand under the Head Aviation be reduced by Rs. 100."

[Failure to improve the working conditions of employees. (74)]

"That the Demand under the Head Aviation be reduced by Rs. 100."

[Need to remove increasing dissatisfaction among employees. (75)]

"That the Demand under the Head Aviation be reduced by Rs. 100."

[Need to improve patna airport. (76)]

That the demand under the head Aviation be reduced by Rs. 100.

[Need to make Patna airport attractive (77)]

That the demand under the head Aviation be reduced by Rs. 100.

[Failure to give adequate compensation for land acquired for airports (78)]

That the demand under the head Aviation be reduced by Rs. 100.

[Need to purchase modern and de-luxe aeroplanes (79)]

That the demand under the head Other Revenue Expenditure of the Ministry of Tourism and Civil Aviation be reduced by Rs. 100.

[Failure to make tourist agencies in States more useful and strong (80)]

That the demand under the head Other Revenue Expenditure of the Ministry of Tourism and Civil Aviation be reduced by Rs. 100.

[Need to provide financial assistance to tourist agencies in various States (81)]

That the demand under the head Other Revenue Expenditure of the Ministry of Tourism and Civil Aviation be reduced by Rs. 100.

[Need to bring all round development of tourist centres (82)]

That the demand under the head Other Revenue Expenditure of the Ministry of Tourism and Civil Aviation be reduced by Rs. 100.

[Failure to undertake intensive publicity to attract more tourists. (83)]

That the demand under the head Other Revenue Expenditure of the Ministry of Tourism and Civil Aviation be reduced by Rs. 100.

[Failure to undertake overall development of tourist centres in Bihar (84)]

That the demand under the head Other Revenue Expenditure of the Ministry of Tourism and Civil Aviation be reduced by Rs. 100.

[Need to give grant for the development of Rajgir as a tourist centre (85)]

That the demand under the head Other Revenue Expenditure of the Ministry of Tourism and Civil Aviation be reduced by Rs. 100.

[Need to develop tourist centres in the hilly areas of Gaya District (86)]

That the Demand under the Head Other Revenue Expenditure of the Ministry of Tourism and Civil Aviation be reduced by Rs. 100.

[Need to develop Rajgir as a tourist centre of international importance (87)]

That the Demand under the Head Other Revenue Expenditure of the Ministry of Tourism and Civil Aviation be reduced by Rs. 100.

[Need to preserve water resources of Rajgir (88)]

That the Demand under the Head Other Capital Outlay of the Ministry of Tourism and Civil Aviation be reduced by Rs. 100.

[Need to take over Hotel Imperial, Delhi (89)]

That the Demand under the Head Other Capital Outlay of the Ministry of Tourism and Civil Aviation be reduced by Rs. 100.

[Need to exert pressure on the management of Hotel Imperial not to close down the hotel (90)]

That the Demand under the Head Other Capital Outlay of the Ministry of Tourism and Civil Aviation be reduced by Rs. 100.

[Need to keep Hotel Imperial functioning for the convenience of foreign tourists (91)]

MR. DEPUTY-SPEAKER : The Cut Motions are also now before the House.

SHRI M. MEGHACHANDRA (Inner Manipur) : Sir, I thank you for the opportunity given to me to speak on the Demands of the Ministry of Tourism and Civil Aviation.

Sir, I have something so to say against the demands of the Ministry of Tourism and Civil Aviation. After reading the report for the year 1967-68 I am not optimistic at all that things are improving much. I am sorry nothing is referred to here about the tourist centres and development of tourism in the eastern region, especially, Assam, Nagaland and Manipur. I find, Sir, this area of Nagaland and Manipur is a place where beauty is found in abundance. There are the hills, there are beautiful rivulets, there are lakes also and the most beautiful lake, rather one of the biggest in India, is also in Manipur—the Loktak lake and then there is the hill in the midst of that lake. Nothing is done to improve that particular lake and to make it an important centre for tourism.

If tourism as an industry has to be carried forward, it must be carried forward for the whole of India. I do not see any optimism when tourism is carried forward, and look to the western countries, people of the west, coming over to India and that we will earn foreign exchange, this and that. But, I feel Sir, the recession or monetary crisis we see in America, all this, will have a necessary impact on this industry of tourism. But, then I will plead before this House that something must be done so that this industry of tourism also functions properly in the eastern region.

In this connection I will point out one thing. That is about the restrictions imposed on the people coming over that part of India. No one is allowed unless he produces some Inner Line Permit whether he be a tourist or not and even in the year 1967 which we observed as the International Tourist Year, I am sorry to say that when some Soviet Youth Delegation came to Imphal,—they were coming in the IAC dakota plane—they could not go beyond Silchar and had to go away from Kumbigram aerodrome as they were told 'You cannot proceed further'. This

Youth Delegation was coming from a friendly country and they were our invitees also not to speak of tourists. But they could not proceed to Imphal and even to-day there is no arrangement whatsoever. Sir, in this connection the question of national security and tourism should be reconciled. Therefore, I want to submit that some sort of a liberalisation in the policy must be made and there should be some arrangement for tourists to come over Imphal and that area. So far I do not see any solution or any guidance from the report which is circulated, and this must be looked into. There is enough room of development of tourism in that area and the Ministry should give due attention for development of tourism in that region. That will also help in achieving what we call national integration. If you say that nobody should be allowed to go into that area, then you will have no national integration.

I now come to civil aviation. We have got the Air India and the IAC. But we have also got the non-scheduled flights. I want that the non-scheduled flights, and the private cargo-carrying airlines should be taken over by Government. The employees of these private airlines have been demanding that Government should take them over. Further, these private airlines are also running at a profit. Therefore, I appeal to the hon. Minister that these should be taken over.

We have also to see how far the interests of the employees in the two air corporations are being safeguarded. I am really sorry to find that the Civil Aviation Department cannot come to safeguard the interests of the employees until the employees come forward and demonstrate. There have been strikes by all sections of employees, technical and non-technical, of Air India as well as the IAC, and there is reference in the report also to the strikes, the number of flights lost and so on. But the way the problem is being tackled and the working conditions and the pay scales of the employees is to be improved shows that the matter is not being given much attention which it deserves. There is reference in the report to the job evaluation committee. This committee was to have submitted its report by perhaps the 31st March last. But we find that the

employees are not satisfied with what is going on. What is most important is to see how these employees, technical as well as non-technical, could be made contented. Unless that is done, the service will suffer.

In conclusion, I would submit that the Civil Aviation Department should see that the interests of the people living in Manipur and other border areas are also served. We have an aerodrome there which is of the intermediate category ; it is Tulihal, which is yet 'Intermediate'. This aerodrome must be improved and developed. We find that only Dakotas are making flights there. But these Dakotas are out of date. Some modern and bigger planes should come over to Imphal and a link should be established between these border areas and the other places of India through these modern planes.

Then, I would refer to flying clubs. Some names of flying clubs have also been mentioned, but there is no flying club in Manipur. The flying club at Gauhati in Assam is also not functioning properly. Government should see that these flying clubs run properly and proper finances are given to them so that the pilots could be trained in these flying clubs and function properly.

14.20 hrs.

[*Shri S. M. Joshi in the Chair*]

THE DEPUTY MINISTER IN THE MINISTRY OF TOURISM AND CIVIL AVIATION (SHRIMATI JAHANARA JAIPAL SINGH) : Mr. Chairman, I thank you for giving me this opportunity to intervene in this debate.

Hon. Members who have spoken have raised several interesting points, most of them on matters of policy which I shall leave to be dealt with by my senior colleague. I should like to utilise this little time given to me in bringing to the notice of members some of the less well known activities of our Ministry. I should like to deal generally with welfare matters and particularly with the India Meteorological Department.

The India Meteorological Department is the oldest scientific department of the Government of India which came into being in 1875. It is a matter of great pride to

us that we have no foreign experts or foreign collaboration in the Department, but on the other hand, our scientists and officers are very much wanted by other foreign countries to help them set up their meteorological departments or reorganise what they already have. At the moment, 19 of our officers are abroad on such missions. In our training schools in Poona and New Delhi, we have regularly foreign students.

The Department has within its scientific field important discipline such as seismology, geomagnetism, astronomy and astrophysics and the preparation and publication of almanacs.

A major attempt of the Department has been to improve and modernise the telecommunication system so that timely receipt of weather data and their quick dissemination to users can be achieved. Admittedly, our present communication system is very poor and a lot of time is lost in getting information where it should go.

The question of India participating in the World Weather Watch Scheme drawn up by the World Meteorological Organisation in Geneva is being considered by Government, and when a decision is taken for India to participate in the plan, it will give a great impetus for the improvement of telecommunication facilities within the country and it will also put India on the global telecommunication system which will keep us in touch with all the developments in meteorology. There can be no doubt that once we are there, it will be of immense benefit to our agriculturists because we shall be able to have forecasts 7 to 10 days in advance. Apart from that, the utility of this novel international co-operation is beyond doubt.

India has a vast coastline, nearly 5,000 kms. and regularly the coastline areas are hit by cyclonic storms which have their beginning in the Arabian Sea or in the Bay of Bengal. Since its inception, the Department has been giving storm warnings to ports and shipping. But with the rapid developments in the field of ports and aviation activities, it has become necessary to take urgent steps to detect cyclones even while they are far out at Sea. This will be done by the Cyclone Warning and Research Centre to be set up in Madras with 8

[Shrimati Jahanara Jaipal Singh]

radar stations along the coastline. It should be possible with the advance information that we will be getting from radar and aircraft observation to minimise the damage to property and human lives.

We have introduced modern radiosonde and radio-wind techniques for measuring upper atmosphere. It is a matter of pride to us that the instruments we use for carrying out these experiments have been made in our workshops with 95 per cent indigenous components and only 5 per cent imported ones.

In the same way, next year we shall mount a 40-inch telescope in the south of India which has been imported from East Germany. All the accessories for it are going to be manufactured at the Kodaikanal workshop.

In agriculture, meteorology renders much service. Members and the public are familiar with the daily weather bulletin to farmers. We broadcast in 22 languages on 55 AIR stations in their rural programmes daily bulletins to farmers. Madras State has gone further in having a novel way of doing it. The agricultural department in consultation with the local Meteorological office prepares advisory messages which are appended to weather bulletins under the distinct head 'advice of Agriculture Department to farmers.' We are hoping that we shall be able to introduce this in the other States too.

Hon. Members will remember that disastrous Koyna earthquake last December. After this, the department, in cooperation with the UNESCO and the Ministry of Irrigation and Power has prepared a report and have given a scientific explanation which will greatly help in understanding the origin of such earthquakes.

When we come to the welfare activities of the Ministry, I must say that while Government and the corporations expect the highest level of production from our aviation employees, we are equally conscious of the fact that the minimum requisite amenities must be provided by us because we have to take into account the fact that the working conditions of the employees of the Civil Aviation department are quite different from the working conditions of other Central Government employ-

ees. The other Central Government employees have set places of residence and set time of work, whereas the employees of the Civil Aviation department are expected to serve in any one of the 85 airfields all over the country. And these air-fields, as hon. Members know, are situated several miles away from the centre of the town or the city. Therefore, this problem of housing and transport takes on even more significance. So far, perhaps because of the limited resources, the allocations for construction of staff quarters are rather meagre. We are thinking, however, whether having regard to the peculiar circumstances of service in the Civil Aviation department, special allocation could not be made to augment the quarters that are available immediately so that at least a fair percentage of the employees who are required to function in the airports, as operational staff, can be provided with accommodation.

As I have said, Government are very much alive to the requirements of the employees of the Civil Aviation department and are taking all possible measures to provide these amenities. Government's aim is that at least in the outlying airfields such as in the eastern sector in undeveloped areas where there are so many airfields, we should be able to provide hundred per cent accommodation and in the other airfields closer to developed towns and cities we hope we shall be able to provide accommodation at least to the Class III and Class IV employees.

As far as the employees of the two Corporations, it is true that at present the position is unsatisfactory, particularly in the Indian Airlines, but I am happy to say that last year land has been acquired and plans have been drawn up for housing colonies at the four international airports.

Coming back to the Civil Aviation department staff, the hon. Members will be glad to note that a scheme of joint consultative machinery has been evolved by Government. The departmental council has been formed with the Secretary of the Civil Aviation Ministry as Chairman. The council has representatives both from the staff side and the official side and it is open to the staff side to refer to the council all points relating to their service con-

ditions. I am happy to record that the council has already met four times and satisfactory progress is being made. As a matter of fact, many of the points raised in the cut motions relating to the service conditions of the Civil Aviation department are already being dealt with by the departmental council. My Minister and I are both personally very anxious that all these matters are dealt with by the departmental council as expeditiously as possible and the grievances of the employees are redressed wherever practicable to the maximum extent.

In this connection, I would like to say that I myself have visited several airfields and I have first-hand knowledge of many of the detailed problems of the welfare and amenities that should be provided, and I am trying my best to see that the steps already initiated to put these things right are completed and implemented with the least possible delay.

Having said what Government have to do in the matter of providing amenities to staff and having admitted that at any rate for the time being they are perhaps inadequate, I must place on record Government's appreciation of the attitude of the Civil Aviation employees as reflected by their unions. Notwithstanding the fact that the civil aviation employees, most of them low-paid, who are required to function at the airports, have not been getting all the amenities that Government wants to give them, they have maintained a high standard of morale and cordial labour relations with Government. Never has there been any illegal strike or demonstration in the department. These reflect the high standard of labour relations of the department and the Civil Aviation department employee's union. Hon. Members will agree with me if I place on record the Government's appreciation of such an attitude on the part of the employees.

श्री गयूर अली खां (कैराना) : चेयरमैन साहब, हिन्दुस्तान में सैयाही या टुअरिज्म कोई नयी चीज़ नहीं है। कदीमी जमाने से हिन्दुस्तान में सैयाह आते रहे हैं। हिन्दुस्तान में तारीखी मुकामत, खूब सूरत जंगल, पुरानी यादगारें, खूबसूरत इमारतें देखने के लिये हमेशा ही समाह आते रहे हैं। लेकिन मुझे दुख के साथ

कहना पड़ता है कि हमारे 20 साल के दोरे हक्कमत में हमारी गवर्नरेंसेट ने टुअरिज्म को तरक्की देने के लिये कोई खास कदम नहीं उठाये हैं। हमारे मन्त्री साहब ने कुछ करने की कोशिश की है लेकिन वह दूसरे मुल्कों के मुकाबले में बिल्कुल नहीं के बराबर है।

श्रीमन्, हमारा हिन्दुस्तान एक बहुत बड़ा मुल्क है जो मशरिक में आसाम के खूबसूरत और घने जंगलों से लेकर मगरिब में गीरके जंगलों तक फैला हुआ है, इसी तरह शुमाल में कश्मीर की खूबसूरत बाढ़ी से लेकर जुनूब में कल्याकुमारी तक फैला हुआ है। हमारा देश ऐसी चीजों से भरपूर है, इसमें ऐसी इमारतें हैं, ऐसी पुरानी यादगारें हैं, ऐसे जंगल हैं, ऐसे पुराने किले और दूसरी चीजें मौजूद हैं जिनको देखने के लिये दुनिया के दूसरे मुल्कों से, यूरोप और दूसरे मुमालिक से लोग आना चाहते हैं, आने की कोशिश करते हैं। लेकिन मुझे सहृदय अफसोस है कि हमारे टुअरिज्म विभाग की तरफ से उन लोगों के आने के लिये वह सहृलियतें और वह राहतें मयस्तर नहीं हैं जो कि उनको होनी चाहिये।

श्रीमान्, मैं आपके सामने एक चीज़ और अर्ज़ करूँगा। बाहर के मुल्कों में हमारी जो इम्बैसीज है वह टुअरिस्ट्स को वह सहृलियतें बहम नहीं पहुँचाती जो कि उनको पहुँचनी चाहिये। सिर्फ़ विसा हासिल करने के लिये ही उनको बड़ी दिक्कतें पेश आती हैं, उनको जगह जगह ठोकरें खानी पड़ती हैं। अगर आप इजाजत दें तो एक डच प्रोफेसर जो कि हिस्ट्री के प्रोफेसर हैं, उनको विसा हासिल करने में कितनी तकलीफ़ उठानी पड़ी उसकी बाबत चन्द लाइनें उनके स्वतंत्र से ही पड़ना चाहता हूँ जिससे आपको मालूम होगा कि हमारी इम्बैसीज किस कदर इस मामले में लापरवाह है। सुस्त हैं और नाकारा हैं। वह लिखते हैं:

First, Indian diplomats never issue immediately a visa. You have always to come back. May be next day, may be after some hours. Of course, they are able to issue immediately a visa, but they are

[श्री गयूर अली सां]

too lazy to help you. It suits them better to give all tourists at the same time their passports back.

On the 31st August 1967 I visited the Indian Embassy at Teheran. There was there a chap—मैं नाम नहीं लूँगा—first secretary. First he humiliated me by forcing me to write my visa application again, for the reason visiting India I had written that I liked to see the old Indian civilisation and the old towns. That was not good. Crossing out was not good. I had to write the whole application form again in order to substitute that sentence by 'tourism'.

In general, Indian diplomats are not at all interested in the fact that you like to visit India. They are completely indifferent. The application form is offensive. It asks the tourist who will guarantee his return when he has no more money.

It threatens him with cancelling his visa if any statement is incorrect. I find it a strange thing to threaten a guest. Of course you are in trouble if any statement is incorrect. But is it necessary to say so?

हमारे मुल्क के मुकाबले में दूसरे मुल्कों में क्या सहूलियतें हैं वह माननीय मंत्री जी देखें। तो एक तो कम्प्लेंट बुक हो, इस पर भी आप गोर करेंगे। वह कहते हैं :

I suggest you to lay down in every embassy a complaint book and to put down a statement that every tourist has a right on a visa within 15 minutes. If not, the ambassador has to give the reason. When a visa for Yugoslavia was necessary, the Yugoslav Embassy in the Hague issued visas within 15 minutes. What Yugoslaves can do, India can do too. That is the reason why I give a limit of 15 minutes."

यह हालत है हमारी इन्डिया की। इस तरह से उन लोगों को तकलीफ पहुँचाते हैं। श्रीमन, हमारे देश में ऐसी चीजें हैं, अगर सही हालत में उनको रखा जाये, जो ऐसे मुकामात हैं उनकी मरम्मत करा दी जाये और उनकी बाकायदा देख-भाल की जाये और यहां पर आने वाले दुअरिस्टस को सहूलियतें मोहैया की जायें तू दूसरे मुल्कों के मुकाबले में कहीं ज्यादा

दुअरिस्टस यहां पर आ सकते हैं। लेकिन भूंकि उसकी तरफ कोई तबज्जह नहीं दी जा रही है, दुअरिस्टस को कोई सहूलियतें नहीं मिल रही हैं इसलिये यहां पर दुअरिस्टस बहुत कम आते हैं।

आप यूरोप के मुल्कों को लीजिए। इटली का शहर रोम है, वहां पर लाखों दुअरिस्टस आते जाते रहते हैं। स्पेन को काफी आमदनी दुअरिस्टस की बदौलत है। स्वीटजरलैण्ड को काफी आमदनी दुअरिस्टस से है। स्वीटजरलैण्ड की आमदनी का 50 फीसदी तो होटल को इण्डस्ट्री से बसूल हो जाता है। लेकिन हमारे मुल्क में इस तरफ कोई तबज्जह नहीं है। हमारे यहां सिर्फ 20-25 करोड़ रुपया सालाना दुअरिज्म से मिलता है जबकि स्पेन में पिछले साल 750 करोड़ की आमदनी हुई और इसी तरह से दूसरे मुल्कों में भी 600 करोड़ रुपये तक की आमदनी हुई।

श्रीमन, दुअरिस्टस के लिए न तो कोई ठहराने का इन्तजाम है, न उनके सफर का कोई इन्तजाम है और न दुअरिस्टस सेन्टर्स पर उनके लिए कोई मकानात बने हुए हैं। बहुत से सेन्टर्स ऐसे हैं जहां पर ठहराने की बहुत ही ज्यादा तकलीफ है। उनके लाने पीने का भी कोई इन्तजाम नहीं है। ऐसी हालत में दुअरिस्टस आकर क्या करें। मैं आपके जरिये से कहूँगा कि हर सेन्टर पर जहां कि दुअरिस्टस जा सकते हैं या जहां पहुँच सकते हैं, उनकी हर सुविधा आराम आशायक का इन्तजाम करें, सड़कों का इन्तजाम करें, अगर हवाई जहाज से जाने की कोई जगह है तो ऐसा इन्तजाम करें कि वह हवाई जहाज से वहां पहुँच सकें। इस किस्म के सारे इन्तजाम उनके लिए होने चाहिये ताकि उनको सुविधा मिल सके और वे आ सकें।

आज हिन्दुस्तान को फारेन एव्सेन्ज की बहुत सक्त भूलत है। अगर आप चाहें और दुअरिज्म को तरकी दें तो आपकी फारेन

एक्सचेन्ज की सारी जरूरत सिर्फ ट्रूफ्रिज्म से ही पूरी हो सकती है। दूसरे मुल्कों को आज इससे काफी आमदनी हो भी रही है। मैं कुछ चीजें मन्त्री महोदय की सिद्धमत में पेश करना चाहता हूँ और मुझे उम्मीद है वह उन पर अमल करेंगे और ट्रूरिज्म के मामले को फरोग देंगे। पहली बात तो यह कि जो तारीखी मुकामात हैं, पुरानी जगहें हैं उनकी भरम्भत का इन्तजाम किया जाये। उनके पास ऐसे तफरीहगाह, बारीचे बनाये जायें जो ट्रूफ्रिस्टस की दिलकशी का बायस हो सके। हमारे यहां तो कशमीर ही एक ऐसी जगह हैं जो दुनिया में कहीं नहीं है। एक फारसी के शायर ने कशमीर को देखा था। उसने फारसी में एक शेर कहा है :

अगर फिरदौस बर रुये जर्मी अस्त,
हर्मी अस्त, हर्मी अस्त।

अगर मुनिया में जन्मत हो सकती है तो वह जन्मत कशमीर में ही हो सकती है लेकिन ऐसी जगह काशमीर में भी ट्रूफ्रिस्टस से लिए कोई खास सहूलियतें नहीं हैं। मैंने सुना है कि श्रीनगर में जब ट्रूफ्रिस्टस आते हैं तब वहां पर खानेपीने की चीजों के दाम दुगने हो जाते हैं जिससे ट्रूफ्रिस्टस को सहूल तकलीफ होती है लेकिन सरकार इस पर कोई चैक नहीं करती है। डाक्टर कर्ण सिंह जो कि ट्रूफ्रिज्म के मिनिस्टर हैं वह भी इसका कोई स्थाल नहीं रखते कि ट्रूफ्रिस्टस के ज्ञाने पर चीजों के भाव क्यों ऊंचे चले जाते हैं। जम्मू में जो चीजों के भाव रहते हैं उनके दुगने भाव श्रीनगर में हो जाते हैं।

श्रीमान, ट्रूफ्रिस्टों के लिये ट्रूफ्रिस्ट कारों का इन्तजाम होना चाहिए। यह ट्रूफ्रिस्ट कारें बड़ी आरामदैह और अच्छी होनी चाहिए जिनमें कि वह सफर कर सकें और एक अच्छे तरीके से ट्रूफ्रिस्ट सेन्टर्स पर पहुँच सकें। उन की तफरीह के लिये कल्चरल प्रोग्राम्स होने चाहिये। उन के लिये रेल के सफर का भी खास इन्तजाम होना

चाहिए जहां कि वह हवाईजहाज से नहीं जा सकते हैं। अब फर्ज कीजिये कि ट्रूफ्रिस्टस को चन्डीगढ़ से शिमला जाना है तो उसे लाजिमी रेल से सफर करना पड़ेगा। ऐसा इन्तजाम किया जाय कि छोटे जहाजों के जरिये उन्हें शिमला तक पहुँचाया जाय ताकि उनका ज्यादा बक्त जाया न हो और वह अपने टाइम पर पहुँच सके।

ट्रूफ्रिस्ट मैटर्स पर ट्रेड गाइड्स होने चाहिये इस तरह के पढ़े लिखे गाइड्स हों जो कि ट्रूफ्रिस्टस को बतला सकें और वहां के हालात से उन को अच्छे तरीके से आगाह कर सकें। ट्रूफ्रिस्ट लोगों को वहां की तवारीख के बारे में पूरा-पूरा बतला सकें।

श्रीमान, हमारे मूल्क में इस चीज की बड़ी कमी है कि हम दूसरों को यह नहीं बतला सकते कि भाई यह चीज आवश्यक है। मैं ने देखा है कि यह गाइड्स अंग्रेजी व दूसरी ज्ञानों नहीं जानते हैं। गाइड ऐसे होने चाहिये जो कि हर ज्ञान में बातचीत कर सकें और जिस किस्म का ट्रूफ्रिस्ट हो उसी तरीके से उससे बातचीत कर सकें।

अगर ट्रूफ्रिज्म को तरक्की दी गई तो मूल्क की इक्सचेन्जी हालत तरक्की करेगी और मूल्क को फौरन एक्सचेन्ज ज्यादा मिलेगा। मूल्क में खुशहाली और तरक्की आयेगी। यह मूल्क इतनी जोहरत हासिल करेगा कि दुनिया के लोग अच्छे तरीके से जान जायेंगे कि हिन्दुस्तान में यह चीजें हैं। उस के अन्दर ऐसी पुरानी गदाओं की भी अपनी पुरानी तवारीख है। इस से लोग नये दौर में भी अपनी बात को बढ़ाने की और तरक्की देने की कोशिश कर रहे हैं। इसलिये मेरा यह सुझाव है कि मंत्री साहब मेरे जो स्थानात हैं उन के ऊपर तबज्जह दे। मैं सभापति महोदय का शुक्रिया अदा करता हूँ कि उन्होंने मुझे बोलने का समय दिया।

شہری غیور علی خان (اکرنا) چیزیں صاحب، بند و سان میں
سامی یا لوریز کم کوئی کیچھ میں ہے۔ قمی نہ مانے سے بند و سان میں سیاست
آتے ہے میں بند و سان میں تاریخی مقامات خوبصورت بھل بیراں بڑ گاہیں۔
خوب صورت ملائیں دیکھنے کے لیے ہمیشہ آتے ہے میں یہیں کچھ کو کہا سکتی کہا
پڑھتا ہے کہ بہارے ہیں سال کے درجہ سوت میں ہماری گرفتاشتے توورم کو ترقی
دینے کے لئے کوئی خاص تدبیر نہیں، اعلان چیز۔ بہارے ستری صاحب نے کچھ کوئی کوشش
کی ہے میں دوسرے طکان کے مقابلے میں بالکل کوئی کوشش کی ہے۔

شہریان، جہادا بندوں سان ایک بہت بڑا ملک ہے جو شرقی میں تسام کے خواص میں اور ملکے جنگلوں سے اور جنگ میں کیا کار رکھ کی پھیل آؤ ہے۔ جہاد ایسی یادیزدہ دن سے ہے جو پورے ہے۔ اسی ایسی خاتمیتیں ہیں۔ ایسیکے جنگل میں ایسے پر اپنے تھے اور دوسروں پیش کیوں موجود ہیں جن کو دیکھنے کے لئے نیا کے دوسرے جنگلوں سے ہو رہے اور دوسرے ملکے سے توگ آنا پڑتا ہے۔ آئے کی کوشش کرتے ہیں، لیکن بیکھ سخت افسوس ہے کہ بہارے اور زم زم بھالکی طرف سے ان لوگوں کے آنکے تھے وہ سہولتیں اور وہ راحتیں میسر نہیں ہیں جو کہ ان کو جوں جا بیٹیں۔

شہریان میں اپ کے سامنے یک چور اور گہوں گاہ، بے ملکوں میں بہاری اکیسیز میں وہ ٹوپیں کووہ سہوئیں ہم منیں بھیجا تھیں جو کو ان کو پہنچانی چاہیے صرف وہ احصال کرنے کے لئے ہی ان کو بڑی دقتیں میں آتی ہیں۔ ان کو جگہ جگہ ٹھوکریں کھالی پہنچیں۔ اگر اپ بحاجت میں تو ایک پڑ پوری نیسی جو کہ بڑی کپڑوں نیسیں ان کو وہ احصال کرنے میں کتنی تکلیف اٹھالی ہے اس کی بات چہنے لائیں ان کے خطے سے بھی پڑھانا بہت سوں جس سے اپ کو معلوم ہو گا کہ جاری اکیسیز میں تعداد اس معاشرے میں لایا جاوہ ہے میں مست اور ناکارہ ہیں۔

First, Indian diplomats never issue immediately a visa. You have always to come back. May be the next day, may be after some hours. Of course, they are able to issue immediately a visa, but they are too lazy to help you. It suits them better to give all tourists at the same time their passports back.

On the 31st August 1967, I visited the Indian Embassy at Tehran. There was

there was a chap— میں نام نہیں بول گا۔ first

secretary. First he humiliated me by forcing me to write my visa application again, for the reason visiting India I had written that I liked to see the old Indian civilisation and the old towns. That was not good. Crossing out was not good. I

had to write the whole application form again in order to substitute that sentence by 'tourism'.

In general, Indian diplomats are not at all interested in the fact that you like to visit India. They are completely indifferent. The application form is offensive. It asks the tourist who will guarantee his return when he has no more money.

It threatens him with cancelling his visa if any statement is incorrect. I find it a strange thing to threaten a guest. Of course you are in trouble if any statement is incorrect. But is it necessary to say so?

تو جہار سے نلک کے مقابلوں میں دوسرے ملکوں میں کیا سوتیں ہیں
وہ مانہے منزیلیں دیں۔ یک توپکیٹ بک براؤس پر بھی آپ غور کریں وہ
کشیدہ کریں۔

I suggest you to lay down in every embassy a complaint book and to put down a statement that every tourist has a right on a visa within 15 minutes. If not, the ambassador has to give the reason. When a visa for Yugoslavia was necessary, the Yugoslav embassy in the Hague issued visas within 15 minutes. What Yugoslaves can do, India can do too. That is the reason why I give a limit of 15 minutes."

یحالت بے جاری ایسی ہے کی۔ اس طرح سے ان لوگوں کو تخلیق نہ چاہئے
میں نہیں بے جاری دوش میں ایسی چیزیں ہیں۔ اگر صحیح حالات میں انکو کھا
جائے جو ایسے مقامات میں ان کی مرمت کر کری جائے اور ان کی باقاعدہ کوچک چاہئے
کی جائے اور ہمارا رائے والے تو روشن کو سب سوچیں یہاں کی جائیں تو وہ سرے
ملکوں کے مقامات میں کمیں زیاد تر روشن سوچا پڑا کہ میں یہاں چوڑا اس کی
طریقہ کوئی تو پیش نہ ہی باری ہے۔ تو روشن کو حق سب سوچیں سبیں مل رہی ہیں اس
لئے ہمارا سارا ہر روشن سوچتے کہم آتے ہیں۔

آپ پریوپ کے ملکوں کو لیجئے۔ اُنی کا شہر رہم ہے۔ دہلی پر لارکھوں نوں
تستجاتے ہیتے ہیں، اپنیں کو کالی آسمنی نوں شکن کی بدروات ہے۔ میرے لیڈے
کو کالی آسمنی نوں شکن سے ہے۔ سریش ریشنگی کی تدبی کا۔ مدنی صورتی تو جوبل کی
اندھی سری سے وصول ہو جاتا ہے لیکن جادے ملکیں اس طرف کوئی تجوہ نہیں
ہے۔ جو اس سے بیساں سے ۲۵۔۲۵ کروڑ روپیہ سالانہ نو ترم میں ملٹا ہے جبکہ
اپنیں کمپلیکس ۵۔۵ کروڑ کی آسمنی ہوتی ہے۔ اور اس طرح سے دوسرے
ملکوں میں۔ مگی۔ ۹۔۹ کروڑ روپیہ سکن کی تدبی جوبل۔

شریمان۔ ٹریس کے نہ تو کوئی سہیت کا انتظام ہے۔ ان کے خواہ کا کوئی انتظام ہے اور نہ ٹورسٹ سٹریس پر ان کے کوئی کائنات پر بھی ہیں۔ بہت سے سٹریس ایسے ہیں جہاں پر شعبہ کی بہت زیادہ تکلیف ہے اور کھلٹ پیسے کا سہی کوئی انتظام ہے۔ ایسی حالت میں ٹورسٹ آئی کر کریں میں آپ کے ذریعے کہوں گا کہ ہر سینٹر چھاں کو ٹورسٹ جائیں میں باہم پہنچ سکتے ہیں۔ ان کی ہر سینٹر ہادا آرم آسماں کا انتظام ہے۔ میں کوئی انتظام کریں۔ اگر ہر سینٹر ہادا جہاں سے جائی کوئی جگہ ہے تو اسے انتظام کریں کہ وہ ہوں گا جہاں سے وہاں پہنچ سکیں۔ اس قسم کے سارے انتظام ان کیلئے ہوئے چاہیں تاکہ ان کو سو سی رہاں کے اور وہ آئیں۔

آج بندوں سان کو نارین ایکجھیں کی بہت خفت ضرورت ہے۔ اگر آپ چاہیں اور ٹورزیم کو مدد کریں تو آپ کی فارم ایکجھیں کی سائی ضرورت موت ٹورزیم سے کہا پڑی جو سکتی ہے۔ وہ سرے ملکوں کو آج اس سے کافی تسلی ہر کوئی رہا جائے۔ میں کچھ چیزیں متھی ہوئے کی خدمت میں پیش کرنا چاہتا ہوں۔ اور مجھے ایسیدے کہ وہ ان پر چل کریں گے۔ اور ٹورزیم کے معاملات کو فروغ ہیں گے پہلی بات تو کہ جنرالی مقامات ہیں۔ پیران ٹکھیں ہیں ان کی مردم کا انتظام کیا جائے۔ ان کے پاس ایسے تفریغ گاہے۔ باعث ہے تاکہ ایسی ہوں تو ٹریس کی رکش کا باعث ہو سکیں۔ جہاں سے ہاں تو شیریں ایک سال جگہ ہے جو دنیا میں کہیں ہیں۔ ایک فارس کے شاہر نے کشیر کو دیکھا خدا اسے فارس ہیں ایک شعر کہا ہے۔

اگر فارس بزرگ ہے زمیں است
زمیں است ہمیں است ہمیں است

اگر دنیا میں جنت ہو سکتی ہے تو وہ جنت کشیر ہی ہو سکتی ہے لیکن اسی چل کشیر میں ہی ٹورسٹ کے لئے کوئی خاص سبک نہیں ہیں۔ نہ سانہ کہ شری خوشی ہب ٹورسٹ آئیں تب وہاں پہنچانے پہنچنے کی چیزوں کے دو گلے ہو جاتے ہیں۔ جس سے ٹورسٹ کو خفت تخلیف ہوئی ہے لیکن سرکار اس پر کوئی چیک نہیں کرتی ہے۔ تو انکر کرن سلگھوڑ کو ٹورزیم کے منزد ہیں وہ بھی اس کا کوئی خیال نہیں رکھتے کہ ٹورسٹ کے آئندے پیروں کے بھاوار کوں اوچے طبلے جلدی میں ہوئے ہوئے ہوں کے بھاوار بہتے ہیں ان کے دروٹے بھاڑا شری نگریں ہو جاتے ہیں۔

شریمان ٹورسٹوں کے لئے ٹورسٹ کاروں کا انتظام ہونا چاہیے ہے ٹورسٹ کاریں بڑی آرام اور اچھی ہوئی چاہیں جن میں وہ سفر کر سکیں اور اچھے طریقے سے ٹورسٹ سٹریس پر ہے۔ پیچ سکیں۔ ان کا تفریغ کے لئے کچلیں ہو گریں اس سے جو ہے۔ اس کے سفر کا سہی خاص انتظام ہونا چاہیے جہاں کا وہ ہو جائے سیس جائے ہیں۔ اب فرض کیجئے کہ ٹورسٹ کا پہنچنے کی گزندگی سے شدید جانہ ہے تو اسے لازمی ریل سے سفر کرنا پڑے گا۔ اس انتظام کی جاگئے کہ تھوڑے جہاں کے نزدیک اپنی شدید پہنچ سکیں۔ پہنچا جائے تاکہ ان کا زیادہ وقت صاف نہ ہو اور وہ اپنے شام پر کچھ سکیں۔

ٹورسٹ سٹریس پر پڑنے گا میں ہوئے چاہیے۔ اس طرح کچھ سے فتحے گا جوں ہوں جو کہ ٹورسٹ کو بتلا سکیں اور وہاں کے حالات سے ان کو اچھے طریقے سے آگاہ کر سکیں ٹورسٹ لوگوں کا وہاں کی تواریخ کے بارے میں پورا پورا بتلا سکیں۔

شریمان۔۔۔ بارے مکہیں اس چیز کی بڑی کی ہے کہ ہم دوسروں کوئی نہیں بتا سکتے کہ جماں یہ ہے۔ میں نے دھھاپے کر کے انہوں سے اخیری دو دسی زبانیں نہیں جانتے ہیں۔ گاندھی ایسے ہوئے چاہیں جو کہ زبان میں باہت جیسے کہ سکیں اور جس قسم کا ٹورسٹ ہواں طریقے سے اس سے بات جیسی کر سکیں۔

اگر ٹورزیم کو ترقی دی گئی تو ملک کی اقتصادی حالت ترقی کرے گی اور ملک کو نارین ایکجھیں زیادہ ملے گا۔ ملک میں خوشی اور ترقی آئے گی بہار امکن اقتصادی شہرت حاصل کر گا کہ دنیا کے لوگ پہنچے طریقے سے جان جائیں گے کہ بندوں سان میں یہ۔ سیچیں ہیں۔ اس کے اندر ایسی پیرانی یاد کاریں ہیں۔ اس کی بھی اپنی پیرانی تواریخ ہے۔ اس سے لوگ نئے دو میں ایسی اپنی بات کو پڑھانے کی اور ترقی دینے کی کوشش کر سکتے ہیں۔ اسکے میں ایسی بات ہے کہ مسٹری سان صاحب ہو میرے خیالات میں ان کے اور پر توجہ دیں۔ میں سچابی تھوڑے کا شکریہ ادا کر تھا ہوں کہ انکوں نے مجھے ملئے کا سنتہ دیا۔

SHRI NAMBIAR (Tiruchirappalli): I am glad that the hon. Minister of Tourism and Civil Aviation is taking great interest in the departments under his charge, because of which there are some improvements in the working of these departments. I will confine my remarks at the beginning to the condition of labour relations.

It is mentioned even in the Report that there used to be frequent strikes in both Air India and IAC. But, then, they say that it is due to the behaviour of the employees. Leaving aside the question whether the employees misbehaved, or the employers misbehaved, the fact remains that there used to be so much of disparity between the wage structures of IAC and Air India because of which there was so much of discontent among the employees. I am not going into the details as to who should be better paid, but I want to stress that a reconsideration of the wage structure is urgently called for to keep the staff contented so that the airlines are not affected by frequent stoppages of work. I know that the hon. Minister has the well-

[Shri Nambiar]

sare of the employees at heart. I hope he will approach the issue with an open mind, give sympathetic consideration to their demands and set matters right.

I cannot help saying here that both of airlines are headed by the representatives of the biggest monopolies of our country, one by Shri Tata and another by Shri Bharat Ram. While I have no grouse against them I have to say that since they represent the monopolists, their outlook on labour relations continue to be those of the monopolists in the private sector. Recently, there was an occasion when Shri Bharat Ram made his comments about the behaviour of the Communist Party in a press interview.

Of course, he is a big man and he can speak about the Communist Party as such because he is a monopolist and a businessman. But sitting on that *gaddi*, as the Chairman of the Indian Airlines, he must try to hold his tongue a little; otherwise, he can quit the Indian Airlines and let loose his tongue. That is our request.

About the Communist Party I can say that we are here to see that our airlines run properly and that we do not put politics in it. We do not want that. Let him understand that we are not so pettyminded as to create politics to see that our aircraft do not fly. Therefore he ~~must~~ also consider this question.

Now, from the very figures that have been given by them, you will find that the average ton per kilometre per employee in 1961-62 was 38,000 and in 1967-68 it has risen to 54,500. That shows about 50 per cent increase in the work load of the employees as per the norm given for Air India. So, there is a justification for improved wages. The Government used to say that according to the performance they will pay a little more as incentive etc. If that is so, there is justification and I would request you to review their wages considering these aspects as well.

With regard to the Kalinga Airways, I am not pleading that it may be taken over straightaway because Kalinga Airlines has got a very bad history behind it, but with regard to employees of Kalinga Airlines what are we to do? Are we to allow them to suffer? So, if the Govern-

ment considers it necessary to take over Kalinga Airlines, leaving aside Shri Biju Patnaik and his other stories, give them the price for the knocked-down condition of the aeroplanes but the employees must be safeguarded because they have done a lot for providing service. That also may be taken into consideration.

Then, about the purchase of two jumbo jets, order has been placed. These have to be purchased at a cost of Rs. 48.20 crores and the entire amount is on credit. Each jet will have a passenger capacity of 400. I do not know whether it will be possible for us to compete with the foreign airlines in this way and whether we will get sufficient number of passengers to make this a successful business proposition. Of course, many other countries are thinking in terms of these supersonic and big jumbo jets, but some are even expressing doubts about the success of these. Is it possible for a country like ours, which is poor and there is no foreign exchange with us, to have a loan of Rs. 48.20 crores for two planes?

AN HON. MEMBER : Yes.

SHRI NAMBIAR : I think, we are taking a big risk and a little bit of gamble also if I may be permitted to say so. So, this thing should be carefully watched. I do not discourage the hon. Minister straightforward and say that we should completely go out of the picture when competition comes in, but how far it is possible is to be carefully studied before we enter into that.

Coming to the question of the employees of the Civil Aviation Department, I have to submit a few points with regard to their conditions. I need not stress on the need of the civil aviation staff to be given quarters. After all, these aerodromes are far away from towns and there is no possibility of getting any other accommodation. So, the Government should see that if not 100 per cent at least 60 to 70 per cent staff should be given accommodation and free transport should be given for the employees as well as their children to go to the school etc. In Trichinopoly this was not done. Then I had to make a representation to the hon. Minister and he

was good enough to give the transport. I do not know which other aerodrome is not having it. Fortunately, Trichinopoly being in my constituency, I approached him. I do not know whether others have done so. Anyhow, I request the hon. Minister to consider the question of giving free transport to employees.

With regard to the Civil Aviation Department chowkidars I find that they are working from 54 to 72 hours a week. That is bad. 41 hours is accepted by the ILO. Grant them 48 hours and if two or three more employees are to be employed, do it. Do not be so stingy.

You are earning so much money out of Air India and other international flights. Chowkidars are very low-paid staff. The hon. Minister is so good and big-hearted. Please accommodate those things.

With regard to the Workshop staff whose wages are to be reviewed, as recommended by the High-power Committee, that has not been put into operation. So also, there is the question of E & M Workshop which has no parallel for the number of types of vehicles, staff cars, repaired for all the Ministries. It is being kept as a temporary establishment. I do not know whether the hon. Minister thinks that the Ministries also are temporary and therefore, the Workshop should also be kept as a temporary establishment. Please treat it as a permanent establishment. Till such time we have parliamentary democracy the Ministries will continue and their staff cars will also continue and repairs also will have to be done and therefore, this should be treated as a permanent establishment.

So also is the question of M.T. Drivers pay-scale revision. Though this was accepted by the hon. Minister, it has not yet been implemented. Kindly see that these men also get their pay revision.

I cannot leave tourism. That is a very good Department which gets a lot of foreign exchange. But there is also a little black hole in that through which our foreign exchange earnings are drained out. There is an Agreement with the Hilton Company. That is an international monopoly cartel and a licence has been given to this group of Hiltons to construct hotels in India. They have been given line-clear. After all, we are encouraging tourism for

the purpose of earning foreign exchange. We are not encouraging tourism to see the good white faces of foreigners. We have got enough good faces in this country. We are doing it for earning foreign exchange. The Hiltons being an international monopoly cartel, whatever foreign exchange that may come from the Tourist Department will pass through the Hiltons' profits. The foreign exchange will be drained out through this black hole. That is why I say these monopolies should not be encouraged. After all, we can construct good hotels in India with our own capital and with our own entrepreneurs here. Mr. Oberoi is here; there are many Indians here. But don't do it through the Hiltons. I request you to avoid the Hiltons.

Then, what about the aerodrome that was promised long ago in Calicut? Is it forgotten or will it come? Of course, the Fourth Plan is not coming and, therefore, the Fifth Plan will not come. Therefore, I cannot say when it is to come and under which Plan. After all, the aerodrome does not require much of planning. An aerodrome is just a level ground, making it possible for the plane to land. Once I was in Soviet Union and I went to Stalingrad the plane just landed on a field. I was surprised to see that Grant an aerodrome for Calicut soon. Ever since 1962, as a Member of Parliament, I am demanding this. There should be no necessity for me to demand it again and again. You should grant it.

Further, the development of Kovalam is very much appreciated. Kindly proceed with it. Not only Calicut and Kovalam, there are also other spots in the south. I request the hon. Minister that Trichinopoly should be brought on the tourist map of India because of Srirangam Temple and other centres of good architecture that you can find in Trichinopoly. Please put Trichinopoly on the tourist map of India. Thank You.

14.55 hrs.

[Shri G. S. Dhillon in the Chair]

श्री अंगेकारलाल बोहरा (चित्तोङ्गढ़) : सभापति महोदय, सर्वप्रथम मैं अपने इस मंचालय के मंत्री डॉ कर्ण सिंह को बवाई देना चाहता हूँ कि कम से कम इस विभाग के प्रति

[श्री ओंकारलाल बोहरा]

और इस काम के प्रति, जिसका राष्ट्रीय दृष्टि से बहुत महत्व है, वह बहुत दिलचस्पी ले रहे हैं। जब से उन्होंने इस मंत्रालय में प्रवेश किया है, इस मंत्रालय की जिम्मेदारी ली है, तब से चाहे पर्यटन विकास की बात हो चाहे विमान सम्बन्धी सेवाओं की बात हो, वह बड़ी मुस्तैदी और बड़े उत्साह से इस उदासीनता से भरे हुए मंत्रालय में दिलचस्पी ले रहे हैं।

आम तौर पर पालियामेंट में हम लोग लेबर प्राव्वलेम्स पर या आन्तरिक समस्याओं अथवा आद्योगिक समस्याओं पर ही चर्चा करते हैं, लेकिन मैं ऐसा समझता हूँ कि पर्यटन का जो सबजेक्ट है, पर्यटन की जो समस्याएँ हैं, वह कम महत्वपूरण नहीं है।

इस अवसर पर मुझ को हवनसांग और फाहियान का भ्रमण याद आता है, जिस को दुनिया के सांस्कृतिक इतिहास में बड़े गौरव से याद किया जाता है। जब भारत में हवनसांग और फाहियान आये थे उसको हम लोग अपने इतिहास की गौरव गाथा समझते हैं। उसको केवल हम अपने लिये गौरव का ही विषय नहीं मानते हैं, उन दो विदेशी पर्यटकों ने हमारे देश के लिए जो पृष्ठ लिखे वह हमारे इतिहास के आधारभूत अंग आज बन गये हैं।

मैं कहना चाहता हूँ कि पर्यटन के प्रति हमारी सरकार की जो नीति है वह ठोस नहीं है, उसने इसको उतनी दिलचस्पी से नहीं देखा है जितनी दिलचस्पी और जितने व्याप्ति से उसको देखना चाहिये। पर्यटन के विकास के लिये जो भी आर्थिक सुविधाएँ दी जानी चाहियें जो कुछ भी इस पर खच्च किया जाना चाहिये, अभी तक वह इस मंत्रालय को प्राप्त नहीं हुआ है। शायद यही कारण हो सकता है कि पर्यटन के लिये जितनी सुविधाएँ दी जानी चाहियें, उतनी हमारे मंत्री महोदय दे नहीं पाये हैं। इस लिये मैं प्रधानमंत्री महोदय से और वित्तमंत्री महोदय से खास तौर पर निवेदन करूँगा कि इस पर्यटक विभाग को अधिक से अधिक आर्थिक

सुविधाएँ दें ताकि पर्यटन की समस्याओं और सुविधाओं पर अधिक से अधिक व्याप दिया जा सके और विकास के लिये कुछ किया जा सके।

सब से बड़ी बात जो एक देश को दूसरे देश से जोड़ती है, एक इन्सान को दूसरे इन्सान से जोड़ती है, वह है आपस का मिलन, एक दूसरे से मिलना, एक दूसरे को जानना, एक दूसरे के सांस्कृतिक संसर्ग में आना। मैं समझता हूँ कि पर्यटन ही एक ऐसा माध्यम है, पर्यटन ही एक ऐसा कार्य है जिसके द्वारा एक सांस्कृति के लोगों के निकट आ सकते हैं, एक राष्ट्र के लोग दूसरे राष्ट्र के लोगों के निकट आ सकते हैं। इस लिये मैं खास तौर से यह स्पष्ट करना चाहता हूँ कि हिन्दुस्तान में हमें पर्यटन के सम्बन्ध में केवल इस दृष्टि से नहीं सोचना चाहिये कि हमको विदेशी मुद्रा का अर्जन करना है। पर्यटन का मतलब विदेशी मुद्रा का अर्जन करना ही नहीं है, केवल विदेशियों के घन को भारत में आकर्षित करना नहीं है। हमारा उद्देश्य यह होना चाहिये कि विदेशी यहाँ आकर शान्तिश्रिय, आनन्द और उल्लास का जीवन बितायें। पर्यटन के विकास के दृष्टि से हमारा उद्देश्य यह होना चाहिये कि बाहर के नागरिक हिन्दुस्तान की सांस्कृति को देखें और भारतीय सांस्कृति का अच्छे से अच्छा दर्शन करें। भारत के किसी भी कोने में जायें, वह भारत की एक तस्वीर अपने अन्दर बना सके।

14.59 hrs

[Mr. Deputy-Speaker in the Chair]

भारत एक अत्यन्त प्राचीन देश है, ऐतिहासिक देश है, आध्यात्मिक देश है और सांस्कृतिक दृष्टि से हम लोग संसार के अन्दर अपना एक स्थान रखते हैं।

इस दृष्टि से मैं कहना चाहता हूँ कि चाहे भाष दक्षिण भारत में चले जायें जाहे पूर्वी

भारत में चले जायें, चाहे पश्चिम में राजस्थान स्थाना मध्य प्रदेश में चले जायें या उत्तर में काशीमीर के श्रीनगर में चले जायें, भारतीय संस्कृति अपने विभिन्न रूपों में विदेशी पर्यटकों को आकर्षित किये बिना नहीं रहती। लेकिन जो मैं आप से निवेदन करना चाहता हूँ वह यह कि पिछले दिनों फरवरी के पहले सप्ताह में मैंने दक्षिण भारत का दौरा किया था। मदुराई, रामेश्वरम, महाबलिपुरम, कोवालम, ट्रिवेड्म, सभी जगह दक्षिण भारत जो हमारी भारतीय संस्कृति का सुरक्षित केन्द्र है, भारतीय संस्कृति का भंडार है, वहाँ पर्यटकों को आकर्षित करने के लिये ज्यादा सुविधायें होनी चाहिये और जगह जगह पर टूरिस्ट बंगले होने चाहिये, रेस्टोरां होने चाहिये, यातायात की सुविधा होनी चाहिये ताकि अधिक से अधिक विदेशी, देशी पर्यटक दक्षिण भारत में जायें और वहाँ के विशाल मन्दिरों और विशाल ऐतिहासिक गौरव गाथाओं का अध्ययन करें। इसके लिये पूरी तौर से जितनी पब्लिसिटी और प्रचार की सुविधा होनी चाहिये वह उपलब्ध की जायें और भी तक हम नहीं कर सके हैं।

बुन्दावन गार्डन, महाबलिपुरम, कोवालम आदि दर्शनीय स्थान हैं, अति सुन्दर स्थान हैं। लेकिन मैं निवेदन करना चाहता हूँ कि अभी तक पर्यटन की दृष्टि से हमने इनका विकास नहीं किया है। दक्षिण भारत की महान भारतीय परम्पराओं और गौरवपूर्ण संस्कृति का परिचय उत्तर भारत के लोगों को भी अधिकाधिक मिलना चाहिए। विदेशी जा कर भी उसका अनुभव प्राप्त करें, इसका हमको प्रबन्ध करना चाहिए। इसके प्रति हम आज तक उदासीन रहे हैं।

15 hrs

भारत के किसी भी कोने को आप देखें, इस गौरवपूर्ण प्राचीन देश के किसी भी कोने को आप देखें। आपको अनेकों दर्शनीय स्थान मिल जायेंगे। राजस्थान, में मध्यप्रदेश में अनेकों दर्शनीय स्थान हैं जिनको बिक्रित नहीं किया गया है। मैं अभी अभी राजस्थान में बीस तंत्र यात्रा महस्यों का एक दल लैकर गया था। मैंने उनको

राणकपुर का जैन मन्दिर आदि दिखाये तथा दूसरे कुछ स्थान भी दिखाये। राणकपुर जैन मन्दिर की मूर्तियों को देख कर वे इतने प्रभावित हुए, मूर्तिकला को देख कर वे इस कदर प्रभावित हुए कि भज्जसा उनके मुंह से "आङ्कर्य" निकल जाता। और भी वहाँ कई स्थान हैं, जैसे झाजू है, हल्दी बाटी है, चित्तोड़ का किला है तथा और भी पुरावे ऐतिहासिक स्थान हैं जिनकी ओर आपका ध्यान जाना चाहिये और पर्यटन की दृष्टि से इनका विकास आपको करना चाहिए। चित्तोड़ ही वा रस्सकुर हो, न तो वहाँ होटलों की अच्छी व्यवस्था है और न ही टूरिस्ट्स को ठहराने की कोई और व्यवकलन है और न ही यातायात की समुचित व्यवस्था है। मैं चाहता हूँ कि कोई भी टूरिस्ट कहीं भी जाना चाहे उसको वहाँ पढ़ने की तथा उसको वहाँ ठहराने की उपयुक्त व्यवस्था होनी चाहिये।

जैताकि मैंने इसी कहा है कि पर्यटन संस्कृतियों का संगम है, पर्यटन संस्कृति के विकास का एक बहुत बड़ा माध्यम है। हम देखते हैं कि चाहे श्रीनगर हो या दार्जिलिंग या कोई और पर्यटन केन्द्र हो वडे-वडे लोगों के लिए तो सुविधायें उपलब्ध कर दी जाती हैं लेकिन साधारण और मध्यम श्रेणी के लोगों के लिए नहीं की जाती हैं। उनके मध्यों रंजन एवं आनन्द के लिए भी हमें अधिक सुविधायें उपलब्ध करनी चाहियें। केवल बड़े आदर्मियों के लिए ही हमें पर्यटन की सुविधायें उपलब्ध नहीं करनी चाहियें। छोटे छोटे होटल, छोटी छोटी जगहें हमें साधारण आदर्मियों को आकर्षित करने के लिए हिन्दुस्तान में जितने भी महत्वपूर्ण पर्यटन के केन्द्र हैं, स्थल हैं, बनानी चाहिये और वहाँ उनके लिए उपयुक्त सुविधायें उपलब्ध करनी चाहियें और इस काम में कोई कमी महीं रखनी चाहिए।

अब मैं विमान सेवाओं के बारे में दो शब्द कहना चाहता हूँ। दुर्भाग्य की बात यह है कि मुझे बहुत बात में समय दिया जाता है। और

[श्री ओंकारलाल बोहरा]

दूसरों को जिनको पहले समय दिया जाता है जहां पन्द्रह पन्द्रह मिनट का समय मिलता है, वहां मुझ जैसों को पांच मिनट का ही समय मिलता है। विमान सेवाओं के बारे में मेरा कहना यह है कि हमारा देश जिस तेजी से विकास की ओर बढ़ रहा है उसी तेजी से हम लोगों की समस्यायें भी बढ़ रही हैं और मैं चाहता हूँ कि उसी तेजी से हमारे देश में विमान सेवाएं भी बढ़नी चाहिए। दुर्भाग्य की बात है कि पिछले पांच सात महीनों में विमान सेवाओं की एफिशेंसी में कमी आई है। यह जो हड़ताल हुई थी और असन्तोष बढ़ा था इससे आप भी परिचित हैं। मैं एक ताजा घटना आपको बतलाता हूँ। मैं उदयपुर जा रहा था। अहमदाबाद जो प्लेन जाता है वहां इंजिन खराब हो गया। प्लेन सुबह नौ बजे चलता था। शाम चार बजे तक यात्री पढ़े रहे। शाम को साढ़े चार बजे दिल्ली वह प्लेन आया जिसको जाना था मेरे साथ श्री एल० पी० सिंह जो होम सेके टरी हैं वह अहमदाबाद जाने वाले थे। गुजरात के और उद्योग फाइनेंस मिनिस्टर श्री जसवन्त मेहता भी जाने वाले थे। मैं निवेदन करना चाहता हूँ कि एफिशेंसी में सुधार लाया जाना चाहिए।

राजस्थान के बड़े बड़े शहर हैं जैसे जोधपुर है, बीकानेर है, अजमेर है, कोटा आदि है इनकी हवाई सेवा से जोड़ा जाना चाहिए। एक सर्विस दिल्ली से ऐसी चलनी चाहिए जो आगरा गोरखपुर, पटना होते हुए गोहाटी तक जाए। इस तरह से और भी बहुत से महत्वपूर्ण स्थान हैं जिनको विमान सेवाओं से जोड़ा जावश्यक है। इस ओर भी आप व्याप दें।

अब तो उपप्रधानमंत्री तथा वित्तमन्त्री जी भी आ गए हैं। जो बात मैंने पहले कही है उसको मैं दौहरा देना चाहता हूँ। मैं उनसे निवेदन करता हूँ कि वह प्रयत्न करके अधिक से अधिक बन इस भारतालय के लिए मुहैया करें जियोंकि पर्यटन हमारी संस्कृति के विकास का

साधन है और अपने देश की संस्कृति का हमें न केवल विदेशियों को ही परिचय कराना है बल्कि देशवासियों को भी उससे परिचित कराना है। अतः मैं चाहूँगा कि वह प्रयत्न करके अधिक से अधिक बन इस काम के लिए उपलब्ध करें।

SHRI S. M. KRISHNA (Mandya) : Mr. Deputy Speaker, Sir, this Department has been one of the neglected departments in the last few years. Sir, it could be compared to a bride blushing, and fighting shy to make demands and greater demands....

SHRI D. N. TIWARY (Gopalganj) : On whom ?

SHRI S. M. KRISHNA : On every one of us. But I think the present Minister who has to muster all the imagination, initiative that he could summon to this endeavour so that this could really become a great instrument not only to earn the much needed foreign exchange that we can when foreign visitors visit our country but also, Sir, we should not forget the other aspect of it, and that is, we are fighting and we are labouring to bring about emotional integration in our country.

We would like to encourage, and I should think very rightly that we should encourage, tourists from one part of our own country to go to the other part of the country. I would like the Kashmiris to go to the south, to go to Kerala, Mysore, and other places, and so also I would like the southerners to go up north to find out what we have in this country; they should go to Assam, Orissa and other parts of India. So, while pleading for gaining foreign exchange we should not neglect this aspect of encouraging internal tourism also.

Tourists do come to this country because of our great past heritage. The majesty of India, the glory that was and that is India naturally attracts so many visitors from all parts of the world. Simply because they come here, we should not exploit their goodness and we should

not exploit their charitable disposition. To quote a sad example, very recently we had the UNCTAD at New Delhi and probably that brought a great number of foreign dignitaries to visit this country. During the conference, at the catering establishment at Vigyan Bhavan, I was given to understand, subject to correction, that a piece of sandwich and a cup of coffee was charged Rs. 7.50 and when the delegates offered some sort of a consumer satyagraha, then it was sought to be reduced. This is not the way to appeal to the foreign tourists and this is not the way to create the needed atmosphere for the tourists to come to this country and spend the precious money that they bring along with them.

There is a great potential that is to be tapped in this country. Every State in the Union as well as the Centrally administered territories could afford many number of places which could very well be great tourist attractions, and we have to develop selectively quite a number of these tourist-attractive spots and then create the proper facilities for the foreigners as well as the tourists from within our own country who would like to go there.

I would like to draw the attention of the hon. Minister to the report of the PAC where they have drawn the attention of the House to the enormous delay and to the red tape that is involved in taking decisions and in executing those decisions. At Ajanta, which is one of our precious spots for national as well as international tourism they were to put up a rest-house. The decision was taken and even after four years it was not executed. The decision was to set up a canteen-cum-rest house, but a lot of delay took place. They could not secure the land ; they could not find a contractor ; when once the building was ready, it was not fit enough to be used because there were some defects in its construction and so on. If this is the attention that is paid to a spot like Ajanta, then probably no attention will be given to the less important tourist spots. I am sure that Dr. Karan Singh who has the right disposition to put tourism and civil aviation in their correct perspective will go about with a sense of seriousness and a sense of urgency which was sadly lacking so far.

Coming to advertisements and publicity, I would like him, without any apologies, to emulate Air India which has been able to catch the imagination of not only the people of this country but also people elsewhere because of the imagination with which they put out their publicity and poster material which attracts tourists to them. I would like the Minister to consider publicising some of our beauty spots and tourist spots so that they may be placed in proper perspective and would interest foreign tourists.

With reference to civil aviation, I would not like to strike a note of alarm when I make this particular point. It is that when we bought the Caravelle planes, there was, I am given to understand, a stipulated period given by the manufacturers after which the planes become a liability and their airworthiness would be debated or doubted. I would like to know the number of such planes which have run out the stipulated period of airworthiness, and the decision the Government are going to take with reference to them.

I would like to place at the disposal of the Minister one other important suggestion. You know how difficult it is to get the needed certificate or a licence. I know, having been a member of a flying school, that every hour that one flies costs an enormous amount of money, so much so that this would be the exclusive preserve of the high strata of society. Those candidates who have the aptitude, interest and energy should not be barred simply because they do not have the finances to go to a flying training school to get the required certificate or licence. I would urge upon Government that in every State capital a competitive examination be held inviting those candidates who are interested in civil aviation so that they could take the examination and those fit to undergo the training should be taken in as the Government of India's responsibility, Government bearing the burden of providing them proper training to them.

SHRI INDER J. MALHOTRA (Jammu): Previously these two departments used to form part of the Transport and Civil Aviation Ministry. I am very glad Government have realised the significance and importance of these departments and have given them the status of a full-fledged separate

[Shri Inder J. Malhotra]

Ministry. I have another reason to be happy, namely, that an eminent person like Dr. Karan Singh has been put to head this Ministry and achieve the desired goal which we have visualised while promoting tourism and making our civil aviation service more efficient.

On the side of civil aviation, I am very happy to note that during the last one year, a new fleet of planes has been added and serious efforts have been made to expand our airport facilities and also make the service better and more efficient.

I have one or two suggestions to make. While the Ministry has given a good deal of attention to expanding international or big airports, the smaller airports, which are very important airports, have to some extent been ignored. Some construction work has been taken up at the Jammu airport; steps have been taken to expand certain facilities. But I would like to urge upon the Central Government that the runway should also be expanded so that in future big planes like Caravels can also land at Jammu as they do now at Srinagar. The significance of the flying clubs in this country to a very large extent has not been realised yet, more especially so in the border States like Jammu and Kashmir, Punjab and Rajasthan and other such States where there are only very few flying clubs. In Jammu and Kashmir State, there is no flying club at all. I plead for the establishment of a flying club in Jammu and in the States of Punjab and Rajasthan for the simple reason that if the young people of these areas can be given this training, then in the case of any emergency or even otherwise, they can be called up for the service of the nation.

As my friend Shri Krishna has just made out a very significant point, as far as the development of tourism is concerned, more especially of internal tourism, as I said in the beginning, this Ministry has to perform a very significant task. Under this Ministry, the means of transport within the country and outside are available. Under this Ministry, the opportunity is there for people in India from one corner to visit another corner. When we think about tourism of Jammu and Kashmir State, unfortunately I have to say that we

think only about the Kashmir valley. No doubt Kashmir valley is a very beautiful area; it is very well-developed; not only visitors from foreign countries but from within the country also like, to visit Kashmir. But unfortunately recently it has become a hotbed of politicians. Tourists like to go to that part of the country, that place where there is a peaceful atmosphere. Let us for the time being forget about the value of Srinagar being the only tourist attraction in the Jammu and Kashmir State. There are a thousand and one places especially in the Jammu area which can be very well developed and where people would like to go. Therefore, I would plead with Dr. Karan Singh who very well knows which are those places in Jammu area, and I urge upon him that the Centre should give more aid for the development of the tourist spots rather than spend money only in Kashmir valley and more especially on Srinagar.

SHRI S. KANDAPPAN (Mettur): That is only an internal quarrel between Srinagar and Jammu.

SHRI INDER J. MALHOTRA: My friend Shri Kandappan has not understood me. I said that in the past more attention has been paid on the development of Kashmir only while the Jammu area has been neglected and now more attention should be paid to the Jammu area to bring it on an equal level from the tourist attraction point of view as Kashmir.

Some hon. Members have said about hotel development. No doubt, in the important and big cities like Delhi, Bombay, Calcutta, Madras, expensive hotels are required but, at the same time, if we are really interested in developing our internal tourism to a very large extent, economic type of hotels are required at all these places also. Therefore, I would plead with the hon. Minister that when he has created this Tourism Development Corporation of India, let this Corporation, while looking to the luxurious hotels, also give thought to the development of economic type of hotels for people of lesser means.

My last point is this. There is a place known as Sravasti Balrampur, a hundred

miles from Lucknow. I am told that this is a religious place, a very important place, and every year thousands of people go there. Unfortunately, there is no tourist rest-house there. I would like the Minister to give thought to it and see that something is done.

SHRI LOBO PRABHU (Udipi): Sir, as you have said that one has to be telegraphic, I shall attempt to be so within the time available and conclude my message! I would begin with the budget. This budget like most of our other budgets has been getting bigger and bigger. Our officers in the Ministry have risen from 32 to 39.

Although there is a reduction in the officers of the meteorological department from 470 to 375, the reduction in cost is only Rs. 2 lakhs. At the same time, the ministry is not very good at spending money. Last year they failed to spend the allotted amount for meteorology, capital works on aviation, etc. It must be realised that when they take a provision, they must spend it. Otherwise, they are depriving other ministries of that money. This budget is also defective in respect of meteorology. I was happy to hear the lady deputy minister talk about the high record of the meteorological department, but I find in respect of agricultural meteorology there has been no provision for experts and another item for the last 2 years. That would imply, in spite of the tall talk about our achievements, that we are forgetting what is very vital to our country—agricultural meteorology. When I asked a question about the experiment on rain-making, I was told it is still in an experimental stage. Rain is not a thing that can be left very long in a state of experiment. If we are really serious as we should be, the experiment must be concluded soon and not merely left in a stage of a little work here and a little report there. The minister should explain how he can delay this very important experiment.

Another connected thing is aerial seeding of barren areas. One-sixth of the land of this country is barren. If we can discover some seeds and scatter them over these areas from the air, they can become green. One experiment was

conducted in 1952 in Rajasthan, but since then nothing has been done. None knows what has caused the failure of that experiment. I am not even sure if the minister is aware of the experiment on aerial seeding.

Coming to civil aviation, it is a well-known fact that our Indian Airlines are working at a loss. It is Rs. 3.7 crores this year and Rs. 4.5 crores last year. About Air India, which was lauded very much, the budget grant itself shows that but for devaluation, there would have been a loss. This is a public enterprise and in spite of our air fares being the highest in the world, we are working at a loss. There is something very wrong with our airways which deserves the serious attention of the minister.

Our minister is a great tourist attraction, no doubt. No country can find a more handsome minister than Dr. Karan Singh, but the question is whether his ministry is as attractive. I had occasion to point out after the UNCTAD how small details were overlooked—for instance, taxi fares being far beyond what they should be. I am myself a victim to this. They have a hood on the meter and unless I want to have an argument with the driver, I cannot read what is there. This is a simple matter for the ministry to look into. If a hood is necessary, it should be used only during rains.

Coming to transport, does anyone regard travel in our trains a tourist attraction? I know it is another ministry, but could not our minister think of making our railway stations a little more attractive? In the south, you know that you have arrived at a station by the fishy smell. This a matter where you can put them on competition and make the stations a little more attractive.

Then we come to the question of hotels. My good friends have already given the information that Sandwich and a cup of tea cost Rs. 7.50. I had asked a question that some hotels charge Rs. 100 a meal. I was informed that there is a Hotel Committee which more or less looks after these things. We have to think in terms of making our rates competitive. It is no good talking of international standards. You can have international

[Shri Lobo Prabhu]

standards for service but you must have competitive standards for charges. If you charge higher then New York you may say that you have an international hotel only in respect of rates. I think this will also receive the attention of the hon. Minister.

Finally, Sir, thank you for allowing me to give my telegraphic message.

श्री बोर भद्र सिंह (महासू) : उपाध्यक्ष महोदय, मैं आपका बहुत आभारी हूँ कि आपने मुझे टूरिज्म और सिविल एवियेशन की मांगों पर बोलने का अवसर दिया। यह मन्त्रालय एक बहुत महत्वपूर्ण मन्त्रालय है और इस ने आने वाले समय में देश की इकत्सादी तरक्की देश के आधिक विकास में बहुत बड़ा पार्ट आदा करना है। इस लिए मुझे इस बात की बड़ी प्रसन्नता है कि इस तथ्य को ध्यान में रखते हुए भारत सरकार ने सिविल एवियेशन और टूरिज्म का एक प्रयत्न मन्त्रालय बनाया, इस विभाग को एक केबिनेट स्तर के मन्त्री के नीचे रखा। मुझे इस बात की भी बड़ी प्रसन्नता है कि इस मन्त्रालय के बत्तमान मन्त्री एक नव-युवक और योग्य व्यक्ति हैं तथा थोड़े से समय में उन्होंने जो काम किया है, जो नई दिशा उन्होंने अपने मन्त्रालय को दी है, वह सराहनीय है और उस के लिए मैं उन को मुबारकबाद देता हूँ।

श्रीमन, आज पर्याटन टूरिज्म संसार के सभी देशों में एक प्रमुख उद्योग बनता जा रहा है तथा विदेशी मुद्रा कमाने का एक प्रमुख साधन बन गया है। संसार के देश, चाहे वे कम्पनिस्ट मुल्क हों, चाहे वे केपिटलिस्ट मुल्क हों, सब इसी कोशिश में हैं कि वे अपने यहां टूरिज्म को ज्यादा से ज्यादा बढ़ावा दें और उस के जरिये ज्यादा से ज्यादा विदेशी मुद्रा कमायें। संसार में कई ऐसे देश हैं जिनकी सारी इकानभी टूरिज्म पर निर्भर करती हैं। हमारे देश में खास कर आज की परिस्थितियों में, जब कि हमारे यहां फारेन-एक्सचेन्ज (विदेशी मुद्रा) की इतनी कमी है; टूरिज्म एक खास अहमियत

रखता है और अगर इस उद्योग को हम ठीक तरह से एक्सप्लायट करें, ठीक तरह से इसका फायदा उठायें, तो हमारा देश करोड़ों रुपये की विदेशी मुद्रा कमा सकता है। इस में कोई शक नहीं की पिछले 15-20 सालों में टूरिज्म को बढ़ावा देने के लिए हमारे देश में काफी काम हुआ है। नये-नये होटल्ज बनाये गये हैं, यातायात के साधनों में काफ़ी सुधार हुआ है, इन के अतिरिक्त भी कई दूसरी सुविधायें जो हमें टूरिस्ट्स को देनी चाहिए, वे हमने इन वर्षों में उपलब्ध की हैं। अभी पिछले कुछ सालों में ही कुछ ऐसे होटल्ज बनायें हैं, यदि हम उनका विदेश के होटलों से मुकाबला करें, तो किसी कदर भी वे उन से कम नहीं हैं। लेकिन इतना सब कुछ होते हुए भी, मैं समझता हूँ कि अभी हम बहुत पीछे हैं तथा हमारी क्षमता इस दिशा में बहुत अधिक है।

उपाध्यक्ष महोदय, आपको मालूम होगा कि अन्तर्राष्ट्रीय टूरिस्ट ट्रेफिक में अभी हमारा हिस्सा केवल 1 या डेढ़ प्रतिशत के करीब है। पिछले वर्ष सारी दुनिया में जब कि लगभग डेढ़ करोड़ टूरिस्ट संसार के विभिन्न देशों में गये, हमारे मुल्क में मुश्किल से 1 लाख 60 हजार के करीब टूरिस्ट आये और इसी प्रकार जब बाहर के मुल्कों में पिछले साल कुल मिला कर कोई 1300 करोड़ डालर टूरिस्ट्स ने खर्च किया, हमारे देश को करीब 24 करोड़ रुपये की विदेशी मुद्रा प्राप्त हुई। इस से यह जाहिर होता है कि इस दिशा में हमें अभी बहुत कुछ आगे करने को है और मैं समझता हूँ कि अगर हम कोशिश करें तो हम बड़ी आसानी से ज्यादा से ज्यादा टूरिस्ट्स अपने मुल्क में ला सकते हैं।

मुझे मालूम है कि अभी हमारे मन्त्रालय ने एक लक्ष निर्धारित किया है कि 1973 तक हम दो लाख टूरिस्ट्स अपने देश में लाने की कोशिश करें। मैं समझता हूँ कि यह लक्ष कोई बहुत बड़ा या असाध्य लक्ष नहीं है, अगर हम

कोशिश करें तो इस से ज्यादा दूरिस्टस हमारे मुल्क में आ सकते हैं। यूगोस्लाबिया जैसे छोटे मुल्क में इस बक्त कोई 20 लाख दूरिस्टस प्रति वर्ष जाते हैं और वे इस से भी ज्यादा बढ़ाने की कोशिश कर रहे हैं। हमारे देश में यह काम और भी आसान हो जाता है, जबकि हम इस बात को ध्यान में रखें कि हमारा देश एक प्राचीन देश है।

यहां पर हजारों साल की पुरानी सम्यता है। यहां पर प्राकृतिक सौन्दर्य की कमी नहीं है और आर्ट आकिटेक्चर और दूसरी चीजों का यहां पर भंडार है। यहां पर गोया वह सब चीजें मौजूद हैं जोकि दूरिस्ट्स आकर देखना चाहते हैं। जरूरत सिफ़ इस बात की है कि हम इस को ऐक्सप्लाएट करने के लिए पूरी-पूरी कोशिश करें। इस की तरफ हमारे मन्त्रालय को अभी से ही ध्यान देना चाहिए। सब से ज़रूरी बात यह है कि बाहर के मुल्कों में एक बड़े स्केल पर हमें प्रचार अथवा पब्लिसिटी करनी चाहिए, देश का एक सही नक्शा, एक सही इम्मेच संसार के अन्य मुल्कों में रखना चाहिये। उस के साथ-साथ अपने मुल्क के अन्दर भी होटल और ऐसी दूसरी चीजें जोकि दूरिस्ट्स के लिए ज़रूरी हों वह बनाने की कोशिश करनी चाहिए। इसके अलावा जो दूसरी सुविधाएं हैं वह भी उनको देनी चाहिए।

एक बात में आप से और अर्ज करना चाहता है और वह यह कि हमें आज इस बात की जरूरत है कि हम नये-नये दूरिस्ट केन्द्रों का विकास करें। हमारे देश में ऐसे स्थानों की कमी नहीं है कि जहां अगर हम कोशिश करें तो वह दूरिस्ट केन्द्र बन सकते हैं। मैं इस संदर्भ में यह कहना चाहूँगा कि हमारे देश में हिमालय एक सब से बड़ा ऐसेट और करदान है लेकिन दूरिस्ट प्लाइंट औफ ब्यु से उस की तरफ अभी तक ध्यान नहीं गया है। कश्मीर में इस सम्बन्ध में बहुत कुछ हुआ है। मुझे उस की प्रसन्नता है। उस की बजह से दूरिज्म को काफ़ी बढ़ावा मिला है। लेकिन

कश्मीर को छोड़ कर हिमालय के दूसरे प्रदेश हैं जैसे हिमाचल प्रदेश हैं, यू० पी० के पहाड़ी हिस्से हैं जोकि कश्मीर से किसी प्रकार भी प्राकृतिक सौन्दर्य में कम नहीं हैं।

अगर हम आज उस की तरफ ध्यान दे कर उस को ठीक से ऐक्सप्लाएट करें तो वहां पर काफ़ी दूरिस्ट ट्रैफ़िक पैदा हो सकती है। मैं मन्त्री महोदय से यह अर्ज करना चाहता हूँ कि वह इस बारे में स्वास दिलचस्पी लें और साथ-साथ वह शिमले के लिए पेसेंजर्स हेलीकाप्टर सर्विस भी चालू करें। शिमले के लिए ही नहीं बल्कि दूसरे दूर दराज पहाड़ इलाके हैं जैसे कि गोहाटी और नागालैंड हैं वहां पर भी पेसेंजर हेलीकाप्टर सर्विस चालू करें। इस से न केवल उस पर्यटन को बढ़ावा मिलेगा बल्कि वहां के नागरिकों को भी एक नई सुविधा होगी।

अन्त में मैं यह अर्ज करना चाहता हूँ कि दूरिज्म के दो पहलू हैं। एक अन्तर्राष्ट्रीय दूरिज्म है और दूसरा अपने देश के अन्दर का ही दूरिज्म है। अभी एक माननीय सदस्य ने उस का जिक्र किया है और मैं उस का पूरा-पूरा समर्थन करता हूँ। हमें बाहर से आये हुए विदेशी पर्यटकों को पूरी-पूरी सहायता देनी है। जहां हमने उन को पूरी सहायते देनी हैं वहां हमने इस बात को भी देखना है कि हमारे अपने देश के अन्दर के जो पर्यटक हैं उन्हें भी वह तमाम सुविधाएं प्राप्त हों जोकि हमारे बाहर के पर्यटकों को मिलती हैं।

पर्यटन हमारे देश की एक बड़ी पुरानी परम्परा है। आदिकाल से लोग बड़ी भारी तादाद में तीर्थ यात्रा के लिए या घर्म स्थानों में जाने के लिए एक जगह से दूसरी जगह पर आते जाते रहते हैं। हमें अपने देशों में इस को इनकरेज करना चाहिए। इससे न केवल पर्यटन को ही बढ़ावा मिलेगा बल्कि हमारे देश की एकता को भी इससे बल मिलेगा।

श्री प्रकाशबीर शास्त्री (हापुड़) : उपाध्यक्ष महोदय, हमारे देश की ऐरें इंडिया सर्विस को

[श्री प्रकाशनीर शास्त्री]

विश्व की बर्तमान विमान सेवाओं में तीक्ष्णा स्थान प्राप्त है। दूसरे देशों में ऐवर इंडिया के सम्बन्ध में जो चर्चाएं मुझे अपने कानों से सुनने को मिली हैं उन से भौतक का अनुभव होता था और जी चाहता था कि इस संगठन के अधिकारियों को घन्घाता दिया जाय। उन्होंने जो देश का सम्बान्ध दूसरे देशों में बढ़ाया है उस के सिए देशवासियों की ओर से उन का प्राकार भी प्रदक्षित किया जाय। लेकिन ऐवर इंडिया सर्विस के सम्बन्ध में विशेष रूप से मैं यह बात कहना चाहता हूँ कि ऐवर इंडिया की सर्विस राजनीतिक सम्बन्धों के आधार पर चालू नहीं करनी चाहिए। हमारी जो बर्तमान सेवाएं हैं उन्हें इस बात से कि किस देश के साथ हमारा राजनीतिक सम्बन्ध है और किस देश के साथ राजनीतिक सम्बन्ध नहीं है इस बात को ध्यान से हटा कर केवल यह कि उन का अपना एक व्यापारिक संगठन है उस आधार पर विमान सेवाओं के मार्ग ढूँढ़ने चाहिये। चाहे पूर्वी जर्मनी हो चाहे पश्चिमी जर्मनी हो चाहे ताइवान हो या इजरायल हो हमारी अपनी दृष्टि में विमान सेवाओं की दृष्टि से उन में किसी प्रकार का कोई भेद नहीं होना चाहिए।

मुझे बड़ी प्रसन्नता है कि ताइवान के साथ भले ही हमारे राजनीतिक सम्बन्ध न हों लेकिन मैंने सुना है कि ऐवर इंडिया ने अपनी ताइवान होकर सर्विस चालू करने का निश्चय किया है। इसी तरीके से इजरायल के साथ और दूसरे देशों के साथ मैं इस का सम्पर्क हम को जोड़ना चाहिए।

साथ ही साथ दूसरी बात जो मैं ऐवर इंडिया के सम्बन्ध में कहना चाहता हूँ कि इन देशों में जहां-जहां यह ऐवर इंडिया की सर्विस है वह हमारे केवल एक व्यापारिक केन्द्र ही नहीं है बल्कि वह थोटे-मोटे हमारे राजदूत का कार्य भी करती हैं। वहां पर काम करने वाले कर्मचारियों में जैसा कि प्रायः कम देखा जाता है उन के अन्दर अधिक संख्या हो जाकि वह

हमारे देश की ऐवर सर्विस की दृष्टि से नहीं बल्कि देश की दृष्टि से भी हमारा प्रतिनिधित्व कर सकें। इस प्रकार की अवस्था होनी चाहिए।

येरे एक मित्र थी ग़ब्रूर अली खां अभी तेहरान की सर्विस के सम्बन्ध में चर्चा कर रहे थे लेकिन मेरा अपना अनुभव उस से बिलकुल उलटा है। नुस्खे एक बार तेहरान से कुर्बात जाने की इच्छा हुई और उस समय मैंने अपने भारतीय राज दूतावास से सम्पर्क किया। उस दिन छुट्टी थी और वहां पासपोर्ट बनाने की किसी प्रकार की भी सम्भावना नहीं थी। लेकिन मैं भारतीय राजदूतावास के उन कर्मचारियों का निश्चित रूप से अनुगृहीत रहूँगा जिन्होंने मुझे और मेरे जो साथी वहां से जाना चाहते थे, जिस प्रकार से भी हो सका उस की अवस्था करके दी। मैं नहीं कह सकता कि लंसद सदस्य के नाते उन्होंने यह सुविधा प्रदान की या दूसरी दृष्टि से इस का बंदोवस्त किया। इसलिए मेरा व्यक्तिगत अनुभव इस प्रकार का है जिससे कि मैं कम से कम इस प्रकार की शिकायत करने की स्थिति में नहीं हूँ। लेकिन जहां ऐवर इंडिया के सम्बन्ध में मैं आप को घन्घाता देना चाहता हूँ वहां इंडियन ऐवर लाइंस के सम्बन्ध में कुछ शिकायतें भी करना चाहता हूँ। ऐवर इंडिया की सर्विस प्रति वर्ष जिस प्रकार से आय दे रही है और विश्व की सेवाओं में अपना एक उत्कित स्थान बनाती चली जा रही है इंडियन ऐवर लाइंस को भी अगर इसी प्रकार से ओड़ा लम्हाला आय तो मैं समझता हूँ कि अन्तर्राष्ट्रीय सेवा के साथ-साथ अन्तर्राष्ट्रीय सेवा की दृष्टि से भी इस सर्विस को एक उपमुक्त सर्विस बनाया जा सकता है। इसमें सब से बड़ी बात जो हम कर सकते हैं वह यह है कि जैसे बड़ई से एक विमान दिल्ली के लिए चल रहा है, ऐवरपोर्ट में यात्री पहुँच गये, सूचना छिलो कि विमान अब चंटे देर से कलेक्ट। आब-चंटे के बाद फिर सूचना मिलती है कि वह आब चंटे देर से जायेगा।

और परिणाम यह होता है कि 3, 3 घंटे विमान स्थल पर यात्रियों को प्रतीक्षा करनी पड़ती है। मैं यह नहीं चाहता कि उसके अन्दर किसी प्रकार की कोई टेक्निकल कठिनाई हो और विमान को उस पर भी चालू कर दिया जाय। उस की देखभाल अवश्य की जाय। लेकिन यात्रियों को उस के सम्बन्ध में अगर पहले से सावधान कर दिया जाय तो यह तीन घंटे जो ऐयरपोर्ट पर वह प्रतीक्षा के रूप में व्यतीत करते हैं उस का वह किसी न किसी ढंग से सदृश्योग तो कर सकेंगे।

दूसरी बात जो मैं कहना चाहता हूँ वह यह है कि जो आप विमान स्थलों पर जो सूचना देते हैं, पहले जब श्री राजबहादुर इस विमान के मन्त्री थे, उन्होंने एक बड़ी अच्छी परम्परा चालू की थी। मद्रास के ऐयरपोर्ट पर विमान किस समय चल रहा है या गुजरात के ऐयरपोर्ट पर किस समय विमान चल रहा है इसकी सूचना पहले वहाँ की भाषा में देते थे और फिर अंग्रेजी में सूचना दी जाती थी। डा० कर्ण सिंह इस बात को देखे कि हमारे देश में भारतीय भाषायें जो धीरे-धीरे अपना स्थान ग्रहण कर रहीं हैं तो पहली सूचनाएँ सम्बन्धित स्थानों की भारतीय भाषाओं में दी जानी चाहिए। 1965 के बाद अंग्रेजी की गुलामी इस प्रकार की हमारे मस्तिष्क पर न रहे कि पहले सूचना अंग्रेजी के माध्यम से हो और फिर भारतीय भाषाओं के माध्यम से हो। पहले सूचना भारतीय भाषा के माध्यम से हो और बाद में अंग्रेजी के माध्यम से उस की सूचना दी जाया करे।

एक बात में पर्यटन के सम्बन्ध में विशेष रूप से कहना चाहता हूँ। मुझे प्रसन्नता है कि मेरे एक मित्र ने इस बात को कहा कि कश्मीर हमारे देश में पर्यटन का बहुत बड़ा अच्छा केन्द्र है। आप उसका विकास करें उस में कोई दो राय नहीं हो सकती लेकिन कश्मीर ही पर्यटन केन्द्र है ऐसा मान कर मन्त्रालय को नहीं चलना चाहिए। हमारे देश में बहुत से इस नाम के स्थान हैं। उदाहरण के लिए नीमीताल

में कौसानी एक ऐसा स्थल है जिसे देखकर महात्मा गांधी ने कहा था कि मेरी समझ में नहीं आता कि जिस हिन्दुस्तान में कौसानी ऐसी जगह हो वहाँ के लोग रिट्रॉलैंड की यात्रा करने क्यों जाते हैं? इसी तरह हमारे यहाँ रानीखेत है, भुवाली है और अन्य ऐसे पर्वतीय क्षेत्र हैं कि उन सब को इस के अन्दर शामिल किया जाना चाहिए और उन को भी उसी प्रकार से विकसित किया जाय जिस तरीके से कि कश्मीर के स्थानों को आप विकसित करना चाहते हैं। मुझे आशा है कि डा० कर्ण सिंह इन बातों की ओर व्यायाम देंगे।

MR. DEPUTY-SPEAKER : Shri Ram-avtar Shastri has written to me that he wants to ask a question. He can ask a question only.

श्री रामावतर शास्त्री (पटना) : दिल्ली में इम्पीरियल होटल है जिसके पालिक पहले हमारे सदन के एक माननीय सदस्य श्रीबरहम साहब थे। मुकदमे में हार जाने के कारण वह हट गये और वह होटल सरदार रणजीत सिंह के कब्जे में चला गया है। वह होटल इस महीने की 14 तारीख से बंद है और 7 जून तक बंद रहेगा। मुझे यह स्वार द्वारा है कि इस होटल से फ्रौरेन एक्सचेंज के रूप में विदेशी मुद्रा के रूप में सरकार को साल में 60 लाख डालर की आय होती थी यानी महीने में 5 लाख डालर की। अब इतने दिनों तक बंद रहने की वजह से लगभग 9 लाख डालर की कमी पड़ जायेगी। सरकार से मैं यह जानना चाहता हूँ कि उस होटल को चालू करने के सिलसिले में या उस को अपने कब्जे में करने के सिलसिले में सरकार ने कुछ सोचा है अथवा नहीं और अगर सोचा है तो उन की योजना क्या है ताकि यह होटल भी चल जाय और हमें आय भी होती रहे और जो 400 कर्मचारी बेकार होने वाले हैं जिन के कि ऊपर 4000 अमरीकी आश्रित हैं उन के लिये भी कोई रास्ता निकल जाय। मैं चाहता हूँ कि सदन को वह इस की जालकारी दें।

THE MINISTER OF TOURISM AND CIVIL AVIATION (DR. KARAN SINGH) : Mr. Deputy-Speaker. Sir, you will recall that last year I was guillotined. Therefore, this is the first opportunity that I am getting since the new Ministry of Tourism and Civil Aviation has come into being to present before this honourable House the broad contours of our thinking and our developmental programmes.

I have listened with considerable interest to the speeches that have been made. Many of the suggestions are extremely valuable. It may not be possible for me, with in the limited time at our disposal, to deal with each and every suggestion. But I can assure the hon. Members that everything that has been said is being taken careful note of and we shall, certainly, try and take full benefit from it.

My colleague, the Deputy Minister, has dealt with some aspects of meteorology and welfare. I would, therefore, deal in four main categories with the developmental programme of this Ministry, of Tourism, the Directorate of Civil Aviation and the two Air Corporations.

As has been rightly pointed out by many hon. Members, the tourist industry is today one of the fastest growing international industries in the world. In fact, it has been well described as a tourism explosion. In the year 1966, for example, 13,000 million dollars were spent by international tourist. Since the War, many economies which were shattered have rebuilt themselves very largely through tourism. Also, tourism cuts across ideological barriers. Whereas, previously, it was looked upon as somewhat bourgeois and sophisticated undertaking, today the Communist countries in particular are also paying special attention to the development of tourism.

Now, we have in India probably the most unique and the most attractive tourist destination in the entire world. We have a combination of a marvellous country physically, the Himalayas, the beautiful beaches and other natural attractions, and a civilisation that goes back 5000 years unbroken and that has produced some of the greatest works of art, architecture known to man. With this marvellous country that we have, with this tremendous tourism explosion, the task before us is really very

clear. We have got to actualise our potential, we have got to gain a growing share of this growing market.

As has been pointed out by many hon. Members, at present we get a pitifully small number of foreign tourists. For example, in the year that has just passed, we got 1,80,000 tourists whereas Yugoslavia is expecting 20 million tourists this year. So, we have tried to put before ourselves a programme which is ambitious, and yet not over-ambitious. We want to triple our tourism intake in the next five years, in other words, we want to reach, if possibly, a target of 600,000 tourists by 1973.

If this is to be achieved, we will have to do two things. Firstly, there is the promotional aspect abroad. We have got to sell to the world the image of India as a new and exciting tourist destination. For that, a number of things have got to be done. We are going to use the traditional modes of the press, radio and television. In our Budget, we have asked for special grants for that so that this image of India can be sold. We will also invite more people from abroad to come here, particularly travel writers, photographers and travel agents, because it is well understood that articles, beautiful photographs are worth very much more than mere publicity material which is sold as publicity material and which is always somewhat suspect. If people come here, they present a proper picture.

Also, we are taking advantage of Air India's experience abroad. Air India in the last 15 years has built up a network of offices and contacts throughout the world and we are trying to involve Air India more closely in our promotional programme so that we can take full advantage of their presence.

A point was raised by some hon. Members about the importance of giving visas and other such facilities. I entirely agree. I am already in touch with the Ministry of External Affairs. I have written to all our Ambassadors abroad personally urging that full facilities should be given.

Another point which was not mentioned but which I would like to submit is that I am also thinking in terms of regional promotion, the promotion of the whole region. According to the International Travel Orga-

nisation, there is a region to which we belong which includes India, Pakistan, Ceylon, Nepal, Afghanistan, Iran and Mongolia.

I do not know whether all these countries will be prepared, but I would like to get them involved. I have already made some contacts with Ceylon and with Nepal and I hope also to have contacts with Afghanistan and Iran so that we can promote tourism on a regional basis, because the whole pattern of tourism development and tourism in the world is beginning to change. Regional promotion has proved to be extremely useful in the developed nations.

In regard to this regional promotion aspect there is another point to be considered, and that is the building up of the infra-structure. If you promote tourism, and more and more tourists come, if your campaign is successful and we get a flood of tourists, and if we cannot look after them properly then it will have a bad effect. Today we do not have all the infra-structure that is needed. If more and more tourists come immediately we will find it somewhat difficult to deal with them. Therefore, while I do my promotional campaign abroad I have got to build up the infra-structure of tourism in this country itself.

Hotel accommodation is another crucial bottle neck in our tourism. We have today in India only 7,000 hotel beds of the Three, Four or Five Star categories. If a rush of tourists come immediately they will have to sleep in Chandni Chowk or Chowpathi! Therefore we should have a proper development of the tourist accommodation in the hotels. I am glad to inform the House that the rules regarding the Hotel Development Fund have been finalised and I am laying a copy of them on the Table* of the House. Through this money we will give loans to the private sector in order to develop the hotels. The Indian Tourism Development Corporation is building a hotel in Bangalore and this year it is hoping to push forward its plan for a hotel in Juhu in collaboration with Air-India and also another hotel in Srinagar.

While on the point of hotels, I may just very briefly allude to a question which the hon. Member put with regard to the Imperial Hotel. Our information is that

the owner intends to run this as a hotel, but he wants to completely refurbish it and reorient it and bring about a lot of repairs and improvements. Our impression is that the hotel will remain closed for about one year before it reopens again. But when it does reopen we hope that this is going to be something very good.

AN HON. MEMBER : What about the employees ?

DR. KARAN SINGH : About the employees, this is a difficult problem, as you know. This is something for the private sector and we are not directly responsible for it.

Apart from these hotels, we also require a network of motels and tourist bungalows throughout the country because when the tourist comes he does not only stay in big cities alone but he wants to travel to other places. Now, this is one of the programmes which we are taking up. We have to develop the infra-structure and the tourism network over the next ten years of motels and tourist bungalows so that we can provide the necessary facilities in all the important places where the tourists are likely to stay, so that they get at least the basic minimum facilities that are necessary.

Transport is another component of our infra-structure to which some references have been made by hon. Members. It is extremely important that when a foreigner comes here he must be given adequate facilities, adequate cars in which to travel. We do help transport operators to buy second-hand cars from the STC at reserved rates and the Tourism Development Corporation is also expanding its fleet of air-conditioned cars and buses. Shikar outfitters is also an important aspect, because wild life, both for photography and shikar, is an increasingly attractive thing for the foreign tourist. Perhaps hon. Members are aware that the whole of African Tourism depends on wild life. They have no monuments there, but wild life itself has become such a tremendous attraction. We have got in our country a rich content of wild life and we want to develop it both for pre-servation purposes and for shikar. This is where shikar outfitters have an impor-

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tant role to play as well as the travel agents.

In this building up of the infra-structure we look forward to the cooperation of the general public and the private sector to a very great extent.

All these things need to be done. Take for example, the question of entertainment. Tourists coming to India say, 'We are very much interested in looking round your temples and seeing your monuments. But we have no entertainment, no proper restaurants, no theatres and no dramas'. These are the sort of things where there is scope for tremendous activity and imagination, and I hope that the general public will get more involved in this whole process of tourism because tourism is not only a thing which should appeal to a certain section of people, but it is something which can generate economic activity at many levels and in many ways.

Sir, some reference was made to the India Tourism Development Corporation. Hon. member, Shri Sanghi, mentioned it. I would like to give a little bacground of this. There were originally three separate corporations—the Hotel Corporation, the Tourism Corporation and the Transport Corporation. But it was found about a year and a half ago, shortly before I took over this Ministry, that these three corporations were really overlapping and, therefore, a decision was taken to merge them into a single corporation, known as India Tourism Development Corporation. This has been done and a new Board has been constituted, and for the next three years there will be no change. The changes which the hon. Member mentioned were as a result of the merger of these three corporations.

Now, the functions of this Tourism Development Corporation very broadly are five. One is building of hotels. Already one hotel has been built in Bangalore as I said. Two more hotels are likely to be started.

SHRI K LAKKAPPA (Trimkur) : In Bangalore the work on the Five-Star hotel has not yet started because of financial difficulties.

DR. KARAN SINGH : May I submit, Sir, that is not correct to say that the work has not been started. The work has in fact been started. What happened was that at a certain level the work has been somewhat delayed because we wanted to look into the design. In any case, the work is going to be restarted very soon. It is going to be the first public sector hotel to be built entirely by the Corporation.

The Corporation also runs a fleet of luxury cars and buses in Delhi immediately and it wishes to extend this activity to other States. The Corporation brings out the entire range of literature, posters, diaries and Calendars which are required by the Government of India Tourism Department in India and abroad. This is an extremely important task because the creation of literature is no longer a mere mechanical thing. It requires a lot of imagination and intelligence. It is not enough merely to give the photograph of the Taj, you have got to put it in a much more sophisticated manner. The Corporation is looking into this. At the same time the Corporation is also running the *son et lumiere* in the Red Fort and the Tourist bungalows. The Corporation has an extremely important role to play in the development of tourism.

Many of the hon. Members have mentioned certain specific areas which are very beautiful. Hon. Member, Shri Panigrahi, spoke about Konarak which is a fountain of eternal youth, and very kindly invited me and my wife for a moonlight cruise, I can assure him that I accept his invitation. Shri Gowd spoke of a temple in Andhra which guarantees immortality, and many hon. members, Shri Kandappan, Shri S. M. Krishna, spoke very rightly about the magnificent beauty of South India. I feel that the beauty of South India which is something unique and incomparable, must be made more use of. Rajasthan was mentioned. An hon. Member mentioned about Chittor. Which Indian, Sir, is there who can mention Chittor without feeling a glow of pride and a glow of patriotism. Now all these places, a host of them, have been mentioned. My own home town of Jammu was mentioned by

the hon. member, Shri Malhotra. But the trouble really is that our country is so beautiful and so rich that every M.P. very rightly feels that the area in his constituency is really worthy of development. I entirely agree, and with that we get the day when we will be able to develop each and every place in India. But until Sir, we have that day dawn, and as long as our resources are limited, I am sure the hon. Members will agree that we have got to use the limited resources which are given to us in certain specified areas, because the danger is that if we spread our resources too thin we will not be able to make a break-through anywhere and we may merely fritter away our resources.

Therefore, I can assure hon. Members, without going into very great details with regard to the development plans in each State, that we shall try and use our resources to the utmost. I may say one thing here that the role of the State Governments is extremely important, because it is not possible for the Government of India to take up every single project directly. The State Governments have got not only to co-operate but play a major role in the development of tourism. I am in touch with the State Ministers of Tourism, and there is a new awareness, and I am hopeful that we shall use the limited resources that we have in order to get the best possible result that we may be able to achieve.

Before I go on to aviation, I must make one more important point about tourism which was in fact made by Shri S M Krishna and Shri Okhlaril Bohra and some others who had spoken. Tourism is not only a means of earning more foreign exchange ; certainly, we need more foreign exchange ; we are desperately short of foreign exchange and we require more foreign exchange and we intend to earn more. But tourism is also a potent force for bringing about a better life for our own people and for strengthening national integration. I think in a way Shankaracharya can be called the patron-saint of tourism in India because fourteen hundred years ago he set up in four corners of India places where millions and millions of people have travelled in the course of our history, and I do not think that India would be what it is today, had it not been

for this tremendous unity that we have been able to build up in diversity.

Therefore, there is the importance of developing facilities for pilgrims, facilities for middle income tourists, and facilities particularly for our youth, because, after all, it is the youth that is the hope of the future, and if the disintegration that we sometimes see round us has to be fought, it is in the minds of the younger generations that we have to build and forge a new national integration. I feel that tourism, creatively used, can help in building up this integration, and I can assure the House that in our desire to cater to the foreign tourists we shall not and cannot afford to neglect home tourism.

I shall now move on to aviation. The world today is poised on the threshold of a twin revolution in the field of aviation. One is the revolution in the size of the plane. As you know, the so-called Jumbo jet will seat 450 people in one flight. It is important here for hon. Members to remember that the Jumbo jet is not the culmination of the present generation of airliners. It is the first of a new generation of mammoth airlines. I would not be surprised if in the course of the next ten or twelve years we find a plane carrying a thousand or more people across the world. We are on the verge of that. The second revolution is in speed, in supersonic aircraft which fly through the air at $1\frac{1}{2}$ to $2\frac{1}{2}$ times the speed of sound. So we are in an extremely exciting position at present, and I would submit that we are taking full advantage of this knowledge, and we are thinking well ahead. Many countries have made the mistake of planning in aviation only for a year or two and they have found that their schemes have not even got off the ground before they are out of date. I must submit that what we have done is that we are projecting our aviation plans—ten years from today. My key year as far as aviation is concerned is 1979, that is, the end of the Fifth Plan period, because this aviation industry is such a fast-moving industry that you cannot plan for a year or two.

So, we have set up a committee on international airports, which is headed by Shri Tata and which includes a number of people including the Secretary of my Ministry, the representative of the Civil

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Aviation department and others who are the most expert people that we have. The job of this committee is to look into our four international airports. Shri S Kandappan had asked me about Madras. Madras is included as an international airport in this. It was mentioned as a major airport merely because it is only used at present by Air India and Air Ceylon. We are not now giving it to other Air lines, but in our development plans Madras is there. In regard to these four international airports, Delhi, Bombay, Calcutta and Madras, the Tata Committee is making a comprehensive study of all that is required in order to develop them. You can imagine what it would mean. When you have a plane carrying five hundred people, if I may submit, it means that the entire Lok Sabha can be carried in a single plane. You can imagine the entire Lok Sabha alighting at Palam....

SHRI NAMBIAR : And the Speaker and the Deputy-Speaker also.

DR. KARAN SINGH : Yes, they will be in the pilot's cabin. You can imagine when a plane with 450 people arrives, the problems that are involved, the problems of handling, baggage, the problems of health, of immigration, of customs problems of health, of immigration, of customs, problems of ash-trays and even toilets, because it is really as fundamental as that, and when you travel these are the problems that you deal with.

So we are looking well ahead. The Tata Committee's report is expected fairly soon and that will be a blueprint for the development of these four international airports in the course of the next ten years.

16 hrs.

Apart from this, we have the Aerodrome Planning Group which looks into the other 81 aerodromes which we have. One hon. Member had said, after all what is required is only a field to land. It may be correct that at one time it was possible to land on a football field, but today aviation has become more and more sophisticated. It is not merely a question of building a runway. You have got to

put in highly sophisticated technological equipment, radar, various other equipments like VOR, PAR—I do not want to go into the details of all these sophisticated equipments which have got to be provided because the safety level has to be maintained.

Now we get a number of demands for new airports. The Aerodrome Planning Group looks into them and again on the basis of priority we will see which ones we can develop. For example, Calicut was mentioned.

SHRI A. SREEDHARAN (Badagara) : when will a decision be taken regarding Calicut ?

DR. KARAN SINGH : Over the last year since I became Minister, Calicut has been brought to my notice a number of times. I have specifically asked for a study. I can say at this stage that Calicut will get a very high priority in our developmental plans.

SHRI NAMBIAR : That is all ! I started it in 1952 with my Parliament membership.

SHRI E. K. NAYANAR (Palghat) : *The Hindu* plane comes there daily.

DR. KARAN SINGH : *The Hindu* plane is a small cargo plane. Surely the hon. Member does not wish us to land in sub-safety conditions. After all, we are also responsible for safety.

SHRI E. K. NAYANAR : For 15 years, we have been demanding it.

DR. KARAN SINGH : Before we can start a service, we have got to examine all aspects.

SHRI A. SREEDHARAN : Is it a fact that Government have laid down a condition on the State Government that land should be given free to construct the airport ?

DR. KARAN SINGH : Land is only a small part of the problem.

SHRI A. SREEDHARAN: Let him answer my question. Have they made any such stipulation? If so, why have they done it in the case of Kerala, when such a condition has not been insisted upon in regard to airports in other States?

DR. KARAN SINGH: The hon. Member is misinformed. We have not made any such condition. We merely wrote to the State Government to say that in case it was possible for them to provide land free of cost, it might help us to take it up earlier than otherwise. There is no condition attached to it whatsoever.

SHRI E. K. NAYANAR: The inquiry committee had submitted a report.

SHRI NAMBIAR: Crowning success very soon.

DR. KARAN SINGH: I have full sympathy for Calicut and I can assure you that we will do whatever we can to expedite it.

SHRI E. K. NAYANAR: Will it be done during his tenure?

DR. KARAN SINGH: I was referring to the International Airports Committee and the Aerodrome Planning Group.

One more point before I go to the Air Corporations and that is with regard to flying and gliding clubs of which some mention was made by some members. I must say I am not fully satisfied with the present state of affairs of flying and gliding clubs. They themselves are in difficulties. They do not have enough money. We also feel that the whole thing has got to be looked in afresh.

Therefore, what we have done is this. The DGCA is heading a committee in which we have representatives of the Aero Club of India, of the two Corporations, and of the Air Force, which will look into the whole question of flying and gliding clubs, what exactly their rate of subsidy should be and, more important, what their role should in the whole problem of training which was alluded to by two or three members. It is extremely important, because when we are buying 'planes costing crores of rupees it is essential that we have a good training

establishment. Therefore, we are looking into that. We are also planning, if possible, to set up a centralised training school for aviation. That is a proposal under consideration.

Now, if I may come to Air India, Air India has over the last 15 years created for itself a position of pride in the world of international aviation. Some hon. Members, Shri Gowd, Shri Prakash Vir Shastri and others, have also paid a tribute to it. Last year, the Corporation made a profit of Rs. 2½ crores mainly in foreign exchange and several new routes were also introduced. A direct service from Bombay to Mauritius was introduced. Mauritius has recently become free and I am happy to be able to link it up with us. And a Bombay-Teheran route has also come into being. So, Air India is doing extremely well.

The hon. Member Shri Baburao Patel, raised some questions about the inaugural flights. Inaugural flights are a concession which the international aviation authority has given to every international airline and that is used. He asked for some details. But one thing I would like to say. I was somewhat distressed by his reference to this question of Parsis and non-Parsis. I would submit that that is not really the spirit with which this should be approached. There is no question of any communal or religious bias in aviation. It is one thing that Shri J. R. D. Tata, who is himself a distinguished aviator, is heading the Corporation. But to say that because Shri Tata is a Parsi, therefore, Parsis are dominating it, I would submit, is not really either fair or in good taste.

More important than that, Air India has at present got a fleet of nine Boeing 707s. One more is being added this year and that will bring the total to 10. Shri Nambiar raised this very interest in question of Jumbo jets. He asked why it is that Air India is going in for Jumbo jets. As I said, the Jumbos are likely to come into operation in the early 70s. Air India, if it has to maintain the pace that it has built up, has got to compete with the giants in the aviation industry, it has got to compete with airlines like TWA, Pan American, BOAC, Air France and so on, whose budgets are 50 to 100 times greater than ours. This new plane is going to be a great attraction. If we do not go in for

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Jumbo jets, what will ultimately happen is that Air India's international role is going to be jeopardised. We will merely become a regional air service. What is more, the Jumbo jets happen to be one of the most economical and profitable ones to operate. Because of its huge capacity, the fares will be lower; the amount of freight it can carry will be more and the break-even factor which, as you know, means the percentage of passenger-ratio which is required to make a profit, is much lower than in the case of other planes. Therefore, the consideration was that either we go in for Jumbo jets or we agree finally that Air India has to give up its international role and merely become a regional airline.

It is true that Jumbo jets will be financed by loans, but they are self-paying in the sense that we will make money even if we acquire them on loan, even the other planes which we acquired on loan have made enough money; they have paid back the loan with interest. Today, foreign exchange is pouring into the country. I can assure the hon. Members that the economics of it has been clearly worked out, and we hope that the Jumbo jets will turn out one day to be a source of immense revenue to this country, and we will be able to pay back all the loans with interest and we will also be able to maintain Air India's very high position in the international world.

I now turn to the Indian Airlines. Indian Airlines has got its importance not only from the tourist point of view but in a country like ours, as vast as ours, with a developing economy, and with a developing political activity, it is essential that we should be able to move rapidly. I think a good internal airline is not a luxury at all. It is an absolute necessity for a country like ours. I am happy to report that Indian Airlines also has shown a marked improvement in recent months. In 1966-67, it lost Rs. 4.23 crores. In the year that has just ended, the loss has been virtually wiped out and it is now about Rs. 25 lakhs to Rs. 30 lakhs. In this year, which we have now started, we are almost certain, if everything goes well, to make a clear profit. So, Indian Airlines has done better. Not only has it got a new Board, a new

General Manager and a new Chairman, but also it has got a new look. As Members may have seen we have tried to change the whole image of the Indian Airlines, to brighten it up a bit and to make it somewhat more attractive and more efficient.

The question of the fleet of Indian Airlines was brought up. We have got seven Caravelles. Shri S. M. Krishna has said something about the Caravelles: that is not true.

The Caravelles have done only 10,000 flying hours. They are good for at least 40,000 flying hours. Then, we have 15 F-27 planes. We have already got 4 HS-748 planes and we are getting five more this year. The really older planes are the 14 Viscounts which we hope to phase out over the next three or four years. They are still good for 3 or 4 years. The 3 Skymasters and 29 Dakotas are very old and we hope to sell them. Even after so many hours of flying, there is still a market for Dakotas. It is very strange.

AN HON. MEMBER : Why sell them?

DR. KARAM SINGH : Because it is very uneconomic. Every hour the Dakota flies, we lose money. Now our own planes are coming from Kampur. They are very nice, neat and modern. In addition, we will have to go in for new purchases, because the capacity of the Indian Airlines is to be augmented tremendously not only to meet the increased tourist requirements, but to meet our local requirements, particularly on the so-called golden triangle—Delhi—Calcutta—Bombay. Therefore, teams have gone abroad to the USA and to the Soviet Union to see what can be the best new purchase IAC can make. The teams will come and report to us and a decision will be taken in due course.

Indian Airlines is trying to make improvements in livery, food, passenger handling, training of hostesses, etc.

SHRI BALRAJ MADHOK (South Delhi) : What about operational efficiency to which Mr. Prakash Vir Shastri referred—about the delay and all that?

DR. KARAN SINGH : Delays are not known in advance always. You take the weather. Let us say, there is fog in Kashmir. Before the plane takes off from Delhi, it has to get clearance from Srinagar. There is no way of knowing what the weather is going to be and when the fog will be lifted. If we ask the passengers to go home they will miss the plane. All over the world certain delays are inevitable.

SHRI BAL RAJ MADHOK : About Srinagar, it is all right. But what about delays in regard to Patna, Lucknow, etc. ?

DR. KARAN SINGH : I agree there is considerable scope for improvement all round in the operational efficiency. I am merely saying that I think we have turned the corner and in the months and years to come, Indian Airlines will look up. It has already begun looking up and its operational efficiency will improve. The question of new routes was mentioned by many people. Salem, Calicut and some other places were mentioned.

SHRI D. C. SHARMA (Gurdaspur) : I mentioned Pathankot also.

DR. KARAN SINGH : I cannot go into details about every one of them. But for the information of the House, I can give the broad considerations. There are three things which have to be fulfilled. First of all, availability of planes. After all, our plane capacity is limited, and it is not possible to put on many more routes unless we get more planes. Secondly, availability of airport facilities. As I said, an airport is no longer just a football field. They are now highly sophisticated and expensive. Thirdly, traffic potential. After all Indian Airlines is a commercial venture. Ultimately, hon. members expect it to make money. When there is loss, they are understandably worried. If the traffic survey shows that there is going to be a very small number of passengers, how can we justify a new route ? Only if the three things I have mentioned are fulfilled, it will be justified. I may tell the House that all the demands that we received are being given very close attention. I have been receiving a lot of demands for North UP and North Bihar—Gorakhpur,

Muzaffarpur, etc. I am looking into them and with the limited resources at our command, we will try to meet increasingly the genuine requirements of hon. members and the general public.

Before I conclude I must make mention of this question of labour relations. I would like to thank the hon. Member, Shri Nambiar, for a very constructive role that he has taken. He said, very rightly, that the solution does not lie in apportioning blame between management and labour. He also said this is not a matter which people should play politics. After all, an efficient air service is something which will serve everybody regardless of which party he may belong to, and an inefficient air service will inconvenience everybody. Labour relations in the aviation world have not been very satisfactory. I admit that. In fact, soon after I took over as Minister, for the first five or six months there were a series of strikes and unrest. I am happy to be able to say that the atmosphere seems to be improving. Job evaluation, which is very important for any scientific basis of a pay structure, is progressing and I am hopeful with the full co-operation of the unions and the management we will be able to go ahead. As far as I am concerned the unions and the management are equally important because like a caravelle they are two engines of the plane and the plane will not function unless both go together. I am not one of those who look only from one point of view. The unions and managements both must co-operate with each other and must show imagination and thought. My colleague the Labour Minister is also closely in touch with this question. In fact, I take this opportunity to appeal to the unions and to the managements to use their good offices and try to develop the best relations as far as is possible.

These two are corporations in the public sector. Public sector undertakings to my mind should be models of efficiency. Apart from the ideological aspect, I think the real justification of public sector undertakings will depend on the efficiency with which they can function properly. If you have inefficient the public sector undertakings the whole concept of public sector gets besmirched. It is very important that these public sector undertakings should function well. They should be models of

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efficiency even to the private sector. I can assure you that the effort of our Ministry is that both in the field of tourism and in the field of aviation we should develop a dynamic, imaginative and forward looking policy. In this hope, Sir, I commend the Demands for Grants to this honourable House.

MR. DEPUTY-SPEAKER : Shri Nambiar almost thought that the whole House, by the reply of the Minister, was moving on a supersonic plane. Let us now land safely and put the Demands to the vote of the House. I shall put all the cut motions together.

All the cut motions were put and negatived.

MR. DEPUTY-SPEAKER : I shall now put the Demands to the vote of the House. The question is :

"That the respective sums not exceeding the amounts shown in the fourth column of the order paper, be granted to the President, to complete the sums necessary to defray the charges that will come in course of payment during the year ending the 31st day of March, 1969, in respect of the heads of demands entered in the second column thereof against Demands Nos. 75 to 78, 126 and 127 relating to the Ministry of Tourism and Civil Aviation."

The motion was adopted.

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16 19 hrs.

Ministry of Labour, Employment and Rehabilitation

MR. DEPUTY-SPEAKER : The House will now take up discussion and voting on Demand Nos. 63 to 67 and 123 relating to the Ministry of Labour, Employment and Rehabilitation for which 4 hours have been allotted.

Hon. Members present in the House who are desirous of moving their cut motions may send slips to the Table within 15 minutes indicating the serial numbers of the cut motions they would like to move,

Demand No. 63—Ministry of Labour, Employment and Rehabilitation

MR. DEPUTY-SPEAKER : Motion moved :

"That a sum not exceeding Rs. 68,07,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1969, in respect of 'Ministry of Labour, Employment and Rehabilitation'"

Demand No. 64—Director General, Mines Safety

MR. DEPUTY-SPEAKER : Motion moved :

"That a sum not exceeding Rs. 44,32,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1969, in respect of 'Director General, Mines Safety'."

Demand No. 65—Labour and Employment

MR. DEPUTY-SPEAKER : Motion moved :

"That a sum not exceeding Rs. 12,65,48,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1969, in respect of 'Labour and Employment'."

Demand No. 66—Expenditure on Displaced Persons

MR. DEPUTY-SPEAKER : Motion moved :

"That a sum not exceeding Rs. 10,73,54,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1969, in respect of 'Expenditure on Displaced Persons',"

Demand No. 67—Other Revenue Expenditure of the Ministry of Labour, Employment and Rehabilitation.

MR. DEPUTY-SPEAKER : Motion moved :

"That a sum not exceeding Rs. 15,12,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1969, in respect of 'Other Revenue Expenditure of the Ministry of Labour, Employment and Rehabilitation'."

Demand No. 123—Capital Outlay of the Ministry of Labour, Employment and Rehabilitation.

MR. DEPUTY-SPEAKER : Motion moved :

"That a sum not exceeding Rs. 5,27,28,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1969 in respect of 'Capital Outlay of the Ministry of Labour, Employment and Rehabilitation'."

SHRI K. M. KOUSHIK (Chanda) : Mr. Deputy-Speaker, Sir, it is now an acknowledged fact that the wealth of a country, among other things, includes manpower and it is not confined to the money content of the country. With this background, it is necessary to see that this manpower, which is a synonym for labour, is actually preserved and preserved well and used to the maximum capacity in order to help our industrial development.

In the recent past we had huge loss of manpower in the form of man-days lost due to gheraos, strikes, go-slow tactics, pen down strikes and so on. Unless we examine the causes at the root of these and remedy them, the industrial development of our country is a far cry in the wilderness.

In the days gone by, there was real capitalist exploitation of the labour. The labour were poor and, in fact, they had no collective bargaining capacity, the trade unionism was not very much developed and the result was that the great man,

Karl Marx propounded his theory of socialism and State ownership in order to safeguard the interests of labour. Now even those countries have been relenting on State ownership and they are reverting to market economy and profit motive. The reason for this change in those countries is not far to seek. Today the trade unions are very well developed. The labour have got collective bargaining capacity and there are enough laws to safeguard the interests of labour. The result has been that there is a change from the Karl Marx theory to private ownership to a considerable extent.

But, what is the position in our country? It is true that during the British time there was exploitation of labour by the capitalists and no doubt about it. The labour was getting only that wage for which it had bargained with its employer, and nothing more. That was not even a living wage, not to speak of a fair wage. There were no unions, there were no labour laws, there was no question of any collective bargaining, trade unionism was in the initial stages and therefore, the condition of labour was really deplorable. Therefore, in or about the year 1931, the Royal Commission on Labour was set up to make an enquiry in this regard. On the basis of the recommendations of this Commission certain labour laws were enacted, but those laws actually did not bring about much change and the wages continued to remain inadequate. The result was that strained relations between the employers and the employees continued.

It was only after our independence a very important labour Act, namely, the Minimum wages Act, which guaranteed a minimum wage, in certain industries, was enacted and enforced. Wherever the Minimum Wages Act did not apply, wage boards were set up. The wage boards made recommendations and the Government implemented or enforced the unanimous recommendations of the wage board. Although all those laws were enacted and enforced, even then, there was no provision to cover certain unforeseen contingencies connected with the workers' life. Firstly, there was no provision for his illness. There was no provision for the payment of money to the dependents in case there

[Shri K. M. Koushik]

was premature death of the worker. Similarly, there was no provision against dismissal or removal. These were some of the several difficulties which were experienced in spite of the existence of several labour laws after the achievement of independence.

The Employees State Insurance Scheme provided against some of these calamities. Wherever power is used, or 20 and more labourers are employed if no power is used, this scheme becomes applicable.

[Shri Bal Raj Madhok in the Chair]

This scheme now covers 34.48 lakhs of workers and the scheme provides for medical aid, sickness benefit, maternity benefit and pension to dependents in case of premature death of the workers.

The Provident Funds Act, again, is another innovation in favour of labour. This Act has been applied to 32,181 factories covering 40,50,000 workers and the total contribution by the workers comes to about Rs. 710,10 crores. It also applies to collieries and 1286 collieries and 4,50,000 workers are covered under the provident fund scheme.

In addition the working conditions in factories and mines have been greatly improved because of the rules and regulations under the Mines Act and other Acts. There are several welfare measures like creches, schools, clubs and so many other things. Housing facilities, of course, I have to say with great regret, have not been adequate at all. If anybody has a casual look at the housing facilities afforded, it presents a very pitiable picture. It is most insanitary and dingy. They do not even have accommodation enough for a pair.

SHRI N. SREEKANTAN NAIR (Quilon) : Why do you not make him a deputy minister ?

SHRI K. M. KOUSHIK : Thank you very much. Whenever I need your recommendation, I will come down to you.

AN HON. MEMBER : You are not the Prime Minister.

SHRI K. M. KOUSHIK : The Housing scheme has not done well and I request the hon. Minister to make a note of it and see that better accommodation is provided to these people.

I have given whatever progressive measures have been adopted so far and I will now come to the main point as to why there are so many strikes and gheraos and why so many mandays are lost. What is the reason that in spite of all these progressive measures there are all these strikes and so many mandays are being lost ? That is the thing that is important. That is why I was just outlining what was done and now I am coming to the real point. So, my hon. friend need not be worried about that.

I do not want to go extensively into this but if you look at the statistics on page 55 of the Pocket Book of Labour Statistics that has been supplied to us--I take it as quoted--you will see that from 1951 to 1966 the strikes are increasing and the number of workers involved in strikes is also increasing. The mandays lost increased considerably ; it has gone to six figures and seven figures. This is the position. I have not got the 1967 figures but I am quite sure that the statistics of 1967 will be still worse because really the whole of Bengal was paralysed and every factory had been closed down. Therefore the mandays lost in 1967 must be very much more than in previous years.

THE MINISTER OF LABOUR AND REHABILITATION (SHRI HATHI) : They are nearly the same as for 1966.

SHRI K. M. KOUSHIK : I do not know. I have not got the figures. Thank you very much.

What I submit now is that we have now to see why, in spite of all these progressive measures adopted by the Government, there are so many strikes and gheraos, why so many mandays are lost and why production suffers ?

In my opinion labour is still illiterate and this illiteracy is being taken advantage of by professional politicians and political parties and the trade unionists. These two classes are not interested in the indus-

try itself. So, they have no heart in the industry. They are politically motivated. They have a grip over the labour. This appears to me to be the main reason why we suffer on account of these gheraos, strikes etc. All this is due to lack of education. Therefore, what I want to impress on the hon. Minister is that these people should be given education. By education, I do not mean literacy. The education that I want is the workers' education which should give them an idea of industrial democracy with regard to their rights and liabilities as a worker in a particular concern—Trade unionism. Unless this kind of workers' education is given to them, it is not possible to get them extricated from the grip of these political leaders and trade unionists who are professionals and who have no interest, as I have said already, in the industry itself. The workers should be able to understand what is industrial democracy and they should be able to understand and manage their own unions without any interference either from the Government or from any political parties or political leaders. This is very important.

The second point that I would submit is that the recruitment of personnel in the Labour Department, I am sorry to say, is most unsatisfactory. I should also be excused to say that, in times gone by, people have been caring for the pedigree of dogs but today, unfortunately, our Government does not even care for the pedigree of men.

SHRI D. C. SHARMA (Gurdaspur) : Don't compare dogs with men. (*Interruption*)

SHRI K. M. KOUSHIK : What happens is this. I have actually seen it myself. These officers who go for inspection stop with the employer, stop in the rest house, enjoy his hospitality and use his conveyances. So, their going for inspection to safeguard the interests of labour is more nominal than real. There must be a certain amount of judicial seclusion when an officer goes for inspection. The officer must be able to do his duty with a free conscience. If a man enjoys the hospitality in the manner said, I am

sure, the inspection will be a farce and will have absolutely no meaning. With the present personnel, I have seen all these things going on. Therefore, some method should be adopted to see that these people do not take recourse to these things.

The personnel should not be kept for a long time at one place. I have seen that they get a vested interest. In order to see that there is no vested interest created, it is very necessary that the people should be transferred after two years and that they should not be kept for a long time at one place. The proper recruitment and transfers after every two years are also very helpful to see whether the labour laws are properly implemented.

The country itself is passing through a very critical period. All sections of the people are passing through a very difficult situation. In such a contingency, the boosting of production is the only means to get over. This, again, means and implies an industrial peace and, without an industrial peace, it is not possible at all to boost production. It is here where the militant trade union leaders do not see eye to eye with persons who have an objective assessment of the position now. Day in and day out, we have the gheraos, we have the strikes, we have the pen-down strikes and we have the go-slow tactics. So, with all this, to expect any production or to boost production would be a dream.

There is no discipline in industry. The managerial staff is subject to all sorts of torture, beginning from confinement and ending with murder. It is only the other day in a labour committee meeting held at Delhi, one of the trade union leaders went on to say that this industrial law is a law of the exploiters and that he is not going to give any respect to it. Not only that. He went further to say that if the High Courts do not behave in a responsible manner, they are going to gherao the High Court. What a contemptuous statement? Then, a Cabinet Minister of West Bengal says that this is class justice.

AN HON. MEMBER : Former Minister.

SHRI K. M. KOUSHIK : I am very sorry.

[Shri K. M. Koushik]

So the other Marxist leader of the West Bengal Cabinet says that for a class society justice is also class justice. If important leaders give vent to such expressions I don't think anything else can happen except disastrous consequences. Be that as it may, the political motives behind all this is writ large. Therefore, I have to say that these unions should not be operated by any of these politically motivated parties and political leaders or even professional trade union leaders. Our workers are illiterate and they need to be educated to see that they manage themselves and they should man the unions themselves. Their political leaders are feeling that by creating chaos they will be able to achieve their political ambitions. They forget one basic fact that unless production is increased the living conditions of Labour cannot increase. They are missing this basic fact. Unless the workers are extricated from the grip of these politicians and other leaders it is not possible for our production in the factories to go up. I therefore submit that this is a matter which ought to be seriously taken notice of and necessary steps taken.

With regard to this problem what I would advocate is a free trade union movement. I have the privilege of quoting Shri V. V. Giri, when he spoke at Jamshedpur in the Labour Relations Institute.

"Referring to Wage Boards for industries he said that organised labour unions would themselves obviate the necessity of such boards and bargain directly with employers for maximum wages possible without creating a position where boards were statutory in character. Such wage boards provided the starting points for disputes rather than bringing about solution of the problem."

Therefore I have the authority of considerable repute in the labour field, that is, our Vice-President himself, and I therefore submit that this must be taken into account.

The last point which I would like to submit is this. The reaction of the Americans about fifteen years back was the same as it is today in our country with regard to the introduction of modernisation and rationalisation. So in America, after the introduction of modernisation and rationalisation, unemployment has gone down and employment has gone up and our people will feel the same thing in course of time.

In their anxiety to give more and more to labour, the government have lost sight of the employers and consumers.

As a matter of fact they have to look to both sides, the consumer and the employer on the one hand and labour on the other. The employer has nothing at stake and it is the consumer who is hit. He is the beast of burden.

Sir, in the last 10 years, six times the coal prices have been increased on account of the award of wage boards, interim wages, etc. So, who suffers? It is not the employer. Every time the wages go up, the coal price also increases. Who is the beast of burden? It is the consumer. The employers do not lose, the exchequer does not lose a farthing. It is apparent that the Government is trying to get the good wishes of the labour for its own ends, to use them as a lever in the elections because by increasing the coal price, they try to carry the favour of the labour at the cost of the consumer. This is something which cannot appeal to any reasonable man. The Government is there to judge, with the labour on the one side and the employer and the consumer on the other side. You must hold the balance. Well, I ask you whether any job study has been made. You simply increase the wages but do not correlate it with the outturn. After the wage increase is given, the outturn must improve production. Unless the outturn is correlated with wage increase, you can never improve. Have a job study for each job and that outturn should be insisted. Whether the wages are increased by 100 per cent or 200 per cent it does not matter.

Lastly, go-slow tactics and pen-down strikes have become very common. Has the employer any remedy? Can he cut the wages of the labour for that day for these tactics? Therefore, the thing is going only one way. It is a one-way traffic and, therefore, I submit that as there is what is known as the National Labour Relations Act in other countries, a provision to punish unfair trade practices, a similar enactment should be made here to provide against any unfair labour practice, either by

the employer or by the labour in which case these go-slow tactics and pen-down strikes can be controlled.

DR. MELKOTE (Hyderabad) : Mr. Chairman, Sir, I thank you for giving me this opportunity to say a few words on the demands of the Labour Ministry. Sir, may I congratulate the Ministry for the excellent work they have done during the year in spite of the recession, in spite of the high cost of living and in spite of very many adverse conditions that are prevailing in the country to-day. Sir, by saying this, may I say that after going through the report of the Ministry, I am surprised with one statement that they have made which I have been speaking about for the past 2-3 years continuously and that is with regard to the statement about the public sector undertakings wherein the number of individual grievances reported has gone up from about 60,000 to about 93,000. Last year also I made a similar remark and if you go through the report for the past three years, one year it was somewhere about 24,000 or 25,000, then it went up to about 40,000, then it went still further up to 55,000. This time it is somewhere about 93,000 out of which it is said about 87,000 or 90,000 grievances were settled. It is a very good achievement, personnel officers have done exceedingly well. They must be complimented. Now what are these grievances about? Last time I have mentioned it and I have got to repeat it again that out of about 56,000 grievances in 1965, more than half of them related to non-implementation of service conditions. Now in these public sector undertakings, why has the worker got to go to the Management and tell them 'This is my service condition. Why don't you implement it?' and still the management does not implement. The management knows what the service conditions are and what should obtain to an employee and hence the question arises whether it is at all necessary that an employee should go on making a complaint of this nature to be redressed by the Labour personnel.

This is an atrocious thing to speak about. That it should have gone up from about 60,000 to about 93,000 is an unpardonable thing. I cannot understand how the management functions. It only means that the management is absolutely

oblivious of the situation in the country and they trample on the rights of the workers with regard to their service conditions. Can anything worse than this occur in any country? And still the Labour Ministry mentions this in the report without apparently taking adequate action in the matter. I would like to know what action they have taken to reduce the number because I find that it is going up year after year.

While bringing this to the notice of Government because these public sector undertakings are directly under the control of Government, I would like to ask what is it that the private sector will not do if they find that the public sector is behaving like this. What action has been taken by the Labour Ministry to reduce this number? This is a matter about which one could dilate very much upon, but I have no desire to say much. But I do hope that the Ministry will take cognisance of this and see that such things do not occur in future.

SHRI N. SREEKANTAN NAIR : There are higher bureaucrats in the public sector undertakings.

DR. MELKOTE : I have made my point with all the vehemence that I can command.

My next point is with regard to the other types of grievances of individuals. Here also, the number is going up. Last time, it was somewhere about 25,000 or 30,000, but this time it has gone up by another 40 to 45 per cent. These are matters on which I would not like to speak much. But I hope the hon. Minister who is very vigilant and the Secretary to the Ministry who is really anxious to see that these things do not occur will take proper steps in this regard. I only hope that they would not stop publishing these figures next year in order to obviate my talking about them but they will give such figures again to us on this aspect of the question.

SHRI HATHI : The fact that they are published shows our sincerity.

DR. MELKOTE : I am glad about it that the hon. Minister thinks this way, but I would submit that criticism should be welcome to them.

[Dr. Melkote]

The previous speaker had waxed eloquent over the question of labour laws and how they were being implemented. There are several things to be borne in mind in this connection. The Labour Ministry is a Ministry which deals with human relations. In a poor country like ours where unemployment is so great, what is it that we cannot speak about? There is not a labour problem that we cannot speak about. But within the limited time at our disposal we have got to restrict our speeches. Therefore, I would like to bring to the notice of the House one more aspect of the question and it is this. In March, 1966, and particularly we in the House had made a demand, and I had put forward the idea that a national commission on labour should be appointed to go into the question of all kinds of labour problems, which has now been set up. That is very important. Ours is a poor country. The public sector undertakings are expanding. Ultimately it is the public sector undertakings that have got to deliver the goods. We want a socialist economy, and, therefore, the amount of investment in the public sector is increasing. But year after year I do expect some kind of information as to the direction in which the country is progressing from the Labour Ministry, because I do not know where else to go to. I have been watching the debate on the Demands of the other Ministries throughout and I do not find a reply to my point. What is our investment annually? Recently, the Hazari report which had been debated upon here had pointed out that the empire of the private sector seemed to be increasing and they were making huge profits; about 173 of these biggish people had control over about 80 per cent of the capital invested in the private sector big industries and they were controlling the medium-sized industries also, and they are allowed to do this. In spite of this, they the industrialists, say that labour is not giving an adequate return and is not producing what the industrialists desire from them. May I know in what country labour is giving this kind of return for the wages that he is getting and for the living conditions that are prevalent in our country, where in spite of everything bad said about him he is giving the profits to the private sector or even the public sector undertakings, and

yet he is being treated in this particular niggardly fashion?

I have to make it clear that it is the duty of the authorities to guarantee the labour certain essential living conditions. Here, in our country, there is no provision of employment; it is not compulsory; Government has not held out that promise. When we speak of unemployment in America or England, what does it mean there? There one finds provision in the constitution for employment which is a compulsion. Government has got to give them employment. In 1965 when I went to England, I asked them about their unemployment problem. They said it was 300,000. I asked what was their employment potential. They said 500,000 jobs were going abegging. What does it mean? It only means this that an employee gets into a job today, finds that there is another better job with a better salary and therefore he gives up his present job to take up the other job the day after tomorrow. It is this sort of unemployment problem of a temporary nature which they have got to face.

Similarly when I was in Australia as a member of a parliamentary delegation, I found the same type of unemployment there. But here the unemployment problem is chronic and we seem to be sleeping over it.

Is it not time when the country is now faced with this trend of unusual unemployment, when there is recession in industrial production that we should all combine to tackle this problem? I do not know who in Government is making an earnest attempt to tackle this problem. I personally feel that it is the Labour Ministry that should be given the maximum powers to deal with this problem. I have been saying for the past ten years that I have been in Parliament, that the Labour Ministry is the most neglected department. Every other Minister thinks that he is master of the situation in regard to labour problems of his Department. It is only when the other Ministries are in difficulties, they come to the Labour Ministry to seek help and not otherwise.

The Government has not realised that the Labour Ministry is a very important department of Government. The Labour

Minister should have sufficient powers to deal with these problems on a comprehensive and overall national basis and the other Ministers have to abide by his decisions. If this is not done, things will continue as they are today.

SHRI ATAL BIHARI VAJPAYEE (Balrampur) : The Labour Minister is powerful. Only he does not use his powers.

DR. MELKOTE : Nobody seems to care for him. I know what is happening.

I am offering this criticism for this simple reason that the day has come when we who are working in the labour field, democratically inclined, we who want to increase production, who are also interested in the welfare of our working class and who want to see that we progress along our desired goal, should combine together and act so as not to give scope for those who want to create tension, who want to resort to gheraos and bring down production and oppose all those who want to create divisions among the ranks of labour. Should we not all, —the democratic forces, —combine together in the interest of the country in the interest of the necessary production going on unimpeded in national interests ? At the same time, should not the employers, in the private sector as well as in the public sector create the necessary conditions where the workers can put in their best ?

This is a very important point. I would like to appeal to all sides of the House to sit up and think over this problem of what we have to do in this matter to bring about this desired objective.

Even today, we in our country, are not in such bad position as Germany was in 1947. But today Germany is at the top level. Everybody is praising Germany for the way it dealt with its economic problems. The German worker says 'I work for my country'. The manager says 'I work for my country'. Here what is the approach. I was listening to the member who preceded me. I am prepared on behalf of INTUC to say this. We are prepared to give all co-operation to secure greater production and peace in industry. But will we get the necessary encouragement ? I know the way the management

proceed about this matter. For the sake of a small profit, they are prepared to prefer one Union to another. If it is a matter of some additional profit, they will not shirk from playing one union against another. Is this the approach that should be followed ?

When we are talking in terms of the nation, in terms of productivity, in terms of progress in the country, should we not give up this kind of attitude ?

I come now to the facilities created for workers for training. I would like to ask the Ministry. For the past 20 years, we have had several training programmes in the country. How many of these people who have been trained as craftsmen, for example, have become managers, and in what industries ? Let them show one industry where it has been done.

When I was in Switzerland, I asked them who are the trainees. They said the trainees are taken from Vth form and VIth form. Then in their factories or in the Zurich Institute, they are trained and there they gain the necessary knowledge. They said 'These boys are going to be the future managers here in our factory. They go upto Rs. 10,000 or more. How many of our craftsmen who have been trained have given that kind of training and necessary facility ? How many of them have been properly educated and properly trained ? It is only those people who get trained in the factories properly and adequately that can manage the factory and look after it well. In how many cases have the proper training been given ? Can the Minister point out one single instance where the step in this direction has been taken ? In my evidence before the welfare committee concerning the social conditions of the workers, I made out this point that the worker's education that is imported should not only be to make those workers efficient to run the unions but to enable them to become managers as well. How long should the poor worker continue as a craftsman ? Should he continue like that throughout his life ? Has he no further ambition and should it not be the ambition of this Ministry, yourself and myself, and the country, to see that if we want the country to progress, the worker who is trained in the factory should rise to the highest level in the industry ?

[Dr. Melkote]

Sir, I can go on talking eloquently like this, but I do not want to take much time of the House. All that I want to submit in this context is that Labour Ministry has got to sit up and revise its whole programme to see that the worker gets the necessary hold in the body politics and rises to the highest level in the industry and in the estimation of his countrymen.

श्री हुकम चन्द्रकाशाय (उर्ज्जन) : सभापति महोदय, श्रमी श्रम मन्त्रालय की मांगों पर बोलते हुए दो माननीय सदस्यों ने अपने अपने सुझाव रखे हैं। सबसे पहले में सरकार से यह प्रार्थना करूँगा कि जो कोई भी योजना अथवा पंच-वर्षीय योजना बनाई जाये, उसमें श्रम को प्राथमिकता देनी चाहिए और अधिक से अधिक रोजगार के साधन उपलब्ध करने की व्यवस्था होनी चाहिए। यह दुख की बात है कि एक और तो योजना मन्त्री यह योजना बनाते हैं कि अधिक लोगों को काम मिले और दूसरी तरफ कई उद्योगों में, उदाहरण के लिए जीवन बीमा नियम, रेलवेज और कई अन्य बड़े दफतरों और उद्योगों में, बहुत बड़े पैमाने पर छंटनी की जा रही है। आज सरकार द्वारा विदेशों से स्वाचालित मशीनें ला कर हजारों लोगों की छंटनी की जा रही है। सरकार का इरादा है कि हिसाब-किताब का काम व्यक्ति या कर्मचारी नहीं, बल्कि मशीनें करें। विदेशों से लाई जाने वाली ये मशीनें बहुत महंगी हैं। यहाँ तक कि उन में हमारे देश का बना हुआ कार्बन प्रयुक्त नहीं हो सकता है; उन के लिए कार्बन विदेशों से मंगाना पड़ेगा। मैं इस नीति का सख्त विरोध करता हूँ।

हमारे उद्योग में यूनियनों को मान्यता चुनाव के द्वारा मिलनी चाहिए। किसी यूनियन को मान्यता देने के लिए मैं चुनाव का हासी हूँ। मैं यह बात मानने के लिए तैयार नहीं हूँ कि एक उद्योग में एक ही यूनियन होने चाहिए। प्रगत एक उद्योग में एक ही यूनियन होगी,

तो वह मैनेजमेंट से चाहे किसी प्रकार से सौदेबाजी और समझौता कर सकेगी। अगर उस उद्योग में एक से ज्यादा यूनियन होंगी, तो दूसरी यूनियन को यह कहने का अवसर मिलेगा कि अन्य यूनियन द्वारा जो समझौता किया गया है, वह ठीक नहीं है।

हम ने देखा कि कई उद्योगों में मान्यता प्राप्त यूनियनें कई बार ऐसा समझौता करती हैं, जो वहाँ के मजदूरों को स्वीकार नहीं होता है, लेकिन उन मान्यता-प्राप्त यूनियनों का दावा होता है कि मजदूर उन के साथ हैं। जब मजदूर किसी ऐसे प्रश्न पर कारखाने या उद्योग को बन्द कर देते हैं, उस समय उन मान्यता-प्राप्त यूनियनों का दावा झूठा साबित हो जाता है। मेरी मांग है कि यह प्रथा लागू की जाये कि यूनियनों को मान्यता बल्ट अथवा चुनाव के द्वारा मिले और हर एक उद्योग में एक से अधिक यूनियनें होनी चाहिए।

मैं यह भी चाहता हूँ कि जिन यूनियनों का रजिस्ट्रेशन हो चुका है, उन के साथ उद्योग-पतियों, मैनेजमेंट और सरकार द्वारा वैसा ही व्यवहार होना चाहिए, जैसा कि मान्यता-प्राप्त यूनियनों के साथ किया जाता है। अगर रजिस्टर्ड यूनियनें मैनेजमेंट या सरकार के साथ पत्र व्यवहार करती हैं, तो उन को मान्यता-प्राप्त यूनियनों की तरह ही जबाब मिलना चाहिए।

हमारे देश में कपड़ा उद्योग बड़े पैमाने पर चल रहा है। तीन साल के करीब हो गए हैं, लेकिन अभी तक उस उद्योग में काम करने वाले मजदूरों के बेतन-मानों की घोषणा नहीं की गई है। पता नहीं यह भामला कहाँ अटका हुआ है, किस कमटी में उलझा हुआ है। सारे देश में कपड़ा उद्योग के मजदूर बड़ी उत्सुकता और आक्रान्ति से यह देख रहे हैं कि कपड़ा उद्योग का बेज बोडं कब घोषित होगा, जिससे उन्हें कुछ लाभ हो सके। मैं मन्त्री महोदय से प्रार्थना करूँगा कि वे इस के बारे में प्रकाश डालें।

17.00 hrs.

कपड़ा उद्योग के अन्दर छट्टनी की बहुत चर्चा चल रही है। वीर्विंग के अन्दर जो व्यक्ति सांचे को चलाता है, उस को चार सांचे चलाने के लिये मजदूर किया जा रहा है। मैं इसका विरोध करता हूँ। इसके साथ ही साथ मैं यह भी कहना चाहता हूँ कि कपड़ा उद्योग के अन्दर आज जो संकट आया हुआ है, मैं उस से इन्कार नहीं करता, मैं इस बात को मानता हूँ, हम चार सांचे चलाने के लिए तैयार हैं, लेकिन इस प्रथा के प्रारम्भ होने से पहले हमारी कुछ शर्तें और सुभावों को मानना होगा। पहली बात तो यह है कि जब चार सांचे चलाने की प्रथा चालू हो तो इस बात का ध्यान रखा जाय कि किसी प्रकार की मजदूर की छट्टनी नहीं होगी-इस प्रकार की गारन्टी कपड़ा उद्योग-पतियों से सरकार का लेना चाहिये। उसके बाद-चार लूम चलाने के बाद किसी मजदूर के ऊपर काम की बाढ़ नहीं होने चाहिये काम का बोझा उन पर नहीं पड़ना चाहिये। मैं चाहता हूँ कि सरकार विशेषज्ञों की एक कमेटी नियुक्त कर के इस बात की छानबीन कराये कि इन पर काम का बोझा ज्यादा न पड़े।

तीसरी बात-चार सांचे चलाने के बाद उद्योगों के अन्दर बहुत बड़ी मात्रा में जो मुनाफा होगा, उस मुनाफे में से मिल के मजदूरों को भी हिस्सा मिलना चाहिये। आज मान लीजिये-किसी कारखाने में इस प्रकार की व्यवस्था करने से चालीस लाख रुपये का मुनाफा होता है तो उस में से मजदूर को भी हिस्सा मिलना चाहिये। अगर हमारी ये तीनों मार्गें भान ली जायें, तो हम चार सांचे चलाने के लिये तैयार हैं। पहले हमारी ये शर्तें मानी जायें, उसके बाद चार सांचे चलाने की प्रथा को कपड़ा उद्योग में लागू किया जाय।

अनेक उद्योगों के अन्दर कुछ ऐसे तत्व भुसे हुए हैं, कुछ ऐसे तत्वों की मूलियतें हैं जो इस बात में विश्वास करती हैं कि देश में हमारी मार्गें तभी मानी जायंगी, सरकार तभी मुकेगी, जब हड्डतालें, तालाबन्धी, तोड़फोड़, मारपीट

की जायगी, बेराव प्रारम्भ करेंगे, तभी हमारी बात मानी जायगी। ऐसे जो तत्व हैं, जो यूनियन ऐसे सिद्धान्त में विश्वास रखती हैं, उनके सम्बन्ध में मेरा सरकार से निवेदन है कि जब किसी यूनियन को मान्यता देनी हो, रजिस्ट्रेशन करना हो, तब इन सब बातों पर विशेष ध्यान दिया जाय—कि कहीं ऐसे तत्व तो नहीं हैं जो इस प्रकार की नीति अपनाते हैं। उन्हें किसी प्रकार की मान्यता या प्रोत्साहन नहीं देना चाहिये। ऐसे तत्वों के ऐसे उद्योगों में आने पर प्रतिबन्ध लगा देना चाहिये-यह सरकार से मेरी मांग है लेकिन जहां भगड़े होते हैं, भगड़ा प्रारम्भ होते ही तत्काल सरकार उसके बारे में एक्शन ले और उन पर विचार करें। ऐसी स्थिति पैदा न होने पाये कि मजदूरों में उत्तेजना फैले, जिस के कारण देश के उत्पादन को या किसी उद्योग को क्षति पहुँचे। क्योंकि आज होता क्या है? बहुत से ऐसे मसले होते हैं जो काफी दिनों तक उलझे रहते हैं और मजदूर को मजदूर होकर आनंदोलन या हड्डताल पर उतरना पड़ता है। इस लिये ऐसी स्थिति पैदा न हो-इस के लिये सरकार रास्ता निकाले।

मेरा यह भी कहना है कि आखिर ये भगड़े क्यों होते हैं जब किसी मजदूर को निकाला जाता है तो वह कोटि में जाता है और वहां उस को सालों लग जाते हैं। नौकरी से निकाले जाने के कारण उस को बड़ी कठिनाइयों का सामान करना पड़ता है। मान लीजिये कि एक मजदूर 100 रु 100 महीना पाता है, जब उसे नौकरी से निकाला जाता है, तो साल भर तक वह मुकदमा लड़ेगा, घर बैठकर खायेगा, मुकदमा पर पैसा खर्च करेगा-उसके सामने यह बहुत बड़ा संकट है। इसलिये मेरा सुझाव यह है कि जब तक मुकदमा चलता है, तब तक उसको आधी तनस्वाह घर बैठे मिलनी चाहिये, जिससे कि वह पेट भी भरता रहे और मालिकों से कानून द्वारा जूझता भी रहे, उस का सिलसिला भी चलता रहे और बाद में मुकदमा जीत कर वह अपने काम पर जा सके, उस का कोई अपराध नहीं था-इस बात को वह सिद्ध कर सके।

[श्री हुकम चन्द कछवाय]

जहां तक न्याय का सम्बन्ध है, न्याय इतना लम्बा और मंहगा हो गया है, जिसके कारण मजदूर को बहुत कठिनाइयों का सामना करना पड़ रहा है। इस में सुधार होना चाहिये। आज जितने भी उद्योगपति हैं, वे यह समझते हैं कि यह जो उद्योग है, वे उस के स्वामी हैं, क्योंकि उन्होंने उस में पूँजी लगाई है। वह समझते हैं कि उस में उन का पैसा लगा है, इस लिये वे बड़े स्वाभिमान के साथ उस के साथ ऐसा व्यवहार करते हैं कि ये तो मजदूर हैं, इन का क्या है, मालिक तो मैं हूँ। मैं सर कार के सामने एक बात साफ कर दूँ कि जिस मालिक ने पैसा लगाया है, वह यह न समझे कि वह ही उस का मालिक है। अगर उस ने पैसा लगाया है तो हम ने उस में अपना पसीना लगाया है, अपने पसीने के बल पर उस उद्योग को खड़ा किया है। हमारे पसीने की उस में पूँजी लगी है, जिस के कारण उस उद्योग को मुनाफा हो रहा है। हमारे पसीने की पूँजी की कीमत भी उतनी ही आंकी जायगी, जितनी उस की पूँजी लगी हुई है—इस पर ध्यान देना चाहिये।

हमारे देश में ऐसे बहुत से उद्योग हैं, जिनके अन्दर मजदूर कल्याण का जो नियम है, वह लागू नहीं है। अगर-बत्ती उद्योग हमारे देश का एक बहुत बड़ा उद्योग है, जिसमें पांच लाख लोग काम करते हैं। इस उद्योग के अन्दर अधिकांश महिलायें काम करती हैं, जो विवाह महिलायें हैं, गरीब महिलायें हैं, परेशानी के कारण काम करती हैं। न उन के लिये वेज बोर्ड की सुविधा है, और न चिकित्सा की ही कोई व्यवस्था है। किसी प्रकार की भी व्यवस्था वहां उन के लिये नहीं है मिल मालिक उन से डण्डे के बल पर काम करते हैं करना हो तो करो, नहीं तो घर जाओ। मजदूरी क्या मिलती है... 12 आने, 1 रुपया, सवा रुपया, इस से अधिक उन को कुछ नहीं मिलता है। जब कि वे 12 घण्टे काम करते हैं। अब आप बताइये सवा रुपये के अच्छर, 12 आने के अन्दर 12 घण्टे

काम करते हैं—इस मंहगाई के जमाने में वे किस प्रकार से अपना गुजारा कर सकते हैं—हम इस की कल्पना भी नहीं कर सकते हैं।

कोयला उद्योग के अन्दर वेज-बोर्ड जरूर बना है, परन्तु अनुभव यह हुआ है कि जो वेज बोर्ड हम ने बनाया है, सिफ 10 परसेन्ट उद्योग परियों ने उस को माना है, 90 परसेन्ट लोगों ने अभी तक उस को अपने यहां लागू नहीं किया है। क्यों लागू नहीं किया? इस लिये कि वह करना नहीं चाहते, उनकी नीयत साफ नहीं है, उनकी नीयत में लराबी है, इस लिये देना नहीं चाहते। मैं सरकार के सामने एक सुझाव देना चाहता हूँ—इन के यहां जितना कोयला निकलता है, उस को ले जाने के लिये इन की तरफ से कोयले की बैगन्ज के लिये मामं आती है। आप उन्हीं व्यक्तियों को बैगन्ज दीजिये, जिन्होंने कोयला वेज बोर्ड को माना है। जिन्होंने नहीं माना है, उन को तब तक बैगन्ज मत दीजिये, जब तक कि वे उस को मान नहीं लेते। यदि यह थोड़ा सा प्रतिबन्ध आप लगा दें, तो मुझे आशा ही नहीं, बल्कि पूर्ण विश्वास है कि जितने उद्योग परि कोयले के हैं, वे सब के सब कोयला वेज बोर्ड को मानेंगे और उन्हें मानना होगा, क्योंकि वे जानते हैं कि यदि हमारा कोयला जायेगा तभी पैसा आयेगा, अगर कोयला नहीं गया, तो पैसा कहां से आयेगा। इस लिए वेज बोर्ड की शर्त को मनवाने के लिये सरकार को इस प्रथा का पालन करना चाहिये। इस क्षेत्र के अन्दर काफी लोग ऐसे हैं, जो वेज बोर्ड की सुविधा से बंचित हैं।

इस क्षेत्र में बहुत से लोग अस्थायी रखे जाते हैं, जब चाहते हैं उन को रख लिया जाता है और जब चाहते हैं, उन को भगा देते हैं। रजिस्टर में लिखा जाता है कि इन को 3 ह० दो आने रोज़ की तनखाह दी जाती है, लेकिन उन को दिया जाता है 1 ह० दो आना, दो रुपये बीच में ही गायब हो जाते हैं। मैं आपको मध्य प्रदेश की अनेकों कोयला खानों के उदाहरण दे सकता हूँ। मानवीय मन्त्री जी वरि

जाहें तो स्वयं जा कर देख सकते हैं, गुप्तचुप जाकर, भैय बदल कर जा कर देखिये, उन मजदूरों से पूछिये कि आपको कितना पैसा मिलता है, कितने लिखे जाते हैं, कितने पर दस्तखत कराये जाते हैं और कितने पैसे छन को दिये जाते हैं। आपको मालूम होगा कि ३ रु ३ आने, ३ रुपये चार आने, साढ़े तीन रुपये पर दस्तखत कराये जाते हैं और दिये जाते हैं—। २ रु २ आने, १ रु ४ आने। मैं माननीय मंत्री जी से आशा करता हूँ कि वे इस और व्यान देंगे।

श्री दीवान अन्द शर्मा : उन का नाम दें।

श्री हुक्म अन्द कल्पवाय : एक नहीं मनेको जाने हैं, जहां ऐसा होता है, आप चलें तो पता लगे।

जहां तक दण्डकास्थ्य का सवाल है—वहां पर चतुर्थ श्रेणी के कर्मचारियों से १२ घन्टे काम लिया जाता है तथा वहां पर जो अफसर लोग हैं, वे उन से अपने बरां पर भी काम करते हैं, उन को अफसरों के बरां पर सफाई का काम करना पड़ता है। बड़े दुःख की बात है कि १२ घन्टा काम करने के बाद, उन से घर पर भी काम करवाया जाये—यह बहुत बड़ा अन्याय है। इस के अलावा वे लोग टेम्परेरी हैं, जब चाहें उन को हटा सकते हैं। अगर कुर्यां भी किसी ने कहा कि मैं चर पर काम नहीं करूँगा, उस को तुरन्त हटा दिया जाता है। यह बात ठीक नहीं है। अभी तक काफी लोगों को वहां पर स्थायी नहीं किया जाया है। माननीय मंत्री जी से जब पिछली बार जिक्र किया था, उस के बाद कुछ लोगों को किया गया है, जिसके लिये मंत्री जी बन्धवाद के पात्र हैं। मैं स्वीकार करता हूँ कि उन्होंने कुछ किया है लेकिन उस के बाद भी मेरा ऐसा कहना है कि उस में काफी त्रुटियां हैं। कुछ तानाशाही अफसर उस क्षेत्र में हैं। उन तानाशाही अफसरों के लिनाफ कायंवाही करने के बारे में मुझे जो आश्वासन पिछली बार दिया था उस की

पूर्ति नहीं की गई है। उस ढंग से उस की पूर्ति की जाये।

मैं एक बात और कहना चाहता हूँ कि बरेली के अन्दर भारतीय पश्चु अनुसंधानशाला है। यह केन्द्रीय सरकार द्वारा चलायी जाती है। इस में आज भी ऐसी हालत है कि कर्मचारियों को १७-१७ साल काम करते हो गये हैं लेकिन उन को अभी तक स्थाई नहीं किया गया है। उन्हें इस कारण जब हटा दिया जाता है। उस क्षेत्र के जो हमारे श्रम आयुक्त हैं उन्होंने उस का सर्वे किया वहां सारी छानबीन की और उन्होंने छानबीन करने के बाद एक रिपोर्ट दी जिसमें उन्होंने कहा कि हजारों मजदूर ऐसे हैं जिन्हें स्थायी नहीं किया गया और न उन्हें बोनस मिलता है, न प्रावेंडे फंड मिलता है और न ही जो कुट्टी की अथवा चिकित्सा की सुविधाएं हैं वे और किसी प्रकार की अन्य सहायियतें उन को नहीं मिलती हैं। अगर उन की रिपोर्ट चाहें तो मैं वह मंत्री महोदय को दे सकता हूँ।

पिछली बार माननीय मंत्री ने इस सदन में बीड़ी मजदूरों का एक बहुत अच्छा विषेयक पेश किया था। यहां से आदेश भी हो गया कि सारे देश में उसे लागू होना चाहिए। मुझे बड़े दुःख के साथ कहना पड़ता है कि केवल मध्यप्रदेश के अलावा और किसी भी प्रान्त ने उसे स्वीकार नहीं किया उसे लागू नहीं किया। मंत्रा ऐसा कहना है कि सरकार इस और ध्यान देवे, विशेष कर कि आखिर यह लागू क्यों नहीं किया गया? यह आज मध्य प्रदेश में लागू है और वहां के बड़ी उद्योग-पतियों को यह डर है कि यहां पर इस के लागू होने से हमको बीड़ी मजदूरों को अधिक महन्ताना अदा करना होगा, मजदूरी के लिए उन्हें हमें अधिक पैसा भुगतान करना होगा। बीड़ी उद्योगपति पास के प्रान्त में जाकर बीड़ी बनवाते हैं ताकि उन्हें बीड़ी मजदूरों को कम पैसा देना पड़े क्योंकि इस विषेयक के बहां लागू न होने के कारण मजदूरों को दाम कम मिलेंगे। इस

[श्री हुकम चन्द कछवाया]

कानून को उत्तरप्रदेश में, राजस्थान में व अन्य प्रांतों में लागू करवाइये। प्रांतों में इस कानून के लागू होने से मैं ऐसा मानकर चलता हूँ कि इसका ठीक प्रकार पालन होगा और मजदूरों को मुनासिब मजदूरी मिल सकेगी।

चूँकि मजदूरों को उनकी मजदूरी के ऐवज में मुनासिब पैसे नहीं मिलते हैं और दूसरी आवश्यक सुविधायें उन्हें सुलभ नहीं की जाती हैं इसलिए उनमें एक असन्तोष व्यापता है और वह जो नाना प्रकार के आन्दोलन की प्रवृत्ति बढ़ती जाती है उसको ठीक करने के लिए माननीय मंत्री कुछ दवाव उद्योगपतियों पर डालें जिसके कि कारण यह स्थिति पैदा न होने पाये।

जहां तक यह मजदूर यूनियनों को मान्यता देने का प्रश्न है हमारे पांडेय जी कहते थे कि आज सारे भारत में सबसे अधिक मजदूर उनके साथ हैं। हमारी मैम्बरशिप सबसे ज्यादा है। मैं इस बात को कहने को तैयार हूँ कि उनकी मैम्बरशिप की रसीद तो वह काट कर देते हैं और पैसा रसीद का मालिक देते हैं। यह मैम्बरशिप इस प्रकार से बढ़ाई है। लेकिन अगर वाकई हक्कीकत का सामना करना चाहते हैं और देखना चाहते हैं कि आपके पीछे कितने मजदूर हैं और हमारे संग कितने मजदूर हैं तो तुनाव के मैदान में उतर आइये वहां यह चीज साबित हो जायेगी कि मजदूर किसके पीछे हैं। बस मैं इन्हां कहकर और समय दिये जाने के लिए धन्यवाद देकर अपना स्थान लेता हूँ।

श्री काशी नाथ पाण्डेय (पदरीना) : सभापति महोदय, पहली बात तो मैं यह कहना चाहता हूँ कि इस बक्त जहां तक मेरा अध्ययन है मैं यह समझता हूँ कि श्रीद्वयिक क्षेत्र की हालत बहुत अच्छी नहीं है। मैं इसमें माननीय मंत्री को कोई दोष नहीं देता बावजूद इसके कि आज हालत ऐसी है जैसे कोई एक कायोस जैसा हो। उसमें भी यह इस बात का प्रयत्न

करते हैं कि श्रीद्वयिक शान्ति रहे और अभी उन्होंने कई बातों को लेकर जो इंडियन लेवर कान्फरेंस बुलाई थी उसमें कई बातों को हल करने की उन्होंने कोशिश की। लेकिन मैं ने यह देखा कि उनकी कोशिश के बाबजूद भी वहां कोई एग्रीमेंट नहीं हो सका है। यह इस बात का प्रतीक है कि दोनों पार्टियों में इतना खिचाव है कि मेरा ख्याल है कि जब तक कि कोई विशेष परिवर्तन वायुमंडल में न हो तब तक शायद मिलाप की स्थिति न होगी।

मैं एक चीज यह भी कहना चाहता हूँ कि विचित्र दशा है। दो ही तरीके हैं हमारे जो आपस के भगड़े हैं उनको तय करने के कि या तो आपस में बातचीत हो, जिसको क्लैंकिटव वारगेनिंग हम कहते हैं वह स्ट्राइक के बाद भी हो सकती है और स्ट्राइक से पहले भी हो सकती है। या हमारा भगड़ा। इस प्रकार तय न हो तो वह अदालत में चले जायें। आपस में बैठने से भगड़ा तय नहीं होता। क्लैंकिटव वारगेनिंग एक तरीके से असम्भव हो गयी है और वह इसलिए कि एक मिल में तथा केन्द्रीय स्तर पर 4-5 यूनियंस हैं। अभी हमारे भाई कछवाया जी कह रहे थे कि हम तो बोट में विश्वास करते हैं लेकिन दूसरी तरफ यह भी कहते थे कि भाई समझते का यह हक एक पार्टी को नहीं देना चाहिये कि यह सामूहिक सौदेबाजी करके कर ले और दूसरे जो माइनारिटी में हैं उनको बोलने का अधिकार न हो। इसका मतलब यह है कि एक फैक्टरी में 4-5 यूनियनें हों...

श्री हुकम चन्द कछवाया : गलत बात है।

17.15 hrs

[*Shri G. S. Dhillon in the Chair*]

श्री काशी नाथ पाण्डेय : आप उसे गलत कह सकते हैं लेकिन मैंने जो उसका अर्थ लगाया है और जो मैं समझता हूँ कि सही है वह मैं हालस को बतला रहा हूँ।

अदालत में जब हम जाते हैं तो अदालतों में एक अदालत के बाद दूसरी अदालत तक जाने में इतना समय लग जाता है कि उस मशीनरी पर से मजदूरों का विश्वास घटने लगता है। ऐसी परिस्थिति में किस तरीके से अपना काम चलाना चाहिए यह एक विचारणीय वस्तु है। पहली बात तो यह है कि उद्योगों में कई जगह पर यूनियनों को मान्यता देने की जो बात उठती है तो कई पार्टियां यह कहती हैं कि बोट के जरिए उसका फैसला होना चाहिए। अभी मैंने देखा बंगाल में जहां एक मिल में बहुत सी यूनियनें हैं वहां पर घेराव हुआ। मैं घिराव एक दम निन्दा नहीं करना चाहता और वह इसलिए जब मजदूर के लिए अपना फगड़ा तैयार करने का कोई रास्ता नहीं रहेगा तब वह जो भी कोई रास्ता उसकी समझ में आयेगा वह उसके ऊपर चलेगा लेकिन घेराव से फायदा नहीं हुआ नुकसान ही हुआ। बंगाल में लाखों मजदूर वहां पर बेकार हुए, फैक्टरियां बंद हुईं। सारे देश में उसके विरुद्ध प्रचार हुआ। मैं केवल एक बात कहना चाहता हूं कि मैम्बरशिप की जांच से क्यों घबराते हैं? लेवर कमिशन के सामने यह बात है। उनके सामने हमने इस बात को कहा। मैम्बरशिप की जांच कर जैसे विश्वास हो वह रास्ता अपनाया जाये। ट्रेड यूनियन नहीं बन सकती अगर उसके मैम्बर न हों और अगर इतना उनको भी अधिकार दे दें कि जो नौन मैम्बर हैं वह भी बोट दें तो हमारे इस इंडस्ट्रियल क्षेत्र में जो लगभग आर्गेनेशन्ड उद्योग है, उसमें लगभग 1 करोड़ आदमी हैं जिनमें से 40 लाख यूनियन के मैम्बर हैं और 60 लाख किसी यूनियन के मैम्बर नहीं हैं। अगर यूनियन में बोट डालने का नौन मैम्बर को अधिकार हुआ तो वह 60 लाख आदमी 40 लाख आदमियों को खत्म कर देंगे और उस हालत में यह ट्रेड यूनियन मूवमेंट इस देश से कर्तव्य खत्म हो जायेगा। मैं यह कहना चाहता हूं कि आप को यूनियन की मैम्बरशिप की जांच की बेविस पर किस यूनियन को मान्यता

दी जानी चाहिए या कौन यूनियन बहुमत में है इसका ऐलान कर देना चाहिए यह भी देखना चाहिए कि आखिर यह यूनियन क्यों बनती है? ठीक है मजदूरों का हक उन को नहीं मिलता है और उसे प्राप्त करने के लिए कभी कभी भगड़ा करना जरूरी हो जाता है। स्ट्राइक भी कभी होती है। लेकिन एक मौलिक हमारा लक्ष्य यह है कि दोनों दलों में इस तरह की सहमति का एक वातावरण पैदा हो कि जिससे कि उद्योग में शान्ति बनी रहे। मान्यता प्राप्त करने का अधिकार कोड आफ डिसिप्लिन से प्राप्त होता है। कोड आफ डिसिप्लिन द्वारा ही आप बहुमत या मान्यता प्राप्त यूनियन घोषित कर सकते हैं। कुछ पार्टियां इस बेसिस पर, इस सिद्धान्त पर मान्यता तो प्राप्त करना चाहती हैं परन्तु जो उनकी वहां पर ड्यूटीज हैं, जो उनके कर्तव्य हैं उनका वह पालन नहीं करना चाहती। आप यह भी देखें कि मान्यता देने के पहले न केवल किसी यूनियन का बहुमत में होना जरूरी है बल्कि उन सिद्धान्तों का पालन करना भी जरूरी है। जिन सिद्धान्तों के अन्तर्गत उन को मान्यता प्रदान की जाती है।

दूसरी बात में आपको यह कहना चाहता है कि हमारे भाई मेलकोटे ने उसको बहुत अच्छे तरीके से रखा कि जहां तक पब्लिक सेक्टर का ताल्लुक है 93000 प्रीवियासेज अर्थात् शिकायतें लोगों की पैदा हुई हैं और उन में करीब 47000 टर्म्स एन्ड कंडीशन्स आफ सर्विस के सम्बन्ध में हैं। इससे आप समझ सकते हैं कि क्या हालत है? पब्लिक सेक्टर में स्टैडिंग आर्डंस एक्ट मेरा रुपाल है पूरी तरह से लागू नहीं किया जा रहा है। अगर स्टैडिंग आर्डंस एक्ट लागू होता कुछ स्टैडिंग आर्डंस बनते और उसके अन्दर टर्म्स एन्ड कंडीशन्स आफ सर्विस डिफाइन हो जाती।

यह देखने की जिम्मेदारी आप की है कि वहां पर स्टैन्डिंग आर्डंस एक्ट की पाबन्दी होती है या नहीं। यह बेसिक चीज है। मेरी यह मांग

[श्री काशीनाथ पाण्डेय]

है कि सेंट्रल गवर्नमेंट की जितनी अन्डरटेकिंग्स हैं वह स्टेट के हवाले न कर के वह सेंटर की लेवर मिनिस्ट्री के अन्तर्गत रहें, जहां तक इंडस्ट्रियल रिलेशन्स का ताल्लुक है, क्योंकि मैं देखता हूँ कि एक ही तरह की अन्डरटेकिंग एक बंगल में है, एक बिहार में है और एक यू० पी० में है, तीनों जगह कोई चीज कोर्ट में चली गई तो तीन तरह के फैसले हो गये। मतलब यह है कि सेंट्रल गवर्नमेंट की अन्डरटेकिंग्स में ही एक-रूपता अथवा यूनिफार्मिटी नहीं है, जो कि होनी बहुत जरूरी है। इस लिए यह जरूरी है कि इस को सेंट्रल स्फिर में लाया जाये।

जहां तक रजिस्ट्रेशन का ताल्लुक है, मैं मानता हूँ कि संविधान के अन्तर्गत किसी भी एसोसिएशन को बनने से रोका नहीं जा सकता, लेकिन उस का लोग बहुत बेजा फायदा उठा रहे हैं। कोई भी सात आदमी, दो आदमी फैक्ट्री के और पांच आदमी बाहर के मिल गये और उन्होंने रजिस्ट्रेशन के लिए ऐप्लिकेशन दे दी। कम से कम यह तो करना चाहिये कि जो सात आदमी ऐप्लिकेशन देते हैं वह तो फैक्ट्री के हों, और अगर सब नहीं, तो कम से पांच या छः आदमी तो फैक्ट्री के हों। सारे भेम्बर बाहर के होते हैं, यूनियन बन जाती है और ट्रूबल खड़ी हो जाती है। साथ ही अगर आप चाहते हैं कि इंडस्ट्रियल पीस कायम रहे उद्योगों में तो आप को यूनियनों की संख्या भी कम करनी पड़ेगी। आप चाहे जिस तरह से इस पर सोचे लेकिन आप को इस तरह का स्टेप लेना ही पड़ेगा।

हम ने देखा कि जब ज्यादा मंहगाई होती है तब बड़ी बेचनी होती है कि चीजों के भाव बढ़ गये। एक बार इंडियन लेवर कांफरेंस में फैसला हुआ कि फैक्ट्रियों में केमर प्राइस शाप्स खुलनी चाहिये। फैक्ट्रियों में खुली केमर प्राइस शाप्स और कंजूमसं कोमापरेटिंग,

लेकिन उस के बाद गवर्नमेंट की मशीनरी ने चुप्पी साथ ली। कोई ध्यान नहीं दिया गया कि उन में गल्ला भी आता है या नहीं, केमर प्राइस शाप्स चल रही हैं या नहीं, मजदूरों को उस से लाभ होता है या नहीं, क्योंकि आप यह नहीं कह सकते कि जिस तरह का ऐटमास्फिर हमारे देश में है उस में कब दाम ऊपर उठ जायेगे और कब नीचे गिर जायेगे। बहुत फलक्चारेशन होता है, कोई स्टेबिलिटी नहीं है, और कोई कंट्रोल हम इस में नहीं देख रहे हैं। इस लिये केमर प्राइस शाप्स खोलने का आप का विचार बहुत उत्तम था, लेकिन उस की पाबन्दी होनी चाहिये।

इस के बाद मैं यह कहना चाहता हूँ कि अभी हमारे स्वतन्त्र पार्टी के मित्र ने श्री गिरि की चर्चा की। मुझे उस से इन्कार नहीं है। गिरि साहब को मैं पहले से जानता हूँ क्योंकि एक जमाना था जब हम और वह ए० आई० टी० यू० सी० में थे। लेकिन उस समय में और आज के समय में बहुत फर्क है। मैं आप को एक बात बतला दूँ। उन का जो यह कहना है कि क्लेक्टिव बारोनेंशिंग से भगड़े तथ करना चाहिये, वेज बोर्ड की कोई जरूरत नहीं है, मैं इस से इतन्काक नहीं करता। बात यह है कि जो वेज बोर्ड फैसला करता है वह एक ट्री-पार्टीइंट बाड़ी है। उस का बेअरमैन एक जब होता है और पूर्ण विचार के बाद उस में फैसला होता है। तभाय सूबों में, कंट्री के प्रत्येक प्रदेश में इंडस्ट्री की हालत अलग अलग है। क्लेक्टिव बारोनेंशिंग एक फैक्ट्री के लिये शुरू हुई। जो भी आंकड़े उपलब्ध होंगे उस फैक्ट्री में उस के आधार पर समझौता करेंगे। इस का मतलब यह होगा कि समझौता अधूरा रहेगा। ऐसी हालत में यदि किसी फैक्ट्री में चार-पांच यूनियनें हैं तो उस में क्लेक्टिव बारोनेंशिंग की बात सोचना, गिरि साहब का आइडियलिज्म है। भेरा खमाल है कि ऐसी हालत में वह लागू होने वाली नहीं है। वेज

बोर्ड बहुत अच्छा काम कर रहा है। मैं केवल एक बात सुभाव के रूप में कहना चाहता हूं कि मन्त्री महोदय यह ज़हर देखें कि सेंटिमेंट की बात बिल्कुल नहीं होनी चाहिए। कलेक्टिव बारगेनिंग एक तरीका है कि हम अपने भगड़े बठ कर तय करते हैं। यह बात भी होती है कि बहुत से एम्प्लायर जो लोग वेज बोर्डों में आ जाते हैं वह वहां पर यह तय कर के जाते हैं कि सेवाटेंज कर देना है, समझौता नहीं होने देना है। इसी तरह से मजदूरों की तरफ से भी कोई लोग चले जाते हैं। मैं समझौता हूं कि आप एक पैनेल लें जो दरअस्ल कलेक्टिव बारगेनिंग में विश्वास करते हैं उन लोगों को ले कर अगर आप वेज बोर्ड बनायें तो निश्चय ही उस में आप को सफलता प्राप्त होगी।

मैं अक्सर सुनता आ रहा हूं कि आज मध्य प्रदेश की कोल माइन्स में कोई घटना हो गई और दसियों आदमी मर गये। कभी विहार में हो गई, कभी किसी अन्य प्रदेश में हो गई। मैं नहीं कहता कि अमुख अमुख घटना हो गई इस लिये एक जांच कमेटी बैठाई जाय। लेकिन जो घटनायें होती हैं, एक घटना के बाद उसी दशा में फिर दूसरी घटना क्यों होती है और उसी रूप में होती है, इस की रोक थाम करने के लिए आप ने क्या कोई उपाय किया है? मैं चाहता हूं कि आप एक ऐसी कमेटी बनायें जो इस बात को देखे कि सेफ्टी इन माइन्स के लिये जो रेग्लेशन्स अच्छा नियम हैं क्या उन की पाबन्दी माइन्स में होती है या नहीं। अगर नहीं होती है तो उस के लिये आप क्या उपाय कर रहे हैं? बजाय इस के कि आप एक फैक्ट्री में हुई किसी घटना के लिये एक एन्वायरो कमेटी बिठला दें, जज को उस का जेप्रैर्मेन बना दें। वह तो केवल वहीं के लिये अपनी रिपोर्ट देगा, आप तभाम घटनाओं को बचाने के लिये एक ऐसी कमेटी बनायें जो तभाम माइन्स में जा जा कर एक रिपोर्ट दे ताकि आगे के लिये कोई रास्ता मिल सके।

इंडियन लेवर कांफरेंस में हुई एक बात जो मेरे काम में आई, वह वह कि कुछ लोगों ने एक

फैशन सा बना लिया है कि जब उन को मौका मिलता है तब वह गोरखपुर लेवर के बारे में चर्चा करते हैं। मेरा ख्याल है कि गोरखपुर की हिस्ट्री को जाने बिना किसी फोरम पर उस की चर्चा करना मुनासिब नहीं होगा। एक जमाना था जब 1940 में उस का उदय हुआ था। जब कहीं फौज जाती थी तब डिफिक्ल्ट ट्रेन में रास्ता बनाने के लिये गोरखपुर की लेवर जाती थी। गोरखपुर ईस्टर्न यू० पी० में है जहां सब से गरीब लोग बसते हैं। 16,000 आदमी ऐसे हैं जब कहीं लडाई होती है तब वह काम करने के लिये जाने हैं। वह काश्मीर और लद्दाख में सङ्क बनाने के लिये चले गये थे।

जब मौका मिलता है तभी एक आवाज उठती है कि गोरखपुर की लेवर को खत्म करना चाहिये। वह स्लेव हैं, स्लेव। मैं पूछना चाहता हूं कि जो स्लेव हैं क्या कभी उन्होंने आप से शिकायत की है। शिकायत कुछ लीडरों की है जिन्होंने एक फैशन सा बना लिया है, जिन के लिये यह मनोरंजन की वस्तु है। लेकिन ईस्टर्न यू० पी० के लिये यह लाइफ एंड डैय का प्रश्न है, जहां पर 2 करोड़ ८० सालाना उन की मजदूरी के रूप में गांवों में जाता है। आप उस को रोकना चाहते हैं फोसं कर के। मैं कहना चाहता हूं कि जहां पर रोजी पर अटक होता है वहां वह कभी भी बदाश्त नहीं किया जा सकता, चाहे वह बात किसी भी फोरम से आई हो। दो मर्तबा इस के लिये एन्वायरी कमेटी बैठ चुकी। एक मर्तबा एक आई सी एस जो कि लेवर सेक्ट्री थे, वह इस के चेअरमैन थे। मेरा ख्याल है श्री विष्णु सहाय थे। दूसरी कमेटी पालियामेट्री कमेटी बैठी, जिस के चेअरमैन आविद अली भाई थे। दोनों कमेटियों ने यह नहीं कहा कि इस सिस्टम को खत्म होना चाहिये। लेकिन उस के बाद भी लोग उस की चर्चा करते रहते हैं। इस तरह से आप देश में डिस्ट्रिंग्युशन की फोसंज को चालू कर रहे हैं। जो भी इस प्रश्न को पैदा करना चाहते हैं वह देश की भी और भी श्यामा डिलइंडे।

[श्री काशी नाथ पाण्डेय]

प्रेट करने की कोशिश कर रहे हैं। आज जो बंगाल के लोग हैं, वह यू० पी० में जा कर काम करते हैं, बिहार के लोग असम में जा कर काम करते हैं, पंजाब के लोग यू० पी० में जा कर काम करते हैं, मद्रास में जा कर काम करते हैं। अगर आप ने यह आवाज उठाई कि फलां जगह के मजदूर वहीं रहें, तो यह हिन्दुस्तान को डिस्ट्रिक्टों करना होगा। इस तरह से हिन्दुस्तान की सालिडैरी कायम नहीं रह सकती है। मैं लेबर मिनिस्टर से कहना चाहता हूँ कि बार बार इस चीज को इन्वाइट करना ठीक नहीं है। वह इस चीज को मौका ही न दें, इस को बन्द करें। इस पर काफी बहस हो चुकी है।

17.29 hrs

[Mr. Speaker in the Chair]

आज पब्लिक सेक्टर में क्यों इतनी औद्योगिक अशान्ति है, इस के रूप काज पर आप को जाना चाहिये। दूसरी बात यह है कि एम्प्लायमेंट की जिम्मेदारी बहुत सी मिनिस्ट्रीज की है। लेकिन जब एम्प्लायमेंट के सम्बन्ध में कोई चर्चा होती है तब लेबर मिनिस्ट्री उस के लिये जिम्मेदार ठहराई जाती है। जब किसी भी पब्लिक प्रोजेक्ट में आदमियों को रखता जाता है तो सब से बड़ी कुरीति यह है कि पहले तो वह आदमियों को भर लेते हैं, फिर उस के बाद मैन-पावर असेसमेंट कमेटी जो सेंटर की है वह असेस करती है कि इतने आदमी लेने चाहिये, और जब प्रोजेक्ट तैयार हो जाती है, तब उस प्रोजेक्ट के चार-पाँच हजार आदमी सरप्लेस घोषित कर दिये जाते हैं। उस के बाद प्राबलैम आप खुद क्रियेट करें कंट्री के लिए तो यह ठीक नहीं है। तब यह एक चिन्ता का विषय बन जाता है। यह उचित नहीं है। मैं चाहता हूँ कि लेबर मिनिस्ट्री इसको भी देखे।

भौतिक तौर पर औद्योगिक शान्ति आज इस बात पर निर्भर करती है कि लेबर मैट्ज़

से कौन डील करता है। पब्लिक सेक्टर में जो परसौनल आफिसर रखा जाता है उस को रखते बक्त लेबर मिनिस्ट्री से कोई राय नहीं ली जाती है। कोई फौज का रिटायर्ड आदमी होता है तो कोई दूसरा सिविलियन आफिसर होता है और उसको उठा कर परसौनल आफिसर बना दिया जाता है। जिस ने अपने तमाम जीवन में ह्यूमन मैट्ज़ से कभी डील नहीं किया उसको पच्चीस हजार या दस हजार मजदूरों से डील करने का काम सौंप दिया जाता है। इस तरह से कैसे आप आशा कर सकते हैं कि औद्योगिक शान्ति बनी रहे। मैं चाहता हूँ कि लेबर मिनिस्ट्री इस चीज को सीरियसली टेक अप करे और देखे कि पब्लिक सेक्टर अंडर-ट्रेकिंग में जो परसौनल डिपार्टमेंट हैं, उनको ठीक किया जाए और जो नियुक्ति है, वह लेबर मिनिस्ट्री की राय से हो।

17.31 hrs.

BUSINESS OF THE HOUSE

THE MINISTER OF PARLIAMENTARY AFFAIRS AND COMMUNICATIONS (DR. RAM SUBHAG SINGH) : Sir, as decided by the Business Advisory Committee to-day just now under your Chairmanship, the Debate on the Demands for Grants of the Ministry of Labour and Rehabilitation will conclude to-day and the Labour Minister may be asked to reply at 6.30 p. m.

AN HON. MEMBER : It was 4 hours.

MR. SPEAKER : Not only this Ministry, some other Departments, also like Social Welfare Department, they want to discuss. They want three hours. So, if you do not cut one or two hours somewhere, we will not reach those Ministries at all and they will be guillotined.

SHRI S. KANDAPPAN (Mettur) : Was anything decided about our dinner to-day ?

MR. SPEAKER : Therefore, we cut one hour from Labour, one hour from Works and Housing. They agreed that Social Welfare would have 3 hours on the last day, that this, day after tomorrow.

I would only appeal to the hon. Members just to take five minutes each and at 6.30 the hon. Minister will reply and by 7 we will finish so that we may take 2 or 3 more Ministries before we finish day after tomorrow.

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17.33 hrs.

**DEMANDS FOR GRANTS
1968-69—Contd.**

Ministry of Labour, Employment and Rehabilitation—Contd.

MR. SPEAKER : Hon. Members may now move the cut motions to Demands for Grants relating to the Ministry of Labour, Employment and Rehabilitation, subject to their being otherwise admissible.

All the hon. Members who want to speak will get a chance. I do not want to deny that to anybody.

श्री यशवन्त सिंह कुशाबाह : मैं प्रस्ताव करता हूँ—

कि “श्रम नियोजन और पुनर्वास मंत्रालय” शीर्षक के अन्तर्गत मांग में 100 रुपये कम कर दिये जायें।

[गुप्त मतदान द्वारा मजदूरों के प्रतिनिधियों की यूनियन को मान्यता देने में असफलता जिसके कारण कारखानों में राष्ट्रीय मजदूर संघ को थोपा गया (4)]

कि “विस्थापित व्यक्तियों पर व्यय” शीर्षक के अन्तर्गत मांग में 100 रुपये कम कर दिये जायें

[विस्थापित व्यक्तियों को समुचित नौकरी और काम देने में विफलता (15)]

कि “विस्थापित व्यक्तियों पर व्यय” शीर्षक के अन्तर्गत मांग में 100 रुपये कम कर दिये जायें

[दतिया नगर, मध्य प्रदेश के बेघरबार हुए दुकानदारों को दुकान के लिए जमीन देने की व्यवस्था करने में विफलता (16)]

कि “श्रम नियोजन और पुनर्वास मंत्रालय का अन्य राजस्व व्यय” शीर्षक के अन्तर्गत 100 रुपये कम कर दिये जायें

[दोषपूर्ण श्रम नीति को बनाये रखना जिससे कारखानों में उत्पादन के लिये शान्तिपूर्ण वातावरण नहीं बन पाता (17)]

**SHRI RAMAVATAR SHASTRI (Patna):
I beg to move :**

That the demand under the head Ministry of Labour, Employment and Rehabilitation be reduced by Rs. 100.

[Failure to improve the miserable lot of the workers engaged on the construction of roads. (18)]

That the demand under the head Ministry of Labour, Employment and Rehabilitation be reduced by Rs. 100.

[Failure to improve the lot of labourers engaged on Mangalore Port Project (19)]

That the demand under the head Ministry of Labour, Employment and Rehabilitation be reduced by Rs. 100.

[Failure to improve the lot of labourers engaged on Tuticorin Port Project (20)]

That the demand under the head Ministry of Labour, Employment and Rehabilitation be reduced by Rs. 100.

[Failure to increase the facilities of port workers (99)]

That the demand under the head Ministry of Labour, Employment and Rehabilitation be reduced by Rs. 100.

[Failure to accede to the demands of dock workers (100)]

That the demand under the head Ministry of Labour, Employment and Rehabilitation be reduced by Rs. 100.

[Need to step up the welfare works for dock workers (101)]

**SHRI KIRUTTINAN (Sivaganga) : I
beg to move :**

That the demand under the head Ministry of Labour, Employment and Rehabilitation be reduced by Rs. 100.

[Failure to rehabilitate the Burma repatriates fully (126)]

[Shri Kiruttinan]

That the demand under the head Ministry of Labour, Employment and Rehabilitation be reduced by Rs. 100.

[Need to provide necessary fund to the Thamiyhaga-Arasu, to implement the schemes for resettlement of Ceylon repatriates (128)]

That the demand under the head Ministry of Labour, Employment and Rehabilitation be reduced by Rs. 100.

[Need to provide lands at Andaman, Nicobar Islands for the resettlement of Ceylon repatriates (129)]

SHRI RAMAVATAR SHASTRI : I beg to move :

That the demand under the head Labour and Employment be reduced to Re. 1.

[Failure to enact legislation for statutory enforcement of the recommendations of Wage Boards (130)]

That the demand under the head Labour and Employment be the reduced to Re. 1.

[Need to ensure implementation of the recommendations of the Wage Boards (131)]

That the demand under the head Labour and Employment be reduced to Re. 1.

[Need to formulate a uniform policy to pay bonus to the workers engaged in the public sector industries (132)]

That the demand under the head Labour and Employment be reduced to Re. 1.

[Need to formulate a policy to give bonus to all categories of workers (133)]

That the demand under the head Labour and Employment be reduced to Re. 1.

[Failure to change the policy of causing delay in registering the unions organised by the opposition members (134)]

That the demand under the Head Labour and Employment be reduced to Re. 1.

[Need to end the policy of nominating more labour leaders of the ruling party in the Labour Advisory Committees (135)]

That the Demand under the Head Labour and Employment be reduced to Re. 1.

[Failure to fix up minimum rates of wages under the Minimum Wages Act 1948 for the workcharged staff of Directorate of Horticulture, C. P. W. D. (136)]

That the Demand under the Head Labour and Employment be reduced to Re. 1.

[Failure to change anti-labour policy of Government (137)]

That the Demand under the head Labour and Employment be reduced to Re. 1.

[Failure to change the labour policy of encouraging perpetual capitalism (138)]

That the Demand under the Head Labour and Employment be reduced to Re. 1.

[Failure to check industrial managements from openly violating labour laws (140)]

That the Demand under the Head Labour and Employment be reduced to Re. 1.

[Failure to enforce labour laws in public sector undertakings (141)]

That the Demand under the head Labour and Employment be reduced to Re. 1.

[Failure to change the policy of encouraging stooge unions (142)]

That the Demand under the head Labour and Employment be reduced to Re. 1.

[Undue encouragement of labour unions organised by the Ruling Party (143)]

That the Demand under the Head Ministry of Labour, Employment and Rehabilitation be reduced by Rs. 100.

[Need to save thousands of employees of Hotel Imperial from unemployment consequent on its closure (144)]

That the Demand under the Head Director General, Mines Safety be reduced by Rs. 100.

[Failure to check accidents occurring in the mines (145)]

That the Demand under the Head Director General, Mines Safety be reduced by Rs. 100.

[Inadequate safety measures in the mines (146)]

That the Demand under the Head Director General, Mines Safety be reduced by Rs. 100.

[Unsatisfactory provision of light in the mines (147)]

That the Demand under the Head Director General, Mines Safety be reduced by Rs. 100.

[Failure to implement the labour laws (148)]

That the Demand under the Head Director General, Mines Safety be reduced by Rs. 100.

[Need for more security measures in all the mines (149)]

That the Demand under the Head Director General, Mines Safety be reduced by Rs. 100.

[Need to solicit cooperation of workers in regard to security arrangements in mines (150)]

That the Demand under the Head Labour and Employment be reduced to Re 1.

[Failure to fix minimum national scale of pay (151)]

That the Demand under the Head Labour and Employment be reduced by Rs. 100.

[Failure to provide beds in the hospitals for labourers (152)]

That the Demand under the Head Labour and Employment be reduced by Rs. 100.

[Failure to improve the living conditions of labourers (153)]

"That the demand under the head Labour and Employment be reduced by Rs. 100/-."

[Failure to enact minimum wages legislation for all the States for agricultural labourers. (154)]

"That the demand under the head Labour and Employment be reduced by Rs. 100/-."

[Failure to get the Minimum Wages Act in regard to agricultural labourers implemented. (155)]

"That the demand under the head Labour and Employment be reduced by Rs. 100/-."

[Failure to stop social injustice being meted out to the agricultural labourers. (156)]

"That the demand under the head Labour and Employment be reduced by Rs. 100/-."

[Need to spend more funds on the welfare works for the agricultural labourers (157).]

"That the demand under the head Labour and Employment be reduced by Rs. 100/-."

[Need for improvement in the welfare work for labourers employed in mica mines (158).]

"That the demand under the head Labour and Employment be reduced by Rs. 100/-."

[Need to make labour welfare centres more useful and attractive. (159).]

"That the demand under the head Labour and Employment be reduced by Rs. 100/-."

[Failure to make housing arrangements for labourers (160).]

"That the demand under the head Labour and Employment be reduced by Rs. 100/-."

[Need to spend larger amount on welfare works for labourers (161).]

"That the demand under the head Labour and Employment be reduced by Rs. 100/-."

[Failure to provide adequate medical facilities to labourers. (162).]

"That the demand under the head Labour and Employment be reduced by Rs. 100/-."

[Need to allocate more funds for medical treatment of labourers. (163).]

"That the demand under the head Labour and Employment be reduced by Rs. 100/-."

[Failure to implement the tripartite agreements. (164).]

"That the demand under the head Labour and Employment be reduced by Rs. 100/-."

[Failure to change labour laws in the light of progressive trends. (165).]

"That the demand under the head Labour and Employment be reduced by Rs. 100/-."

"Exploitation of labour laws in favour of capitalists (166)."

"That the demand under the head Labour and Employment be reduced by Rs. 100/-."

[Failure to improve the working conditions of the iron ore mines workers. (167).]

[Shri Ramavtar Shastri]

"That the demand under the head Labour and Employment be reduced by Rs. 100/-"

[Failure to improve the working conditions of mica mines workers. (168)].

"That the demand under the head Labour and Employment be reduced by Rs. 100/-."

[Need to expedite implementation of the decisions of the labour tribunals, courts of enquiries and reconciliation boards. (169)].

"That the demand under the head Labour and Employment be reduced by Rs. 100/-."

[Failure to impart training to workers in regard to security measures in mines. (170)].

"That the demand under the head Labour and Employment be reduced by Rs. 100/-."

[Failure to appoint wage-boards for 'bidi' workers. (171)].

"That the demand under the head Labour and Employment be reduced by Rs. 100/-."

[Failure to ensure that the journalist and non-journalist employees of the Searchlight and "Pradip" English dailies of Patna get the pay-scales recommended by wage board. (172)].

"That the demand under the head Labour and Employment be reduced by Rs. 100/-."

[Failure to provide jobs to the workers who have been laid off in Hindustan Vehicles Ltd., Fulwari Sharif (173)].

"That the demand under the head Labour and Employment be reduced by Rs. 100/-."

[Failure to increase the pay of colliery workers. (174)].

"That the demand under the head Labour and Employment be reduced by Rs. 100/-."

[Failure to stop the anti-labour attitude in N. C. D. C. (175)].

MR. SPEAKER : The Cut Motions are also now before the House.

SHRI N. SREEKANTAN NAIR (Quilon) : Sir, because the Rehabilitation

Department has done well, I will rather limit my remarks to the problem of labour relations. There has been recession last year and it has also been admitted that the prices have gone up by about 15 per cent, more than 15 per cent last year, perhaps the highest rise in the cost of living ever recorded in one year. Under the circumstances the labour situation in the country is rather difficult. There had been very numerous lock-outs and unemployment has spread throughout the country. In Calcutta alone there have been more than a lakh of unemployed. Lakhs of people have been thrown out of employment. The Ministry's figures are much less. It puts it at 40,000. But in Calcutta alone there has been more than a lakh. Throughout the country several lakhs of workers have been thrown out. The employers would like to use the situation of recession not only to hit back the workers but also to amass still further wealth. Under such a situation strikes and lock-outs loom large. In the coal mining industry alone there had been 267 strikes and 5 lock outs and the total man-days lost in the mining industry is about 22 million.

The loss of man-days throughout the country in all sectors is comes to 9.92 million man-days.

This brings in the question of the unemployment, misery and sufferings into of the workers. It also brings into juxtaposition the demands and the forces that compel the workers to go on strike. The prices have shot up but the workers are not paid proportionately. Naturally, there is a demand for equitable wages. When that is not met, naturally the workers have to resort to strike at one stage or the other.

Added to the miseries of unemployment there is the scheme of automation and the introduction of electronic computers. These add to the existing unemployment situation to a great extent. It is indeed some solace to find that the Indian Labour conference has decided not to push this programme through in the immediate future.

The basic and the root cause of the entire trouble in the industrial world today is the system of wages and remuneration and the wage structure. We have no

doubt got the Minimum Wages Act, but the Act as it is worked at present it does not provide enough payment to the worker to enable him to purchase even the bare necessities of life. In the same area, there are several rates of minimum wages for different industries, because the Boards take into consideration the extraneous factor of the capacity of the industry to pay.

When that is the case even with the minimum wages, we find that the fair wages that have been decided upon by the wage boards have in certain cases gone even far below the minimum wages themselves. For instance, the daily wage of a worker in the plantation industry who lives far away from civilisation and works at an altitude of above 3000 feet is only Rs. 2.25 and yet it is called a fair wage. The faulty fixation of such fair wages is due to a lacuna or due the wrong approach of Government because they insist upon unanimity or consensus of opinion. The representatives of the workers and the employers along with the third party must agree upon a certain wage; if they do not agree, it would not be implemented. Because of that attitude, several representatives of the workers had to accept very low wages as the so-called fair wages which are not sufficient even for getting even the bare necessities of life. Take the case of the plantation worker, for instance. The entire pay packet of the worker is taken away by purchases of the daily necessities of life so that the worker does not have anything left in his hand to purchase his other requirements. The tea plantation workers who were getting a higher remuneration in the pre-independence period are among the lowest paid. Recently the worker in the rubber plantations went on a strike for 89 days and got 25 p more than what was fixed by Government. That itself shows that fair wages which have been fixed are not really fair wages, and there is something rotten behind it.

If it is a question of the system of wage board, then the representation on the wage board should be changed. The wages fixed at present are not wages based on any rotational considerations. If you put an equal number of representatives of the workers and the employers on the board, naturally they will differ and you can never get the real consensus of opinion on the

main question. I do not want to go at length into these matters because the time allotted for these Demands has been drastically cut. I would only request the hon. Minister to follow up his promise to the Indian Labour Conference and give full neutralisation to the lowest-paid employees in all sectors including the departmental sector, the public sector and the private sector.

Regarding dearness allowance also, the Indian Labour Conference and the Government of India have decided that it should be linked with the cost of living index. But the departments like the P & T and the railways do not bring this into effect. Some public sector undertakings also do not pay it. The result is that the wages paid to a highly skilled worker who has passed the ITI test or passed the SSLC and is working in a public sector undertaking gets a total remuneration which is much below the dearness allowance paid to a sweeper or a scavenger in the private sector. This is the state of affairs. For instance, the wages of the skilled worker in the HMT which is boosted up as a model public sector undertaking is much below that of a scavenger in the FACT which is an adjoining public sector undertaking and is much below that of the scavenger in the Tatas' concern which is also a nearby concern.

So, dearness allowance must be linked with the cost of living index in all industries irrespective of whether it is the public or private sector. Thirdly, minimum wages must be sufficient at least to purchase the bare necessities of life. Fourthly, there must be a national minimum wage below which no one in any part of India would be paid. Fifthly, fair wages must be decided on an equitable and scientific basis, and if necessary, the present system of representation may be scrapped and only technical Experts may be put in there so that the decision may be fair and reasonable.

Sixthly, labour laws should be enforced in all sectors, including the public sector where it is least enforced now. This is because the bureaucrats at the top in the public sector are far higher paid than the petty officers who come to the factories to see to the enforcement of these laws. The boss at the top may become the Secretary

[Shri N. Sreekantan Nair]

of the Labour Department or the Chief Labour Commissioner tomorrow. So no inspecting officer will be prepared to talk back to these high officers in the public sector.

Seventhly, introduction of automation and electronic computers may be stopped till our unemployment position is solved to some extent at least.

Eightly, the Industrial Disputes Act and the bonus Act should be so amended as to cater for the aspirations of workers and bring them some relief.

Last but not least is the question of a fresh enactment enforcing universal introduction of fair price shops and abolition of the contract system so that the the most outstanding grievances of the workers may be redressed.

SHRI V. KRISHNAMOORTHI (Cuddalore) : I am disappointed at the Central Government following an anti-labour policy, even though the Labour Minister has got some kindness towards labour. I charge the Government with pursuing a policy which is not aimed at keeping industrial peace.

Firstly, I would take the question of automation and introduction of computers. There has been discussion on this matter two or three times in this House. Still our Minister failed to convince the Labour Ministers of various States. In the Labour Conference held some days ago this was discussed where they said that in certain selected industries like LIC and others computers might be introduced. Barring, Madras, Kerala and Madhya Pradesh, I understand—I read about it in the papers—the other States have agreed to accept introduction of computers and also automation in some industries.

17.43 hrs.

[*Mr. Deputy Speaker in the Chair*]

SHRI HATHI : Provided it does not result in unemployment.

SHRI V. KRISHNAMOORTHI : I agree. He may say that it will not result in unemployment. I will show that it

will. The policy of introduction of automation and computers, whether on railways or in LIC, will result in unemployment in that it will close employment opportunities for future generations.

This Government is not at all following the Gandhian policy. Automation and computers are against Gandhian Policy, against sarvodaya principles. They are wearing Gandhi caps. What does it mean? Why should they wear Khadi? Why did Gandhiji turn the charka in Sabarmati Ashram when 50 mills on the other side of the river were working? It was because he knew that khadi would solve the unemployment problem of millions of our countrymen. But here our Minister comes and says that the introduction of computers will not result in unemployment. If Gandhiji had felt like that, he would not turned the charkha. If he had felt that khadi would not solve the unemployment problem, he would not have undertaken that movement of khadi. I am really unhappy that this Government is following a policy like this, an anti-Gandhian policy.

A few days our Minister was discussing about the problem of 40,000 engineers who are unemployed. When the educated people are unemployed, when engineers are unemployed, is it worth-while to think of introducing the computers and the mechanical system? Is it suitable for our country? For solving the problem of unemployed engineers, I would like to suggest to the Government that instead of thinking otherwise, they can very well give Rs. 25,000 to each unemployed engineer on his personal bond; let these engineers work of their own accord; let them start some industry. Let the Government give Rs. 25,000 to each engineer on his personal bond. Most of these unemployed engineers are civil engineers and they can concentrate on their own industries and they can start construction programmes. Instead of allowing the people who do not know construction work at all, these engineers can be utilised and thus their employment opportunities may also be increased.

Secondly, our Minister was proposing before the conference of Labour Ministers some two days back that he is thinking of

a scheme to bring in the labour relations of the public sector undertakings with the Centre. I charge this Government : this is an erosion of the States' rights. Labour Welfare is a State subject. Already the Industrial Disputes Act and the Industrial Security Bill are erosions on the States' rights. Now, he wants the labour welfare of the public sector undertakings to be brought within the purview of the Centre. For what ? It is unconstitutional and it is an encroachment over the rights of States. At present, the people who are running the State administration are charged that there is labour unrest in the public sector industries. Who is responsible for that ? When the Government of India, who are the sole managing authority for the public sector undertakings, are not at all heeding the request of the labourers there, our duty is see that there is no trouble at all. The Industrial Disputes Act gives the right to the State Governments to refer the disputes to arbitration. But it is only on paper, but in practice, the State Governments are requested to consult the Government of India, before referring the dispute to arbitration, they are requested to contact the Central Government and take permission from the Government of India. Otherwise, the States cannot refer the dispute to arbitration. This creates a problem for the State Governments and thus they are unable to face the labour problem.

SHRI S. KANDAPPAN : They should be given more powers.

SHRI V. KRISHNAMOORTHI : They need not be required to consult the Government of India, before they refer the matter. Are they required to get the permission of the Government of India when they refer the dispute with regard to private management ? Why should the State Governments be compelled to consult the Union Government in this matter ?

In this connection, I would like to say that in my constituency there is the Lignite Corporation at Neyveli, in which more than 20,000 employees are employed. There were strikes, and both myself and Shri Nambiar went there and we wanted to

bring a settlement. A settlement was reached between the workers and the management, and about 20 demands were late for adjudication. But our Labour Minister, instead of referring it to arbitration was asked to consult the Central Government. The Labour Minister here refused to accord permission because it involves the Neyveli Lignite Corporation in several lakhs of rupees. That is why it was not referred. Afterwards, Mr. Channa Reddi wrote to me, when I brought this to this notice, that the Madras Government is the competent authority to refer this dispute to arbitration and that Government felt that the 18 demands are not at all fit to be referred to arbitration. We are given neither power nor the right to protect the labourers. This is the fate of the State Governments. And gheraos take place. These congress people and the Swatantra party people join together. I am not agreeing to gheraos, but how are we to deal with these disputes and what is the reason for this ? When there are the recommendations of the Wage Board and decisions of the Wage Board, and when there is no way for the Government of India nor for the State Governments who have no right to compel the industrialists to implement the decisions of the Wage Board, they have to go by direct action. If they resort to take action, are we to be blamed ? Are the workers to be blamed. The malady is with the Government of India. They must bring in a Bill to the effect that the decisions of the Wage Board should be implemented. Otherwise, some penal provisions must be enacted to punish the industrialists.

The Bill for social control of banks is before a Select Committee. The Labour Minister and Finance Minister have met the owners of banks and they have conspired together to bring about this Bill to take away the rights so far given to the bank employees, instead of bringing a Bill for nationalisation of banks. Thus, the Labour Minister has done a great wrong to the employees. This Government is not at all helping to improve industrial relations and I charge this Government as being anti-labour and being not at all helpful to the working class.

17.51 hrs.

BUSINESS ADVISORY COMMITTEE:

Eighteenth Report

THE MINISTER OF PARLIAMENTARY AFFAIRS AND COMMUNICATIONS (DR. RAM SUBHAG SINGH): I beg to present the Eighteenth Report of the Business Advisory Committee.

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**DEMANDS FOR GRANTS,
1968-69—*Contd***

Ministry of Labour, Employment and Rehabilitation—*Contd.*

THE DEPUTY MINISTER IN THE MINISTRY OF LABOUR, EMPLOYMENT AND REHABILITATION (SHRI D. R. CHAVAN): Sir, as a matter of fact, I was anticipating that some hon. members would refer to the Department of Rehabilitation and Mr. Kachwai referred to Dandakaranya. I would first of all explain the magnitude of the problem and then the efforts made by this Department to solve it. The House is aware that immediately after partition, from West Pakistan nearly about 47 lakhs people crossed over to India and from East Pakistan upto 1958 nearly 41.7 lakhs of people have crossed over to this country. Then, on 1.1.64 some communal disturbances took place in the eastern part of Pakistan and upto present time about 8.39 lakhs of persons have come to India. Subsequently, on account of the nationalisation policy adopted by the Burmese Government, about 1.59 lakhs of people have come over here. The House also knows that under our agreement with the Ceylonese Government, nearly 5.25 lakhs of people are likely to be repatriated to this country in a period of 15 years. This is the problem we are faced with.

Our approach in solving this has been to settle these persons on land, giving them loans to start trade and other occupations and to settle them in industry. As a matter of fact, we have taken up a massive programme in Dandakaranya, to which Mr. Kachwai referred. About 10,450 families are there today. It is a big agricultural project which was taken up in an

area which was absolutely inaccessible previously. It started sometime in 1959.

Nearly about 1,10,000 acres of land has been reclaimed by the fully mechanised units of the Rehabilitation Reclamation Organisation. 40,000 acres of land has been brought under cultivation. The important point which I want to highlight so far as Dandakaranya Development Authority is concerned is the irrigation project that has been undertaken in the project area. I may mention for the information of hon. Members that two dams have been completed. One is called the Bhaskal Dam and the other is called the Pakanjor Dam at a total cost of Rs. 1.8 crores. The Bhaskal Dam will irrigate about 11000 acres of land and the other dam will irrigate about another 11000 acres. Two other dams are under construction. One is the Davuda Dam and the other is called the Satyagude Dam. The first one will cost Rs 178 lakhs and the other will cost Rs. 2.02 crores. The total area likely to be brought under irrigation when all these projects are completed will be 75,000 acres of land out of which tribal land would be about 25,000 acres. When the scheme for Dandakaranya was conceived the idea was to bring about effective and expeditious settlement of the displaced persons in Dandakaranya and also to carry out accelerated development of the area with particular regard to the interests of the tribal people.

25 per cent of the land reclaimed is handed over to the State Government to be distributed to the landless adivasis. That means nearly about 24,000 acres of reclaimed land has been handed over to the State Governments for distribution to the adivasis. I may mention that nearly about 64 villages have been established for adivasis in the area and 224 villages have been established for the displaced persons. This Dandakaranya Development Authority which was imagined, planned and conceived by the late Prime Minister, Shri Jawaharlal Nehru when he dreamt of the area coming up like anything. After all these irrigation projects which I mentioned just now are completed, I am quite confident it will come up like anything as an agricultural project.

SHRI J. B. KRIPALANI (Guna): Like everything with the Government,

SHRI D. R. CHAVAN : I may mention the approbatory observations that have been made by our Members in Parliament, Shri N. C. Chatterjee for whom all persons have the highest regard. I do not have the time otherwise I would have read all that he has said about the Dandakaranya when he went on a visit to that area.

SHRI B. K. DASCHOWDHURY (Cooch-Behar) : Could he tell us how many officers' bungalows in that area have been air-conditioned ?

SHRI D. R. CHAVAN : No officers bungalows have been air-conditioned. If the hon. Member has any information he may place it before the House. I am sorry the hon. Member is not able to appreciate the work that has been done. What can I do ? I am simply mentioning what has been done. It is no use throwing and saying that this man's bungalow is air-conditioned or that man's bungalow is air-conditioned. We have to see what is happening there. I do not know whether the hon. Member has paid a visit to that area.

There are a number of other agricultural projects that have been undertaken in Chanda in the State of Maharashtra. In Adilabad, at Isagaon at Betual, in Panna Sarguja and again at Kheri, Bijnor and other places of Uttar Pradesh, all these migrant families which are agriculturist families that have recently come to our country are mostly settled in these agricultural land. For the purpose of training these persons so that they should acquire the necessary skill and get gainful employment in some of our industries we have started two ITIs.

One ITI has been started at Mana in Madhya Pradesh, where the capacity is about 500.

SHRI DHIRESWAR KALITA (Gauhati) : Sir, on a point of order. I have just now received a telegram...

18.00 hrs.

MR. DEPUTY-SPEAKER : Does it relate to this ?

SHRI DHIRESWAR KALITA : It does. It reads :

"Mona returned two hundred fifty refugee families at Dudnnai seventy starving debarred from help since six months two died already immediate step must Saratrabha MLA."

MR. DEPUTY-SPEAKER : What I would suggest is that he may pass on the telegram to the Minister to take necessary action. Let him not be interrupted now. There is no point of order.

SHRI D. R. CHAVAN : The hon. Member has referred to certain desertions that have taken place from Mana. If the hon. Member passes on that information, I can certainly look into the matter. As a matter of fact, I know that a number of desertions have taken place from various places, even from Dandakaranya, about which I spoke just now, nearly 3,000 to 4,000 families have deserted. But I must inform the hon. Member that a noticeable change is coming over and persons who deserted are coming back and taking admission in the villages where they were settled. That area is coming up ; because the displaced persons from East Pakistan are co-operating with the Government in the matter of resettlement. Unless they co-operate with the government in the various schemes which are being implemented there is no possibility of their settlement.

I was talking about the industrial training schemes which we have started. I have just now mentioned about the ITI scheme which has been started at Mana. There is another one at Hastingapur, where the migrant boys are trained. Some stipend is also given to them. The idea is to train them, to acquire skill so that they can be gainfully employed.

For want of time I cannot deal with all subjects in detail. I may say that the Department of Rehabilitation has done very well. The settlement organisation has done wonderfully well. May I mention one thing here ? The settlement organisation was called upon or confronted with a very huge problem, the enormity of which can only be imagined. The problem was the disposal of the acquired evacuee property and government built

[Shri D. R. Chavan]

property. I may mention for the information of the hon. Members that quite a good work has been done by this organisation and nearly about 4 lakhs to 5 lakhs worth properties have been disposed of and only a few cases remain.

SHRI B. K. DASCHOWDHURY : Is there any property belonging to East Pakistan refugees?

SHRI D. R. CHAVAN : The Evacuee Property Act was not made applicable to East Pakistan. Therefore, no question of making compensation to the displaced persons from East Pakistan arises.

SHRI B. K. DASCHOWDHURY : Do you mean to say that the displaced persons from East Pakistan enjoy an inferior status?

SHRI D. R. CHAVAN : There is no question of inferiority. The Evacuee Property Act is not made applicable to them. That is all.

Good work has been done by this department, particularly the Dandakaranya Development Authority, and various agricultural projects have been undertaken to settle all these families.

For want of time, I conclude with these remarks and thank you, Sir, for giving me this opportunity.

SHRI P. C. ADICHAN (Adoor) : Mr. Deputy-Speaker, Sir, I understand that the newspaper employees are on strike from today. They had to go on strike because of the refusal of the managements to implement the Wage Board's recommendations. It is a pity that even Wage Board's recommendations are flouted. I request the Government that they should intervene more effectively and secure justice for the employees.

The labour policy is part of the broad social policy which the Government pursues. What impact this social policy of the Congress Government has had on the country and how is it reflected in its labour policy?

In our struggle for freedom Mahatma Gandhi laid the greatest emphasis on the

uplift of the downtrodden whom he called Harijans. We have had several examples cited in this House recently on the conditions of the Harijans who are mostly agricultural labourers and other day labourers. In the 21st year of our freedom, we have still such ghastly incidents as the one which happened in the Krishna District. We have heard how the Harijan agricultural labourers are being tortured in the most inhuman way. Everybody here, including the Prime Minister, was shocked. But can the ruling party escape its responsibility for this state of affairs? It shows what the social consciousness of the people who claim to be staunch disciples of Gandhiji really is. With all the monopoly of power that they had, they did little to improve the economic and social conditions of agricultural labour; they still live in sub-human conditions.

The extreme callousness which they show in respect of agricultural labour is seen from the Demands for Grants. Only a small sum of Rs. 73,000 is earmarked for the high sounding "Action Programme of Agricultural Labour". And, what is worse, there has been no provision for this under this in Demand A, 4(6), that is, for the Labour Bureau which is to make the necessary investigations. Rs. 5 lakhs were earmarked under this head of "Action Programme for Agricultural Labour" in the grants to the Labour Bureau in the last year's budget estimates. There is no mention about this in the revised estimate and this means that nothing has been really spent. And now this grant is totally missing.

Therefore, all the tears that they said here about agricultural labour are just to hoodwink Parliament. They do not really wish to do anything for this lowest section of our working population. So, I request the Government to appoint a high power committee to enquire into the wage structure and working conditions of agricultural labour in the country.

I hope, the Government is aware of the condition of the 80,000 workers in the cashew industry in Kerala, who produce the processed nuts for export and bring in foreign exchange of some \$60 million. There is large-scale destitution in this

industry and the organised sector of the industry is in deep crisis. Several thousand workers have lost their livelihood. They had very low wages but even then, the more serious problem has become unemployment. The industry is being ruined because of the grip of vested interests who control the trade and who have the support of the Congress Government at the Centre.

Immediate steps should be taken to rehabilitate the industry and this can be done if the import of raw nuts and export of processed nuts are channelised under the State Trading Corporation and rid the trade of the racketeering which is going on now. Such steps are very essential to safeguard the employment and livelihood of workers in this vital industry concerned with our export market.

For some years now, the Labour Minister have been talking about unemployment insurance and now they have asked also for a token grant. But this is still left to the sweet will of the employers and even the limited scheme, covering members of Provident Fund schemes has not yet been taken up. Such a scheme is needed precisely for such industries and sectors as the cashewnut industry, to give at least a minimum of relief. The country will not grudge doing this most essential thing for those who contribute so much in earning foreign exchange.

I would, therefore, suggest that the Unemployment Insurance Scheme as proposed in a limited way be immediately implemented and this should have been one of the steps to overcome the impact of recession in such sectors as engineering, textiles etc.

It is a serious matter which Parliament should look into. There is no need for a Labour Ministry to do some *ad hoc* jobs and which has no authority or power to formulate and implement realistic labour policies. We have seen the disgraceful manner in which employers flout the Wage Board recommendations, refuse to implement Tribunal Awards, resort to legal litigation and create grave industrial unrest.

This happens because the laws and the institutions we have created are insufficient to meet the situation. For instance, the

gross violation of labour enactments is still not made a cognizable offence. The laws have to be strengthened to deal with this situation.

In the sphere of industrial relations, I know the Government is looking forward to the recommendations of the National Commission on Labour. If they really mean to do something sensible, there is no need to wait for the report of the Commission. For instance, there is the basic question of collective bargaining and recognition of unions. In their memoranda to the labour Commission, the overwhelming majority of employers and workers have both favoured greater reliance on collective bargaining and to make this real, have recognition of union by resort to ballot of workers. At least in the 21st year of our Independence, we should not fight shy of ballot which is the only democratic method. Only because of the politics of the Congress Party to recognise only the INTUC, they have so far opposed ballot. But even employers are fed up of this policy and they are now asking for ballot. The workers are old enough and conscious enough to choose the union through ballot. Let us take the workers into confidence and give them the right to choose their representative union. This would end much of the troubles of inter-union rivalry and it would mark a new era in the country in the matter of industrial relations.

The Government talks of workers' participation in management. But they want workers to be dumb partners without any rights—no right even to choose the union to be recognised. Nobody can tolerate such a thing. If they really mean to improve industrial relations, they should give the workers full trade union and democratic rights and, for this purpose, such pinpricks and provocations as clause 36 AD of the Banking Companies Amendment Bill should be totally avoided. Of course, if they want that the whims and fancies of the Finance Minister should prevail over the need for a fair labour policy, the workers will not be willing to join in. The token strike of February 28 by the entire workers in banking industry shows the mood of the workers. It is time to recognise this mood.

बी गंगा रेडी (आदिलाबाद) : मेरी यह स्वाहित थी कि मिनिस्टर साहब को तब बुलाया जाता जब हमारे भाषण हो जाते और ब्रिन शकूक का हम इजहार करते उनको वह दूर करते। लेकिन चूंकि अब वह बोल चुके हैं, इस बास्ते जो मुझे कहना है वह मैं उन के नोटिस में ला देना चाहता हूँ और उम्मीद करता हूँ कि वह उस पर गौर करेंगे।

सब से पहले जो आवादकारी का मसला है उस पर मैं आपने विचार आपके सामने रखना चाहता हूँ। आवादकारी का मसला कोई आसान मसला नहीं था। आजादी के बाद लाखों की तादाद में लोग वेधरबार होकर हिन्दुस्तान में आये थे। उनको बसाना कोई मामूली बात नहीं थी। यह एक बहुत कठिन समस्या थी, बहुत ही मुश्किल यह मामला था। सरकार ने इस मसले को हल करने की कोशिश की। लेकिन यह आवादकारी का जो मसला है आज भी जारी है। मेरी अपनी कास्टिट्युएंसी आदिलाबाद में जो कि आंध्र प्रदेश में है, एक मुकाम पर लोगों को बसाने की स्कीम बनाई गई है। ईंजगांव में बारह हजार एकड़ बेशवहा जंगल काट कर उनको वहां पर आवाद करने की कोशिश की जा रही है। चार हजार एकड़ जंगलात को काट दिया गया है। वहां पर कुछ खानदानों को बसाया गया है। उस जमीन को आप जेरेकाश्त लाना चाहते हैं। मैं नहीं समझता हूँ कि उस को आप जेरेकाश्त ला सकते हैं। वहां कोई फसल नहीं उग सकती है। उस मुकाम को मैं चेरयरमैन, जिला परिषद की हैसियत से कई बार जा कर देख चुका हूँ। तीन चार हजार रुपया की एकड़ आप देते हैं और जंगल को काट कर जमीन को हमवार करने पर आप पांच छः सौ रुपया की एकड़ खर्च करते हैं। लेकिन जो जमीन इस तरह से हमवार की गई है और जो जेरेकाश्त लाई गई है वहां जो फसल बोई गई मैं आपको बतलाना चाहता हूँ कि उस फसल को बोने के लिए जो भीज आपने खरीदा, उस की जो कीमत थी

वह भी बसूल नहीं हुई। उतने की फसल भी वहां पैदा नहीं हुई। वहां पर पीने तक के लिए पानी नहीं है। दो सौ फीट तक आपने बोरिं किया और बैल खोदा लेकिन पानी पीने तक के लिए नहीं आपको मिला। आबपाशी के लिए आपको कैसे पानी मिल सकता है, यह सोचने की बात है।

इसके बारे में कई एतराजात किए गये हैं, आंध्र प्रदेश की सरकार ने भी किये हैं और शायद यही बजह है कि चार हजार एकड़ जंगलात को काट कर ही आपने बाकी रकबे को काटने से रोक दिया है। इसकी इस्तिलाशायद सेंटर को भी आ गई है। अगर आप यह समझते हैं कि जो मैं कह रहा हूँ उस में एरीजेरेशन है तो मैं आप को दावत देता हूँ और आप से प्राथमिकता करता हूँ कि आप खुद आ कर उस जमीन को देख लें और मालूम कर लें कि जो मैं कह रहा हूँ सही है या नहीं है। वहां पर दो प्रोजेक्ट्स बनाने की स्कीम है। लेकिन आप देखें कि वहां पर जो नाले हैं उन में बरसात तक के मौसम में पानी नहीं रहता है, बाकी सीजन की तो बात ही क्या करनी। ऐसी अवस्था में कैसे आप वहां सिचाई का इंतजाम करेंगे। वहां पर आपके डिप्टी सेक्रेटरी भी गए थे। उन को मैंने इसकी सूचना दी थी। मैंने उन को कहा था कि सिरपुर ताल्लुके में हजारों एकड़ जमीन आज भी आप खरीद सकते हैं। वह बहुत जरबेज जमीन है। वह आपको स्तंशी मिल सकती है। वहां पर आप लिफ्ट इरिगेशन का आसानी से इंतजाम कर सकते हैं। यह जो जमीन है यह आन दी बैंकस आप प्रनीता है। इस जमीन से पैदा भी काफी हो सकता है। मैं समझता हूँ कि अब भी देर नहीं हुई है। आप जंगलों को मजीद तबाह न करें। इस जमीन को आप खरीदें और यहां सिचाई का इंतजाम करें। चार हजार एकड़ जंगलात को आप पहले से ही काट चुके हैं। वहां पर एरिया डिवेलेप नहीं हो सका है। मन्त्री महोदय स्वयं वहां जायें और जाकर

देखें। अगर वह पायें कि वह लाभादायक स्कीम नहीं है तो उसको इसी स्टेज पर रोक दें ताकि मजीद पैसे खर्च उस पर न किये जायें, मजीद कफूलखर्ची वहां न हो और उसके बदले में आप सिरपुर ताल्लुके में जो कि आदिलाबाद में ही है, आप जमींन स्वरीद कर लोगों को आवाद करें।

अब मैं अनेम्प्लायमेंट के बारे में कुछ अर्ज करना चाहता हूँ। हमारा कंट्री बैंकवर्ड कंट्री है। यहां पर इंजीनियर और डाक्टर्ज के लिए रोजगार तलाश करना एक बहुत बड़ा सिरदर्द बन गया है। उन में विरोजगारी बहुत ज्यादा हो गई है। लेकिन आप देखें कि साइंटिस्ट्स और टेक्नीशियंज ही हैं जो कि मुल्क की तरकी कर सकते हैं। हमारे मुल्क में तरकी के बहुत से मुकाम हैं लेकिन उन लोगों के लिए रोजगार के मीके नहीं हैं। जो लोग अभी तालीम पा रहे हैं उन से पूछने पर पता चला है कि वे बिल्कुल फस्ट्रेटिड फील करते हैं, उन की कोई दिलचस्पी पड़ाई में नहीं है। मैं करनाल और लुधियाना गया था। वहां पर बी एस सी के बाद स्टूडेंट्स एग्रिकलचरल रिसर्च में लगे हुए हैं। उन्होंने हमें बताया कि उन के हैंड आफ दी डिपार्टमेंट ने उन से कहा कि वे क्यों पढ़ कर अपना वक्त खाब करते हैं। आज कोई रोजगार के अवसर नहीं हैं। लोग नहीं चाहते हैं कि उन को सिर्फ़ पैसा ही मिले और पैसे के खातिर ही वे सब कुछ करें। लेकिन इंसान की जिन्दगी के लिए कुछ पैसा तो चाहिए ही, थोड़ी सी तनब्बाह तो चाहिए ही। लेकिन जब रोजगार के अवसर ही न हों तो किस तरह से उनकी दिलचस्पी पड़ाई में हो सकती है और किस तरह से उन में बाबेला और जोश आ सकता है।

इस के साथनाथ आप यह भी देखें कि सैकड़ों टेक्नीशियन जो कि हाईली क्वालिफाइड हैं, आज विदेशों में मेहनत करके कमा रहे हैं। वे वहां आठ, दस और पंद्रह हजार रुपया माहवार कमा लेते हैं। ऐसे टेक्नीशियंज की हमारे मुल्क में सहृत जरूरत है। लेकिन जब

वे यहां आते हैं और रोजगार तलाश करते हैं तो उन को साढ़े तीन सौ या ढाई सौ रुपया माहवार आफर किया जाता है जिससे मोटर की मैटनेंस का खर्च भी नहीं निकलता है। इस तरह से उन को ठोकरें जानी पड़ती है और फिर वे वापिस विदेशों में जाने को सोचने लग जाते हैं। अगर यही हालत रही और टेक्नीकल परसंज नहीं मिलेंगे तो देश की तरकी की रफ्तार सुस्त पड़ जाएगी। मैं चाहता हूँ कि इंजीनियर और मेडीकल मैन के लिए आप एक आल इंडिया सर्विस बनायें और उन लोगों के लिए आप रोजगार के साधन फराहम करें। किर आप देखेंगे कि किस तरह से मुल्क का फायदा होता है।

हमारे मुल्क में आज आई ए एस और आई पी एस आफिसर्स को बहुत ज्यादा अहमियत दी जाती है। मैं नहीं समझता हूँ कि उनको इस कद्र अहमियत दी जानी चाहिए। एक जमाना था जब आई सी एस को अहमियत दी जाती थी। तब अंग्रेजों का यहां राज था और वे इन लोगों के जरिये से लोगों को कंट्रोल किया करते थे। लेकिन आज हमारे मुल्क को साइंटिस्ट्स की जरूरत है, इंजीनियर्ज की जरूरत है और उनको ज्यादा अहमियत दी जानी चाहिए। आज हम क्या देखते हैं। जिन्होंने डिप्रिया मेडीकल की या इंजीनियरिंग की ले रखी हैं वे तो प्राइमरी हैल्प सेंटर के अफसर और जूनियर इंजीनियर बनते हैं और जो एडमिनिस्ट्रेटिव सर्विसस में जाते हैं। वे पहले तो डिप्टी क्लैक्टर बन जाते हैं और छः साल में डिप्टी सेकेटरी बन जाते हैं और इन को बड़े-बड़े घोड़े मिल जाते हैं। मैं समझता हूँ कि अगर मेडीकल आफिसर्स तथा इंजीनियर्ज का यही हाल रहा तो मुल्क तरकी नहीं कर सकेगा। मैं चाहता हूँ कि इस पर भी आप गोर फरमायें और जो कुछ कर सकते हों, करें।

श्री देवेन सेन (प्रासनसोल) : मौजूदा सरकार की ध्रम नीति का मैं विरोध करता हूँ।

[श्री देवेन सेन]

और जहां तक रिहैबिलिटेशन बालिस्थी का सम्बन्ध है मैं उसका भी विरोध करता हूँ।

अम नीति का मैं इसलिए विरोध करता हूँ कि मेरे स्थान में सरकार की कोई अम नीति है ही नहीं। जब कभी कोई ट्रिभ्यूट दिया होता है उसको ट्रिभ्यूलम में केंक किया जाता है या उसको बेज बोर्ड के पास दे दिया जाता है। यह कोई नीति नहीं है। नीति उसी बक्त हो सकती है अगर आप नीड वेस्ट नीति अपनायें, मिनिमम बेजिज के लिए कोई लेजिस्लेशन आप लायें, नीति उसी बक्त हो सकती है जब अनएम्प्लायमेंट को हूर करने के लिए कोई परिकल्पना हो। नीति उसी बक्त हो सकती है जब लाक आरट रोकने के लिए प्रभावकारी ढंग से कदम उठायें। तिर्क ट्रिभ्यूलम को देने और बेज बोर्ड पर केंक देने के अलावा अम मंत्रालय का कोई काम नहीं नहीं है।

आज भारत में मजदूर बर्न के सामने दो स्तर हैं। एक स्तर है श्रेट आफ कैरिजिंग बेजिज का और दूसरा स्तर है हंड्रोडब्ल्यून आफ आटो-मेशन का। 1967 में मोराराजी देसाई समूह ने इवेल्युएशन के सिलसिले में औकह व्हांट्स का एलान किया था।

उन पायांट्स में मुख्य पायांट था कैरिजिंग आफ बेजिज। उसके बाद जब 1967 में विस भन्त्री के नाते भाषण दिया, तो उस में आठ जगह पर यह कहा गया कि मौजूदा बिश्वाई हुई इकानीमिक हालत का मुख्य कारण यह है कि मजदूरों की तरफ से महंगाई भत्ता मांक जाता है। इसलिए मैं भांग करता हूँ कि आज सरकार को पालिवार्मेंट के नवन से हिन्दुस्तान के मजदूरों और आम जनता को स्वर्ण धन से यह अव्याप्त देना चाहिए कि कैरिजिंग आफ बेजिज उस की पालिसी नहीं है और उसको कभी भी अपनाया नहीं जायेगा।

इस समव रेलवेज में 13 लाख मजदूर हैं। रेलवे प्रशासन की ओर से ग्रह पालिसी अपनाई

गई है कि 1971 में 13 लाख मजदूरों को छटाकर 7 लाख कर दिया जायेगा और उसके लिये रेलवेज में सब से ज्यादा आटोमेशन, प्रबलन का प्रबलन किया जाया है। इसके अलावा कलकत्ता इलैक्ट्रिक सप्लाई कारपोरेशन, एस०आई० सी० और बैंकों आदि सहूत सी बालों में आटोमेशन को चालू करने का प्रयास किया जाया है। अब तक तो काम्प्यूटर्ज को हस्पोर्ट किया जाता रहा है, लेकिन अब बंगलौर में काम्प्यूटर बनाने की फैक्ट्री भारत इलैक्ट्रोनिक्स द्वारा बनाई गई है। इससे बहां के मजदूरों की रीबांगर के लिए और भी खतरा पैदा हो जायेगा। अमरीका में, जहां कैपिटल-प्रबुर है और डाइविसिलिकेशन आफ कैपिटल भी सहूत है, आटोमेशन के कारण 25 परसेंट कलाकर्स अलैफ्प्लायड हो गए। एस०आई० सी० में श्रीटोमेशन प्रैक्लिंट किये जाने से हर 30 कलाकर्स में से 29 संरेप्लस हो जायेगे। सरकार की तरफ से कहा जाता है कि कोई कर्मचारी संरेप्लस नहीं हैं और कोई छटनी नहीं होगी। लेकिन हम रेलवेज में देखते हैं कि आटोमेशन के कारण रिकॉर्टमेंट की रोक दिया गया है; बहां पर हर साल पहले जितने आदमी रिकॉर्ट होते थे, अब उन से कम रिकॉर्ट होते हैं। आज आटोमेशन का नतीजा रेलवेज में दिखाई दे रहा है।

जैसाकि मैंने कहा है, इस सरकार की कोई श्रम नीति है ही नहीं उसका सबूत यह है कि मजदूरों की रीयल बेजिज लगातार कम होती जा रही है। प्राइसिंज बढ़ती जा रही है और उसके कारण मजदूरों की रीयल बेजिज लगातार बढ़ती जा रही है और उसको रोकने की कोई इन्तजाम नहीं है।

जहां तक रिडेक्मेंट का प्रश्न है, बोगांत की इंजीनियरिंग फँस्ट में एक लोक से अधिक मजदूरों की छटनी की गई है। आज देश में सब जगह अनएम्प्लायमेंट है, लेकिन श्रम भन्त्री की ओर से उस की रोकने के लिए प्रयास नहीं

किया जा रहा है। यह दुल की बात है कि हिन्दुस्तान में मजदूरों के लिए बिल्कुल कोई इन्तजाम नहीं है।

सेटलमेंट आफ डिस्पूट्स के बारे में जो बेज बोर्ड होता है, वह दस बरस टाइम लेता है। ये कमीशन दस-दस बरस के बाद बैठता है और फीजिंग आफ बेजिज वहीं से शुरू हो जाता है। एक समय पर जो बेजिज निश्चित किये जाते हैं, दस बरस तक उन में कोई परिवर्तन नहीं होता है; बेफीज हो कर रह जाती है।

हमारे यहां से आई० एल० ओ० में प्रतिनिधि भेजे जाने की नीति में भी परिवर्तन किया जाना चाहिए। अब तक सिंक इनटक के सदस्यों को वहां पर भेजा जाता है और उसका कारण यह बताया जाता है कि उस की बेजोरिटी है। मैं इस को मानते के लिए तैयार नहीं हूँ। इस सम्बन्ध में बेरिक्टिकेशन को हम मंजूर नहीं करते हैं। चूंकि सिंक एक पार्टी के सदस्यों को वहां पर भेजा जाता है, इस लिए फारेन कन्ट्रीज में हिन्दुस्तान के मजदूरों का इमेज खराब होता जा रहा है।

रीहैविलिटेशन के बारे में यह मैं कहना चाहता हूँ कि वेस्ट पाकिस्तान के रेफ्यूजीज के लिए इवेकुर्इ प्राप्टरी एक्ट बनाया गया, लेकिन ईस्ट बंगाल के रेफ्यूजीज के लिए कोई इवेकुर्इ प्राप्टरी एक्ट नहीं है। इसका कारण यह दिया गया है कि वेस्ट पाकिस्तान के रेफ्यूजीज ने फिजीकली माइग्रेट किया था, जब कि ईस्ट बंगाल के रेफ्यूजीज ने फिजीकली माइग्रेट नहीं किया है। यह बात भेरी समझ में नहीं आती है। मैं चाहता हूँ कि मन्त्री महोदय इस का स्पष्टीकरण करें। ईस्ट बंगाल से जो बारह लाख लोग आए हैं, क्या उन्होंने फिजीकली माइग्रेट नहीं किया? उनके लिए इवेकुर्इ प्राप्टरी एक्ट क्यों नहीं लागू होता है?

MR. DEPUTY-SPEAKER : Shri P. M. Mehta.

SHRI B. K. DASCHOWDHURY : Sir, I would like to suggest that this debate can be extended by just 30 minutes more, so that we can all be accommodated.

MR. DEPUTY-SPEAKER : If everybody abides by the time-limit, I can think of extending the time by 10 minutes. After all, I will try to accommodate as many as possible, but the time-factor is there. Shri P. M. Mehta.

SHRI P. M. MEHTA (Bhavnagar) : Sir, I rise to support the Demands of Grants under the Ministry of Labour, and I congratulate the Minister and the Ministry for their efficiency in dealing with the matter of labour problems in spite of some hard and adverse situations. As you are aware, nowadays this labour movement is a developing science. It is a constant and continuous process. Those who want to achieve some political ends try to build up themselves, and then the unions by adopting unscientific methods like gheraos, strikes and goslow tactics, are bound to fail. The result is that they put the worker to more hardships and more suffering.

The last two years were years of natural calamities. Most parts of the country had to face drought conditions and due to that, production in agriculture was low and this also affected the production of agriculture-based industries. I will take only one example : the cotton textile industry and the cotton textile mills. At the end of the year 1967, 32 textile mills remained closed. Nearly eight lakh spindles remained idle ; nearly 9,500 looms remained idle. This has resulted in a considerable loss of production in yarn and cloth, and these closures have also affected very seriously 43,000 workers. These workers are thrown out of employment. I know about the textile mill in my own constituency, namely, the Mahalakshmi Mills at Bhavnagar. This mill not only not paid the earned wages to these workers but it has not also paid its contributions towards the provident fund deposits. This is a criminal offence and in all such cases necessary action must be taken by this Ministry. This Mahalakshmi Mill at Bhavnagar is an economic unit. It had a reserve fund to the tune of Rs. 45 lakhs in 1957, but due to maladministration and

[Shri P. M. Mehta]

mismangement this mill has been closed down. 2,200 workers are unemployed in a medium-sized town like Bhavnagar and these workers and their dependants numbering about 15,000 souls are put to untold suffering and misery.

They are passing their days in half starvation, but nothing has been done so far.

According to the report, one of the remedial measures contemplated by Government is the enactment of the legislation for taking over sick units and keeping them running. But the implementation of this enactment is not in the hands of this ministry. Therefore, there should be very close coordination between this ministry and the ministry in charge of running closed units. Workers and trade unions hoped to get much from this ministry. They expected that the Labour Ministry would protect them, but this ministry could do nothing to protect their bread.

For lack of time, I will not go into the points which I wanted to cover-like social security schemes, grievance procedure, shortcomings of the conciliation machinery, etc. But I would refer to one thing. We have the policy of constituting wage boards for different industries and also different commissions and committees. This is a good system because it can give due consideration to all aspects of the problem concerning the industries and workers. But when these boards or commissions submit their reports to Governments, sometimes they are accepted as they are and sometimes with modifications. This should be stopped. The recommendations of these boards and commissions should be accepted in toto.

DR. MAITREYEE BASU (Darjeeling): Sir, I congratulate the Labour Ministry for coming to a unanimous decision about abolishing the Coalfields Recruiting Organisation in the Indian Labour Conference over the weak end. I would remind the minister and through him the ministry that such a unanimous decision was also taken in 1963 in the Industrial Committee on Coal. This time the unanimous decision to bring this organisation to an end must be honoured. I impress upon the Labour

Minister its importance. There are some people waiting to contradict me, but I am not giving them a chance and I am not mentioning the other colloquial name; I am calling it by its proper name and that is the Coalfields Recruiting Organisation. From that particular district, which is a sensitive area, they may go anywhere else to Assam, Kashmir, Nepal, Bhutan, etc. and do road-building. We have no objection. But we do not want this organisation.

As member of the wage board for coal industry, when we visited Parasia, where a C.R.O. camp was in existence, the doctor told me, "Don't look at the feet and shoulders of the labourers." He said so because by carrying loads on their shoulders, they were like that of a drought buffalo. They had to work in the most difficult places. Their feet were in such a condition that they could hardly be recognised as human feet. They are kept in barracks. The name has been changed from 'camp' to 'hostel' but there has been no change in their condition. They are slave labour. The integrity of the country cannot be kept intact by having slave labour (*Interruption*). The hon. Member who interrupts me belongs to the same labour organisation as I do. He has flouted the unanimous resolution of the working committee of that honourable organisation—the Indian National Trade Union Congress—against this particular system and in favour of abolishing this particular system. Last year too he contradicted me. Then I said: "There a Congressman is speaking and not an INTUC man". I would like to be INTUC first and INTUC last. I bring this to the pointed notice of the Labour Minister and I congratulate him for coming to this unanimous decision. This C.R.O. must be abolished during this year 1968. If it is not done we shall have a very poor opinion of the Labour Ministry. Taking unanimous resolutions and not honouring them is not a very good record.

The second thing I want to point out is, we had a sort of bonus equalisation fund, before the Bonus Act was passed, for the tea plantation labour in North-East India. Out of that fund about Rs. 51 lakhs of unspent balance are being

kept by the Managing Agencies. The Labour Ministry is helpless. They cannot take it out. I had made representations to them. The tea plantation labour is deprived of these Rs. 51 lakhs and these Managing Agency Houses are gaining much by way of interest on these Rs. 51 lakhs. I bring it to the pointed attention of the Labour Minister.

Sir, I would not take any more of your time. I only want to point out that even a very strong Labour Minister cannot do anything when there is concentration of economic power existing in the country. The Swatantra Party is the beneficiary of this system. Their representative are saying so many things about labour relations which really make us laugh through sorrow. This is a thing which must be looked into. The more interlocking of dictatorship the more concentration of economic power there is. The question of nationalisation of banks is not the solution. This will not bring any relief because LIC fund is being utilised or invested in the same way as Bank money. That way the pattern of investment must be changed to give the labour Minister a handle to serve the people.

MR. DEPUTY-SPEAKER : The hon. Minister.

SHRI K. N. PANDEY (Padrauna) : Sir, I would request the hon. Minister to say something about the working journalists also who have decided to go on strike from today.

MR. DEPUTY-SPEAKER : He will cover all the ground. Two recognised groups have not spoken. They were under the impression that the time may be extended. Therefore, the Minister will take all points into consideration and cover the entire ground (*Interruption*). Order, order. Hon. Members may ask one or two questions in the end.

SHRI B. K. DASCHOWDHURY : Sir, our experience is that the moment the Minister finishes you adjourn the House. I will put only a question.

MR. DEPUTY-SPEAKER : All right. He may put his question.

SHRI B. K. DASCHOWDHURY : We have seen from the Report that in the case of West Pakistan displaced persons compensation has been given since 1954, since the passing of the Act. But this Act is not made applicable to East Pakistan displaced persons. I would like to know why equal treatment is not meted out to the East Pakistan displaced persons and why these people have been denied compensation. In short, out of the evacuee property pool and other sources the West Pakistan displaced persons have received benefit to the extent of Rs. 1,000 crores. But we from East Pakistan have been denied this compensation, which is unfair. Secondly, in the case of Pakistani occupied territory of Jammu and Kashmir, which is a part of India, the people are given certain chances for rehabilitation in India. But there are some Indian citizens, placed in the same situation, in the Indian enclaves in Pakistan. Because of certain peculiar circumstances and the geographical position, they are not getting certain facilities from the motherland. Only two back a representative delegation came from that area to press their demands. I would like to know from the hon. Minister what arrangements are being made by the Government to help these people. Thirdly, the Kalkaji colony at Delhi was developed for the rehabilitation of the East Pakistan displaced persons. Some years back the Bharat Sevak Samaj was given a contract for Rs. 25 lakhs for the development of this colony. Though they have received this money from the Government, they have not made any development in this area. This amount was meant for the development of areas for the East Pakistan refugees. I would like to know what measures the Government are taking to realise this money from the Bharat Sevak Samaj. Lastly, by the new migrants from the Eastern India sector so many representations have been made to the Minister of Rehabilitation. I would request him to make a personal tour of eastern India and see for himself the conditions in which they live and take certain immediate measures for the amelioration of their condition.

श्री देवराव पाटिल (यवतमाल) : इस समय जितने मजदूर हैं, जिन के बारे में प्राप्त की

[श्री देवराव पाटिल]

रिपोर्ट है, उस के 70 प्रतिशत ऐश्वीकल्चर लेवर रस्ते हैं। पहली योजना, दूसरी योजना और तीसरी योजना में उन का कोई स्थाल नहीं किया गया। महालोनोबिस कमेटी की रिपोर्ट में कहा गया है कि हर एक की इनकम बड़ी लेकिन सेतिहर मजदूरों की इनकम नहीं बड़ी। उसका कारण यह है कि घोबी का कुत्ता न घर का और न घाट का। उन को न ऐश्वीकल्चर डिपार्टमेंट देखता है और न श्रम मन्त्रालय देखता है। मैं मंत्री महोदय से जानना चाहता हूँ कि जो आप का डिपार्टमेंट है वह उन की जिम्मेदारी लेने के लिये कौन सा ठोस कदम उठा रहा है। पहला सवाल जो किया गया है वह यह कि देश में अखबार के क्षेत्र में आज 50,000 मजदूरों की हड़ताल हो रही है जिस के बारे में भी मन्त्री महोदय अपना वक्तव्य है।

SOME HON. MEMBERS rose—

MR. DEPUTY-SPEAKER : I am sorry, I cannot accommodate them.

SHRI P. K. GHOSH (Ranchi) : Sir, you have given a chance to everybody except me.

MR. DEPUTY-SPEAKER : I was giving an opportunity to those who have never participated. For instance, Shri Mehta had some local grievance to narrate. So, I gave him five minutes.

SHRI SHIVAJI RAO S. DESHMUKH (Parbhani) : Sir, I want to ask only one question.

MR. DEPUTY-SPEAKER : I am sorry, it is not possible.

SHRI P. K. GHOSH : We want to ask only a few questions.

MR. DEPUTY-SPEAKER : It is very difficult. You may write the questions and pass them on to him. He will cover them. Now, the hon. Minister.

THE MINISTER OF LABOUR AND REHABILITATION (SHRI HATHI) : Mr.

Deputy-Speaker, Sir, I am sorry that it will not be possible for me to deal with the number of points that hon. Members have raised in the very limited time at my disposal. I would only thank them for the valuable suggestions that they have made. I would touch upon as many points as I can but I shall certainly write to them about the remaining points by way of a reply so that if a point is not covered today I shall be able to satisfy not them but myself that I have done my duty of at least informing them on the points which they raised.

The first speaker, Shri Koushik, dealt with the various facilities and amenities that had been given by the Government to the workers and said why still so many mandays are lost. Naturally, the number of mandays lost causes great concern to everybody.

18.46 hrs.

[Shri G. S. Dhillon in the Chair]

About 13.8 million mandays were lost in 1966 and in 1967, though we have got provisional figures in the report as 9.9 millions, it may reach nearly the same figure, that is, about 13 millions. I am afraid, it would not be substantially less. 13 million mandays lost is certainly a matter of great concern to everybody who has the interest of the country at heart because every manday lost means stoppage of work and production decreases to that extent.

It is a phenomenon which started in 1966. I will not go into the details, out of about 13 million mandays lost, the figure that I have got now, it will be interesting to see that nearly 6 million mandays had been lost in West Bengal, 2.2 million in Maharashtra and 1.2 million in Bihar, that is 9.5 millions. So far as Maharashtra is concerned, last year i.e. in 1966 they had 794 strikes and now in 1967 the number has decreased; the mandays lost which were 37 lakhs in 1966 are 22 lakhs in 1967. So, in the case of Maharashtra it has decreased while in the case of West Bengal from 3.8 millions it has gone to 6 millions. That is a thing which concerns us all.

What are the reasons ? The reasons are obvious, but we have to look to these reasons also. Firstly, prices are rising and, naturally, when prices rise and the real wage of the worker is eroded he feels a bit restive. Then the shortage of raw material, of foreign exchange, of components and of spare parts has led to recession. The employment opportunity has also decreased. In 1966-67, the employment in the organised sector has increased only by 0.8 per cent. There was a 2.7 per cent increase in the public sector and in the private sector it decreased by 1.9 per cent ; that is, it only rose by 0.8 per cent. That is very little when compared to 5 to 6 per cent growth in earlier years.

So, the employment opportunity has been less ; shortages are there ; recession is there ; goods are not lifted—all these had led to this unrest. But even then, I should say that barring West Bengal—if we take away 6 million for West Bengal out of about 13 million—in the rest of the country there is not so much of labour unrest, though there is.

Last year when we discussed this very question, labour unrest had perhaps reached the height. It had assumed a militant form, known as gherao. Fortunately that has now disappeared. I only wish that both sides have learnt the lesson. But we have to search what all this is due to. It is because, on the one hand, the workers feel that their earnings are being eroded, their job is insecure and they are anxious as to what will happen to them because of retrenchment, closure and all these things.

Therefore, they become restive.

AN HON. MEMBER : What is the remedy that you suggest ?

SHRI HATHI : The remedy that is to be suggested is only this. I am coming to your remedy. But that is not the final remedy. The remedy lies in one thing only and that is the cordial relationship between the workers and the management which is basic for any industrial peace. You cannot by any legislation, by any compulsion, make the parties come together and live in peace. You may legislate, you may refer the matter to adjudication, you may take it to the National Labour Commission and do all that. If

the human approach, the human touch, is not there, if the employers feel that the worker is merely a machine and that he is only a hired person and that you take any work from him because you pay Rs. 10 or Rs. 7 or Rs. 5 or Rs. 2 or Rs. 1 or whatever it is to him, well, that worker is not going to give you the best. The worker must feel that he is being treated in a way that he deserves. Then only, the best output from the worker comes. Otherwise, it is not possible.

Then, there is this question. Unless more is produced, it will not be possible for the industry to flourish and the gains of the industry should be distributed among those who deserve the most, that is, the gains must be shared by workers. If this is not done, if there is not the cooperative effort, you cannot achieve this. We are talking of direct action ; we are talking of cooperation. Can there not be a direct action to produce more and to distribute more among those who need the most, the workers ? I think that should be the slogan today : Produce more and distribute more. That is the only slogan.

DR. MAITREYEE BASU : Only when there is agitation, you do something. Agitation approach is appreciated by you.

SHRI HATHI : We have talked of the wage boards; we have talked of the union rivalries and we have talked of one union in one industry. We have talked of the wage boards first. Now, it was about 10 years back that this institution of wage boards was started. I am not sorry for that because they have, after all, benefited 35 lakh employees by now and 22 wage boards have been appointed. But of late we find, there have been delays and there has been no unanimity over the wage board recommendations and, because of that, we do not find the same cooperative approach, collective bargaining, etc. Then, these difficulties arise. Therefore, unless this approach is there, it cannot work satisfactorily.

Now, a solution has to be found. It was suggested that the wage board should be made statutory. Even if it is made statutory, will it solve all the problems ? The wage board of the working journalists is a statutory wage board. But even then

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the employers have gone to the High Court and to the Supreme Court. If they go to the High Court and the Supreme Court, then making it statutory does not help much. Therefore, a solution has to be found and, for this purpose, we have appointed sub-committee of the Standing Labour Committee. The National Labour Commission also is seized of this. I am sure, we shall be able to find a solution. But that would be only possible if there is cooperation from both the workers and the management. Otherwise, it is not possible.

DR. MAITREYEE BASU : What about your cooperation from the Ministry ? What about the coal wage board ?

SHRI HATHI : I am coming to the coal wage board. So far, the Government has already been cooperating. But it is not a question of cooperating only.

Then, Dr. Melkote mentioned about technical training. It is true we have got about 350 ITIs and we train about 1,40,000 youngmen but they are only craftsmen, that is, they are not of managerial skill nor can they reach that ladder. I very much appreciate his suggestion that we should train them in such a way that from the lowest in the ladder, they can reach the highest at the ladder. That managerial and technical skill has to be developed. We are starting at Bangalore an institution for higher supervisory skill where these technicians can be trained. I welcome that suggestion.

The second point that he made was in regard to unemployment. It is certainly a very important and big question. The other days there were questions asked of the Education Minister about the unemployed engineers. Three days back, all the employing Ministries and myself met together to find out what could be done in regard to the engineers. The position in regard to the number of engineers on the live register and the number of vacancies notified was as follows :

Year	No. on live register	No. of vacancies notified
1962	13,000	11,000
1963	15,000	15,000
1964	13,000	18,000
1965	17,000	14,000
1966	26,000	11,000
1967	40,000	11,000

So, it will be seen that from 1966 the number of vacancies has been sharply decreasing. In other words, the number of vacancies or the employment opportunities are shrinking. What are we to do about this now ?

When people want engineers, they want trained people and also experienced people. Therefore, the first thing that should be done is, and we have taken a decision about this, that about 6,000 engineers and technicians should be trained in plant so that they get practical training and skill. The second suggestion is that the boys should be given intensive training in the last year in the particular industry where he wants himself to be self-employed, and for that purpose some loans and grants should be given so that the boys should be given opportunity to establish themselves in an industry so that they would become self-employed rather than go about job-seeking. These are questions which have to be dealt with. The employment opportunities will naturally depend upon how we have the development of the country. Unless there is development, how can there be opportunities ?

Then I come to the question of the recognition of unions. I may say that one of the greatest difficulties for the public sector and also the private sector but more so for the public sector is this rivalry between the unions. The union leaders may admit or may not admit but the fact is that this rivalry is there and it leads to all sorts of difficulties for the management. I would concede that the management is not also trained in human relations and how to secure good relations. That is there. But in spite of that this difficulty is there.

When I was talking of taking over the industrial relations administration at the Centre, I was not doing so with an intention to usurp or make an inroad into the jurisdiction of the States. In the Minister's conference I had made this as the preamble and said that under the Constitution it was permissible but we did not want to do that. I made that suggestion for this reason. Take, for instance, the steel plants. We have got three plants in three different States, Rourkela in Orissa, Bhilai in Madhya Pradesh and Durgapur in West Bengal. The management may enter into

an agreement with a union at one place. At another place, that union may be in a minority, and the majority union may enter into another agreement. Then somebody may raise it as a dispute and go to the industrial labour court. Then, the whole thing would be upset. With three different unions in three different States in units under the same management, the administration of industrial relations would be a very difficult thing...

SHRI SHIV CHANDIKA PRASAD (Jamshedpur) : None of the unions has any membership. All are registered unions without any membership.

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SHRI HATHI : If they have no membership, those who have majority will create difficulties. The question of recognition of unions is a burning question. The present method of verification of membership is the correct method because it gives us an opportunity to build up the trade unionism.

Otherwise, what happens will be that if you give the right to vote, whether the worker is a member or not, he can vote, but he may not have any faith in any union. Therefore, this is the method, which has been accepted. If there is any other method, we can certainly consider it, but at present, this is the method.

I would make an appeal. If we want to see that industrial peace should be achieved, all the union leaders must sit together and evolve a procedure. We have to sit together and find a solution whereby inter-union rivalry ends. Otherwise, we cannot have industrial peace.

श्री रवि राय (पुरी) : बैलट प्रथा को मान लीजिए।

SHRI HATHI : Ballot is not so easy. That idea is there. The AITUC is for it. But there also they do not become members of the union. They simply vote. You do not have the following of those people. Next day they may not be with them.

SHRI SHIV CHANDIKA PRASAD : His suggestion about judicial inquiry and decision is quite all right. Pursue that.

SHRI HATHI : Shri Kachwai mentioned about suspension allowance. We have already amended the Standing Orders whereby 50 per cent is being paid to a worker when he is suspended during inquiry. But a proposal was before the Indian Labour Conference for amending the Act because under the Standing Orders, every industry will have to amend the rule. That suggestion has been accepted and the Payment of Wages Act will be amended accordingly so that the worker is entitled to 50 per cent of allowance during the period of suspension.

Then comes the question of bidi. Shri Kachwai said that no State has yet implemented it. For his information, I may say we had a conference of State Labour Ministers and it was decided that the Act should be enforced from 1st May and rules should be ready by then. Now Gujarat, Maharashtra, Madras and Rajasthan have already published the rules. Madras has drafted the rules. Bihar has drafted the rules and they are being translated into Hindi. Madhya Pradesh also. So that way, it is not that action is not being taken. It is being done.

Shri K. N. Pandey mentioned about mines and safety measures. As regards the suggestion that there should be committees at each pit level where workers and employers should see whether safety measures have been taken or not, we have already introduced that system.

SHRI K. N. PANDEY : Central committee.

SHRI HATHI : If we see the figures, we find that from 1961 to 1967, the number of series accidents and the number of deaths have decreased. In 1961, serious accidents were 5038 and in 1967, it was 2745. In 1961, the number of deaths was 344 and in 1967, it was 292.

Secondly, as you know, we have taken a number of measures like observance of Safety Weeks, educating the workers on safety measures, vocational training, formation of pit safety committees. All these measures have reduced to a great extent the number of accidents in mines.

Dr. Maitrayee Basu referred to implementation of the Coal Wage Board recommendations.

[Shri Hathi]

I am aware that many of the small collieries have not yet implemented it.

DR. MAITREYEE BASU : But they are getting higher prices for coal.

SHRI HATHI : I know your problem. I am coming to that. Out of the 746 collieries whose total number of workers comes to about 4.38 lakhs the number of collieries which have commenced implementation of the recommendations is 457, and the total number of their workers is 3.75 lakhs, while the number of small collieries which have not implemented is 289, but the number of workers there is about 0.63 lakhs. But there are some collieries who charge more prices and still are not implementing it.

DR. MAITREYEE BASU : That is not spent on labour.

SHRI HATHI : Not only that. They do not implement the Wage Board recommendations and still charge Rs. 5 more or something more. I have, therefore, requested the purchasing ministries, mainly the railways, which is the largest Ministry, that before they accept the tenders of any such colliery, they must get a certificate from the Regional Commissioner that they have implemented the Wage Board recommendations. I have taken up the matter.

DR. MAITREYEE BASU : That is right.

SHRI HATHI : I know your problem ; you could have waited for my answer. So, I have taken up the matter and I hope the railways will be able to accept this suggestion. Then these difficulties will not be there.

DR. MAITREYEE BASU : What about the bonus money ?

SHRI HATHI : This matter was also taken up. Sir, how much time do I have ?

MR. CHAIRMAN : If only the hon. lady Member has mercy on you, you can finish in time.

SHRI HATHI : She is always kind to me. Last time she said that this Ministry should be abolished. This time she has not said so. So, it means the mercy has begun to trickle. She did not mean me personally, but the Ministry. On the question of personal relationship, personally she is an elderly, respectable Member and kind to me. Then, so far as the bonus fund is concerned, —(Interruption). I am coming to each Member. I shall try to satisfy everybody, —I have taken up the matter with the West Bengal Government and with Tripathiji, the Labour Minister of Assam, and I have told them that they should personally look into this and that the question is taken up with the planters.

DR. MAITREYEE BASU : They have earned interest.

SHRI HATHI : Yes ; I have asked the Ministers to look to that. Then, Shri Sreekanth Nair pointed out neutralisation. I have already stated that at the lowest base the mentalisation should be 100 per cent but we have to guard against inflation. If we give at the highest level, then it will mean inflation. Where the wage level is high, then it should not be hundred per cent ; it should be only at the lowest. But at the lowest level it should be full. Then he talked about automation. Textile mills and automation—these were the two items, two important issues, before the Indian Labour Conference. Both the workers and the employers jointly agreed that it is a very important matter ; that we cannot dispose of it immediately but there should be a special session for automation and the Commerce Ministry should be requested to call a special session of the workers and employers where this question should be discussed threadbare. That decision has been taken and it was agreed to by the workers and the employers. But on automation I may even say that the policy has been laid down in the Indian Labour Conference, where it has been said that wherever there is to be automation, there should not be a complete ban on that but it should be without retrenching any worker. If that is possible, then it should be permitted.

AN HON. MEMBER : Is it possible ?

SHRI HATHI : If it is not possible, no ; if it is possible, then, yes. Even then, this matter is being discussed in June or early in July.

श्री रवि राव : इस में तो बड़ा कान्ट्राडिक्शन है। आटोमेशन भी चलता रहेगा और ट्रॉक्सेंट भी नहीं होगा, यह कैसे हो सकता है ?

श्री हाथी : हो सकता है।

SHRI S. KANDAPPAN : You may not resort to retrenchment but it will shut out potential employment.

SHRI HATHI : That is right ; when we talked about it in the 15th Labour Conference, it was a question of the existing potential. Now another question has come in, and that is about future potential.

I personally think and even the union leaders agree that where it is necessary for highly technological development, nobody is opposed to automation. But where it can be done by human being we should try to see that we do not resort to this, rendering persons surplus. He also mentioned about abolition of contract labour. We have accepted it in principle and a Bill has been already introduced in this House. As soon as I get a chance, the Bill may be passed and contract labour will be abolished.

SHRI V. KRISHNAMOORTHI : Is the Government prepared to give about Rs. 25,000 as loan to the engineers to help them ?

SHRI HATHI : I have dealt with the problem of engineers in detail. He was not present. I said, that in the last year of their training they will be trained in a particular plant. When they want, we may give them loan also.

SHRI SHIV CHANDRIKA PRASAD : You have got a Central Unemployment Committee. For the last 2 years, it has not met.

SHRI HATHI : This is not going to help the engineers.

Mr. Deven Sen talked about the anti-labour policy of Government. What does he mean by it ?

SHRI NAMBIAR (Tiru chirappalli) : Unsympathetic to labour.

SHRI HATHI : We say that the employers and the union representatives should sit together and solve the problems. We also say, where this cannot be done, it may be referred to arbitration. About social security, I bring in legislation saying, if a worker is retrenched, he should be given compensation. If a mine is closed, I say it will not be considered as a factor beyond his control and therefore, compensation should be paid. I say to the worker should be given cash benefit, sickness benefit and all that. What does the hon. Member mean by anti-labour policy ?

Then, the labour policy in India has been formulated not by the Government of India alone, but in tripartite bodies where the representatives of labour, employees and Government sit. There have been cases where Government have changed their stand because of the decision of labour conferences. Therefore, I cannot subscribe to the view that it is an anti-labour policy. It is a policy jointly evolved by all of us and he is equally a party to it.

SHRI NAMBIAR : In implementation, you have a soft corner for employers.

SHRI HATHI : If I say leave it entirely to the central sector for implementation, they are opposing it. I am only responsible for a few. For the rest, the State Governments are responsible.

Sir, points were raised about agricultural labour and other things. I have not been able to deal with them. One question raised was about the strike by journalists. Yesterday they had discussions. Unfortunately, the President of the Employees' Federation could not be present. Therefore, the discussion has been postponed. They are meeting today and the discussions are going on. I have a message here which says that they have arrived at a basis on

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which the issue can be further negotiated and even the strike may be called off. Yesterday we discussed till midnight. The Labour Secretary was there. The workers had been to me between 1.00 and 2.00. We have called for a meeting at 2.30. Therefore, the discussions are going on and I hope satisfactory solution will be reached. In Calcutta and Madras they have reached a settlement.

श्री रामावतार शास्त्री : लेकिन पटना के सर्वलाइट और प्रदीप का क्या होगा, एक महीना हो गया है।

SHRI HATHI : About Patna also I have written to the Chief Minister. I have also written to the employers. The implementation is not in my hands, it is with the State Government.

I think, Sir, I have dealt with all the questions. If anything is left out I shall send a detailed reply to the Members concerned.

SHRI B. K. DASCHOWDHURY : Sir, my questions have not been replied to.

SHRI HATHI : The main question was about the enclaves. They met me. We are considering the matter. I hope we shall be able to give them all the benefits that the East Pakistan refugees are getting like loan for housing, land etc.

SHRI B. K. DASCHOWDHURY : I wanted to know whether you will give them any *ex gratia* payment as grants.

SHRI HATHI : All those grants and loans which the East Pakistan refugees get will be given to them.

SHRI SHIVAJIRAO S. DESHMUKH : Sir, textile industry is the primary industry of Maharashtra. My question is about the closure of sick mills and workers employed there. Formerly those mills which had gone into liquidation used to be handed over to the Government of Maharashtra for being run as labour concerns at a nominal rent of one rupee. The High Court is insisting that the rent

should be calculated on the basis of market value. The Government of Maharashtra has requested the Central Government to initiate legislation to ensure that such mills are handed over for being run for employment purposes on the basis of rent calculated at the depreciated value (*Interruption*).

सभापति महोदय : चूंकि इस डिमाण्ड पर बक्त कम कर दिया गया है, इस लिये मैं चाहता था कि जिनको कवेश्वन करना है, वह कर लें और मिनिस्टर साहब दो-तीन मिनट में उनका जवाब दे दें। बक्त कम कर दिये जाने की वजह से मैंने मौका दिया है, इस को आइन्डा के लिये प्रैसिडेन्स नहीं समझा जाना चाहिये।

श्री रवि राय : सभापति महोदय, मैं हाथी साहब का धन्यावाद करता हूँ, उन्होंने हयमन एप्रोच के बारे में कहा है। मैं उनसे जानना चाहता हूँ—चूंकि बंगल में राष्ट्रपति का शासन चल रहा है, इस लिये वहां पर लेवर-ट्रैबल का समाधान करने की जिम्मेदारी केन्द्र सरकार की होती है। आप को मालूम है कि कलकत्ता के नील रत्न सरकारी अस्पताल में हड्डी-ताल चल रही है, सैकड़ों कार्यकर्ता गिरफ्तार कर लिये गये हैं। मैं वहां पर ता० 14 को गया था। टेटनस के इन्जेक्शन की जो जिम्मेदारी उन लोगों पर ठहराई गई थी, वह गलत सावित हुई है।

यह ठीक नहीं है कि मेडिकल कालेज के जिन कर्मचारियों के पास वर नहीं है वह अपने घरों से टिटेनस की बीमारी ले आये।

मैं जानना चाहता हूँ कि नील रत्न सरकार हास्पिटल के लोगों की मांग को ले कर गवर्नर साहब ने जो कहा था कि उनकी रिहाई होगी, उस का क्या हुआ? उन लोगों के पीने के पानी के टैप्स हैं वह भी उखाड़ दिये गये हैं। मैं जानना चाहता हूँ कि हास्पिटल के कार्यकर्ताओं के यूनियन की तरफ से जो मांग की गई थी, उन को पूरा करने के लिये और उन की रिहाई के लिये मन्त्रालय क्या कर रहा है?

SHRI HATHI : I will get the full information from West Bengal and supply it to the hon. Member.

SHRI NAMBIAR : I am given to understand that the Central Government is pressurising the State Governments to see that the labour problems of the public sector undertakings are brought under the direct control of the Central Government by taking them out of the purview of the State Governments. My experience is that it is the State Governments which are sincerely trying to do something for settling the labour problems. If the Central Government take over this problem then they will deal with it in the same way as they are dealing with it in the railways. So, I would like to know whether the Central Government will give up that idea so that all the labour problems can be tackled by the State Government as at present.

SHRI HATHI : I will try to persuade my colleagues, the State Labour Ministers to agree to my proposal.

SHRI SHIVAJIRAO S. DESHMUKH : Those textile mills which are sick and which have gone into liquidation, the State Governments are expected to run them as textile workers' employment projects. So, from the employment point of view, does the Labour Minister propose to take it up with the Commerce Ministry and take a decision on this matter early ?

SHRI HATHI : In fact, it is not only in Maharashtra but in Gujarat also this problem is there. I have taken up the matter with the Commerce Ministry to find some way out. We shall discuss what should be done.

MR. CHAIRMAN : I will now put all the cut motions to the vote of the House.

All the cut motions were put and negatived.

MR. CHAIRMAN : The question is :

"That the respective sums not exceeding the amounts shown in the fourth column of the order paper, be granted to the President, to complete the sums necessary to defray the charges that will come in course of payment during the year ending the 31st day of March, 1969, in respect of the heads of demands entered in the second column thereof against Demands Nos. 63 to 67 and 123 relating to the Ministry of Labour, Employment and Rehabilitation".

The motion was adopted.

19.25 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Wednesday, April 24, 1968/ Vaisakha 4, 1890 (Saka).