

LOK SABHA DEBATES

Twelfth Session



सत्यमेव जयते

LOK SABHA SECRETARIAT
New Delhi

CONTENTS

No. 2.—Tuesday, November 10, 1970/Kartika 19, 1892 (Saka)

	COLUMNS
General Answers to Questions—	
*Starred Question Nos. 31, 34 and 32	2—29
Written Answers to Questions—	
Starred Questions Nos. 33 and 35 to 60	29—49
Unstarred Questions Nos. 201, 203 to 257, 259 to 305, 307, 309 to 323 and 325 to 400	49—211
Calling Attention to Matter of Urgent Public Importance—	
Reported difficulties experienced by Indians in Ceylon	211—225
Re. Question of Privilege	225—229
Papers Laid on the Table	229—231
Rules Committee—	
Minutes	231
Message from Rajya Sabha	232
Business as passed by Rajya Sabha—	
Drugs and Cosmetics (Amendment) Bill	232
Consent to Bills	232—235
Committee on Private Members' Bills and Resolutions—	
Sixty-seventh Report	235
Andhra Pradesh Mines Labour Welfare Cess (Amendment) Bill	236—275
Motion to Consider	236—238
Shri Bhagwat Jha Azad	236—238
Clauses 2 to 5 and 1	238—271
Motion to pass, as amended	271—275
Shri Shiva Chandra Jha	275—274
Shri Bhagwat Jha Azad	275—275
Agricultural Produce Cess (Amendment) Bill	275—317
Motion to Consider	275—317
Shri Annasahib Shinde	275—277
Shri Sarjoo Pandey	277—280
Shri Satya Narain Singh	280—282
Shri Shiva Chandra Jha	282—283
Shri Randhir Singh	284—292
Shri Abdul Ghani Dar	292—302

* The sign + marked above the name of a Member indicates that questions actually asked on the floor of the House by that Member.

Shri Nathu Ram Abirwar			302-303
Shri Lobo Prabhu			303-306
Shri Ranjeet Singh			306-313
Clauses 2 to 7 and 1			313-318
Motion to Pass :			317-318
Shri Sheo Narain			317-318
Shri Annasahib Shinde			317
Taxation Laws (Amendment) Bill—			
Motion to Consider, as reported by Select Committee	...	...	318-340
Shri Vidya Charan Shukla	...	...	318-330
Shri N. Dandekar	...	...	330-340
Statement <i>Re. Statehood for Meghalaya</i>	...	...	340-344
Shrimati Indira Gandhi	...	...	340-344
Business Advisory Committee—			
Fifty-third Report			344

LOK SABHA

*Tuesday, November 10, 1970/Kartika 19,
1892 (SAKA).*

*The Lok Sabha met at Eleven
of the Clock.*

[MR. SPEAKER in the Chair]

ORAL ANSWERS TO QUESTIONS

MR. SPEAKER : We shall now take up questions. Shri Madhu Limaye.

श्री रवि राय : अध्यक्ष महोदय, प्रश्न संख्या 34 को भी इस के साथ ही ले लिया जाये।

DR. RAM SUBHAG SINGH : All the questions connected with it can be put together.

AN HON. MEMBER : Q. Nos. 31, 34, 42, 46 and 54 are all connected.

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE (SHRI DINESH SINGH): Do you wish that I should take up all these five questions or only questions Nos. 31 and 34 ?

MR. SPEAKER : Q. Nos. 31 and 34 may be answered together.

श्री मधु लिमये : अध्यक्ष महोदय, क्या कुछ बातों की सफाई देने के लिए प्रधान मंत्री उपस्थित रहेंगी।

श्री रवि राय : मैं मांग करता हूँ कि प्रधान मंत्री सदन में उपस्थित रहें, क्योंकि उन्होंने अपने लड़के को सहायता देने के लिए बाकायदा एक बयान दिया है। प्रधान मंत्री को यहां आना चाहिए। आप उनको बुलवाइये। (व्यवधान)

MR. SPEAKER : According to the rules, the Minister to whom these questions are addressed is present. His presence is essential and not that of others.

श्री मधु लिमये : क्या प्रधान मंत्री सदन में नहीं आयेंगी ?

MR. SPEAKER : The Minister concerned is present.

श्री रवि राय : मेरा एक व्यवस्था का प्रश्न है। (व्यवधान)

SHRI KANWAR LAL GUPTA : On a point of order. यह मंत्री इस सवाल का जवाब नहीं दे सकते हैं। श्रीमती इन्दिरा गांधी लाइसेंसिंग कमेटी की चेयरमैन हैं और उन्होंने खुद ही अपने लड़के को लाइसेंस दिया है। इसलिए उनका सदन में आना बहुत जरूरी है।

MR. SPEAKER : The question is to be replied to by the Minister to whom it is addressed. He is present here. I am not concerned with anybody else's presence.

श्री रवि राय : प्रधान मंत्री को इस्तीफा देना चाहिए। क्या वह यह प्रजातंत्र चला रही

हैं ? (व्यवधान)

श्री रणधीर सिंह : ऐसा करने से इनको वोट नहीं मिलेंगे । (व्यवधान)

श्री मनुसाई पटेल : क्या चापलूसी करने से वोट मिलेंगे ? (व्यवधान)

श्री रवि राय : अध्यक्ष महोदय, इनको समझा दीजिए कि सीज़र्न वाइफ़ शुड ए विद्वाब ससपिशन ।

श्री कंबरलाल गुप्त : यह प्राइम मिनिस्टर के इन्ट्रस्ट में भी है कि वह आकर सबालों का जवाब दें, क्योंकि लोगों को शक है कि इस बारे में फ़ेवरिटिज्म हुआ है ।

Foreign Exchange for Small Car Project

*31. SHRI MADHU LIMAYE : Will the Minister of INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE be pleased to state :

(a) what is the amount of foreign exchange that is likely to be sanctioned for the small car project of Shri Sanjay Gandhi ;

(b) Whether the foreign exchange granted to the companies supplying sub-assemblies, parts and equipment to the small car project will also be treated as foreign exchange outlay on the small car project itself ; and

(c) if not, the reasons for not including this foreign exchange outlay as outlay on the small car project ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE (SHRI DINESH SINGH) : (a) to (c). A statement is laid on the Table of the House.

Statement

(a) The letter of Intent for the manu-

facture of passenger cars has been granted to Shri Sanjay Gandhi subject to the condition that no foreign exchange expenditure will be involved either on foreign collaboration or for the import of capital goods, components or raw materials except in accordance with Government's normal policy, where import of raw materials normally available in the country would be considered on request, in the event of such raw materials being in temporary short supply.

(b) and (c). There are a large number of firms in the Private Sector manufacturing automobile ancillary items. While some of the ancillary manufactures are, at present; manufacturing such items with indigenous materials, some others require foreign exchange either for the import of components or raw materials. Such ancillary manufacturers are being assisted with foreign exchange in accordance with their approved phased manufacturing programmes. The foreign exchange allocated to such manufacturers varies from unit to unit and product to product. Vehicle manufacturers purchase their requirements of ancillary items from the indigenous ancillary manufacturers, wherever available, and in calculating the indigenous content achieved by the vehicle manufacturers, the ancillary items obtained by them from the indigenous ancillary manufacturers are treated as indigenous. In the light of the accepted practice, the foreign exchange allocated to the indigenous manufacturers of automobile ancillaries for the manufacture of sub-assemblies, parts, components and equipment to be supplied to proposed car project under reference are not to be treated as foreign exchange outlay on that car project.

Issue of Letters of Intent for Manufacture of Small Car

+

*34. SHRI RABI RAY :
SHRI SRADHAKAR SUPAKAR :
SHRI K. LAKKAPPA :

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

(a) whether it is a fact that letters of intent have been issued by

the Ministry to Shri Sanjay Gandhi and Shri Madan Mohan Rao for manufacture of small cars in private sector ;

(b) if so, the details thereof ;

(c) whether it is also a fact that Government have issued licences to one of them and if so, the details thereof ; and

(d) the estimated selling price of the car ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE (SHRI DINESH SINGH) : (a) to (c). A statement is laid on the Table of the Sabha.

Statement

(a) Yes, Sir.

(b) The letters of intent have been granted to Shri Sanjay Gandhi and Shri M. Mohan Rao for the establishment of new undertakings for the manufacture of cars for an annual capacity of 50,000 Nos. and 25,000 Nos. respectively subject to the following conditions :

- (i) No foreign collaboration or foreign consultancy arrangements will be permitted.
- (ii) No. imports of capital goods will be allowed.
- (iii) No imports of components or raw materials will be allowed except in cases where raw materials normally available in the country being in temporary short supply may with the be imported in accordance have to import policy prevailing at that time.
- (iv) Before the letter of intent is converted into a licence, prototype (s) will be developed and got tested and approved for roadworthiness

by an authority approved for the purpose by Government,

(c) No, Sir.

(d) The estimated ex-factory selling prices of the cars indicated by the two parties in their industrial licence applications are as under :

Shri Sanjay Gandhi	—	about Rs. 7,000/-
Shri Madan Mohan Rao	—	Rs. 8000/-

श्री मधु लिमये : अध्यक्ष महोदय, मंत्री महोदय इन प्रश्नों के उत्तर में दिये गये स्टेटमेंट्स को पढ़ दें। उनकी बाबाजी बहुत मधुर है। उससे अच्छा बसर पड़ता है।

MR. SPEAKER : The statement has been laid on the Table. The hon. Member has got it.

श्री मधु लिमये : सब माननीय सदस्यों के पास वे स्टेटमेंट्स नहीं हैं।

श्री रवि राय : यह एक महत्वपूर्ण प्रश्न है। इस लिए इन स्टेटमेंट्स को पढ़ दिया जाये।

MR. SPEAKER : We do not want to depart from the practice.

SHRIMATI TARKESHWARI SINHA : On a point of order. The Prime Minister happens to be the Chairman of the Licensing Committee and this question relates to the Licensing Committee's action. Therefore, as Chairman of the Licensing Committee the Prime Minister must be present here.

MR. SPEAKER : No, no.

SHRIMATI TARKESHWARI SINHA : Otherwise, this question should be held over till the Prime Minister is in the House.

SHRI BALRAJ MADHOK : I support the suggestion. She must be here.

MR. SPEAKER : No, no.

श्री मधु लिमये : क्या मंत्री महोदय का ध्यान प्रधान मंत्री के इस बयान की ओर गया है कि मुल्क में दो, सवा दो करोड़ नोजवान बेकार हैं, उन को प्रोत्साहित करने के लिए मैं अपने बाबा को लाइसेंस देना बहुत जरूरी समझती हूँ ? प्रताप सिंह करेंगे, कृष्णवल्लभ सहाय और बीजू पटनायक आदि लोगों ने अपने रिश्तेदारों को जो रियायतें दीं, उन को ले कर जांच कमीशन बैठे और उनको दोषी पाया गया और उसके फलस्वरूप उन को सत्ता से हटना पड़ा। प्रधान मंत्री तो खुल कर कह रही हैं कि मैं अपने लड़के को लाइसेंस दूंगी। क्या मंत्री महोदय इस बात का खुलासा करेंगे कि.....(व्यवधान) मैं सरकार से जानना चाहता हूँ कि क्या सरकार निर्णय करेगी कि जो सत्ता में लोग हैं,.....(व्यवधान) कान्ति करे, वह बुरा है और इन का बाबा करे, वह अच्छा है - वह क्या तरीका है ?

क्या सरकार इस बात की घोषणा करेगी कि - - - (व्यवधान) जीने के लिए हेनरी फोर्ड बनने की जरूरत नहीं है उनको। उनको किसी साइकिल फ़ैक्टरी में मिस्त्री लगा दीजिए। (व्यवधान) भ्रष्टाचार का वह जो नंगा प्रदर्शन हुआ है, उस को ले कर देश की ओर लोकतंत्र की बेइज्जती हुई है। क्या मंत्री महोदय घोषणा करेंगे कि किसी भी मंत्री या प्रधान मंत्री के नजदीकी रिश्तेदार को छोटी कार बनाने का लाइसेंस नहीं दिया जायेगा ?

श्री विनेश सिंह : माननीय सदस्य ने किसी एक वक्तव्य का जिक्र किया, जिस में उन के मुताबिक प्रधान मंत्री ने कहा है कि बूँक बहुत से बेकार नवयुवक हैं, इस लिए मैं अपने लड़के को लाइसेंस देना चाहती हूँ, या मैंने दिया है। ऐसा कोई वक्तव्य मैंने नहीं देखा है। (व्यवधान)

श्री मधु लिमये : मैं मंत्री महोदय के साथ अन्याय नहीं करना चाहता हूँ। मैं यह जानना

चाहता हूँ कि क्या उन्होंने यह बयान देखा है।

श्री रवि राय : अगर अध्यक्ष महोदय इजाजत दें, तो हम दस मिनट में लाइबेरी से वह बयान मंगवा दें। (व्यवधान)

श्री हरदयाल देवगुण : क्या मंत्री महोदय यह तो जानते हैं कि वह प्रधान मंत्री का लड़का है ? या वह यह भी नहीं जानते हैं ? (व्यवधान)

श्री विनेश सिंह : अध्यक्ष महोदय, माननीय सदस्य जानते हैं कि प्रधान मंत्री तो एक स्थान है, प्रधान मंत्री का लड़का नहीं होता, श्रीमती इन्दिरा गांधी का लड़का है.....

SHRI UMANATH : What awkward job you have taken up we sympathise with you.

श्री विनेश सिंह : माननीय सदस्य ने जो कुछ उल्लेख किया, उसका मतलब यह था कि लाइसेंस देने में कोई रियायत की गई है। मैं माननीय सदस्य से आप के जरिये यह कहना चाहता हूँ कि इस लाइसेंस में कोई रियायत नहीं की गई है... (व्यवधान)... माननीय सदस्य अगर जवाब सुनना चाहते हैं तो मैं कहूँ, या वह खुद कहना चाहते हैं तो पहले उन की बात सुनूँ—दोनों एक साथ नहीं चल सकते... मैं बर्ण कर रहा था कि जहाँ तक रियायत की बात है, माननीय सदस्य बिल्कुल ठीक कहते हैं कि किसी भी मंत्री, खास कर प्रधान मंत्री के लड़के या रिश्तेदार के साथ रियायत नहीं होनी चाहिए। इस में मिनिस्टर के सम्बन्धी का ही सवाल नहीं है, किसी के साथ भी कोई गलत तरीके से रियायत नहीं होनी चाहिए। इस सम्बन्ध में मैं यही निवेदन करना चाहता हूँ कि इस लाइसेंस को देने में किसी के साथ कोई रियायत नहीं की गई है। इस में किसी भ्रष्टाचार का सवाल नहीं है, जावते से जो हमारा नियम है उसी के अनुसार यह लाइसेंस दिया गया है।

श्री मधु लिमये : अध्यक्ष महोदय, मेरे प्रश्न का उत्तर नहीं आया। मैंने पूछा था कि क्या सरकार इस बात की घोषणा करेगी कि किसी भी मंत्री के रिश्तेदार को भविष्य में लाइसेंस नहीं दिये जायेंगे, ताकि भ्रष्टाचार रुक सके ?

श्री जेनश्वर मिश्र : अगर दिये जायेंगे तो वे मंत्री इस्तीफा दे देंगे।

SHRI PILOO MODY : A person can always choose between Ministership and industry.

SHRI DINESH SINGH : I am quite sure Mr. Mody will choose the latter, but the question really is.....

अध्यक्ष महोदय : ब्राप पीलू मोदी को मत छेड़िये।

श्री दिनेश सिंह : अध्यक्ष महोदय, वह बाहर मुँहसे कहते हैं कि आप मेरे बारे में जब कुछ नहीं कहते हैं तो लगता है कि मेरा नोटिस नहीं लिया गया।

अध्यक्ष महोदय, कोई चीज रियायत से हो या गलत तरीके से हो—तो यह बात ठीक नहीं है। लेकिन चाहे मिनिस्टर या माननीय सदस्यों के लड़के हों या रिश्तेदार हों, अगर उन को काम करने से इस तरह से रोका जायेगा तो वे अपनी जिन्दगी किस तरह से बसर करेंगे। फिर तो जिस भ्रष्टाचार की बात माननीय सदस्य कहते हैं, उन की शुरुआत हो जायेगी।

श्री मधु लिमये : अध्यक्ष महोदय, मेरा दूसरा प्रश्न यह है कि जो छोटी कार बनाई जायेगी उस के लिए यह शर्त रखी गई है कि कोई भी सामान आयात न किया जाय। लेकिन मैं जानता हूँ—इन का इरादा है कि अधिकतर सामानों की सब-असम्बलीज को इकट्ठा कर के कार बनाई जाय। इस तरह से जो सब-असम्ब-

लीज बनाने वाले लोग हैं, उन को एक्सचेन्ज मिलेगा और वह एक्सचेन्ज संजय गांधी के खाते में नहीं दिखाया जायगा। इस सम्बन्ध में इन का यह वाक्य बिल्कुल साफ है, मैं इसे पढ़ देता हूँ, शायद उन्होंने पढ़ा नहीं है।

“In the light of the accepted practice, the foreign exchange allocated to the indigenous manufacturers of automobile ancillaries for the manufacture of sub-assemblies, parts, components and equipment to be supplied to proposed car project under reference are not to be treated as foreign exchange outlay on that car project.”

मंत्री महोदय ने जिस ईमानदारी से इस बात को कहा है, क्या उसी ईमानदारी से वह कहेंगे कि संजय गांधी को जो लेटर कर आफ इन्टेन्ट दिया गया है और बाद में जो लाइसेंस देंगे, उस के अन्दर कितने पार्ट्स वे स्वयं बनायेंगे जिन में आयातित सामान का इस्तेमाल नहीं होगा और कितने पुर्जे वह दूसरी कम्पनियों से लेंगे जिन में आयातित माल रहेगा ? मुझे परसेन्टेज में भी और पार्ट्स में भी साफ जवाब चाहिए, क्योंकि कभी कभी वह परसेन्टेज में जवाब देते हैं। जैसे इस में शल की बात करेंगे तो स्टील शीट को मोड़ कर शल बनेगा। इस में डेढ़-दो हजार पार्ट्स का इस्तेमाल होता है—इस लिए मंत्री महोदय इस सदन को साफ साफ अवगत करायें कि कितने पुर्जे देशी माल से संजय गांधी अपने कारखाने में बनायेंगे और कितने पुर्जे वह बाहर से लेंगे जिन में आयातित सामान रहेगा ? मेहरबानी करके साफ उत्तर दें ताकि रवि राय के पत्र का जो उन्होंने जवाब दिया है, वह कितना बोगस है, उस का सदन को पता लग जाय।

श्री दिनेश सिंह : अध्यक्ष महोदय, यहाँ पर जो सामान बनता है, सबसे पहले हमें उसके नियम को देखना चाहिए प्राइम हम यह कोशिश कर रहे हैं कि ज्यादा से ज्यादा पार्ट्स—एन्सी-

लियरी हिस्से - बड़े उद्योगों के बजाय छोटे उद्योगों में बनें, चाहे मोटर का कारखाना हो, या दूसरी चीजों का कारखाना हो, उनके एन्सी-लियरी पार्ट्स लघु उद्योगों के क्षेत्र में बनें, यहां तक कि जो हमारा पब्लिक सैक्टर में मोटर का प्रोजेक्ट है, उस के लिये भी हम इसी कोशिश में हैं उसके जितने भी हिस्से हैं, हो सके तो उन को लघु उद्योगों के क्षेत्र में बनाया जाय। जब संजय गांधी अपनी मोटर बनायेंगे तो मैं आशा करता हूं कि वह भी हमारे लघु उद्योग के क्षेत्र का इस्तेमाल उसी प्रकार से करेंगे.....(व्यवधान).....

जहां तक मोटर के पुर्जों का सम्बन्ध है जो पुर्जे इस देश में बनते हैं, उन में कुछ न कुछ इम्पोर्टेड—कन्टेन्ट अभी भी रहता है, जिस को हम धीरे धीरे कम करने की कोशिश कर रहे हैं। इस समय ऐसे बहुत से पार्ट्स हैं जो हमारे लघु उद्योगों में बन रहे हैं और उनको सभी मोटर वाले खरीदते हैं, संजय गांधी के लिए इस में कोई विशेष इन्तजाम नहीं किया जा रहा है। जैसे स्टार्टर में इस समय 8 फीसदी इम्पोर्टेड कन्टेन्ट्स हैं, जैनेरेटर में 5 फीसदी, हेड-लैम्प्स में 1.5 फीसदी, डिस्ट्रीब्यूटर में 7.5 फीसदी, फ्लेशर में 1 फीसदी, वाइपर में 4.5 फीसदी स्विच-सालेनाइट में 5 फीसदी, आल्टरनेटर 5 फीसदी, इलेक्ट्रिक-हार्न में 5 फीसदी, बेक्स में 5 फीसदी, स्टीयरिंग गियर में 10 फीसदी, तो इस तरह के जो पार्ट्स या कम्पोनेन्ट्स हैं, उन में इम्पोर्टेड-कन्टेन्ट्स हैं, इन को सभी खरीदते हैं।

श्री रवि राय : अध्यक्ष महोदय, अभी प्रश्न का जवाब देते हुए मंत्री जी कह रहे थे कि संजय गांधी जो कार बनाने वाले हैं उस की एस्टीमेटेड कास्ट एक्स-फैक्टरी 7 हजार रुपये हैं और मदन मोहन राव जो कार बनाने वाले हैं उसकी एस्टीमेटेड एक्स फैक्टरी कास्ट 8 हजार रुपये हैं। मैं मंत्री महोदय में जानना

चाहता हूं कि जिस देश में करीब 7-8 करोड़ लोग बेकार हैं, 30 करोड़ लोगों को दिन-प्रति दिन भरपेट भोजन खाने को नहीं मिलता है, क्या उस देश की योजना का यह तकाजा है कि सरकार स्माल-कार बनाने के लिए इतना प्रयत्न करे और प्रधान मंत्री खुद के लड़के को लाइसेंस देने के लिए आम बयान दे रही हैं।

क्या मंत्री महोदय बतायेंगे कि आधुनिकीकरण ने इस देश की सारी योजना को चौपट कर रखा है, देशवासियों के पीने के लिए पानी नहीं है, खाना मकान गरीबों को नहीं मिला है इसलिए क्या सरकार इस सारी स्कीम की कैसिल करेगी? दूसरे प्रधान मंत्री का यह आम बयान आया है कि उनका लड़का बहुत एडवेंचरस है इस लिए उसको लाइसेंस मिलना चाहिए, हम माँग करते हैं कि क्या दिनेश सिंह जी यहां पर एलान करेंगे कि प्रधान मंत्री हस्तीफा दें। हम प्रधान मंत्री के ऊपर सीधे अष्टाचार का आरोप लगा रहे हैं। (Interruption)

MR. SPEAKER : Order, order. When you put a question, ask your supplementary question, if you want to censure the Government, it should be done through a regular motion.

श्री रवि राय : मंत्री जी हमारे प्रश्न का जवाब दें।

श्री दिनेश सिंह : आपने सवाल के पहले हिस्से में कुछ बुनियादी बातें उठाई हैं। आपकी आज्ञा से मैं उनका विस्तार से जवाब दूंगा। सबसे पहले, जहां तक कि छोटी कार के प्रोजेक्ट का सवाल है, 1966 में इसी सदन में उसके बारे में बयान दिया गया। उस समय श्री संजीवैया मिनिस्टर थे। उन्होंने 1966 में इसके बारे में अपने वक्तव्य में जो कहा था उसका छोटा सा हिस्सा पढ़ देता हूं।

"In the meantime, we shall also examine further whether it is feasible

to set up indigenous capacity in the private sector on the basis that no import of foreign items is involved. I would request the house to bear with me a little longer."

उस समय श्री संजय गांधी इस क्षेत्र में नहीं थे और उस वक्त से यह बात चल रही है। (व्यवधान) अब कठिनाई यह है कि जो बातें माननीय सदस्य कहलाना चाहते हैं वह जब खिलाफ पड़ती हैं तो उनको सुनना नहीं चाहते हैं। ... (व्यवधान) .. तो उसके बाद इसके बारे में फिर एक वक्तव्य इसी सदन में दो जून, 1967 को दिया गया और उस वक्त भी यही बात कही गई थी जबकि उस वक्त भी श्री संजय गांधी का कोई लाइसेंस नहीं आया था। उस समय फखरुद्दीन साहब ने यहां पर अपना बयान दिया था कि जो इंडीजिनस नो-हाऊ से बिना इम्पोर्ट के मोटर बनाना चाहें, हम उनको मोटर बनाने की इजाजत देंगे। उसके बाद आपकी इजाजत से 10 अगस्त, 1970 को मैं ने यहां पर बयान दिया था जिस में मैंने कहा था कि एक पापुलर कार हम पब्लिक सेक्टर में बनायेंगे। उस वक्त भी हमने कहा था कि जो लोग इंडीजिनस नो-हाऊ से बिना इम्पोर्ट के मोटर बना सकते हैं, हम उनको इजाजत देंगे। 1966 में यह कहा गया था कि जो लोग इस तरह की मोटर बना सकें वे आवेदन-पत्र दें। फिर कुछ आवेदन-पत्र प्राप्ति भी लेकिन उनमें से कोई भी इंडीजिनस नो-हाऊ से, बिना फारेन कोलाबोरेशन या बिना इम्पोर्ट के नहीं था। बाद में भी कुछ आवेदन-पत्र आते रहे लेकिन वे भी बिना इम्पोर्ट के या बिना फारेन कोलाबोरेशन के नहीं थे। तो हमने यह कोई नयी चीज या नयी पालिसी नहीं बनाई है या हम श्री संजय गांधी के लिए कुछ खास कर रहे हैं, यह मैं चाहता हूँ कि माननीय सदस्य इस भ्रम को अपने दिमाग से निकाल दें। ... (व्यवधान) ... सरकार की यह नीति पिछले कई सालों से चली आ रही है और उसी

के आधार पर हम इसको कर रहे हैं। इस सदन की पिछली बैठकों में दो सवालोंने, अनस्टांड क्वेश्चन्स नं० 4740 और 4747 का जवाब दिया जा चुका है जिसमें ये सारी बातें बताई जा चुकी हैं। बातें कोई नयी नहीं हैं। लेकिन माननीय सदस्य जिस रूप में उनको रखना चाहते हैं वह तो उनकी बात है—उसमें मैं कुछ नहीं कहना चाहता हूँ। लेकिन मैं आपसे यह अवश्य कहना चाहता हूँ कि इस लाइसेंस को देने में कोई भी हमने रियायत श्री संजय गांधी की तरफ नहीं दिखाई है। जो एक जान्ते से काम होता है उसी जान्ते से वह हुआ है। उस को राजनीतिक ढंग से जिस तरह के लोग रखना चाहें, मैं उसके बारे में कुछ नहीं कहना चाहता। लेकिन जान्ते से इसमें कोई भी गलत बात नहीं हुई है ? ... (व्यवधान) ...

श्री रवि राय : अध्यक्ष महोदय, मेरे सवाल का जवाब नहीं मिला। मंत्री महोदय का जवाब सुनने से मुझे ऐसा लगा कि मैं अमरीका के उद्योग मंत्री को सुन रहा हूँ। मैं पूछना चाहता हूँ कि यह 8 हजार या 7 हजार की कार हिन्दुस्तान में कितने लोग खरीदने वाले हैं ? यह विलास की सामग्री है इसलिए मैं जानना चाहता हूँ क्या विलास की सामग्री के लिए लाइसेंस देना बन्द करेंगे ? आखिर इस देश में इस कार को कितने लोग खरीदने वाले हैं ?

श्री विनेश सिंह : माननीय सदस्य जानते हैं कि आज जबकि मोटरों काफ़ी कीमत पर मिलती हैं फिर भी इतनी बड़ी डेटिंग लिस्ट है कि पांच साल तक लोगों को इन्तज़ार करना पड़ता है। ... (व्यवधान) ... आज हमारे देश में प्रगति हो रही है, औद्योगिक प्रगति हो रही है और उस प्रगति के साथ लोग चाहते हैं कि उनके पास साधन हो ताकि अपनी प्रगति को और बढ़ायें। माननीय सदस्य गरीबों का पैड़ा जिक्र कर रहे थे लेकिन क्या माननीय सदस्य चाहते हैं कि जो गरीब हैं वे इस देश में हमेशा गरीबी में ही रहें। ... (व्यवधान) ...

SOME HON. MEMBERS *rose*—

MR. SPEAKER : There are other printed names in Question 34. I must finish them before I call others. Mr. Supakar.

SHRI SRADHAKAR SUPAKAR : The question of setting up a small car project in the public sector is hanging fire for quite a number of years. But as soon as the application from the private sector comes up, we find the licensing committee of the Government of India has almost immediately issued a licence. I want to have a comparative study of the percentage of the foreign exchange component in the public sector projects, specially the one in which the Government of Mysore was interested, which has been under the consideration of the Planning Commission for a number of years and the foreign exchange component involved in the new project, just now mentioned by the hon. Minister.

SHRI DINESH SINGH : I take it that the hon. member is referring to as the Mysore project is the project of the Mysore State Industries Investment and Development Corporation.

SHRI SRADHAKAR SUPAKAR : Or any other project in the public sector which has been submitted to the Planning Commission and the Government of India.

SHRI DINESH SINGH : I am not aware of what the Planning Commission is doing. We are concerned here with the licensing. We had received a proposal from the Mysore State Industries Investment and Development Corporation which had proposed to manufacture a car in collaboration with a foreign firm. As I mentioned, we are not allowing collaboration. There was no proposal from the Mysore State Industries Investment and Development Corporation for the manufacture of an indigenous car.

SHRI K. LAKKAPPA : The hon. Minister has now made an insinuation against the Mysore State because that State has all along been urging the use of only indigenous technical know-how available in that State. In Mysore electricity is

available in abundance and so also raw materials. In the light of that I would like to ask a question to the Minister. The small car project is still a dream because monopoly houses which has been manufacturing cars have been pressurizing this Government not to allow a small car project, either in the public or private sector. Will the government take a final decision at once to start the manufacture of small car in the public sector and put an end to this controversy ?

SHRI DINESH SINGH : As I mentioned earlier, I am not aware of any application from the Mysore Government for permission to manufacture car on the basis of indigenous know-how without any import. If the hon. Member is able to persuade the Mysore Government to sent such an application, I will be glad to recommend it to the licensing committee. So far as the second part of the question is concerned, as I mentioned in this House on the 10th of August 1970, a decision has already been taken to manufacture a popular car in the public sector. We have invited collaboration from foreign companies and we have already received some offers. We have given time till the end of November to submit collaboration proposals and I hope early next year we will be able to finalise the collaboration arrangement.

SHRI K. LAKKAPPA : The monopoly houses have been pressurizing this government for a very long time and that is why the manufacture of the small car has been delayed by this government. That point has not been answered.

SHRI DINESH SINGH : As the House is very well aware, this Government does not get pressurized.

श्री बलराम मखोका : अध्यक्ष महोदय, मंत्री महोदय ने कहा है कि इस मामले में कोई भेदभाव नहीं किया गया है। मैं पूछना चाहता हूँ क्या यह तथ्य नहीं है कि दिल्ली के एक नौजवान ने मुकम्मिल तौर पर इंजिनस कार बनाई हैं जिसको कि वह चलाकर पार्लियामेंट हाउस के बाहर भी आपको दिखाने के लिए

तैयार हैं ? वह कार पांच साढ़े पांच हजार में तैयार हुई है। क्या उस व्यक्ति ने गवर्नमेंट से रिक्वेस्ट की है कि मुझे भी लेटर आफ इंटेन्ट दिया जाये ? लेकिन चूँकि वह प्राइम मिनिस्टर का बेटा नहीं है इसलिए इसकी बात किसी ने नहीं सुनी।

दूसरा प्रश्न यह है कि क्या यह तथ्य है कि आप कहते हैं कि कोई फारेन एक्सचेंज नहीं लिया जायेगा ? क्या यह भी तथ्य है कि फ्रांस की जो रेनू कम्पनी है उसके साथ आप ज्वाइंट वेंचर या कोलाबोरेशन कर रहे हैं छोटी कार के लिए और वह जो फ्रांस की रेनू मैयुफैक्चरिंग कम्पनी है छोटी कार वाली उससे आपने तय किया है कि वे फ्री नो-ट्राऊ संजय गांधी को देंगे और उसके बदले में आप उनसे कोलाबोरेशन करेंगे ?

इसके अलावा जो एक मशहूर कहावत है :

"Not only Caesar but also Caesar's wife should be above suspicion."

तो इस समय चूँकि सीजर और उसकी वाइफ दोनों ही सस्पिशन में हैं, अतः इस देश की नैतिकता के लिए और इस देश के लोगों के मन में जो भ्रम पैदा हो गया है कि भेद-भाव किया जा रहा है, क्या उस भ्रम को दूर करने के लिए आप वालन्टेरिली प्रधान मन्त्री से प्रार्थना करेंगे कि वे कहें कि मैं अपने बेटे को, चाहे वह उसका पात्र हो, तब भी लाइसेंस नहीं दूँगी ताकि जनता के मन में जो भ्रम पैदा हुआ है उसको दूर किया जा सके ? ... (व्यवधान)...

श्री विनेश सिंह : जहाँ तक पहला सवाल है माननीय सदस्य का कि दिल्ली के किसी नव-युवक ने कोई पांच हजार की मोटर बनाई है, तो यहाँ पर मेरे पास जो कागज हैं उनमें उसकी कोई एप्लीकेशन नहीं है। ... (व्यवधान)...

माननीय सदस्य ने खुद इसका जिक्र नहीं किया कि कोई लाइसेंस है या एप्लीकेशन है। उन्होंने सिर्फ इतना कहा कि पार्लमेंट के बाहर मोटर दिखा सकते हैं। अगर यह बजाय मोटर दिखाने के लाइसेंस दिखायें और इंडियनस नो-ट्राऊ अगर वे बनायेंगे तो मैं उस पर विचार कर सकता हूँ। ... (व्यवधान) ... जहाँ तक माननीय सदस्य ने पूछा है कि हमने फ्रांस की रेनू कम्पनी से तय किया है, कोलाबोरेशन के लिए तो हमारे पास जिन लोगों ने कोलाबोरेशन की दिलचस्पी दिखाई है उनमें से एक रेनू भी है।

लेकिन हमने अभी फँसला नहीं किया है कि किसके साथ कोलाबोरेशन करेंगे।

तीसरे जो माननीय सदस्य ने कहा है कि क्या मैं प्रधान मंत्री से कहूँगा कि वे अपने लड़के से कहें कि वह लाइसेंस वापिस कर दें, मैं नहीं समझता कि यह एक सही कदम होगा। मैं समझता हूँ कि जो नवयुवक हैं, चाहे वे श्रीमती इंदिरा गांधी के लड़के हों या किसी माननीय सदस्य के लड़के हों, अगर वे कोई चीज बना सकें तो हमको बड़ी खुशी होगी और हम उसमें मदद करेंगे। ... (व्यवधान)...

श्री रणधीर सिंह : स्पीकर महोदय, मैं आपकी मार्फत मिनिस्टर साहब से जानना चाहता हूँ क्या यह कोई जुर्म या पाप है चाहे वह मोरारजी का बेटा हो, रामसुभग सिंह का बेटा हो, श्रीमती तारकेश्वरी का बेटा हो या मधु लिमये जी का बेटा हो अगर वह काबिल है, होशियार है, एन्टरप्राइजिंग है और उसमें इनीशिएटिव है, तो उसको मौका क्यों न दिया जाये ? मैं जानना चाहता हूँ कि इस पटिकुलर केस में कितनी एप्लीकेशन आई थी और मधोक साहब ने जिसका जिक्र किया है क्या उसने भी अप्लाई किया था और उसके बाद क्या संजय साहब की कार की टेस्टिंग हुई ? मैं जानना चाहता हूँ कि जिन्होंने चार-चार साल तक

मामूली मिक्केनिक का काम किया टूटी फूटी वर्कशॉप में उनका, भी कोई हक है या नहीं ? क्या यह सही है कि इसमें कोई कोलाबोरेशन का दरकार नहीं है ? क्या यह भी सही है कि इसमें कोई फारेन एक्सचेंज की दरकार नहीं है ? क्या यह भी सही है कि चार करोड़ से जहाँ पचास हजार गाड़ियाँ तैयार होंगी वहाँ दूसरी एप्लीकेशन्स में 8 करोड़ में 25 हजार गाड़ियाँ तैयार करने की बात कही गई थी ? तो जब इनका कोटेशन लोयस्ट था फिर क्या कारण हो सकता है कि दूसरे एप्लीकेशन्स को लाइसेंस दिया जाता ? इन तमाम बातों की इत्तिला मैं आप से चाहता हूँ ।

श्री दिनेश सिंह : माननीय सदस्य ने पूछा है कि कितनी दर्खास्ते इस सम्बन्ध में आई थीं । हमारे पास इस सम्बन्ध में 10 दर्खास्ते आई थीं जिनमें से 8 दर्खास्ते में फारेन कोलाबोरेशन था या फारेन इम्पोर्ट या केपिलल गुड्स का । सिर्फ दो एप्लीकेशन्स ऐसी थीं जो इंडिजिनस नो-हाऊ की बिना पर भी बिना इम्पोर्ट पर्वेज के और उन दोनों एप्लीकेशन्स को हमने लेटर आफ इंटेंट दिया है ।

SHRI H. N. MUKERJEE : May I know if the Minister agrees that, except in cases of extra-ordinary technical qualifications for a very special job, close relatives of such dignitaries as the Prime Minister should be kept out normally of the ambit of such assignments because, otherwise, naturally there are unsavoury reactions in the public mind, embarrassment is caused to the individuals concerned and the public image of the country is, to a certain extent, tarnished ? If the Minister agrees that, except in the case of very extra-ordinary qualifications, this rule has to be observed, may I know if in this particular case we can be told about any extraordinary technological qualifications or any facilities available to the individual concerned which made it incumbent on the Government to depart from the practice not only dictated by democratic practice but by commonsense ?

SHRI DINESH SINGH : I would agree entirely with the hon. Member that we should not show any special favour or concession in case of (*Interruptions*). I was saying, Sir.....(*Interruptions*). I must also have an opportunity to express my views, since I have heard the views of the hon. Members.

Now I was saying that I would entirely agree with the hon. Member when he says that we should take extra care to see that there is no special favour or concession shown.....(*Interruptions*).

MR. SPEAKER : Will you kindly listen to him ? You must have some patience.

SHRI DINESH SINGH : Now even at the pain of repeating myself, I am compelled to do so to say that I would entirely agree that we should show no special favour or concession in case not only of the Prime Minister's son but also of any other Minister or hon. members. But the point here is that if there is somebody who is wanting to do something in this country.....(*Interruptions*).

SHRI RANGA : Sir, let him give a straight answer. He is burking the issue.

SHRI DINESH SINGH : I shall come to everything provided the members want to listen to me. If they want to go by their own views, then let us move on to some other question.

All that I was trying to say is that this that it is...(*Interruption*). I shall be glad to give a licence to Acharya Rangaji for a shock absorber if he wants.

So far as the question we are dealing with here is concerned, it is not a question of showing extraordinary qualification. I ask the hon. Member to tell me why a person who is capable of doing something, whether it is a question of seeking employment, or it is a question of doing something, why should he be prevented from taking part in the economic life of our country

just because he happens to be the son of some Minister (*Interruption.*) No. It would be quite wrong in my opinion (*Interruptions.*) I was saying that in my opinion it would be quite wrong for the son of a Minister to be a hanger-on and try to get money from other sources. He must do an honest job and if he can do an honest job, why should he be prevented? (*Interruption.*)

श्री तुलसीदास जाधव : अध्यक्ष महोदय, मैं मंत्री महोदय से जानना चाहता हूँ कि हालांकि यह स्मॉल कार का सवाल मेरी समझ में कोई पिछले 7-8 साल से चल रहा है और क्या यह सच नहीं है कि अभी तक किसी भी कार मैन्युफैक्चरर ने भारत सरकार को खुद यहाँ के इंडिजनस पार्ट्स से कोई वैसी कार बनाने की योजना नहीं बताई है ?

क्या यह सही नहीं है कि श्री संजय गांधी ने यहाँ के इंडिजनस पार्ट्स से चार कारें बनाई जिनमें से दो कारें उन्होंने गवर्नमेंट को बतलाई और गवर्नमेंट ने उन्हें मंजूर किया और क्या यह बात भी सही नहीं है कि अन्य किसी कार बनाने वाले ने वैसी कार सरकार को नहीं बतलाई जोकि इतनी कम कीमत की हो जिसकी कि कोस्ट 6000 तक हो और अब यदि कोई व्यक्ति वैसी कार गवर्नमेंट को बना कर दे सकता है जो कि सब से कम कीमत की हो और इंडिजनस पार्ट्स की हो, तो क्या वह व्यक्ति अगर ग्राम सेवक से लेकर प्राइम मिनिस्टर तक के स्तर के किसी पदाधिकारी का लड़का या रिश्तेदार होगा तो उसका पात्र होने पर भी उसे उसका लाइसेंस नहीं दिया जायेगा और क्या ऐसा करना सरकार के लिए न्याय संगत होगा ?

श्री विनेश सिंह : मैंने अभी कहा कि हमारा इरादा नहीं है कि हमारे जो नियम आदि के अनुसार उस काम को कर सकता हो उसे करने से रोखें। वह चाहे किसी का भी

लड़का हो जो भी नियम के अनुसार उस काम को करने की क्षमता रखता हो उसे सरकार लाइसेंस देगी।

SOME HON. MEMBERS *rose*—

MR. SPEAKER : The question has already taken 45 minutes.

SHRI PILOO MODY : Another 15 minutes may be given.

श्री कंवर लाल गुप्त : श्री पीलू मोदी तो छोटी कार में बैठ भी नहीं सकते हैं उन्हें सवाल पूछने क्यों दिया जा रहा है ?

SHRI S. M. BANERJEE : MR. Piloo Mody should not be allowed to put a question on small car project.

MR. SPEAKER : He can sit in a small car. Mr. Piloo Mody can sit in a small car provided it has only one door.

SHRI PILOO MODY : I would like to know why this proposal has not been submitted in a more honest fashion. This project has been given the licence. There are a large number of units which manufacture the components.

Every such unit will utilise a substantial portion of foreign exchange content. This foreign exchange content should be debited to this particular small car project, and not to somebody else's project, not to some other importer, not to some other manufacturing company but to this particular company. The Minister has reiterated for the seventeenth time that these were the qualifications required from a particular applicant. He mentioned, no collaboration; no foreign exchange. And yet, the position is this : The car will contain a substantial percentage of foreign exchange which, I say, 'dishonestly' has been moved away from this project and has been placed in another project. There are units of shock absorbers or horns or springs or starters and many other things which are required. After all, he will have to purchase these things from the market, from the people who manufac-

ture these particular items. And, when those people apply for licences, they will be given priority over other users, because, this particular project is being started by Sanjay Gandhi. So, I want to know clearly and categorically from the hon. Minister as to the exact quantum of foreign exchange which this project will utilise. That is my first point.

Secondly, it is a remarkable coincidence that the sons or relatives of every Minister just happens to have a project which fits in with Government's pattern. There are thousands of other applications which never see the light of day.

SHRI DINESH SINGH : In his usual manner, the hon. Member Shri Piloo Mody has tried to present the case from the wrong end. The question here is this:

SHRI PILOO MODY : What he meant by the wrong end was this end. Let him present it from his end, Sir.

SHRI DINESH SINGH : Very soon the House will have an opportunity to see which end the hon. Member used. So far as the particular question of parts and components is concerned, when I gave out the percentage of foreign components, the hon. Member being very well in with the private sector, knows very well that the percentage of these Parts*(Interruption)*.

SHRI PILOO MODY: Can I make an allegation that he is very well in which the other people, that is Mrs. Indira Gandhi and her son? I do not accept these allegations which he has made. Let him not resort to Mr. Chavan's cheap jibes.

SHRI DINESH SINGH: I belong to the public sector; I am in with the public sector.

So far as these percentages are concerned, as percentages of the total car, they are very very small. Take the present cars that we are manufacturing in this country, which are also using these parts and components. Take the Fiat, for instance, which is in the private sector, and which is being manufactured here without any fuss, and

which is also using these parts. They have over 99 percent of indigenous material; therefore, when you add this up over the total product of the car, this will roughly come to the same. Therefore, although the percentage of the horn as such to which the hon. Member had made a reference may appear 5 per cent or may appear to be too much, when it is taken on into the overall cost of the car, it will come to a fraction of the percentage. Therefore, this was the whole point in talking of an indigenous car.

The House is well aware that today we are now working industry and commerce in a phase of a certain measure of interdependence. Even the most developed countries do not find it advantageous to manufacture each single part themselves. The export some parts and import some parts. We are also exporting parts and components; we are also importing certain essential raw materials that go into it. Therefore, this is part of international commerce which has developed. Therefore, the picture that the hon. Member was trying to project that if you add up all this, this will form a major part of the cost of the car is totally unfounded.

SHRI PILOO MODY : I want to know how much it will be.

SHRI DINESH SINGH : It will be a very insignificant part.

SHRIMATI SHARDA MUKERJEE : I have tabled another question on the same subject. I may be permitted to ask one supplementary question.

MR. SPEAKER : This has taken more than fifty minutes. I think some consideration is due to the other questions also. They are also good questions.

SHRI SURENDRANATH DWIVEDI : But we have taken up two questions together. Already, so much time has been devoted to them.

MR. SPEAKER : His party did not get a chance. So, he can have it now.

SHRI SURENDRANATH DWIVEDY:

In the statements laid on the Table of the House there is no mention of any company, either public limited or private limited, on behalf of which Shri Sanjay Gandhi had applied for a licence. Probably, it is a proprietary concern. If that is so, are Government satisfied that Shri Sanjay Gandhi has the financial capacity to have such a big project, and if not, will they spell out and let us know what his financial capabilities are.

SHRI PILLO MODY : Unlimited.

SHRI SURENDRANATH DWIVEDY:

Since he has stated that he will do it with indigenous support, may I know whether any indigenous capitalists or monopolists in the country are going to finance this project? The hon. Minister has stated that because one happens to be a Minister's son, one should not be left in the streets. But is it not a fact and has it not been the desire of his House, which I think was also one of the main recommendations of the Santanam Committee that during the term of office of a person who is a Minister or who is holding any such authority, his family members should not have any business transactions, relations, or trade with Government? May I know whether when the Licencing committee recommended this and the Cabinet sanctioned this, this aspect was considered by the Cabinet, and whether the Cabinet has decided that henceforward if they find that the relations or family members of people who are closely connected with the Ministers who know the internal administrative technicalities apply for such projects with greater detail and in a more knowledgeable manner, than others, they will be entitled and naturally they will have precedence over others, and Government will be free to give them licence? I want a categorical answer.

SHRI DINESH SINGH : So far as the financial arrangement is concerned, I understand that Shri Sanjay Gandhi intends to float a public limited company to raise finances and manufacture this car.

SHRI HARDAYAL DEVGUN : There is no company so far. He will float one.

SHRI DINESH SINGH : Only a letter of intent has been issued, not a licence. Before a licence is issued, it is expected that Shri Gandhi will float a public limited company and will also be able to present a model to us for inspection so that we can see its roadworthiness.

Regarding the details the hon. member mentioned about the Santhanam Committee's Report, I think these have been discussed and whatever guidelines and other things had to be adopted have already been considered.

SHRI SURENDRANATH DWIVEDY :

No, no.

MR. SPEAKER : I must give at least five minutes to the next question.

SHRI SURENDRANATH DWIVEDY :

Let him reply to my question. About the other proportion, probably he does not want to answer and I am not insisting on it, but let him at least clarify this point as to whether before a letter of intent is issued, the financial capability is ever considered. Do I take it that the financial resources are not taken into account?

SHRI JYOTIRMOY BASU : Will a parliamentary committee be constituted to inquire into this matter?

MR. SPEAKER : Next question.

Death of a Railway Employee in an Accident near Saiyad Sarawan (Northern Railway)

***32. SHRI JHARKHANDE RAI :**
SHRI V. NARASIMHA RAO :

Will the Minister of RAILWAYS be pleased to state :

(a) whether the driver and the Assistant Driver of a goods train were killed in an accident on the 3rd October, 1970 near Saiyad Sarawan railway station on the Allahabad-Kanpur section of the Northern Railway;

(b) the details of the accident and reasons therefor ; and

(c) the amount of compensation paid to the bereaved families ?

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

(b) On 3. 10. 1970 Through Goods train No. E/932 Down got parted between Manoharganj and Saiyid Sarawan stations. While the train engine alongwith the front parted portion came to a stop after passing the Down Advanced Starter signal of Saiyid Sarawan station, the rear parted portion came to a stop between the Down Distant and Down Home signals of Saiyid Sarawan stations. In the meantime Through Goods train No. E/1460 came from behind and collided with the rear parted portion of the train No. E/932.

The cause of the accident is under investigation.

(c) Arrangements are being made to expedite payment of necessary compensation due under the Workmen's Compensation Act to the dependants of the two deceased employees.

श्री भारलखंडे राय : क्या रेल मंत्री जी, यह बताने की कृपा करेंगे कि क्या उन्हें इस बात का पता है कि पिछले कुछ दिनों से हिन्दुस्तान में रेल दुर्घटनायें बहुत बड़े पैमाने पर और बहुत बड़ी संख्या में हो रही हैं, जिस के कारण रेल की यात्रा असुरक्षित होती जा रही है ? इस सिलसिले में रेल मंत्री जी को चिन्ता भी बहुत है। क्या यह सही है कि इस विषय को लेकर एक उच्चस्तरीय सम्मेलन अथवा बैठक शीघ्र ही होने वाली है या हुई है ? यदि हुई है तो उस के क्या फंसले हैं ? क्या यह भी सही है कि उत्तर रेलवे में और दूसरी रेलवेज में भी बड़े पैमाने पर चोरियों की घटनायें हो रही हैं, जैसे मोगलसराय रेलवे यार्ड में, जहां कहा जाता है कि पन्द्रह लाख की चोरी रोजाना

हो रही है ? इस के विषय में रेल मंत्री महोदय मोगलसराय गये थे। क्या इसके सम्बन्ध में भी कोई उच्चस्तरीय सम्मेलन हुआ है ? अगर हुआ है तो इस के क्या फंसले हैं ? क्या इस से हमारी जानकारी करायेंगे ?

रेलवे मंत्री (श्री नन्दा) : यह पूरक प्रश्न से सम्बन्धित नहीं है, फिर भी मेरा जवाब है कि माननीय सदस्य सारी बातें गलत कह रहे हैं। इस असें में ऐक्सिडेंट्स कम हुए हैं, बढ़े नहीं हैं।

एक माननीय सदस्य : यह झूठ बात है।

श्री जनेश्वर मिश्र : हम झूठ तो नहीं कहेंगे लेकिन यह अवश्य कहेंगे कि मंत्री महोदय सच नहीं बोल रहे हैं...(व्यवधान)...

अध्यक्ष महोदय : आपको मजा आता है इस तरह शोर करने में। मुझे अफसोस है कि जिस मंत्री का सवाल है, उसको सवाल करने का मौका ही आप नहीं दे रहे हैं।

श्री जनेश्वर मिश्र कतई गलत बयानी कर रहे हैं।

श्री भारलखंडे राय : मैंने पूछा था कि एक अखबार में ऐसा समाचार आया था कि रेल मंत्री जी को जो रेल दुर्घटनायें बढ़ी हैं, उससे काफी चिन्ता है। मैं जानना चाहता हूँ कि इस विषय को लेकर क्या कोई उच्चस्तरीय सम्मेलन हुआ था अथवा नहीं या होने वाला है या नहीं ? अगर हुआ था तो उसका क्या निर्णय है ?

श्री नन्दा : सेप्टी के बारे में जनरल मैन-जर्ज की एक कांफ्रेंस हुई थी। उस में इस पर पूरा विचार हुआ। एक्सीडेंट अगर एक भी होता है तो उससे भी हमें दुख होता है। लेकिन

यह बात सच है कि इस असे में एक्सीडेंट बहुत कम हुए हैं. ...

श्री रवि राय : मेहरबानी करके दुर्घटनाओं की तुलना न करिये। दुर्घटना दुर्घटना है।

श्री नन्दा : मैंने पहले कहा है कि एक एक्सीडेंट होना भी बुरा है और एक्सीडेंट न हों इसका हस प्रयास कर रहे हैं। मैं समझता हूँ कि जो नई तजवीजें पेश की गई हैं उससे बहुत कमी हो गई है एक्सीडेंट्स में (अवधान)

अध्यक्ष महोदय : आप लोगों को सिर दर्द नहीं होता है, मुझे हो जाता है।

श्री भारद्वाज राय : सम्मेलन जो हुआ था उस में क्या फैसला हुआ, यह नहीं बताया गया और यही मैंने जानना चाहा था।

अध्यक्ष महोदय : वेस्टचन आवर ओवर।

WRITTEN ANSWERS TO QUESTIONS

Electrification of Madras-Arkonam Line

*33. SHRI S. K. SAMBANDHAN : Will the Minister of RAILWAYS be pleased to state :

(a) the present stage of electrification of Madras-Arkonam line ; and

(b) when the work is likely to commence ?

THE MINISTER OF RAILWAYS (SHRI NANDA) : (a) The electrification of Madras-Arkonam section having been tentatively included in the Fourth Five Year Plan is still under consideration of the Ministry of Railways.

(b) It is not yet possible to indicate when work on the scheme is likely to commence.

Proposal for Manufacture of Scooters by Rajasthan Industrial and Mineral Development Corporation

35. SHRI S. R. DAMANI : Will the Minister of INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE be pleased to state :

(a) whether a proposal for manufacture of scooters received from the Rajasthan Industrial and Mineral Development Corporation is pending clearance ; and

(b) if so, the details of the proposal ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE (M. R. KRISHNA) : (a) The Rajasthan Industrial and Mineral Development Corporation has already been granted a letter of intent on the 7th October, 1970 for the establishment of a new industrial undertaking at Alwar for the manufacture of scooters of an indigenous design for a capacity of 24,000 scooters per annum.

(b) Does not arise.

सादी ग्रामोद्योग भवन, नई दिल्ली में आग लगने की घटना

*36. श्री जगेश्वर यादव : क्या औद्योगिक विकास तथा आन्तरिक व्यापार मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि 14 अक्टूबर, 1970 की रात को सादी ग्रामोद्योग भवन, नई दिल्ली, में आग लग गई थी ; और यदि हाँ, तो उसके क्या कारण थे और उसके परिणामस्वरूप कितनी हानि हुई है ; और

(ख) आग लगने के कारण भवन के कई दिनों तक बन्द रहने के फलस्वरूप बिजली स्थगित किये जाने से कितनी हानि हुई ?

औद्योगिक विकास तथा आन्तरिक व्यापार मन्त्रालय में उप-मन्त्री (श्री सं० रं० कृष्ण) :

(क) जी, हाँ। खादी ग्रामोद्योग भवन नई दिल्ली में 14 अक्टूबर, 1970 की रात को आग लग गई थी। आग बिजली के सर्किट शॉर्ट होने से लगी थी और उसके परिणामस्वरूप होने वाली हानि अनुमानतः 3 लाख रुपये है।

(ख) बित्री को स्थगित करने से होने वाली हानि का अनुमान 30,000 रुपये है।

Contract for Underground Railway in Calcutta

*37. SHRI N. SHIVAPPA :
SHRI HEM BARUA :

Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that a contract has been given to the Russian Technicians to construct an underground Railway line in Calcutta;

(b) whether it is a fact that Government have also made efforts to consult other countries in this regard; and

(c) if so, the result thereof ?

THE MINISTER OF RAILWAYS (SHRI NANDA) : (a) and (b). No, Sir.

(c) Does not arise.

Programme of Doubling of Railway Lines on Southern Railway

*38. SHRI MANGALATHUMADAM : Will the Minister of RAILWAYS be pleased to state :

(a) the number of doubling works taken up in hand during this year's Works Programme on the Southern Railway;

(b) whether the Quilon-Ernakulam and

Quilon-Trivandrum lines have been included in this year's Works Programme; and

(c) if so, the details of the same ?

THE MINISTER OF RAILWAYS (SHRI NANDA) : (a) During 1970-71, the following works have been sanctioned :

(i) Morappur-Dasampatti (15 km)
(Cost Rs. 100.06 lakhs).

(ii) Madukarai-Kanjikode (28.38 km)
(Cost Rs. 273.36 lakhs).

(iii) Always-Ernakulam (19.5 Km.)
(Cost Rs. 195.13 lakhs).

(b) and (c). It is presumed the Hon'ble member is referring to the conversion of Ernakulam-Quilon-Trivandrum section to broad gauge. The survey reports for this work are still under examination, and no decision has been taken yet regarding this conversion.

Indian Know-how for setting up Steel Plants sought by Foreign Countries

*39. SHRIMATI SUCHETA
KRIPALANI :
SHRI NARAYANAN :
SHRI N. R. LASKAR :

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

(a) whether it is a fact that more than 20 foreign countries have recently shown their interest in seeking Indian know-how to set up steel plants in their countries ;

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

(c) whether Government propose to give any kind of help to those countries in this regard ; and

(d) if not, the reasons thereof ?

THE MINISTER OF STEEL AND

HEAVY ENGINEERING (SHRI B. R. BHAGAT) : (a) A number of countries have recently shown interest to import know-how from India for setting up small steel projects in these countries.

(b) Government's policy is to encourage export of such know-how.

(c) and (d). No such proposal is under consideration of this Ministry.

Recommendation of Committee on Technical Consultancy Services

*40. SHRI PRAKASH VIR
SHASTRI :
SHRI H. AJMAL KHAN :
SHRI SHRI GOPAL SABOO :

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

(a) whether it is a fact that the Committee on Technical Consultancy Services set up by the Planning Commission has recommended for the maximum utilisation of indigenous consultancy and engineering services available in several fields of technology and encouragement to them through fiscal reliefs including tax reduction and bank loans; and

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

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

(b) The various recommendations made in the Report are under consideration of Government.

लघु उद्योग चलाने के लिए बेरोजगार इंजीनियरों की सहायता

*41. श्री जनेश्वर मिश्र : क्या औद्योगिक

विकास तथा आन्तरिक व्यापार मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार बेरोजगार इंजीनियरों को स्वयं अपने लघु उद्योग चलाने हेतु प्रोत्साहन प्रदान करने की कोई योजना तैयार कर रही है ;

(ख) क्या उक्त योजना में राष्ट्रीयकृत बैंकों से ऋण प्रदान करने की कोई व्यवस्था भी की गई है ; और

(ग) यदि हाँ, तो तत्संबन्धी व्यौरा क्या है ?

औद्योगिक विकास तथा आन्तरिक व्यापार मंत्रालय में उप-मंत्री (श्री मं० रं० कृष्ण) :
(क) तथा (ख). जी, हाँ ।

(ग) इस योजना के अन्तर्गत लगभग 6,000 इंजीनियर उद्यमियों को प्रशिक्षण देना अभीष्ट है जिनमें से प्रत्येक को लघु उद्योग स्थापित करने में सहायता की जायेगी । प्रशिक्षण कार्यक्रम 3 मास की अवधि का होगा और इसमें नये उद्योगों के चलाने के व्यावहारिक पक्षों तथा प्रक्रिया सम्बन्धी समस्याओं पर बल दिया जायेगा । प्रशिक्षण अवधि में प्रशिक्षणार्थी को उसी प्रकार के संयंत्र में जैसा कि वह चलाना चाहता है अध्ययन करना होगा और उस प्रकार की परियोजना जिसे चलाने का वह विचार रखता है की सम्भाव्यता प्रतिवेदन तैयार करना होगा ।

एक बार जब प्रशिक्षणार्थी अपना पाठ्य क्रम पूरा कर लेते हैं और एक मान्य सम्भाव्यता प्रतिवेदन तैयार कर लेते हैं तो सरकारी अभिकरण उन्हें भूमि, जल तथा विद्युत शक्ति की व्यवस्था और राज्य वित्तीय निगम, राज्य औद्योगिक विकास निगम तथा राष्ट्रीयकृत बैंकों से वित्तीय सहायता जैसे मामलों में सहायता करने का वचन बंध होगा । लघु उद्योगों के विकास

कार्यक्रम के अन्तर्गत सामान्य रूप से उपलब्ध सुविधाओं के अतिरिक्त यह भी प्रस्तावित है कि इंजीनियर उद्योगों को उपयुक्त अनुदान भी दिया जाय जिससे कि उसका द्वारा देय व्याज 5 प्रतिशत प्रतिवर्ष से अधिक न हो। यह अनुदान इंजीनियर उद्योगों को 3 वर्ष तक उपलब्ध होगा ताकि वह उत्पादन प्रारम्भ करने के योग्य हो जाये और अपने उद्योग को सुदृढ़ कर सके। ऐसे क्षेत्रों में जिन्हें औद्योगिक दृष्टि से पिछड़ा समझा गया है और जो वित्तीय रियायतें प्राप्त करने के हकदार हैं। उनमें यह अनुदान 5 वर्ष तक बढ़ाया जा सकता है।

Issue of Licences for Small Car Project

* 42. SHRIMATI SHARDA MUKERJEE : Will the Minister of INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE be pleased to state :

(a) whether it is a fact that Government have given licences for the manufacture of a small passenger car in the private sector ;

(b) whether these licences are for the manufacture of the small car indigenously or with foreign collaboration; and

(c) the estimated quantum of foreign exchange required in the initial stage of production ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE (SHRI DINESH SINGH) : (a) to (c). No, Sir. So far only letters of intent have been issued to two parties on the conditions that no foreign collaboration or foreign consultancy arrangements would be involved and no import of capital goods, components or raw materials would be permitted except in cases where in accordance with Government's normal policy prevailing at that time import of raw materials normally available in the country become necessary because of temporary shortages.

Revision of Tyre and Tube Prices

*43. SHRI RAM KISHAN GUPTA:
SHRI P. C. ADICHAN :
SHRI SHRI CHAND GOYAL :

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

(a) whether the tyre manufacturers have agreed to reduce the prices of tyres and tubes as suggested by his Ministry to rationalise their sale prices in accordance with the new support prices of raw rubber ;

(b) if so, to what extent ; and

(c) if not, the action taken against them ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE (SHRI DINESH SINGH) : (a) to (c). The matter is under negotiation with the manufacturers.

Underground Railway in Calcutta

*44. SHRI DINKAR DESAI : Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that a statement was made in April, 1970, that work on an underground railway in Calcutta was not possible ;

(b) whether Government have undertaken another study regarding the feasibility and cost of this railway ; and

(c) if so, the reasons therefor ?

THE MINISTER OF RAILWAYS (SHRI NANDA) : (a) It is not a fact that a statement was made, in April, 1970, by the Minister of Railways that work on an underground railway in Calcutta was not possible.

(b) Techno-Economic Studies for a Mass Rapid Transit system for Calcutta

City is currently in progress. The Mass Rapid Transit System would consist of a Metropolitan Railway line, which may be underground or on elevated structures. Details regarding the cost, time required for construction etc., for the Mass Rapid Transit System would become available from these Studies.

(c) Does not arise.

Shifting of Industries from West Bengal to U. P.

***45. SHRIMATI ILA
PALCHOUDHURI :
SHRI SAMAR GUHA :**

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

(a) whether it is a fact that about two dozen industrialists from west Bengal have asked for permission to shift their factories from west Bengal and set them up in Uttar Pradesh ;

(b) if so, the full details there of including the number of factories sought to be set up in Uttar Pradesh, the total capital investment involved and the reasons advanced for seeking permission referred to in part (a) ; and

(c) Government's reaction to the request under reference ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE (SHRI DINESH SINGH) : (a) No application has been received under the Industries (Development and Regulation) Act, 1951 for shifting of industries from west Bengal to Uttar Pradesh.

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

Small Car Project in Public Sector

***46. SHRI A. SREEDHARAN :
SHRI MUHAMMAD SHERIEF :**

SHRI KEDAR NATH SINGH :

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

(a) whether the Planning Commission has agreed to the Central Government's proposal to set up a small car project in the Public sector ;

(b) if so, the reasons therefor and the further progress made in the matter; and

(c) to what extent the project will be financed by the Joint Sector or the Banks or Public financial institutions ?

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

(b) and (c). The decision of Government in principle to create additional capacity of 50,000 cars per annum in the public sector based on a proven foreign design has already been announced in a statement made on the floor of the House on the 10th August, 1970. In pursuance of this decision, offers have been invited from interested foreign parties by the 30th November, 1970. Further action will be taken on the receipt and examination of such offers. It has been decided that the Central Government together with connected public sector enterprises, fully owned by the Central Government, should hold the controlling interest of 51% of the equity capital of the proposed project. The balance of 49% may be raised by the offer of shares to the public at large and others.

Discussion by FICCI with Government on Industrial Growth and Investment

***47. SHRI R. K. BIRLA :** Will the Minister of INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE be pleased to state :

(a) whether Government's attention has been drawn to the press report published the *Times of India* of August 28, 1970 to the effect that top representatives of trade and industry expressed concern at the

emergence of several new factors inhibiting investment and industrial growth ;

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

(c) whether it is a fact that three Union Ministers met separately the members of the committee of the Federation of Indian Chambers of Commerce and Industry to explain to them the objectives of Government policies;

(d) if so, the names of the Ministers who met and the details of the talks they held; and

(e) the steps being taken by Government to allay the fears of the industry in this direction ?

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

(b) Government are of the view that a favourable climate exists at present for new investments and growth. With rapidly-increasing demand in various sectors, the liberalised policy in respect of licensing, particularly in the middle sector and with adequate credit availability besides infrastructure facilities, it is considered that necessary pre-requisites for a rapid rate of growth are adequately available in the economy.

(c) to (e). The Finance Minister, the Minister of Steel and Heavy Engineering and the Minister of Foreign Trade had occasion to meet representatives of the Federation of Indian Chambers of Commerce and Industry. These Ministers and the Minister of Industrial Development and Internal Trade also met representatives of industry in other forums, such as the Central Advisory Council for Industries and other such bodies. In these meetings, the economic policies of Government were explained. It was emphasised that in the implementation of these policies, every effort would be made to accelerate the

pace of industrial and economic growth as also meet the requirements of essential raw materials, particularly steel and to develop exports to the maximum extent possible. These measures would, however, have to be achieved consistently with the overall socio-economic objectives as defined by the Government and as have been incorporated in the legislations such as the Monopolies and Restrictive Trade Practices Act.

Formation of a National Children Board and National Policy Resolution on Children's Programme

*48. SHRI KANWAR LAL GUPTA :
SHRI SHASHI BHUSHAN :

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

(a) whether the Prime Minister has agreed to the formation of a National Co-operation Board under her chairmanship ;

(b) if so, what will be the composition and functions of that Board ;

(c) the reaction of each State on the proposed National Policy Resolution on Children's Programme ; and

(d) the time by which the said scheme will come into operation ?

THE MINISTER OF LAW AND SOCIAL WELFARE (SHRI K. HANU-MANTHAIYA) : (a) and (b) A National Children Board is being set up. Its composition and functions are under consideration.

(c) and (d). Most of State Governments have endorsed the proposal of setting up of National Children Board. The Government hopes to finalise the proposal soon.

Leakage of Transformer Design from Heavy Electricals (India) Ltd. Bhopal

*49. SHRI NATH PAI :
SHRI DEVINDER SINGH
GARCHA :

Will the Minister of INDUSTRIAL DEVELOPMENT AND INTERNAL

TRADE be pleased to state :

(a) whether it is a fact that a design of a transformer has been leaked out to a private firm by the Heavy Electricals (India) Ltd., Bhopal ;

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

(c) the steps being taken to safeguard the plant designs ?

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

(b) Does not arise.

(c) Apart from an elaborate security arrangement whereby materials or drawings taken out of Heavy Electricals (India) Ltd. office or production area are subject to checks, the design of a transformer is not available at one single section or on one single drawing/specification. Further more basic design data contained in engineering information sheets are kept confidential and only single copies are available for issue to concerned engineers.

Enquiry in to theft of Railway Property from Mughal Sarai Yard

*50. SHRI B. K. DASCHOWDHURY :
SHRI D. AMAT :
SHRI K. P. SINGH DEO :

Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that Railway property worth about rupees one lakh is stolen daily from the Mughal Sarai yard ;

(b) whether any enquiry was held by Government in this regard and if so, the details thereof ; and

(c) the steps taken by Government in this regard ?

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

(b) Yes, Sir. Enquiries were made by the Government Railway police, the Railway Protection Force and the Commercial authorities but loss to the extent of Rs. 1 lakh per day was not found.

(c) The following steps have been taken by Government :

(1) Basic security arrangements have been improved.

(2) A senior Railway Protection Force Officer (Security Officer) has been posted at Mughal Sarai to supervise the work of the Railway Protection Force.

(3) Greater co-operation of the State Government authorities has been sought at the highest level to tackle the problems at Mughal Sarai.

(4) Assistance of voluntary organisation and non-official bodies has been enlisted for this purpose.

(5) An "Operation Mughal Sarai" has been started with effect from the 2nd of November, 1970 for co-ordinating the efforts of the various agencies to tackle vigorously the problems of crime etc. effecting Mughal Sarai.

रेडियो उद्योग में विदेशी सहयोग

*51. श्री मोठा लाल मोठा : क्या औद्योगिक विकास और आन्तरिक व्यापार मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार ने उस उद्योगों के लिए विदेशी सहयोग की अनुमति न देने का निर्णय किया है जिनमें देश आत्मनिर्भर है ;

(ख) यदि हाँ, तो यह निर्णय कब किया गया था ; और

(ग) क्या सरकार ने ऐसे उद्योगों में रेडियो निर्माण उद्योग को सम्मिलित किया है ?

औद्योगिक विकास तथा भौतिक व्यापार मंत्रालय में उप-मंत्री (श्री मं० रं० कृष्ण) :

(क) तथा (ख). काफी समय से विदेशी तकनीकी सहयोग के मामले में सरकार की नीति निरन्तर यह रही है कि जहां कहीं विभिन्न औद्योगिक क्षेत्रों में अपेक्षित स्तर तक देश के अन्दर औद्योगिक का विकास हो चुका है और वह इन क्षेत्रों में अन्य निमाताओं के पास उपलब्ध है तो सम्भवतः विदेशी सहयोग की अनुमति नहीं दी जायेगी।

(ग) व्यावसायिक रेडियो रिसेवरों के बनाने में अब यह समझा जाता है कि इसके लिए विदेशी सहयोग की आवश्यकता नहीं रही है।

Rehabilitation of Muslim Employees of H. E. C., Ranchi

*52 SHRI BHOGEN DRA JHA : Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state :

(a) whether it is a fact that the Muslim employees of the Heavy Engineering Corporation, Ranchi uprooted in the riots of 1967 have not yet been rehabilitated ;

(b) if so, exact time-limit of their rehabilitation in their quarters with some hope of security ;

(c) the number of families of employees and their dependents killed in those riots who have got compensation or rehabilitation allowance so far ; and

(d) the number of persons convicted or being prosecuted for murder and loot during the 1967 riots and the number of employees and officers who were penalised for participation in those riots ?

THE MINISTER OF STEEL AND HEAVY ENGINEERING (SHRI B. R. BHAGAT) : (a) Of about 500 Muslim employees who left their quarters in the town-

ship and who were accommodated in two hostels of the company, 61 employees have so far returned to the quarters allotted to them in the township. These still in the hostels are also to be rehabilitated in the township.

(b) The problem of re-settlement of the muslim employees in the township is a delicate social problem involving the willing cooperation of all concerned. Progress has therefore to be achieved by persuasion. It is difficult to indicate at this stage the exact time by which the re-settlement would be completed.

(c) Heavy Engineering Corporation has paid Rs. 500 to the dependents or widows in each of the 28 cases of loss of life of its employees during the disturbances. HEC has also paid Rs. 237,000 being the amount equal to the *ex-gratia* rehabilitation grant paid by the State Government in 583 cases of loss of property during the disturbances.

(d) 24 employees of the company are being prosecuted for their alleged complicity in the communal disturbances. These cases are sub-judice.

Cost Structure and Fixation of Fair Price for Wagons

*53. SHRI ISHAQ SAMBHALI : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that wagon-building industry has asked Government to refer matters relating to the cost-structure and fixation of fair price for wagons to the Tariff Commission or the Bureau of Industrial Statistics ; and

(b) if so, the details thereof ?

THE MINISTER OF RAILWAYS (SHRI NANDA) : (a) Yes, Sir, Some of the wagon builders had suggested to Ministry of Railways to refer the fixation of fair price for wagons to Tariff Commission.

(b) The wagon builders had stated that the prices offered by the Railway Board were unremunerative. They had proposed that the matter be referred to a Tariff Commission or on outside agency to arrive at a fair price. The wagon builders had made similar requests in 1968 and 1969 but they were not accepted. The proposal was not accepted this year also, as the prices offered by the Ministry had been arrived at on the basis of previous prices paid, with due allowance for the rise in cost of labour and materials. The manufacturing costs of wagons in railway workshops were also kept in view. These prices are considered to be fair.

Small Car Project in Joint Sector

*54. SHRI YOGENDRA SHARMA : Will the Minister of INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE be pleased to state :

(a) whether the proposed small car project is to be set up in the joint sector ; and

(b) if so, what will be the pattern of ownership and management of the proposed unit ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE (SHRI DINESH SINGH) : (a) and (b). Yes, Sir. Government have decided, in principle, to set up a unit in the public sector for the manufacture of cars, with Government having controlling interest of the proposed unit by holding shares to the extent of 51% and the balance of 49% being raised by the offer of shares to the public at large and other.

आदिवासी लड़कियों का रायगढ़ से हरियाणा भेजा जाना

*55. श्री यशवंत सिंह कुशवाह : क्या बिबि तथा समाज कल्याण मंत्री यह बताने की कृपा करेंगे कि

(क) क्या सरकार का ध्यान "नवभारत

टाइम्स" के 30 सितम्बर, 1970 के अंक में प्रकाशित इस समाचार की ओर दिलाया गया है कि मध्य प्रदेश में रायगढ़ के समाज कल्याण केन्द्र से आदिवासी लड़कियों को बल पूर्वक "भिक्षुणियाँ" बना कर हरियाणा भेजा गया है और उन्हें केरल की लड़कियों की भाँति विदेशों में भी भेजा जा रहा है ; और

(ख) यदि हाँ, तो सरकार की इस पर क्या प्रतिक्रिया है ?

बिबि मंत्रालय तथा समाज कल्याण विभाग में राज्य मंत्री (श्रीजगन्नाथ राव) :

(क) तथा (ख). सरकार ने इस समाचार को देखा है। सम्बंधित राज्य सरकारों को इस मामले में लिख दिया गया है। उनके उत्तरों की प्रतीक्षा की जा रही है।

Allotment of Rent-free Quarters to Employees in Southern Railway

*56 SHRI VISWANATHA MENON : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government propose to consider to allot rent-free quarters to all the categories of Railway employees in Southern Railway who were enjoying that concession up to 1947 ;

(b) if so, when the decision is likely to be taken ; and

(c) if not, the reasons therefor ?

THE MINISTER OF RAILWAYS (SHRI NANDA) : (a) and (b). In all those categories, whose staff were enjoying the privilege of rent-free quarters on the ex-Company and ex-State Railways only the same staff are allowed the privilege of quarters free of rent on their fulfilling certain conditions prescribed therefor.

(c) Does not arise.

दिल्ली और खुर्जा के बीच अतिरिक्त रेलगाड़ियाँ चलाने की मांग

***57 श्री ओंकार लाल बेरवा :** क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार का ध्यान दिल्ली और खुर्जा के बीच अतिरिक्त रेलगाड़ियाँ चलाने की मांग की ओर दिलाया गया है ; और

(ख) यदि हां, तो इस सम्बन्ध में सरकार ने क्या कार्यवाही की है ?

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

(ख) रास्ते के खण्डों पर लाइन क्षमता के अभाव और खुर्जा तथा दिल्ली में टर्मिनल सुविधाओं के अभाव के कारण परिचालन की दृष्टि से इस समय दिल्ली और खुर्जा के बीच कोई और गाड़ी चलाना व्यावहारिक नहीं है ।

Indigenous Equipment for Bokaro Steel Plant

***58. SHRI P. VISHWAMBHARAN :** Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state :

(a) whether it is fact that the construction of the Bokaro Steel Plant is being done with the help of indigenous machines, equipment and technicians ; and

(b) if so, whether Government have been able to acquire the required high degree of technical competence and craftsmen to build up this plant ?

THE MINISTER OF STEEL AND HEAVY ENGINEERING (SHRI B. R. BHAGAT) : (a) and (b). Major portion of supplies of equipment, steel structures and other materials are being procured from the

indigenous sources for the construction of the Bokaro Steel Plant. A large number of Indian engineers and technicians are also assisting in the construction of the Plant. The Soviet consultants, M/s Tiaj-promcxport, are rendering technical assistance by providing advisory services for the construction, erection and commissioning of 1st stage of the Plant to produce 1.7 million ingot tonnes of steel per annum.

The 2nd stage of the Plant which will take the capacity to 4 million ingot tonnes of steel per year, and has been taken up in continuation of the 1st stage, will be completely designed and engineered by the Indian designing organisations viz. C. E. D. B. and Dastur Co. The Indian suppliers of equipment and the Indian specialists will also have a substantially higher share of contribution as compared to the first stage.

Raise in Exemption Limit for Industrial Licences

***59. SHRI C. JANARDHANAN :**
SHRI SHIVA CHANDRA JHA :

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

(a) whether Government propose to raise the exemption limit for industrial licences from Rs. 1 crore to Rs. 5 crores ; and

(b) if so, the reasons for raising the exemption limit ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE (SHRI DINESH SINGH) : (a) No, Sir.

(b) Does not arise.

रेलवे में सुधार के लिए ग्यारह सूत्री कार्यक्रम

***60 श्री रामगोपाल शालबाले :** क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) रेलवे में सुधार करने सम्बन्धी ग्यारह

सूत्री कार्यक्रम कब आरम्भ किया गया है ; और

(ख) इस बारे में अब तक क्या अनुभव प्राप्त हुआ है और इस सम्बन्ध में भविष्य की क्या योजना है ?

रेलवे मंत्री (श्री नन्दा): (क) ग्यारह सूत्री कार्यक्रम की घोषणा राज्य सभा में 12-3-1970 को की गयी। यह कार्यक्रम क्षेत्रीय रेल प्रशासनों को अप्रैल, 1970 में भेजा गया और इसके तुरन्त बाद इस पर अमल करने के लिए कार्रवाई शुरू कर दी गयी।

(ख) कार्यक्रम पर अमल के उत्साहवर्धक परिणाम निकले हैं। इस सम्बन्ध में एक विवरण सभा पटल पर रख दिया गया है। [संचाल्य में रखा गया। देखिए संख्या LT-4207/70]

भावी योजना यह है कि इस कार्यक्रम में जिन उद्देश्यों की रूप-रेखा बतायी गयी है उनको प्राप्त करने के लिए जोरदार कोशिश की जाये।

Railway Employees Involved in Selling used Railway Tickets

201. SHRI BABU ROA PATEL : Will the Minister of RAILWAYS be pleased to state :

(a) the names of the persons arrested in Calcutta and other places selling used railway tickets ;

(b) the names of railway employees involved in this racket ;

(c) the number of gangs engaged in this racket in the country and the places where they are operating and their modus operandi ; and

(d) the steps taken against the racketeers ?

THE MINISTER OF RAILWAYS (SHRI NANDA) : (a) the names of the persons arrested during the last 6 months

(May to October 1970) at Calcutta and other places selling used Railway tickets are given in the statement laid on the Table of the House. [Placed in Library See No. LT—4208/70]

(b) 1. Shri Jagannath Pal Chowdhery, Ticket Collector, Chandan Nager (Eastern Railway).

2. Shri Mohammad Zahiruddin, Asstt. Booking clerk, Jahanabad (Eastern Railway).

3. Shri Chandra Swarup Raj Banai, Booking clerk, Aligarh (Northern Railway).

4. Shri R. U. Siddiqui Ticket Collector, Allahabad.

5. Shri S. D. Pathak, Ticket collector, Allahabad.

(c) So far three gangs have been located. Generally, they have been found to be operating in Bombay, Calcutta and the Varanasi-Allahabad portion of Uttar Pradesh.

The modus operandi of these gangs is that working in collusion with Railway staff, they obtain used tickets, erase the dates impressed on these tickets and using some chemicals and small metallic dies, impress a fresh date on these tickets.

(d) Arrests are made and prosecutions are launched in detected cases. In addition, the Vigilance Organisation of the Railways and the anti-fraud squads of the Commercial Branches of the concerned railways organise special watches and checks at suspected stations.

Site for Visakhapatnam Steel Plant

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

(a) whether it is a fact, that the technical experts had selected the Balacherum area of Visakhapatnam for locating the fifth Steel Plant when Shri N. Sanjiva Reddy was the Union Minister for Steel and this site was again confirmed by the technical team

of the Steel Ministry and M/s. Dastur & Co. some time ago;

(b) whether it is a fact that the present Union Minister for Irrigation and power, has now stated that Balance is unsuitable, ignoring completely the development of the 20 square miles belt outside this area.

(c) whether it is also a fact that the present area is hemmed in on all sides by factories, refineries, shipyards, civil aerodrome submarine headquarters, and the Meghadrigedda river as also many fertile villages and

(d) the reasons for this sudden change of view of Government?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI MOHD. SHAFI QURESHI) : (a) Both Hindustan Steel Ltd. and the British American Steelworks for India Consortium had, in their reports of April, 1964 and June, 19 respectively, recommended a site near Gazuvake village about 12 k.m. Visakhapatnam for location of a coast-based steel plant. The Site Selection Committee appointed by the Ministry of Steel and Heavy Engineering in June, 1970 for selecting sites for the three new steel projects is yet to finalise its recommendations on the site for the Visakhapatnam Steel Plant. M.s. Dastur and Co. have not done any study for this project as for but are associated along with representatives of the Central Engineering and Design Bureau (of H.S.L.) with the Site Selection Committee.

(b), to (d) . A number of suggestions regarding the possible sites for Vizag Steel Plant have come and are under the active consideration of Site Selection Committee, whose report is awaited shortly.

Tribal Blocks in States during Fourth Plan

204. SHRI BHALJIBHAI PARMAR : Will the Minister of LAW AND SOCIAL WELFARE be pleased to state :

(a) the total number of tribal blocks sanctioned to various States and the criteria adopted in sanctioning the said blocks;

(b) whether Government propose to reflex the principle of 60 per cent of the tribal population to 50 per cent of the total population in tribal areas so that 75 per cent of the tribal population may be converted; and

(c) the total number of tribal blocks State-wise sanctioned and still to be sanctioned to various States during the Fourth Five Year Plan and the estimated expenditure to be incurred thereon ?

THE MINISTER OF STATE IN THE MINISTRY OF LAW AND IN THE DEPARTMENT OF SOCIAL WELFARE (SHRI JAGANATH RAO) : (a) The number of Tribunal Development Blocks sanctioned to various States/Union Territories is 493. The criteria adopted are : -

- (i) an area of 150-200 sq. miles;
 - (ii) a total population of about 25,000;
 - (iii) tribal concentration of 66-2/3%; and
 - (iv) viability to function as a normal administrative unit.
- (b) No, Sir.

(c) A statement showing the State-Wise number of Tribal Development Blocks sanctioned is attached. For the Fourth Five Year Plan an allocation of Rs. 32.50 crores has been made for this scheme.

Statement

Number of Tribal Development Blocks Sanctioned

State/Union Territory No. of T.D. Blocks

1. Andhra Pradesh	24
2. Assam	49
3. Bihar	63
4. Gujarat	53
5. Kerala	1
6. Madhya Pradesh	127
7. Maharashtra	44

8. Nagaland	15
9. Orissa	75
10. Rajasthan	18
11. Tamil Nadu	2
12. Darda and Nagar Haveli	2
13. Himachal Pradesh	7
14. Manipur	8
15. Tripura	5

Total:- 493

Appointment of Scheduled Castes and Scheduled Tribes in HMT, Bangalore

205. SHRI SIDDAYYA : Will the Minister of INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE be pleased to state:

(a) the number of posts of class I, II, III and IV filled up in Hindustan Machine Tools Ltd., Bangalore; during 1968-69, 1969-70 and 1970-71 so far;

(b) the number of out of them which were reserved for Scheduled Castes and Scheduled Tribes in each category; and

(c) the number of applications received from the Scheduled Castes and Scheduled Tribes for the above posts and the number of them selected in each category of posts?

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

Year	Class			
	I	II	III	IV
1968-69	1	2	2	—
1969-70	—	24	82	—
1970-71	—	26	102	—
	1	52	187	—

(b) and (c) . In the past, HMT were not reserving any posts in the categories mentioned above for the persons belonging to Scheduled Castes and Scheduled Tribes, though preference was given to them, other things being equal. Following the recommendations of the Yearly Working Group, the

Government have issued instruction in April 1970 to HMT to take necessary steps in regard to reservation for Scheduled Castes and Scheduled Tribes in appointments to various posts in the company. The Company is now taking action accordingly in recruitments made after receipt other said instruction.

Training To Engineers in H.M.T. Bangalore

206. SHRI SIDDAYYA : Will the the Minister of INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE be pleased to state :

(a) whether there is a scheme to provide training to the Engineering Graduates (Electrical) in the Hindustan Machine Tools Ltd, Bangalore ;

(b) if so, the number of engineering graduates (Electrical) who applied for undergoing training, before 1st October, 1970 ;

(c) the number out of them belonging to the Scheduled Castes and Scheduled Tribes ; and

(d) the number of Scheduled Castes and Scheduled Tribes Graduates who were selected for the above training ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE (SHRI M.R. KRISHNA) : (a) Though there is no scheme to provide training to the Engineering Graduates (Electrical) in HMT, Bangalore, there is an indentured Training Scheme for those who desire to undergo training in HMT, which is open to Graduate Mechanical Engineers and non-engineering Graduates on a payment of Rs. 200/- per month as Training Charges. Besides this, graduate engineers are also trained in HMT under the Government of India and State Government stipendary schemes, for which the candidates are recommended by the Director of Training, Southern Region, Madras and the Director of Employment and Training Mysore respectively.

(b) to (d) . The information will be collected and laid on the Table of the House it is not readily available.

Loss Suffered By Railways Due To Breaches In Railway Lines

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

(a) how many breaches in Railway lines took place in 1970 upto 30th Sept., 1970 separately in each Railway due to floods, negligence of the concerned officers and due to derailments ;

(b) how much loss the Railways suffered during this period on account of the breaches on the Frontier Mail Track ;

(c) whether any Commission consisting of eminent engineers was set up to enquire into these breaches, if so, the names of the members of the Commission; and

(d) whether any other enquiries were made in this regard ; if so, the details thereof ?

THE MINISTER OF RAILWAYS (SHRI NANDA) : (a) Statement indicating breaches (those are caused by floods only and not due to any other cause) which took place in 1970 upto 30th Sept., is attached.

(b) Rs. 3.73 crores approx.

(c) No.

(d) It is the normal practice on the Railways to investigate the causes of breaches and adopt remedial measures as found necessary. The State Government and the Central Water and Power Research Station, Poona, are also consulted whenever necessary.

Statement

Railway	Breaches due to floods	Remark
1	2	3
Western	23	All occurred more or less at the same time on 6/7-9-70.

1	2	3
South Central	4	
Northeast Frontier	1	
North Eastern	2	
South Eastern	3	
Southern	nil	
Northern	1	
Central	1	
Eastern	nil	Minor cuts in the embankments at 37 places were also made by the villagers to protect their property from the incidence of floods.

Registration of Steel Dealers and Consumers with Hindustan Steel Ltd

208. SHRI ABDUL GHANI DAR: Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state :

(a) the number of steel dealers and consumers registered State-wise and Union Territory-wise upto the 30th September, 1970 with Hindustan Steel Limited, Parliament Building Street, New Delhi;

(b) the quantity allotted and supplied to different dealers and consumers upto 30th September 1970 together with details of the commodities and the criteria adopted in this regard; and

(c) whether any dealer or consumer was black listed for the abuse of quota ?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI MDHD. SHAFI QURESHI) : (a) 53 dealers and 1186 consumers were registered upto the 30th September, 1970 with the Hindustan Steel Limited, New Delhi. A statement showing the break-up of dealers and consumers, state-wise and Union Territory-wise is placed on the table of the House. *Placed in Library. See No. LT-4209 1203.*

(b) 84,902 tonnes of iron and steel materials including semi-finished and defectives were supplied during the period from the 1st August, 1969 to the 30th September, 1970. A statement showing the

details of product-wise Consumer-wise distribution of iron & steel is also placed on the Table of the House. [Placed in Library. See LT-4209 120]. The materials were distributed as per the following priorities:

1. Against Defence requirements.
 2. Against the joint plant Committee's allocation.
 3. Against demands placed by fabricators executing orders of main producers and Bokaro Steel Limited.
 4. Against demands placed by Central and State Government Departments Public Undertakings.
 5. Against Directorate of Industries recommendations to the actual consumers borne on their lists.
 6. Against demands of actual consumers registered with D. G. T. D./ Directorate of Industries.
 7. Trade.
- (c) No, Sir.

Suggestion for running a special train to Vishakhapatnam

209. SHRI DEVINDER SINGH GARCHA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that suggestions were made recently to Government for the running of a special train to Vishakhapatnam as the three trains i.e. the GT, the Southern Express and Janata Express are not able to meet the needs of intermediary stops;

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

(c) whether it is a fact that pending decision on the above suggestion Government decided to attach a composite bogie to GT Express on an experimental basis;

(d) whether it is also a fact that reservations to the 1st class and sitting accommodation for 3rd class are made from Vishakhapatnam for that bogie;

(e) if so, whether such facilities are not provided from New Delhi for that bogie; and

(f) if so, the reasons therefor?

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

(b) The present level of through traffic between Delhi/New Delhi and Visakhapatnam via Vijayawada is not adequate to justify running of a full train between these points. Besides, the proposal is also not feasible for want of capacity on several sections en route.

(c) Yes, from 11-9-70 a bi-weekly First-cum-Third Class coach has been introduced between Visakhapatnam and New Delhi.

(d) and (e). 1st Class accommodation is reserved both at Waltair and New Delhi. The 3rd Class accommodation is unreserved.

(f) Does not arise.

Manufacture of Paper From Bagasse

710. SHRI DEVINDER SINGH GARCHA : Will the Minister of INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE be pleased to state:

(a) Whether in view of the paper famine in the country during the current year, Government have formulated a scheme to manufacture paper from the bagasse lying as waste in the sugar factories;

(b) if so, the details thereof;

(c) whether any experiments have been conducted on the successful utilisation of bagasse for paper manufacture; and

(d) if so, the details thereof?

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

(b) Does not arise.

(c) and (d) The Paper Industry is already using bagasse as raw material along with

other conventional raw materials for the manufacture of paper. Its large scale utilisation has, however, not been taken up so far because of the difficulty in procuring release of this material from the sugarmills who are using it as fuel in their boilers. There is hardly much surplus of bagasse available in the sugar mills after their fuel requirements are met.

Visit of Former Engineer to transformer section in H. E. L. Bhopal

211. **SHRI DEVINDER SINGH GARCHA** : Will the Minister of INDUSTRIAL DEVELOPMENT AND INTERNATIONAL TRADE be pleased to state :

(a) whether it is a fact that an engineer who had left the service in H. E. L., Bhopal and had joined a private firm was allowed later to visit the transformer section of the factory along with his colleagues who were said to have taken some notes ; and

(b) if so, the circumstances under which such permission was given ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE (SHRI M. R. KRISHNA) : (a) and (b). An engineer who left the services of HE (I) L and joined a private firm, visited the factory recently. He and his colleagues were accompanied by members of the staff of HEIL during their visit to the factory and no notes were taken while they were on the shop floor. The firm employing the said engineer has placed orders on the HEIL Bhopal for transformer components and switchgear bushings. These engineers visited the factory to assess progress orders and this is a normal practice. Moreover, the areas visited by them are open to all such customers' representatives and do not contain information of a secret nature.

Railway Accidents

212. **SHRI SHASHI BHUSHAN** : Will the Minister of RAILWAYS be pleased to state :

(a) the number of railway accidents occurred during the year 1970 so far ;

(b) the estimated loss to life and railway property as a consequence of these accidents in the country ; and

(c) the positive steps Government have taken or propose to take for making railway travel safer and to minimise the railway accidents which are on the increase ?

THE MINISTER OF RAILWAYS

(SHRI NANDA) : (a) During the period 1. 1. 70. to 30. 9. 70 there were 635 train accidents in the categories of collisions, derailments, trains running into road traffic at level crossings and fires in trains on the Indian Government Railways.

(b) In these accidents, 99 persons were killed. The cost of damage to railway property was estimated at approximately Rs. 1,05,41,000/-.

(c) The number of accidents during the current year is less than the corresponding period of previous year. Safety organisations set up on the railways have been engaged in inculcating safety consciousness amongst staff connected with the running of trains and in ensuring that they have a proper understanding of the prescribed safety rules. Further, spot checks are made to see that staff do not violate the safety rules and indulge in short-cut methods. Inquiries are held into all accidents and those held responsible are given deterrent punishments. In addition, if an inquiry reveals any other shortcomings or lapses, action is taken to see that they do not recur. Technological improvements in the shape of improved signalling and interlocking, track circuiting, etc. have also been made to the extent feasible.

Assault on passengers by R. P. F. Personnel

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

(a) the names of the two members of the Railway Protection Force who assaulted a second class passenger on a Delhi-bound train, robbed him and left him unconscious outside Okhla Station on or 15th August, 1970 ;

(b) the nature and amount of goods stolen by them and the steps taken against them ; and

(c) in how many similar instances were members of the Railway Protection Force involved during the year so far ; and

(d) the active steps taken to prevent such incidents ?

THE MINISTER OF RAILWAYS (SHRI NANDA) : (a) and (b). Rakshaks Ram Kishan and Jodh Singh are alleged to have robbed a trunk containing clothes, cash Rs.100/-, a few documents, a brief case containing business documents, cash Rs. 713/- and a wrist watch. Government Railway Police, New Delhi registered a case and arrested both the Rakshaks. Both the Rakshaks were placed under suspension from the date of their arrest.

(c) Four cases of robbery. (including the above case)

(d) (i) Antecedents are verified prior to appointment to service.

(ii) Deterrent punishments are imposed on erring staff.

(iii) Strict supervision is maintained over Railway Protection Force staff.

(iv) Government Railway Police escorts are provided on all important night trains, Passenger halls and platforms are patrolled by Government Railway Police staff.

(v) Close co-operation is maintained at all levels with District Police and Government Railway Police.

देश में अंधे

*214. श्री जनेश्वर मिश्र : क्या विधि तथा समाज कल्याण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या इस समय देश में अंधों की संख्या 40 लाख और एक करोड़ के बीच है,

जो विश्व की समस्त अन्ध जनसंख्या के बराबर है ;

(ख) क्या सरकार ने इस मामले की किसी उच्चतरीय समिति के द्वारा जांच कराने के लिए कार्यवाही की है ; और

(ग) यदि नहीं, तो इसके क्या कारण हैं ?

विधि मंत्रालय तथा समाज कल्याण विभाग में राज्य मंत्री (श्री जगन्नाथ राव) :

(क) कोई विश्वसनीय आधार सामग्री उपलब्ध नहीं है। साधारणतया स्वीकार किए गए एक अनुमान के असार भारत में 40 लाख से 50 लाख तक अन्ध व्यक्ति हैं। नेत्रहीनों के कल्याण के लिए विश्वपरिषद ने, जिसकी अक्टूबर, 1969 में नई दिल्ली में बैठक हुई थी, अनुमान लगाया था कि विश्व में लगभग 1 करोड़ 50 लाख नेत्रहीन व्यक्ति होंगे। इस प्रकार विश्व में नेत्रहीनों की कुल आबादी की लगभग एक तिहाई आबादी भारत में रहती है।

(ख) और (ग) शिक्षा तथा स्वास्थ्य के केन्द्रीय सलाहकार बोर्डों की एक संयुक्त समिति ने नेत्रहीनता का एक विस्तृत अध्ययन करके 1944 में एक रिपोर्ट पेश की थी। इस रिपोर्ट में अंदाजा लगाया गया था कि भारत की आबादी का $\frac{1}{4}$ प्रतिशत भाग, जिसकी संख्या उस समय 20 लाख होती थी, नेत्रहीन व्यक्ति थे। बाद में नेत्रहीनता को रोकने से सम्बद्ध राष्ट्रीय सोसाइटी ने 1 प्रतिशत के आधार पर नेत्रहीनों की आबादी का अंदाजा 43,90,000 लगाया था था। भारत के राष्ट्रीय नमूना सर्वेक्षण ने अपने 24 वें राउंड में, जिसके अन्तर्गत जुलाई 1969 से जून, 1970 का समय आता है, बिकलांग व्यक्तियों की, जिनमें नेत्रहीन व्यक्ति भी शामिल हैं, नमूना गणना शुरू की थी। परिणामों के आंकड़ों को अब तक सारणीबद्ध नहीं किया गया है।

Conditions for Issuing licence/letter of Intent for Small Car Project

215. SHRI MADHU LIMAYE : Will the Minister of INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE be pleased to state :

(a) whether Government have taken a final decision to set up a small car factory in the private sector ;

(b) if so, the initial installed capacity that is proposed to be sanctioned ;

(c) the conditions for granting licence/issuing letters of intent ; and

(d) whether it is a fact that these conditions have been formulated with a view to enable one person and non other to obtain the licence ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE (SHRI M. R. KRISHNA) : (a) While Government have taken a decision in principle to set up a project in the public sector for the manufacture of passenger cars with an installed capacity of 50,000 per annum, letters of intent have also been issued to two parties in the private sector for the manufacture of passenger cars, namely, Shri Sanjav Gandhi and Shri M. Madan Mohan Rao

(b) The capacities for which the two letters of intent have been granted are 50,000 Nos. per annum and 25,000 Nos. per annum respectively.

(c) The letters of intent have been granted subject to the following conditions :—

- (i) no foreign collaboration of foreign consultancy arrangements will be permitted,
- (ii) no import of capital goods will be allowed.
- (iii) no import of components of raw materials will be allowed except in cases of raw materials normally available in, the country which, in the event of temporary short supply, may have to be imported in accor-

dance with the import policy prevailing at that time.

(iv) Before the letter of intent is converted into an industrial licence, prototypes will be developed and got tested for road worthness by an authority appointed for the purpose by Government.

(d) No, Sir.

Production Of Indian Tobacco Company Beyond Installed Capacity

216. SHRI MADHU LIMAYE : Will the Minister of INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE be pleased to state :

(a) whether Government's attention has been drawn to attempts made by the Imperial Tobacco Company (now Indian Tobacco Company) and international cigarette cartel and its affiliates like Vazir Sultan, to increase their production beyond the sanctioned installed capacity ;

(b) whether is it not the declared policy of Government not to permit increases in production by foreign owned companies such as Imperial Tobacco, Vazir Sultan, Godfrey Philips etc.;

(c) whether any application has been made by the Vazir Sultan for increasing their installed capacity ;

(d) whether any representation has been made or pressure has been brought to bear by the Government of Andhra in favour of Vazir Sultan's application for increased capacity ; and

(e) whether Government would depart from the assurance given by the (then) Minister for Industrial Development, to a Member of Parliament on 19th June, 1970 that no such permission will be granted either to Vazir Sultan or to any other foreign owned Company ?

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

capacity under the licencing provisions, calculated on two-shift basis, and actual production in 1969 are given below :—

(in million pieces)

Capacity under Licencing Provisions 1969	Production in 1969
Indian Tobacco Company	30,000
Vazir Sultan Tobacco Co.	11,100
	30,038
	11,774

(b) The declared policy of the Government is to encourage production of cigarettes by Indian owned firms. Government is also encouraging the establishment of the companies which are 100% Indian-owned.

(c) Yes, Sir.

(d) The Government of Andhra Pradesh have recommended the application of Vazir Sultan Tobacco Co. Ltd. for further expansion in their capacity.

(e) Government will continue to encourage the establishment of 100% Indian-owned companies.

Violation of Regulation by Kapadias in respect of Barrel and Drum Capacity

217. SHRI MADHU LIMAYE : Will the Minister of INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE be pleased to refer to the letters written by Members of Parliament and to state :

(a) the efforts made by Kapadias of Bombay to violate regulation in respect of barrel and drum capacity (*vide* 85th Report of the Estimates Committee, Fourth Lok Sabha) ;

(b) whether the said Kapadias also acquired control of the reserves of British Burma Petrol with the connivance of the Reserve Bank although it involved repatriation of foreign exchange and for which acquisition doubtful financial means were used ;

(c) whether the Kapadias also annexed the Killick Nixon group of concerns with the help of their earnings out of the barrel industry, British Burma Petrol reserve bank loans and other funds acquired through manipulations ;

(d) whether the Kapadias planned to capture the National Rayon Corporation, again, with the help of these doubtful means ;

(e) if so, steps taken by Government to burst up this empire building racket of the Kapadias ; and

(f) if not, reasons therefor ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE (SHRI M. R. KRISHNA) : (a) to (f) . The information is being collected and will be laid on the Table of the House.

Electrification of residential block of Railway Employees at Kiul (Eastern Railway)

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

(a) whether the electrification of Residential Blocks at Kiul (Eastern Railway) sanctioned by the Railway Administration has been finally completed ;

(b) if not, whether the work has been blocked on account of the obstructionist attitude of some officers at Jhajha on the same Railway; and

(c) the action taken against the obstructionists ?

THE MINISTER OF RAILWAYS (SHRI NANDA) : (a) No. The work regarding electrification of residential blocks at Kiul is being included in the Works Programme 71-72.

(b) No.

(c) Does not arise.

U. N. Grant to Andhra Pradesh for setting up a Pig Iron Plant

219. **SHRI V. NARASIMHA RAO :**
SHRI G. VENKATASWAMI :

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

(a) whether the Andhra Pradesh Government has received any grant from the United Nations for setting up a pig iron plant in the State ;

(b) if so, the amount of grant received ;

(c) the place where this will be set up ; and

(d) whether the Central Government have approved the loan ?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI MOHD. SHAFI QURESHI) : (a) to (d). The Andhra Pradesh Government have submitted a proposal to the Government for establishing a pilot/demonstration plant at Kothagudem for production of foundry grade pig iron based on the utilisation of raw-non coking coals with UNDP's assistance. This proposal is currently under the consideration of the Government.

Deraiment of Goods Train between Gangrar and Hamirgarh Stations (Western Railway)

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

(a) whether the wagons of a goods train derailed between Gangrar and Hamirgarh Stations of the Ajmer-Khandwa metre gauge main line of the Western Railway on the 15th September, 1970 ;

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

(c) the estimated loss incurred ;

(d) whether any inquiry has been ordered into the cause of the accident ; and

(e) the broad outlines of the inquiry report ?

THE MINISTER OF RAILWAYS (SHRI NANDA) : (a) and (b). Yes. On 15.9.1970 while No. FK 52 Diesel Up goods train was running between Hamirgarh and Gangrar stations, 23 wagons of the train derailed and capsized and 2 wagons derailed.

(c) The cost of damage to railway property has been estimated at approximately Rs. 41,000/-.

(d) and (e). Yes. According to the finding of the inquiry committee the wagon marshalled 18th from the train engine derailed due to the breakage of the top plate of the laminated bearing spring fitted on the left-hand trailing wheel. The remaining wagons derailed consequent upon the derailment of this wagon.

Setting up of a Tyre Plant in Andhra Pradesh with Japanese Collaboration

221. **SHRI V. NARASIMHA RAO :**
SHRI NARAYANAN :
SHRI HIMATSINGKA :

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

(a) whether the Andhra Pradesh Government has sought Japanese collaboration in setting up a tyre plant in the public sector ;

(b) if so, the places where this plant is likely to be located ;

(c) whether the Central Government has approved the establishment of this plant ; and

(d) the amount of foreign exchange involved in this ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE (SHRI M. R. KRISHNA) : (a) to (d). An industrial licence application was received from the Andhra Pradesh Industrial Development Corporation to set up an unit in Hyderabad for manufacture of automobile tyres and tubes. The application has been approved

and a letter of intent is under issue. The terms of foreign collaboration will be examined on receipt of detailed proposals in this regard.

Doubling of Railway Line between Tambaram and Villupuram on Southern Railway

222. SHRI S. K. SAMBANDHAN : Will the Minister of RAILWAYS be pleased to state :

(a) whether there is any proposal to double the line between Tambaram and Villupuram in Southern Railway; and

(b) if so, the details thereof ?

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

(b) Does not arise.

Powers Delegated to General Manager of Durgapur Steel Plant

223. SHRI RABI RAY : Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state :

(a) whether the General Manager of Durgapur Steel Plant met him during the second week of October at Delhi;

(b) whether the said General Manager has been given more powers to deal with the affairs there ; and

(c) if so, the details thereof ?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI MOHD. SHAFI QURESHI) : (a) The Director incharge Durgapur Steel plant met the minister of Steel and Heavy Engineering in the second week of October.

(b) and (c). The Director incharge is duly empowered to run the Steel Plant and the question of giving him more powers for the same, does not arise.

Transfer of Chairman of Heavy Engineering Corporation, Ranchi

224. SHRI RABI RAY :
SHRI CHENGALRAYA
NAIDU :

SHRI N. R. LASKAR :

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

(a) whether it is a fact that the Chairman of Heavy Engineering Corporation, Ranchi (Shri C. Chalapati Rao) has been transferred to another public sector undertaking;

(b) if so, the reasons for his transfer : and

(c) whether a new Chairman has since been appointed in his place and if not, the reasons therefore ?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI MOHD. SHAFI QURESHI) : (a) The services of Shri C. Chalapati Rao who is a permanent officer of the Ministry of Railways have been replaced at the disposal of the Ministry.

(b) The reversion was considered necessary in the over-all interest of Heavy Engineering Corporation.

(c) Shri Jagota has been appointed as the new Chairman.

Loss incurred by Heavy Electricals, Bhopal

225. SHRI RABI RAY :
SHRI SITARAM KESRI ;
SHRI K. P. SINGH DEO :

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

(a) whether it is a fact that the Heavy Electricals India (Ltd.), Bhopal, have incurred a total loss of Rs. 55 crores;

(b) if so, the reasons therefor; and

(c) the steps Government propose to take to remedy matters in this public sector undertaking ?

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

Some losses over a period of time cannot be avoided in a project for the manufacture of complex and sophisticated heavy electrical equipments and this was anticipated even in the Detailed Project Report. In addition, expenditure on account of township subsidy, higher incidence of customs duty, higher rate of interest on loans etc., are some of the reasons for loss in this project.

(c) The following steps are being taken to keep down the losses :

- (i) Strict control on new recruitment through an elaborate system of man-power planning ;
- (ii) Divisionalised organisational structure with a view to rendering management controls more immediate and effective ;
- (iii) Special short term production drives with associated awards to boost production ;
- (iv) Inventive scheme to improve productivity ;
- (v) Product diversification and standardisation ;
- (vi) Application of modern techniques of inventory control ;
- (vii) Adoption of modern management tools in planning and controlling long-cycle manufacturing operations ; and
- (viii) Constant review of performance in frequent meetings held with the management of the plant.

Sites for New Steel Plants in South

226. SHRI S. R. DAMANI :
SHRIMATI ILA PAL-
CHOUHURI :

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

(a) the progress made with regard to the new three steel plants in the South;

(b) whether sites have been selected and State Governments told what is expected of them to expedite the work ; and

(c) whether orders for supply of equipment have been placed with indigenous and foreign suppliers ?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI MOHD. SHAFI QURESHI) : (a) and (b). The Site Selection Committee has finalised its recommendations on steel plant sites in the two regions of Hospet and Salem. As for the Visakhapatnam region, it is expected that the Committee would finalise its recommendations shortly. The three State Governments concerned are represented on the Site Selection Committee and close co-ordination is maintained with them. The Committee on Coal and Raw Materials other than iron ore and coal have also submitted their Reports to Government, whereas the Iron ore Committee is expected to finalise its recommendations shortly. The question of appointment of Consultants for all the three projects is under consideration.

(c) After the Detailed Project Reports for each Project are prepared and accepted, necessary action would be taken for placement of orders for supply of equipment.

Administrative Set up in Heavy Engineering Corporation

227. SHRI S. R. DAMANI :
SHRI B. K. DASCHOWDHURY :
SHRI YOGENDRA SHARMA :

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

(a) whether any steps have been taken or are proposed to be taken to reorganise the set-up in Heavy Engineering Corporation, Ranchi to achieve the results expected out of this big project ; and

(b) if so, the details thereof ?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI MOHD. SHAFI QUERASHI) : (a) and (b). The reorganisa-

tion of the top management of the company is still under consideration. As regards the middle and lower levels, no planned steps have so far been taken for reorganisation. It is however proposed to take the following steps :

- (i) Strengthening the Design Organisation and ensuring its better co-ordination with the Planning and Production Departments ;
- (ii) Strengthening and streamlining the working of the planning Section ;
- (iii) Re-organising the Stores and Purchase Departments to ensure timely purchase of raw materials, spares and consumables ;
- (iv) Introduction of refresher courses for supervisors and junior managers and training of workmen in the correct operation of machine tools.

दिल्ली और हावड़ा के मध्य भांसी होकर तेज चलने वाली रेल गाड़ी

228. श्री जगेश्वर यादव : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि भांसी होकर दिल्ली और हावड़ा के मध्य तेज चलने वाली गाड़ी चलाने के लिए सरकार ने क्या कार्यवाही की है ?

रेलवे मंत्री (श्री नन्दा) : मुगलसराय से आगे हावड़ा की ओर पड़ने वाले स्टेशनों के लिए आगरा छावनी (छोड़कर) - भांसी-मानिकपुर-इलाहाबाद (छोड़कर) खण्ड से बुक किये जाने वाले यात्रियों की औसत संख्या लगभग 8 यात्री प्रतिदिन होती है और मानिकपुर (सहित) - भांसी (छोड़कर) खण्ड के स्टेशनों से नई दिल्ली और उससे आगे के लिए बुक किए जाने वाले यात्रियों की औसत दैनिक संख्या लगभग 30 होती है। यातायात की यह मात्रा इतनी कम है कि भांसी और मानिकपुर

के रास्ते दिल्ली और हावड़ा के बीच प्रस्तावित गाड़ी चलाने का औचित्य नहीं बनता। इसके अलावा, आगरा-भांसी और मानिकपुर-इलाहाबाद खण्डों पर लाइन क्षमता के अभाव और दिल्ली क्षेत्र में टर्मिनल सुविधाओं के अभाव के कारण यह प्रस्ताव इस समय परिचालन की दृष्टि से भी व्यावहारिक नहीं है।

बांदा जंक्शन पर इंटर-लाक प्रणाली की व्यवस्था

229. श्री जगेश्वर यादव : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि भांसी मानिकपुर लाइन पर स्थित खरार जंक्शन पर इंटर-लाक प्रणाली है ; और यदि हां, तो इसी लाइन पर बांदा जंक्शन पर भी इंटर-लाक प्रणाली की व्यवस्था न किए जाने के क्या कारण हैं जबकि यह जिला सदन मुकाम भी है ;

(क) इस समय विभिन्न स्थानों से आकर बांदा जंक्शन से होकर आने वाली गाड़ियों के क्या नाम हैं और उन गाड़ियों में से प्रत्येक के वहां पहुँचने और वहां से रवाना होने का समय क्या है और गत तीन महीनों में बांदा जंक्शन से भिन्न भिन्न गाड़ियाँ कितने विलम्ब से रवाना हुई और उनके विलम्ब से रवाना होने के क्या कारण हैं ; और

(ग) क्या यह भी सच है कि बांदा जंक्शन पर इंटर लाक प्रणाली का नहीं होना उस स्टेशन से गाड़ियों की देर से रवानगी का प्रमुख कारण है ?

रेलवे मंत्री (श्री नन्दा) : (क) जी हां। खरार जंक्शन पर मानिक 111 के अन्तर्पश्चिम की व्यवस्था है। भांसी-मानिकपुर खण्ड पर अन्य सभी स्टेशन जिसमें बांदा स्टेशन भी शामिल हैं, गैर-अन्तर्पश्चित हैं जिन पर चाभी ताले के जरीये सशोषित गैर-अन्तर्पश्चिम प्रणाली की व्यवस्था की गई है। किसी खण्ड पर स्टेशनों का अन्तर्पश्चिम

किया जाये या नहीं यह बात यातायात की आवश्यकताओं और साधनों की उपलब्धता पर निर्भर है।

524 अप बांदा	प०	11.40
	छ०	11.55
522 अप बान्दा	प०	23.40
	छ०	23.55

(ख) 521 डाउन/522 अप झांसी-मानिकपुर सवारी गाड़ियां और 523 डाउन/524 अप झांसी-मानिकपुर तेज सवारी गाड़ियां बांदा जंक्शन होकर गुजरती हैं। बांदा में इन गाड़ियों के पहुँचने और छूटने का निर्धारित समय इस प्रकार है :—

521 डाउन बांदा	प०	13.05
	छ०	13.25
523 डाउन "	प०	02.35
	छ०	02.55

पिछले 3 महीनों—अगस्त से अक्टूबर, 1970 तक—के दौरान उपयुक्त गाड़ियां बांदा से कितनी बार कितने विलम्ब से चलीं यह संलग्न विवरण में दिखाया गया है (विलम्ब से चलने का मुख्य कारण था खतरे की जंजीर का खींचा जाना, संचार में बाधा, बांदा के बाहरी सिगनल पर गाड़ियों का रुका रहना आदि)।

(ग) जी नहीं।

विबरण

बांदा से होकर गुजरने वाली सवारी गाड़ियों का बांदा से विलम्ब से छूटना

गाड़ी नं०	महीना	15 मिनट तक विलम्ब	30 मिनट तक विलम्ब	एक घण्टे से अधिक तक विलम्ब
521 डाउन	अगस्त, 70	2	2	10
सवारी गाड़ी	सितम्बर, 70	4	1	8
	अक्टूबर, 70	2	3	16
523 डाउन	अगस्त, 70	3	5	5
सवारी गाड़ी	सितम्बर, 70	2	2	10
	अक्टूबर, 70	10	6	10
522 अप	अगस्त, 70	—	4	7
सवारी गाड़ी	सितम्बर, 70	1	—	4
	अक्टूबर, 70	1	3	13
524 अप	अगस्त, 70	—	3	11
सवारी गाड़ी	सितम्बर, 70	—	—	4
	अक्टूबर, 70	1	1	15

**Increase in Incidents of Robbery in
Trains on Delhi Shahdara Line**

230. SHRI JAGESHWAR YADAV :
Will the Minister of RAILWAYS be pleased to state :

(a) whether the incidence of robbery in running trains on the Delhi-Shahdara line is on the increase ; and

(b) if so, the steps taken to prevent such crimes ?

THE MINISTER OF RAILWAYS (SHRI NANDA): (a) Three cases have been reported during 1970 (Upto October) as against nil in 1969.

(b) (i) Both Uniformed and plain Clothes staff of Uttar Pradesh Railway Police escort all night trains on Delhi-Ghaziabad Section.

(ii) The G. R. P. escorts have instructions to check the Ladies' compartments en route to ensure that no male passengers find access thereto;

(iii) The G. R. P. are making efforts to track down the criminals operating in the area ;

(iv) Appropriate legal action is taken against the persons found having criminal designs.

**Removal of Disqualification of candidate
due to corrupt Practices in Election**

231. SHRI N. SHIVAPPA : Will the Minister of LAW AND SOCIAL WELFARE be pleased to state :

(a) whether it is a fact that Government have decided to remove the present six-year disqualification imposed on a candidate found guilty of indulging in corrupt practices during elections ; and

(b) if so, when it is likely to be implemented ?

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

(b) Does not arise.

**Starting of metre gauge lines between
Delhi and Bangalore via Ajmer**

232. SHRI N. SHIVAPPA :
SHRI G. Y. KRISHNAN :

Will the Minister of RAILWAYS be pleased to state :

(a) whether there is a proposal under Government's consideration to start a new metre gauge line between Delhi and Bangalore via Ajmer ; and

(b) if so, the estimate of expenditure and the time likely to be taken in its completion ?

THE MINISTER OF RAILWAYS (SHRI NANDA): (a) There is already a metre gauge railway line from Delhi to Bangalore via Ajmer and Khandwa. There is no proposal at present to construct another metre gauge line connecting these places.

(b) Does not arise.

**Use of Congress Tricolour in Kerala
Election**

233. SHRI N. SHIVAPPA :
SHRI SHANKAR RAO MANE :

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

(a) whether it is a fact that there was some confusion due to the use of Congress tricolour by both Congress (O) and Congress (R) in the recent Kerala election ;

(b) if so, whether permission for such use of the Congress tricolour was given by the Election Commission ; and

(c) if so, on what grounds ?

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

(b) The Election Commission is not concerned with the use of party flags at elections to Parliament and State Legislative assemblies.

(c) Does not arise.

Decline in earnings of Railways from goods parcel traffic

234. SHRI N. SHIVAPPA :
SHRI RAGHUVIR SINGH
SHASTRI :

Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that the revenue earnings of the Railways from goods parcel traffic is fast declining ; and

(b) if so, the reasons thereof ?

THE MINISTER OF RAILWAYS (SHRI NANDA) : (a) and (b). While the 'Other Coaching' earnings which terms includes parcel earnings also show up to the end of August, 1970 an improvement both in comparison with last year as well as the budgetary anticipations, it is true that goods earnings have been lower during this period of 1970-71 as compared to the budget anticipations. although even they are higher as compared to the previous year, for the same period.

The shortfall in goods earnings during 1970-71 as compared to budget anticipations is mainly on account of coal and steel traffic. The lower earning from these are not due to any shortcomings on the part of the Railways but due to fall in production of steel plants and less demands of public coal.

There has also been a slight decrease in loading of cement mainly on account of strike in Kymore Cement Factory, and less demands in Southern region. As regards other goods traffic, there has been no decline.

Recommendation of A. R. C. on Appointment of Advocate Generals in States

'235. SHRI MANGALATHUMADAM : Will the Minister of LAW AND SOCIAL WELFARE be pleased to state :

(a) whether there is any recommendation by the Administrative Reforms Commission regarding appointment of Advocate Generals in the States ;

(b) if so, whether Government have examined the same ;

(c) whether any study has been made regarding the working of this Office in the States as far as their terms of reference are concerned ; and

(d) whether State Governments have also addressed about this to the Centre ?

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

(b) to (d). Do not arise.

New minimum wage structure for steel workers

236. SHRIMATI SUCHETA KRIPALANI :
SHRI S. KUNDU :
SHRI INDRAJIT GUPTA :

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

(a) whether there is any proposal under consideration of Government to set up new minimum wage structure for steel workers in the country ;

(b) if so, the main features of the scheme ;

(c) the amount likely to be spent on this scheme ; and

(d) when this scheme is likely to be finalised ?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI MOHD. SHAFI QURESHI) : (a) to (d). In pursuance of the conclusions of the Industrial Committee on Iron and Steel and in the context of settlements entered into on the basis of the recommendations of the First Wage Board for the Iron and Steel Industry having expired or nearing expiry, the question of wage revision for the Iron and Steel Industry was considered at the industry level

through collective bargaining between the representatives of the workers and the employees through a Joint Wage Negotiating Committee set up for this purpose. A Memorandum of Agreement was signed by the Committee on 27th October, 1970. The salient features of the Agreement are as under :—

- (i) The Agreement covers workers working under Hindustan Steel Ltd., Tata Iron and Steel Company Ltd., Indian Iron and Steel Company Ltd. and the Mysore Iron and Steel Works, Bhadravati.
- (ii) The Agreement covers all categories of workmen who are either covered by the recommendations of the First Central Wage Board for Iron and Steel Industry or to whom these had been made applicable by agreement or otherwise and all work-charged employees in the Steel Plants of Hindustan Steel Ltd.
- (iii) The Agreement is effective from 1st September, 1970 and would be in operation for a period of four years.
- (iv) The Minimum wage of an unskilled worker, whether working inside the works or outside the works, male or female, will be Rs. 240 consisting of a basic wage of Rs. 200 and Dearness Allowance of Rs. 40 per month.
- (v) The rates of Dearness Allowance will be revised every quarter according to the variation in the Consumer Price Index (Base 1960=100), the rate of increase or decrease being Rs. 1.30 for each point of rise or fall in the Index. The Dearness Allowance fixed by this Agreement is related to the Index 183 which is the average of the All India Consumer Price Index Numbers for Industrial workers for the months of April-June, 1970.

each Steel Plant have been reduced to the minimum possible and the Wage structure in respect of each Company has been recast.

- (vii) The minimum guaranteed (irreducible) benefit in the basic wage and Dearness allowance together would not be less than Rs. 67 per month compared to the basic wage and Dearness Allowance as on 31st August, 1970.
- (viii) Employees on the pay roll as on 1st September, 1970 will be paid a sum of Rs. 160 as an *ad hoc* payment to cover the period preceding 1st September, 1970.
- (ix) The Joint Wage Negotiating Committee will set up a standardisation Committee with a view to Standardising the scales of pay and job nomenclatures in the Steel Industry and bringing about uniformity concerning amenities in respect of leave, holidays, medical benefits and retirement age.
- (x) The Joint Wage Negotiating Committee will surprise and ensure implementation of this Agreement and of its decisions concerning standardisation during the period of this Agreement.
- (xi) The Agreement also covers certain other matters like acting/officiating allowance, housing and house rent, retirement gratuity, incentive/production bonus, educational facilities etc.
- (xii) During the operation of this Agreement, no demand will be made or dispute will be raised in regard to matters covered by this Agreement and industrial peace and harmony would be maintained and every effort would be made to increase productivity.

- (vi) The lowest grade will be Rs. 200-3-221. The number of scales in

(c) It is estimated that the financial impact of the Agreement for the four years

ending 31st August, 1974 would be approximately as under :

Tata Iron and Steel Co. Ltd.	Rs. 205 million
Indian Iron and Steel Co. Ltd.	Rs. 145 million
Hindustan Steel Ltd.	Rs. 560 million
Mysore Iron and Steel Works	Rs. 65 million
	Rs. 975 million

रेलों में चोरियों की रोकथाम

237. श्री प्रकाशवीर शास्त्री : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या रेलों में चोरियों को रोकने में सरकार को कुछ सफलता प्राप्त हुई है ;

(ख) वह क्षेत्र कौन से हैं जहाँ अधिकतर इस प्रकार की चोरियाँ होती हैं ; और

(ग) रेलों में चोरियों को रोकने के लिए क्या सरकार भविष्य में कोई अतिरिक्त प्रभावी कदम उठाने का विचार रखती है ?

रेलवे मंत्री (श्री नन्दा) : (क) जी हाँ, ।

(ख) एक विवरण सभा पटल पर रखा जाता है जिसमें ये क्षेत्र दिखाये गये हैं जहाँ भारतीय रेलों पर अधिकतर चोरियाँ होती हैं । [घंटाघर में रख दिया गया । देखिये संख्या LT-4210 /70]

(ग) (i) जी हाँ । बुक किये गये माल की चोरी और उठाईगरी रोकने और क्षतिपूर्ति के दावों के भुगतान में कमी करने के लिए भारतीय रेलों पर 1.8.1970 से एक अखिल भारतीय अभियान चलाया गया है ।

(ii) महत्वपूर्ण यादों और यानान्तरण स्थलों पर विशेष उपाय किये जा रहे हैं ।

उत्तर प्रदेश में नये उद्योग

238. श्री प्रकाशवीर शास्त्री :
श्री बाल्मीकी चौधरी :

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

(क) क्या यह सच है कि उत्तर प्रदेश में कुछ नये उद्योगों की स्थापना के सम्बन्ध में हाल ही में उन्होंने इलाहाबाद में संकेत किया था ।

(ख) यदि हाँ, तो क्या इस सम्बन्ध में कोई निश्चित योजना इस बीच तैयार कर ली गई है; और

(ग) यदि हाँ, तो कब तक उस योजना को कार्यान्वित किया जाएगा ?

औद्योगिक विकास तथा आंतरिक व्यापार मंत्रालय में उप-मंत्री (श्री मं० र० कृष्ण) : (क) से (ग). इलाहाबाद में दिये गये वक्तव्य में उत्तर प्रदेश में औद्योगिक विकास की सम्भावनाओं और भविष्य के बारे में तथा नये उद्योगों के लिए राज्य को दिये जा रहे लाइसेंसों का उल्लेख किया गया था । क्षेत्रीय औद्योगिक विकास में असंतुलों को विशेष तौर पर उत्तर प्रदेश के लगातार रूप में औद्योगिक दृष्टि से अविकसित पड़े रहने के संदर्भ में काम करने की आवश्यकता पर बल दिया गया था । यह भी कहा गया था कि उत्तर प्रदेश के चुने हुए दो जिलों में स्थापित किये गये उद्योग एक निश्चित विनिर्भोजन सीमा तक विशेष आर्थिक सहायता के हकदार होंगे जब कि 24 अन्य चुने हुए जिलों के उद्योग सरकारी विन्तीय संस्थाओं से रियायती ऋण सुविधाएँ प्राप्त कर सकेंगे ।

सभी भाषाओं में संविधान का प्रामाणिक संस्करण

239. श्री प्रकाशवीर शास्त्री : क्या विधि तथा समाज कल्याण मंत्री यह बताने की कृपा करेंगे कि :

(क) सभी भाषाओं में संविधान का प्रामाणिक संस्करण कब तक उपलब्ध किये जाने की संभावना है ;

(ख) क्या इस संबंध में राज्य सरकारों से भी कोई सहायता मांगी जा रही है ; और

(ग) क्या अब तक कुछ भाषाओं में संविधान का प्रामाणिक संस्करण उपलब्ध करा दिया गया है ?

विधि मंत्रालय और समाज कल्याण विभाग मंत्रालय में राज्य मंत्री (श्री जगन्नाथ राव) : (क) आज की तारीख तक यथा उचित भारत के संविधान के हिन्दी में और राज्यों की अन्य राजभाषाओं में प्राधिकृत अनुवाद तैयार करने के प्रश्न पर विचार किया जा रहा है। संविधान के हिन्दी में और राज्यों की अन्य राजभाषाओं में प्रधिकृत अनुवाद तैयार किये जा सकें, इस के लिए चूंकि संसदीय विधान अधिनियमित करना पड़ेगा, इसलिए यह कहना संभव नहीं है कि ऐसे प्राधिकृत अनुवाद कब तक उपलब्ध होंगे।

(ख) राज्यों की राजभाषाओं में संविधान के अनुवाद राजभाषा (विधायी) आयोग द्वारा तैयार किए जा रहे हैं। आयोग द्वारा इन अनुवादों को अन्तिम रूप सम्बद्ध राज्य सरकारों के परामर्श से दिया जाएगा।

(ग) जी नहीं।

रेलवे आय में घाटा

240. श्री प्रकाशवीर शास्त्री :
श्री दिनकर देसाई :
श्री कंबर लाल गुप्त :

क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि हाल ही में सरकार ने भारतीय रेलवे को लगभग 70 करोड़ रुपये के हुए घाटे का अनुमान लगाया ;

(ख) क्या इस बीच इस घाटे के कारणों का पता लगा लिया गया है और यदि हां, तो तत्सम्बन्धी व्यौरा क्या है ; और

(ग) इस घाटे को पूरा किये जाने के लिए क्या कार्यवाही की जा रही है ?

रेलवे मंत्री (श्री नन्दा) : (क) वर्तमान प्रवृत्तियों को देखते हुए अनुमान लगाया गया है कि बजट अनुमानों की तुलना में आमदनी कम और संचालन-व्यय अधिक होगा और दोनों को मिलाकर कुल लगभग 69 करोड़ रुपये होगा।

(ख) 1970-71 के पिछले पांच महीनों के आधार पर इस वर्ष हाल में जो समीक्षा की गई थी, उससे पता चलता है कि रेलों की आमदनी प्रारम्भिक अनुमानों की अपेक्षा 20.00 करोड़ रुपये कम होने की सम्भावना है। यह कमी तीसरे दर्जे के किरायों, पार्सल-दरों और खाद्यान्नों की भाड़ा-दरों में वृद्धि के प्रस्ताव को वापिस ले लेने (13.00 करोड़ रुपये) और इस्पात कारखानों को जाने वाले माल-जनता के लिए कोयले और सामान्य माल यातायात में कमी (16.00 करोड़ रुपये) के कारण हुई है। जो 'यात्री शीर्षक के अन्तर्गत (7.00 करोड़ रुपये) और "अन्य कोचिंग" और "फुटकर" शीर्षकों के अंतर्गत (2.00 करोड़ रुपये) प्रत्या-

शित वृद्धि से अंशतः संतुलित हो जायेगी। संचालन-व्यय में लगभग 4,900 करोड़ रुपये की वृद्धि होने की संभावना है जो मुख्य रूप से इन मर्दों में है :- अंतरिम राहण (37.00 करोड़ रुपये), टूट-फूट की मरम्मत (4.00 करोड़ रुपये) पंच निर्णयों और श्रमिक पंचाटों पर अमल (2.00 करोड़ रुपये) और बजट के बाद मरम्मत तथा अनुरक्षण आदि के लिए भण्डार और सामान की कीमतों में वृद्धि (6.00 करोड़ रुपये)। इसके परिणामस्वरूप मूल बजट में प्रत्याशित लगभग 22.38 करोड़ रुपये का अधिशेष 46.50 करोड़ रुपये के घाटे में बदल जायेगा।

(ग) भारतीय रेलों में किरायात बरतने के लिए लगातार प्रयास किये जा रहे हैं। किरायात के लिए जो कुछ महत्वपूर्ण उपाय किये जा रहे हैं, उनका उद्देश्य संचालन-व्यय, जैसे कर्मचारियों पर होने वाले खर्च में कमी और इंधन की खपत में किरायात करना है। दूसरे उपाय हैं भण्डार और सामान के इस्तेमाल में किरायात, भण्डार सूची का बेहतर नियंत्रण आवधिक समीक्षा द्वारा भाप इंजनों की संख्या कम करना, अधिक कार्य कुशलता लाने के लिए कार्य-अध्ययन, अधिक उत्पादन के लिए रेल कारखानों में प्रोत्साहन योजना लागू करना, खोय और क्षतिग्रस्त माल के लिए क्षतिपूर्ति दावों का भुगतान कम करने के उपाय करना और गहन नियंत्रण और जांच के द्वारा बिना टिकट यात्रा, कोयले, डीजल तेल, रेल परेषणों की चोरी आदि बुराईयों को दूर करने के लिए विभिन्न प्रकार के अभियान चलाना। आदमी बढ़ाने के लिए भी अधिकतम प्रयास किया जा रहा है।

Bridge over Ganga between Farakka and Khejuria Ghat

241. SHRI. RAM KISHAN GUPTA : Will the Minister of RAILWAYS be pleased to state :

(a) whether a final decision has been

taken to construct a Bridge over Ganga between Farakka and Khejuria Ghat with a view of providing direct railway link between West Bengal and Assam ; and

(b) if so, at what stage is the scheme at present ?

THE MINISTER OF RAILWAYS (SHRI NANDA): (a) and (b). A rail bridge is being incorporated in the Farakka Barrage under construction. The work on the rail bridge and diversion of track on either end is well in progress and are expected to be completed by the end of 1971.

Railway Services affected during Rains and Floods

242. SHRI RAM KISHAN GUPTA : Will the Minister of RAILWAYS be pleased to state the details of Railway services affected due to recent rains and floods in the country (zone-wise) ?

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

Nationalization of Trade

243. SHRI G. Y. KRISHNAN : Will the Minister of INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE be pleased to state :

(a) whether there is any proposal under Government's consideration to nationalise some more important and major trades in the country ; and

(b) if so, the details thereof ?

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

(b) Does not arise.

Construction of Bokaro Steel Plant

244. SHRI DINKAR DESAI : DR. RANEN SEN :

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

(a) whether it is a fact that the erection schedule to complete the installation of the

Bokaro Steel Plant has undergone a change ;

(b) if so, the reasons thereof ; and

(c) the steps taken to complete the work and start production as per original schedule ?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI MOHD. SHAFI QUERSHI) : (a) No, Sir. The construction schedule revised in July, 1969, according to which the erection of the first blast furnace was to be completed by December, 1971, and that of the entire stage I by March, 1973, still stands ;

(b) Does not arise.

(c) Action has been initiated to import the urgent requirements of steel and refractories needed for the construction of the steel plant as these are not available indigenously to conform to the schedule of construction of the Bokaro Steel Plant. Chasing of supplies from public sector as also private sector suppliers has been speeded up by opening inspection cells at their works. The Hindustan Steel Works Construction Ltd. are also strengthening their organisational set up and resources to cope up with the increased tempo of work. Net-work planning aided by the computers has been introduced for watching the progress of work. With these important measures, it is hoped that the Project will be completed in time.

Scheme for Revival of Industrial Growth in West Bengal

245. SHRIMATI ILA PALCHOU-DHURI :
SHRI S. K. TAPURIAH :
SHRI SARDAR AMJAD ALI :

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

(a) whether it is fact that West Bengal's industrial pace is slowing down and in order to steam the "slow down", the Government of West Bengal have drawn up a scheme of incentives of revive industrial

growth and forwarded it to the Government of India for their approval ;

(b) if so, brief details of the scheme together with its financial implication ; and

(c) Government of India's reaction thereof ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE (SHRI M. R. KRISHNA) : (a) to (c). In order to facilitate the establishment of new industrial undertakings and also the re-opening of closed units, the Government of West Bengal have drawn up a scheme of incentives for industrial growth. The details of the scheme are furnished in the statement laid on the Table of the House. [Placed in Library See No. LT-4211/70] The financial implication would depend on the extend of response to the incentives. The Government of India expect that these incentives will enable speedier industrial growth and the gradual re-opening of closed units in West Bengal.

Working of Foreign owned Cigarette Companies in India

246. SHRIMATI ILA PALCHOU-DHURI :
SHRI HARDAYAL DEVGUN :

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

(a) whether the Government of India have received any representation from the Indian Cigarette Manufacturer's Association urging that an enquiry be made into the working of foreign-owned cigarette companies operating in India ;

(b) if so, brief details of the representation including the reasons advanced for an enquiry ; and

(c) Government's reaction thereof ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE (SHRI M. R. KRISHNA) : (a) and (b). No re-

presentation has been received from the Indian Cigarette Manufacturer's Association urging that an enquiry as such be made in to the working of foreign owned cigarette companies operating in india.

(c) The other suggestions made by them are being looked into.

Discussion on Efficiency of Railway System

247. SHRIMATI ILAPAL CHOUDHURI :

SHRI MUHAMMAD SHERIFF :

Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that the All India Railwaymen's Federation have, in a letter sent to him, sought a thorough and comprehensive discussion on the lowering of efficiency in railway system and have given several reasons for it;

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

(c) Government's reaction thereto ?

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

(b) The letter contains certain genral observation regarding the problems of operation and maintenance on railways requiring remedial measures.

(c) The matter was discussed with the General Secretary of the Federation on 16.9.70 when he was advised to send specific and concrete Points so that the matter could be considered further.

Railway Earnings From Passenger and Goods Traffic

248. SHRIMATI ILAPAL CHOUDHURI :

SHRI HARDAYAL DEVGUN :
SHRI D. N. PATODIA :

Will the Minister of RAILWAYS be pleased to state :

(a) the total Railway's earnings Zone-wise during the first quarter of the current financial year 1970-71 from passenger and

goods traffic separately, as compared to the corresponding period in 1969-70; and

(b) the reasons for increase or fall, as the case may be?

THE MINISTER OF RAILWAYS (SHRI NANDA) : (a) A Statement is laid on the Table of the House. [*Placed in Library. See No. LT-4212/70*]

(b) The earnings for April to June, 1970 compared to those for corresponding period of the previous year show an increase on almost all the Zonal Railway chiefly owing to increase in Passenger traffic and changes in rates and fares etc.

Indian Iron and Steel Company Limited.

249. SHRI A. SREEDHARAN : Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state :

(a) whether Government have any proposal under cosideration to nationalise Indian Iron and Steel Company Limited; and

(d) if not, the reasons thereof ?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI MOHD. SHAFI QURESHI) : (a) No Sir,

(b) Circumstances existing at present do not warrant snch action.

Policing regarding increase in Production of Steel

250. SHRI R. K. BIRLA : Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state :

(a) whether it is a fact that Government have evolved a rational steel policy aimed at producing annually about one million tonnes of steel extra during the next 10 years;

(b) if so, the details therof; and

(c) the steps taken so far to achieve the target?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI MOHD. SHAFI QURESHI) : (a) and (b). The Fourth Plan Steel development Programme includes stepping up the existing capacity of 9 MT ingot steel to about 19 MT by the end of the Fifth Plan period as per the programme given below :

(A) Existing capacities :	9.0 MT
(B) Additional capacities :	
Bhilai's III Stage expansion	1.7 "
Bokaro's I and II Stage	4.0 "
IISCO expansion	0.3 "
Additional capacity in the new steel plants.	4.0 "

Total : 19.0 MT

In addition, it has also been decided to set up a plant at Salem for production of special steels.

(c) A number of steps have been initiated to ward implementation of the Steel Development Programme. Feasibility Report for Bhilai III Stage Expansion is under the consideration of the Government. The Site Selection Committee have submitted its report for location of a new steel plant in the Hospet and Salem regions. The Committee on Raw Materials other than iron ore and coal and on Coal have already submitted their reports. The Iron Ore Committee is expected to finalise its recommendation shortly. The Site Selection Committee is meeting on November 10 to consider the site for the Visakhapatnam project. Appointment of Consultants are also under the active consideration of the Government.

Doubling of Railway Tracks in Northern Railway

251. SHRI R. K. BIRLA : Will the Minister of RAILWAYS be pleased to state :

(a) the details of the railway tracks in Northern Railway which are proposed to be doubled during the Fourth Plan ;

(b) whether work has since started on any of these tracks, if so, the names of the tracks ;

(c) the details of the new railway lines proposed to be laid in Northern Zone during the Fourth Plan ; and

(d) whether it is a fact that the Delhi-Rewari track is also proposed to be doubled ; if so, when, and whether it is proposed to convert this Section into broad gauge ?

THE MINISTER OF RAILWAYS (SHRI NANDA) : (a) and (d). Doubling of track between Shakurbasti and Rohtak (59.60 km) is in progress.

Survey report for doubling of the Section Garhi Harsaru-Khalilpur is under examination.

Survey work for doubling of the Sections Subzimandi-Panipat and Meerut City-Muzaffarnagar is in progress and a decision will be taken after receipt of the survey reports. However, there is no proposal to convert the Delhi-Rewari section into Broad Gauge at present.

(c) The proposal for new lines in the Fourth Plan have not yet been finalised.

टिमरनी स्टेशन पर वाराणसी एक्सप्रेस का ठहराना

252. श्री रा० च० बीक्षित : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि वाराणसी एक्स-प्रेस मध्य रेलवे के बीर स्टेशन पर तो ठहरती है परन्तु टिमरनी स्टेशन पर नहीं ठहरती ;

(ख) यदि हां, तो इस सम्बन्ध में क्या मापबण्ड अपनाया गया है ;

(ग) क्या बीर में टिमरनी की अपेक्षा अधिक जनसंख्या है और क्या यह औद्योगिक शहर भी है ;

(घ) यदि हां, तो बीर और टिमरनी की अलग अलग जनसंख्या किती है ;

(ड) बीर और टिमरनी स्टेशनों पर तुलनात्मक यात्री ट्रेफिक कितना है ;

(च) क्या यह सच है कि टिमरनी स्टेशन पर भी बाराणसी एक्सप्रेस को ठहराने के प्रश्न की जांच करने के बारे में मध्य रेलवे की गत बैठक में आश्वासन दिया गया था ; और

(छ) यदि हाँ, तो उसका क्या परिणाम निकला ।

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

(ख) इस सम्बन्ध में मूल्य मापदण्ड यह है कि इन स्टेशनों पर लम्बी दूरी का कितना यातायात होता है ।

(ग) और (घ) बीर की जनसंख्या का 3,800 और टिमरनी की जनसंख्या का 6,600 होने का अनुमान लगाया गया है ।

(ङ) 1970 के पत्रले सात महीनों में बीर और टिमरनी स्टेशनों से क्रमशः 83,003 और 45,511 यात्री बुक किये गये । इस प्रकार बीर स्टेशन पर यात्रियों की दैनिक औसत संख्या 391 और टिमरनी स्टेशन पर 219 आती है ।

(च) जी हाँ ।

(छ) जांच से मालूम हुआ है कि वर्तमान सेवाएं अर्थात् 2 जोड़ी सवारी गाड़ियाँ और एक जोड़ी एक्सप्रेस गाड़ियाँ, जो टिमरनी स्टेशन पर ठहरती हैं, पर्याप्त हैं । ऐसी स्थिति में 27 डाउन/28 अप बम्बई बाराणसी एक्सप्रेस को टिमरनी में ठहराने का आचित्य नहीं है ।

मध्य प्रदेश में लघु उद्योग

*253 श्री गं० चं० दीक्षित : क्या औद्योगिक विकास तथा आंतरिक व्यापार मंत्री यह बताने की कृपा करेंगे कि :

(क) मध्य प्रदेश में लघु उद्योगों की संख्या में गत तीन वर्षों से कितनी वृद्धि हुई और उक्त अवधि में उनमें कुल कितना मूल्य का उत्पादन हुआ है ;

(ख) उपयुक्त अवधि में कितने उद्योग बन्द हो गये और कितने उद्योगों को वित्तीय कठिनाइयों के कारण संकट का सामना करना पड़ रहा है ; और

(ग) इन लघु उद्योगों की सहायता के लिए सरकार द्वारा की गई कार्यवाही का ब्योरा क्या है ?

औद्योगिक विकास तथा अंतरिक व्यापार मंत्रालय से उप-मंत्री (श्री मं० रं० कृष्ण) : (क) से (ख). सूचना इकट्ठी की जा रही है और सभा पटल पर रख दी जायेगी ।

मध्य प्रदेश को इस्पात और लोहे का नियतन

254. श्री गं० चं० दीक्षित : क्या इस्पात तथा भारी इंजीनियरिंग मंत्री यह बताने की कृपा करेंगे कि मध्य प्रदेश को 1968-69 और 1969-70 में, अलग-अलग कुल कितना लोहा और इस्पात दिया गया था ?

इस्पात तथा भारी इंजीनियरिंग मंत्रालय से उप मंत्री (श्री मुहम्मद शफी कुरेशी) : जानकारी प्राप्त की जा रही है और सभा पटल पर रख दी जायेगी ।

मध्य प्रदेश में लोहे और इस्पात के गोदाम

255 श्री गं० च० दोक्षित : क्या इस्पात तथा भारी इंजीनियरिंग मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या हिन्दुस्तान स्टील लिमिटेड का विचार मध्य प्रदेश में लोहे और इस्पात के गोदाम बनाने का है ;

(ख) यदि हां, तो वे कहाँ - कहाँ पर स्थापित किये जायेंगे और उनके कब तक खोले जाने की संभावना है ;

(ग) इस सम्बन्ध में कब निर्णय किया गया था ; और

(घ) क्या हिन्दुस्तान स्टील लिमिटेड के किसी अधिकारी ने इस सम्बन्ध में मध्य प्रदेश का दौरा किया था ?

इस्पात तथा भारी इंजीनियरिंग मंत्रालय में उप - मंत्री (श्री मुहम्मद शफी कुरेशी) :
(क) से (घ). मध्य प्रदेश इंदौर शहर में पहले ही फरवरी 1969 से हिन्दुस्तान स्टील लिमिटेड का एक शाखा विद्युत कार्यालय एवं गोदाम कार्य कर रहा है। राज्य सरकार की सलाह से राज्य में किसी उपयुक्त स्थान पर दूसरा गोदाम खोलने के प्रस्ताव पर सक्रिय रूप से विचार किया जा रहा है। इस सम्बन्ध में हिन्दुस्तान स्टील लिमिटेड के एक कर्मचारी ने जुलाई 1970 में, सर्वेक्षण तथा शक्यता अध्ययन करने के लिए भिलाई तथा रायपुर का दौरा किया था।

Extension of Time Limit For Survey Of Bombay-Mangalore Railway Line

256. SHRI NATH PAI : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government have extended the time limit for the completion of traffic and engineering reconnaissance survey

for the 1250 Km. Bombay-Mangalore railway ; and

(b) if so, the reasons thereof ?

THE MINISTER OF RAILWAYS (SHRI NANDA) : (a) and (b). Originally only a techno-economic feasibility study had been proposed for a new line from Apta (near Bombay) to Mangalore. Subsequently it has been decided to carry out a detailed traffic survey together with an engineering reconnaissance survey for the new line. The surveys were sanctioned in June, 1970 and will take 18 months for completion. No change has been made in the recent past affecting the target date of completion of the surveys.

Violent Means Restored to in Strikes by Employees of HEC, Ranchi

257. SHRI R. K. AMIN : Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state :

(a) whether the employees of the Heavy Engineering Corporation, Ranchi recently restored to violent means during their strikes ;

(b) whether the Chairman of the Corporation was also assaulted ; and

(c) the reasons for the employee's strike and the action if any, taken against those who resorted to violent means ?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI MOHD. SHAFI QURESHI) : (a) to (c). Reference presumably is to the demonstration by the artisans of the Heavy Engineering Corporation on the 26th/27th August, 1970.

On the evening of the 26th August, 1970, about 400 Artisans assembled in front of the Headquarters Administrative Building and obstructed movement. They kept on shouting slogans throughout the night, keeping the road blocked. In the morning of the 27th August, 1970 the local Government Authorities were requested to enable the Chairman and other senior Officer to leave the building. While the Chairman and the Chief of Personnel were being escorted by the Police and the Magistrates, the demons-

trators repeatedly tried to obstruct the passage. In the process of clearing the passage, Police arrested 14 Artisans. With difficulty, the Police cleared the way for the passage of the Chairman's car. When the car had moved out of the Gate, the agitators indulged in brickbattling leading to damage to the Chairman's car and minor injuries to the Chairman and the Chief of Personnel. Cycles and branches of trees were thrown on the road to prevent movement. The obstacles were cleared by the Police who arrested 14 more persons. Several rounds of tear gas shells were fired to disperse the mob.

The artisans were demonstrating for their demands one of which was that their period of training at the Central Training Institute should be treated as duty for purposes of leave. Discussions on the disputed points are being held by the Management and the Artisans with the assistance of the Labour Commissioner.

Steel Scarcity in Engineering Industries

259. SHRI B.K. DASCHOWDHURY ;
SHRI M.L. SONDHU ;
SHRI YASHPAL SINGH :

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

(a) whether there has been steel scarcity which has hit the engineering industries, particularly those in the export sector, and it has worsened into a virtual famine, according to the Chairman of the Engineering Export Promotion Council ; and

(b) if so, the reasons for the same and steps taken by Government in this regard ?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI MOHD. SHAFI QURESHI) : (a) and (b). The demand for all varieties of steel in the country has increased considerably after the recession resulting in a condition of scarcity. This has naturally affected the engineering industry. In regard to Engineering Industries, bulk import has been made through Hindustan Steel, not all of which has yet been allocated by the Export Engineering Promotion Council to the export units.

Take over of Martin Burn Light Railways

260. SHRI B. K. DASCHOWDHURY :
SHRI SITA RAM KESRI :

Will the Minister of RAILWAYS be pleased to state :

(a) whether Government have considered to take over the Light Railways as recently urged by a deputation of the employees of Martin's Light Railways; and

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

THE MINISTER OF RAILWAYS (SHRI NANDA) : (a) The question of nationalising the private Railways was considered. The Government do not propose at present to nationalise any one of these Light Railways.

(b) The private railways in the country are operating under contracts which authorise the Central Government or the District Board of the area in which they are situated to take them over through purchase at specified intervals. Their purchase is considered when such periodical options fall due, taking all relevant factors into consideration. On certain occasions, on examination of all relevant factors, it was decided by the authorities concerned not to opt for purchase. Their purchase will again be considered when the next options to purchase them fall due.

Loss to Railways due to Floods in West Bengal

261. SHRI B. K. DASCHOWDHURY :
Will the Minister of RAILWAYS be pleased to state :

(a) the estimated total loss suffered by the Railways due to the recent floods in West Bengal; and

(b) the time by which the repairing of the tracks and lines etc., would be completed ?

THE MINISTER OF RAILWAYS (SHRI NANDA) : (a) Rs. 12.36 lakhs approximately.

(b) Repairing of track and lines completed already.

लोहे का निर्यात

262. श्री भीठा लाल मोना : क्या इस्पात तथा भारी इंजीनियरिंग मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि हाल ही में देश में लोहे की कमी के कारण निर्यात पर बुरा प्रभाव पड़ा है ; और

(ख) यदि हां, तो लोहे की कमी को पूरा करने के लिए सरकार ने क्या ठोस कार्यवाही की है ?

इस्पात तथा भारी इंजीनियरिंग मंत्रालय में उप मंत्री (श्री मुहम्मद शफी कुरेशी) :
(क) और (ख) इस समय कच्चे लोहे की कमी नहीं है और न तो कच्चे लोहे और न ही कच्चे लोहे की बनी वस्तुओं के निर्यात पर प्रभाव पड़ा है ।

Industrial Development of Chambal Valley Area

268. SHRI YASHWANT SINGH KUSHWAH : Will the Minister of INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE be pleased to state :

(a) whether any scheme for industrialisation of the Chambal Vally area adjoining the borders of Madhya Pradesh, Rajasthan and Uttar Pradesh in collaboration with State Governments concerned is under examination of the Central Government with a view to solving the docoity problem of the area; and

(b) if not, the reasons therefor ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE (SHRI M. R. KRISHNA) : (a) and (b). The information is being collected and will be laid on the Table of the House.

ग्वालियर छोटी लाइन (मध्य रेलवे) में सुधार

264. श्री यशवन्त सिंह कुशवाह : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) ग्वालियर छोटी लाइन (मध्य रेलवे) सेक्शन में आवश्यक सुधार करने के लिए चालू बजट वर्ष में क्या कार्यवाही की जा रही है और आगामी वर्ष में क्या कार्यवाही करने का विचार है ;

इस सेक्शन के लिए चार डीजल इंजन प्राप्त करने के सम्बन्ध में अब तक हुई प्रगति का ब्योरा क्या है ;

(ग) क्या यह सच है कि ग्वालियर स्थित छोटी लाइन के रेलवे इंजन की मरम्मत वर्कशॉप का स्थानान्तरण कर दिया गया है ; और

(घ) यदि हां, तो क्या छोटी लाइन के रेलवे इंजनों आदि की आवश्यक मरम्मत के लिये ग्वालियर में एक अन्य वर्कशॉप स्थापित करने का कार्यक्रम है अथवा क्या ग्वालियर से भांसी तक छोटी रेलवे लाइन बनाने का कार्यक्रम बनाया जा रहा है ताकि छोटी लाइन रेलवे इंजनों आदि की मरम्मत के लिए शांसी लाया जा सके ?

रेलवे मंत्री (श्री नन्दा) : (क) फिलहाल किसी सुधार का प्रस्ताव नहीं है ।

(ख) इस खण्ड के लिए डीजल इंजन प्राप्त करने का फिलहाल कोई प्रस्ताव नहीं है ।

(ग) जी नहीं । सिंधिया स्टेट रेलवे को अधिकार में लेने से पूर्व, इस रेलवे के इंजन और चल स्टॉक का ओवर हाल ग्वालियर इंजीनियरिंग वर्क्स द्वारा किया जाता था । यह कारखाना मध्य प्रदेश सरकार ने अपने अधिकार में ले लिया था और ग्वालियर में चालू

है। इस खण्ड पर चलने वाले चल स्टाक की मरम्मत रेलवे के अन्य कारखानों में की जाती है।

(घ) ग्वालियर में दूसरा कारखाना स्थापित करने का कोई प्रस्ताव नहीं है और न ग्वालियर से भाँसी तक छोटी लाइन बिछाने का ही कोई कार्यक्रम है।

**Setting up of Small Scale Industries
around Bhilai Steel Plant**

265. SHRI YASHWANT SINGH KUSHWAH : Will the Minister of INDUSTRIAL DEVELOPMENT AND INTERNATIONAL TRADE be pleased to state the steps taken or proposed to be taken to develop small scale industries in the area surrounding the Bhilai Steel Plant ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE (SHRI M. R. KRISHNA) : (a) The information is being collected and will be laid on the Table of the House.

**ग्वालियर और भाँसी के बीच मालगाड़ी का
लूटा जाना**

266. श्री यशवन्त सिंह कुशवाह : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि जून अथवा जुलाई, 1970 में ग्वालियर और भाँसी के बीच मालगाड़ी लूटी गई थी ;

(ख) यदि हाँ, तो घटना का व्योरा क्या है तथा इसके परिणामस्वरूप कितनी हानि हुई ;

(ग) अपराधियों के विरुद्ध क्या कार्यवाही को गई ; और

(घ) क्या गाड़ी से लूटे गये माल के मालिकों को कोई मुआवजा दिया गया ?

रेलवे मंत्री (श्री नंदा) : (क) जी नहीं। लेकिन 31-7-70 को भाँसी और ग्वालियर के

बीच अन्तपेठ स्टेशन पर एक माल गाड़ी के साथ छेड़ छाड़ की गई थी और 11 माल डिब्बों की मुहरें दोषपूर्ण पायी गयी थीं।

(ख) इस मामले में कोई नुकसान नहीं हुआ क्योंकि जांच करने पर सभी 11 माल डिब्बे ठीक पाये गये।

(ग) और (घ). सवाल नहीं उठता।

**राजस्थान के आदिवासी क्षेत्र में दासता की
प्रथा का प्रचलन**

267. श्री ओंकार लाल बेरवा : क्या विधि तथा समाज कल्याण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार का ध्यान इस तथ्य की ओर दिलाया गया है कि राजस्थान के आदिवासी क्षेत्र में अभी तक दासता की प्रथा का प्रचलन है ; और

(ख) यदि हाँ, तो इस प्रथा को समाप्त करने के लिए सरकार ने क्या कार्यवाही की है ?

विधि मंत्रालय तथा समाज कल्याण विभाग में राज्य मंत्री (श्री जगन्नाथ राव) : (क) और (ख). यद्यपि जबरन श्रम को संविधान के अनुच्छेद 23 के अधीन समाप्त कर दिया गया है, परन्तु "सैगरी" नाम का एक प्रकार का जबरन श्रम राजस्थान में विद्यमान है, जिसके लिये लोगों की अत्यन्त श्रृणग्रस्तता जिम्मेदार हैं। इस बुराई को समाप्त करने के लिए राज्य सरकार ने निम्नलिखित विधायी उपाय किये हैं :—

(1) कृषिक श्रृणग्रस्तता अधिनियम, 1958।

(2) राजस्थान कृषिक श्रृणग्रस्तता की राहत (संशोधन) अधिनियम, 1962।

(3) राजस्थान साहूकार अधिनियम, 1963 ।

(4) राजस्थान सहकारी अधिनियम, 1965 ।

फरीदाबाद स्टेशन पर लड़कियों की छेड़छाड़ को रोकने के लिए स्पेशल पुलिस की व्यवस्था

268. श्री ओंकार लाल बेरवा : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि फरीदाबाद स्टेशन पर कारखाने के मजदूरों द्वारा संध्या-काल में महिलाओं से छेड़छाड़ी को रोकने के लिए सरकार द्वारा क्या कार्यवाही करने का प्रस्ताव है ?

रेलवे मंत्री (श्री नन्दा) : सरकारी रेलवे पुलिस की एक चौकी फरीदाबाद में पहले से मौजूद है ; फरीदाबाद स्टेशन पर कारखाने के मजदूरों द्वारा शाम के समय महिलाओं से छेड़छाड़ी करने की घटनाओं की रोकथाम जिनकी बहुधा रिपोर्ट नहीं की जाती, स्थानीय पुलिस द्वारा की जा सकती है जिसे कि स्थिति मालूम है ।

Grant of family pension to attendants of Railway Hospital, Bhatinda (Northern Railway)

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

(a) whether it is fact that Hospital Attendants in Railway Hospital, Bhatinda (Northern Railway) who died in May, 1965 while serving, have not been paid any family pension ;

(b) if so, the reasons thereof ;

(c) the action being taken to expedite such cases for payment of family pension ; and

(d) whether Government have received and representation in the matter, if so, the action taken thereof ?

THE MINISTER RAILWAYS (SHRI NANDA) : (a) and (b). There is only one case of a hospital attendant at Bhatinda who died in 1965. The employee had not opted for pensionary benefits. His family was therefore paid in 1965 all the settlement dues admissible under the Contributory Provident Fund Rules by which he was governed.

(c) Does not arise.

(d) Yes. The above position has been communicated.

चुनाव विधि में संशोधन करने के लिए सर्वदलीय बैठक

270. श्री ओंकार लाल बेरवा :

श्री राम गोपाल शालवाले :

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

(क) क्या चुनाव विधि में संशोधन करने के लिए लोक-सभा के अध्यक्ष की अध्यक्षता में एक सर्वदलीय बैठक बुलाने का निश्चय किया गया है ;

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

(ग) यदि नहीं, तो देरी के क्या कारण हैं ?

विधि मंत्रालय और समाज कल्याण विभाग में राज्य मंत्री (श्री जगन्नाथ राव) :

(क) जी हां ।

(ख) अध्यक्ष को इस मामले में लिखा जा चुका है । आशा है कि अधिवेशन शीघ्र ही बुलाया जाएगा ।

(ग) प्रश्न ही नहीं उठता ।

Deraiment of Howrah-Bound Amritsar Mail at Karna Station near Hardoi

271. SHRI JHARKHANDE RAI :
SHRI BENI SHANKER
SHARMA :

Will the Minister of RAILWAYS be pleased to state :

(a) what were the reasons for the railway accident at Karna near Lucknow on September 29, 1970 in which Amritsar Mail was involved ;

(b) whether any enquiry has been made ; and

(c) if so, the result thereof and the further action taken in the matter ?

THE MINISTER OF RAILWAYS (SHRI NANDA) : (a) to (c). According to the provisional finding of the Additional Commissioner of Railway Safety, who held statutory inquiry into the derailment of 6 Down Amritsar-Howrah Mail at Karna station on 28. 9. 70, the accident was due to the obstruction in the path of the train, caused by the vacuum reservoir of the 4th coach getting dislodged and dropping off on the run.

Suitable action has been initiated to further strengthen the fixing of the vacuum reservoir and its design is also being examined.

Court cases Against Employees of South Eastern Railway for participating in Agitation of August, 1970

272. SHRI J. M. BISWAS : Will the Minister of RAILWAYS be pleased to state;

(a) the number of employees on South Eastern Railway division-wise, against whom court cases are pending on account of the spontaneous agitation of August, 1970 ;

(b) what are the charges against them ;

(c) the reason why the cases are not withdrawn as per the agreement between the Union President and the General Manager ?

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

Reopening of Standard Motor Factory, Madras

273. SHRI NAMBIAR : Will the Minister of INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE be pleased to state :

(a) whether it is fact that the Central Government have suggested to the Tamil Nadu Government that efforts be made to facilitate the early reopening of the Standard Motor Factory, Madras ;

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

(c) the reaction of Tamil Nadu Government towards the Central Government's suggestion ?

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

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

Closure of Match Factories in Tripura

274. SHRI NAMBIAR : Will the Minister of INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE be pleased to state :

(a) the number of match factories in Tripura closed down on the plea of shortage of raw materials and lack of market for products ;

(b) the total number of workers thrown out of employment due to this closure ; and

(c) the action taken by Government to prevent the closure of these match factories?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE (SHRI M. R. KRISHNA) : (a) to (c). The informa-

tion is being collected and will laid on the Table of the House.

Non-Registration of full installed capacity by Directorate General Technical Development

275. SHRI C. DASS :
SHRI RAJASEKHARAN :

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

(a) whether it is a fact that under the revised procedure of registration, the registration of industrial units with the Directorate General of Technical Development will, as a rule, be automatic subject only to the condition that the units concerned furnish the required statistical data ;

(b) whether it is also a fact that the Directorate-General of Technical Development had in January, 1970 requested the aluminium producers to meet the requirement of metal of M/s. Jindal (India) Private Ltd., Bangalore at the rate of 200 tonnes per month to save the factory from closure ; and

(c) if so, the circumstances in which the industrial unit of M/s. Jindal (India) Private Ltd., has been registered for a capacity of only 1200 tonnes per annum as against its installed capacity of 3600 tonnes on three shift basis as certified by the Director of Industries, Mysore ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE (SHRI M. R. KRISHNA) : (a) Registration under the revised procedure is as a rule automatic for schemes whose industrial data show *prima facie* a technical feasibility.

(b) Yes Sir,

(c) M/s. Jindal (India) Private Ltd. Bangalore have been registered with the D.G.T.D. for the manufacture of aluminium extruded sections for a capacity of 1200 tonnes keeping in view that the capacity of their existing Press is 1500 tonnes and their current production is 1150 tonnes per annum

only. According to the present policy, however, there is no constraint on the firm producing more since there is no control on the distribution of aluminium.

शाहदरा-सहारनपुर लाइट रेलवे के बन्द किये जाने के सम्बन्ध में ज्ञापन

276. श्री रामगोपाल शालवाले :

श्री रामावतार शर्मा :

श्री यमुना प्रसाद मंडल :

क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या उनकी शाहदरा-सहारनपुर रेलवे लाइन को बंद किये जाने और इस रेलवे लाइन को रेलवे मंत्रालय के प्रबन्धाधीन पुनः चालू करने के लिए अनुरोध करने के सम्बन्ध में कुछ संसद सदस्यों तथा अन्य स्वैच्छिक संस्थाओं से पत्र तथा ज्ञापन प्राप्त हुए हैं और इसको रेल मंत्रालय के प्रबन्धाधीन पुनः चलाने का अनुरोध किया गया है ;

(ख) यदि हाँ, तो उन संसद सदस्यों और स्वैच्छिक संस्थाओं के नाम क्या हैं जिनसे ऐसे पत्र प्राप्त हुए हैं ; और

(ग) यदि हाँ, तो इस मामले में सरकार ने क्या कार्यवाही की है ?

रेलवे मंत्री (श्री नन्दा) : (क) जी हाँ,

(ख) एक सूची सभा पटल पर रखी जाती है [संथालय में रख दी गई। देखिये संख्या LT.4213 /70]

(ग) इस सुझाव पर विचार किया गया था। यह निश्चय किया गया है कि शाहदरा-सहारनपुर लाइट रेलवे को सरकार द्वारा अपने अधिकार में लेना और उसे चलाना

राष्ट्रीय हित में न होगा, क्योंकि इसे सड़क परिवहन की प्रतिस्पर्धा में मुताफे पर नहीं चलाया जा सकता। इसके अलावा, पहले जो यातायात लाइट रेलवे द्वारा ढोया जाता था उसे सड़क द्वारा ढोया जा सकता है। वास्तव में इस क्षेत्र में उत्तर प्रदेश सरकार ने पहले ही बस सेवाओं में वृद्धि कर दी है।

Liberal attitude towards Employees and Workers of Durgapur Steel Plant who participated in strike in Aug./September 1970

277. SHRI JYOTIRMOY BASU :
SHRI LAKHAN LAL KAPOOR:
SHRI INDRAJIT GUPTA :

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

(a) category-wise number of employees and workers in the Durgapur Steel Plant of the Hindustan Steel Ltd.;

(b) the number of employees and workers who had been charge-sheeted for participating in the 'general strike' in August and September, 1970 ;

(c) the number of employees and workers who have been victimised on various charges ;

(d) whether Government are committed to take a liberal attitude towards the workers and employees who participated in the strike ; and

(e) if so, how and to what extent that commitment has been kept ?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI MOHD. SHAFI QURESHI) : (a) The number of employees and workers categorywise as in August, 1970, was as follows :

Director Incharge	1
Executives	1395
Non-Executives	
(technical)	23,022
Non-Executives	
(Non-technical)	3,176

(b) 7,150 workers were chargesheeted on account of their absence during the strike period. Out of this, on the basis of explanation offered, chargesheets were withdrawn in respect of 626 workers. 4,629 were censured and 5 punished with stoppage of increment. Enquiry is under way in respect of 1,890 workers.

(c) Nil.

(d) and (e). The responsibility for dealing with the workers and employees who participated in the strike lies with the Management of the Durgapur Steel Plant who follow general policy of taking a liberal attitude except those cases where, for example, violence is committed.

Enquiry into the Financial Position on Martin Light Railway

278. SHRI JYOTIRMOY BASU : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that the management of Martin Light Railway (West Bengal) closed the S. S. Railway Branch with effect from September 1, 1970 ; if so, on what grounds ;

(b) how many men have been thrown out of employment as a result of this closure ;

(c) whether Government had gone into the financial position of this Railway ; if so, the reasons why the company had been running at a loss ; and

(d) whether it is a fact that the average yearly expenditure of the company for 15 officers comes to about Rs. 4 lakhs ; if not, what is the actual position ?

THE MINISTER OF RAILWAYS (SHRI NANDA) : (a) Yes. The Railway had been suffering losses for many a year.

(b) About 1,100.

(c) The company was running at a loss due to severe road competition and mounting costs of operation.

(d) According to the information furnished by the company, the annual expenditure of 15 officers chargeable to S.S. Light Railway Co. is Rs. 1.93 lakhs as detailed below :

(a) Four officers directly charged to S. S. Light Railway Co.	Rs. 66,600
(b) Eleven Officers jointly charged to Railways in the Martin Group —(annual cost Rs. 2,81,800) proportionate share of S. S. Light Railway Company.	Rs. 1,26,800
Total :	Rs. 1,93,400

Assistance to Backward District of West Bengal

279. SHRI JYOTIRMOY BASU : Will the Minister of INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE be pleased to state :

(a) whether it is the policy of Government to give all possible assistance for the industrial development of the "backward regions" in the country ;

(b) whether the districts of Purulia, Bankura, Burdwan, Midnapur and a part of 24 Pargannas in the State of West Bengal fall into the category of "industrially backward regions";

(c) whether it is a fact that these districts abound in natural and mineral resources ;

(d) whether it is a fact that these resources, till date, remain untapped ;

(e) whether it is also a fact that there is a good deal of possibility to promote and develop a number of industries large-scale, medium-scale and small-scale, in those districts ; and

(f) if so, the steps being taken in that regard ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE (SHRI M. R. KRISHNA) : (a) to (f) . One of the objectives of industrial policy is to reduce, to the extent possible, regional imbalances in industrial growth. To achieve this end, proposals for the setting up of industrial units in industrially-backward regions would be treated on a special footing. Besides, financial institutions such as the Industrial Development Bank of India and the Industrial Finance Corporation of India would accord concessional treatment to cases relating to these areas. Ninety-three industrially backward districts in various States have been selected by the public financial institutions for this purpose. In West Bengal, four districts, *viz.*, Purulia, Bankura, Midnapur, and Darjeeling, would fall in this category. The Government of West Bengal have also announced various concessions and incentives for the setting up of industrial units in the State. It is expected that as a result of all these measures, there will be a substantial increase in industrial activity in the State and particularly in the industrially-backward areas of West Bengal and that the industrial potentialities of these districts will be able to be adequately exploited.

Prices of Consumers Goods in Calcutta

280. SHRI JYOTIRMOY BASU : Will the Minister of INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE be pleased to state :

(a) the retail prices of the daily necessities of life in Calcutta during December, 1969, January, 1970, June, 1970 and September, 1970 ; and

(b) factors responsible for the increase or decrease of retail prices in each case ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE (SHRI M. R. KRISHNA) : (a) and (b). A statement showing retail prices of consumer goods in Calcutta during December, 1969, January, 1970, June, 1970 and September, 1970 is laid on the Table of the House. [Placed in Library. ¹See No. LT-4214/70]. A statement giving reasons for the price

variations is also laid on the Table of the House. [Placed in Library. See No. LT-4214/70].

**Rate of Deposit Money required by
National Small Industries Corporation
against Supply of Machines**

281. SHRI JYOTIRMOY BASU : Will the Minister of INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE be pleased to state :

(a) whether the National Small Industries Corporation Ltd. now requires 5 per cent deposit against supply of imported machines and 10 per cent against indigenous ones from entrepreneurs;

(b) if so, the reason for demanding higher rate of deposit in cases of indigenous machines which is likely to discourage the use of country-made machines and which in its turn might retard the growth of indigenous machine building industry; and

(c) whether Government propose to reverse the required deposit *i. e.* 5 per cent in cases of indigenous machines and 10 per cent in cases of imported ones ?

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

(b) The reason for a differential treatment for imported and indigenous machines is because the risk involved, in case of default, in disposing of the machine and recovering the full value of the machine is less in the case of Imported machines, than in the case of indigenous machines. Since a concession of 50% of earnest money deposit has been given in the revised schedule of rates, it is expected that indigenous industry will also be assisted considerably in its growth.

(c) The decision on the revision of earnest money deposits will be reviewed after 31.3.1971.

Accident at an unmanned crossing near Moga

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

Will the Minister of RAILWAYS be pleased to state :

(a) whether at an unmanned crossing near Moga on Ludhiana-Moga line a passenger bus collided with a railway train on October 17, 1970; and

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

(c) the cause and circumstances of the accident ?

THE MINISTER OF RAILWAYS (SHRI NANDA) : (a) The accident took place at an unmanned level crossing between Jagraon and Ajitwal stations on the Ludhiana-Firozpur Cantt. section.

(b) In this accident 6 persons were killed and 39 injured of whom 5 sustained grievous injuries.

(c) The accident was due to the negligence on the part of bus driver who attempt to negotiate the unmanned level crossing in face of the approaching train when there was no margin to do so.

**Prevention of Railway Accidents at
Unmanned Railway Crossings**

283. SHRI P. C. ADICHAN :
SHRI HIMATSINGKA :

Will the Minister of RAILWAYS be pleased to state :

(a) the number of unmanned railway crossing accidents during 1968, 1969 and 1970 so far, and the lives lost and persons seriously injured therein; and

(b) the steps taken to tackle unmanned railway crossings as a national problem in each of these years and the expenditure incurred in that regard ?

THE MINISTER OF RAILWAYS (SHRI NANDA) : (a) During the years 1968, 1969 and 1970 *i. e.* from January, 1970 to September, 1970 there were 90, 80 and 52

accidents respectively at unmanned level crossings on the Indian Government Railways. In these accidents 126 persons were killed and 128 injured seriously.

- (b) A statement is attached.

Statement

In order to reduce the incidence of accidents at unmanned level crossings, the Railways have taken several steps as under :—

- (i) Stop Boards have been prominently fixed on approaches to all unmanned level crossings to warn the road users to cross railway track cautiously.
- (ii) Whistle Boards have been fixed enjoining the drivers of the approaching trains to whistle as the train approaches the unmanned level crossing as an additional warning to road-users.
- (iii) Periodical census of traffic is carried out by the Railways to decide if any of the unmanned level crossings require manning. Annual programme for manning/ upgrading of level crossings is drawn up by the railways in consultation with the State Governments who are required to bear the initial cost of upgradation as per extant rules. During the years 1968-69 and 1969-70, 126 unmanned level crossings were manned.

2. The State Governments have also been requested for provision of road signs with suitable warning signals at approaches to all unmanned level crossings ;

3. The State Governments have also legislated under the Motor Vehicles Act to oblige the drivers of passenger buses to stop their vehicles short of unmanned level crossings and then cross the railway line with the conductor of the bus walking ahead; and

4. As the accidents at unmanned level crossings are mostly due to the negligence of the road-users, an educative campaign among the road-users is carried out chiefly on the following lines :

- (i) Appeals to automobile associations, Transport and lorry owners associations etc.
- (ii) Issuing of leaflets in regional language to owners and drivers of buses, taxis and motor trucks through the police authorities, drawing attention to the rules laid down by the State Governments in the Motor Vehicles Act.
- (iii) Contracting the heads of village panchayats, etc. located near the level crossings and explaining to them the hazards of crossing unmanned level crossings carelessly.
- (iv) Contracting truck drivers associations and individual truck drivers and explaining to them the hazards of crossing unmanned level crossings rashly.
- (v) Publicity through the medium of rural programmes on All India Radio for prevention of accidents.
- (vi) Showing of Cinema slides, depicting the hazards of negotiating level crossings carelessly and making announcements through loud speakers on bazar and mela days in the villages adjoining railway crossings etc. etc.

The expenditure on such items being of the nature of revenue, no separate detailed figures are maintained.

Accumulation of Scrap Iron

284. SHRI P. C. ADICHAN:
SHRI HEM RAJ :

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

(a) whether it is a fact that 50,000 tonnes of scrap iron has accumulated in the different scrap yards in the country ;

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

(c) the steps being taken to clear out this accumulation by expeditious use and export thereof ?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI MOHD. SHAFI QURESHI) : (a) It has been reported that as on the 31st October, 1970, about 75,000 tonnes of various categories of scrap were available with the scrap traders.

(b) The price agreement between the Steel Furnace Association of India and the Iron & Steel Scrap Association of India which lapsed a few months ago has not been revived. In the absence of an agreed price, the off-take has been poor.

(c) The export of 24,750 tonnes of scrap out of the present stocks was allowed recently. The position regarding the balance is being reviewed.

Small Car in Public Sector

285. SHRI ABDUL GHANI DAR : Will the Minister of INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE be pleased to state :

(a) whether it is a fact that India will complete small cars in the public sector before 31st March, 1972 for open sale in the market ;

(b) whether it is also a fact that private sector will be able to complete small car much earlier ; and

(c) if so, the reasons therefor ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE (SHRI M. R. KRISHNA) : (a) In pursuance of the decision of Government to establish a project in the public sector for the manufacture of passenger cars based on a proven foreign design, offers have been invited from interested foreign parties by the 30 November, 1970. These are awaited. It is not

possible to indicate at this stage the time by which the proposed project in the public sector would go into production.

(b) and (c). Two parties in the private sector have been granted letters of intent, valid for eighteen months, for taking up the manufacture of passenger cars based on indigenous know-how and materials. It is not likely that these parties will go into production earlier than the 31st March, 1972.

Revision of Freight for Sugarcane

286. SHRI K. N. TIWARI :
SHRI HIMATSINGKA :
SHRI K. N. PANDEY :

Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that with effect from 1st April, 1970 the increase in the Railway freight on goods has been from 2 to 7 per cent ;

(b) whether it is also a fact that before 1st April, 1970 the Sugarcane traffic to Sugar Mills was moved in lump sum wagon load rates but from 1st April, 1970 this rate has been withdrawn and railways freight has been substantially increased by about 40 per cent ; and

(c) if so, the justification for this increase on sugarcane alone when freight increase on other goods was only from 2 to 7 per cent ?

THE MINISTER OF RAILWAYS (SHRI NANDA) : (a) While by and large the increase in freight charges with effect from 1.4.1970 has been from 2 to 7 per cent, in many cases the increase is greater.

(b) It is true that prior to 1st April, 1970, almost the entire quantity of sugarcane booked to sugar mills was carried at lump sum wagon rates which were withdrawn with effect from that date. With the cancellation of lumpsum wagon rates, the increase in freight has been of the order of 7% to 43 % over different loads on different Railways.

(c) Lump-sum wagon load rates in force prior to 1.4.1970 were extremely low and had therefore to be substantially increased. Even these substantially increased rates do not cover the cost of haulage. This explains the justification for the increase being much more than 7% in this instance. It may also be mentioned that sugarcane is not the only commodity for which the increase effected is more than 7%.

विभिन्न श्रेणियों की यूनियनों के महासंघ द्वारा मांग-पत्रों का प्रस्तुतीकरण

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

(क) क्या यह सच है कि विभिन्न श्रेणियों की यूनियनों के प्रतिनिधियों की एक बैठक गत 27 सितम्बर को हुई थी जिसमें 15 यूनियनों के प्रतिनिधियों ने भाग लिया था ;

(ख) यदि हाँ, तो क्या यह भी सच है कि उक्त बैठक में विभिन्न श्रेणियों की यूनियनों के प्रतिनिधियों का एक महासंघ बनाया गया है ;

(ग) यदि हाँ, तो इस बारे में सरकार की क्या प्रतिक्रिया है ;

(घ) क्या यह सच है कि उक्त महासंघ की ओर से उन्हें एक मांग-पत्र प्रस्तुत किया गया है ; और

(ङ) यदि हाँ, तो तत्सम्बन्धी ब्योरा क्या है और इस बारे में सरकार की क्या प्रतिक्रिया है ?

रेलवे मंत्री (श्री नन्दा) : (क) और (ख). यह ज्ञात हुआ है कि इस प्रकार की सभा की गयी थी और एक महासंघ बनाया गया है।

(ग) चूँकि सरकार की नीति श्रेणी के आधार पर बनी यूनियनों को मान्यता देने की

नहीं है, अतः सरकार उन्हें दो वर्तमान फेडरेशनों से व्यवहार रखेगी जिन्हें बातचीत करने की सुविधाएं प्राप्त हैं।

(घ) और (ङ). इस बात का पता नहीं लग सका है कि कोई मांग-पत्र अभी तक प्राप्त हुआ हो।

पूर्व रेलवे के कैरिज ऐण्ड वेगन विभाग के कर्मचारियों द्वारा हड़ताल

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

(क) क्या यह सच है कि पूर्व रेलवे के कैरिज ऐण्ड वेगन विभाग के कर्मचारी 29 अगस्त से 21 सितम्बर, 1970 तक हड़ताल पर थे ;

(ख) यदि हाँ, तो इसके क्या कारण थे ;

(ग) उक्त हड़ताल से रेलवे को हुई हानि का ब्योरा क्या है ;

(घ) क्या हड़ताली कर्मचारियों के विरुद्ध कोई कार्यवाही की गई है ; और

(ङ.) यदि हाँ, तो उसका ब्योरा और औचित्य क्या है ?

रेलवे मंत्री (श्री नन्दा) : (क) जी हाँ, 29 अगस्त से 19 सितम्बर, 1970 तक।

(ख) रेलवे के दानापुर मंडल के एक कर्मचारी को निलम्बित कर दिये जाने पर हड़ताल हुई।

(ग) से (ङ). सूचना इक्की की जा रही है और सभा-पटल पर रख दी जाएगी।

नार्थ ईस्टर्न रेलवे मजदूर सभा-नार्थ ईस्टर्न रेलवे चेकिंग स्टाफ द्वारा ज्ञापन प्रस्तुत करना

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

(क) क्या सच है कि नार्थ ईस्टर्न रेलवे मजदूर सभा के नेतृत्व में मजदूरों ने 1 अक्टूबर, 1970 को रेलवे उप-मंत्री के सामने प्रदर्शन किया था जब कि वह गड़तारा के दौरे पर थे ;

(ख) यदि हाँ, तो क्या यह सच है कि उन्हें नार्थ ईस्टर्न रेलवे मजदूर सभा तथा नार्थ ईस्टर्न रेलवे चेकिंग स्टाफ की ओर से अलग-अलग दो ज्ञापन दिये गये थे ;

(ग) यदि हाँ, तो उनमें किन मुख्य माँगों का उल्लेख है ; और

(घ) उन पर सरकार द्वारा क्या कार्यवाही की गई है अथवा करने का विचार है और कार्यवाही कब तक की जायेगी ?

रेलवे मंत्री (श्री नन्दा) (क) और (ख). इन दो यूनियनों सहित विभिन्न यूनियनों के बहुत से कर्मचारी उप-रेल मंत्री से मिलने के लिए इकट्ठे हुए थे और उन्होंने अपने अभ्यावेदन प्रस्तुत किये ।

(ग) नार्थ ईस्टर्न रेलवे मजदूर सभा तथा नार्थ ईस्टर्न रेलवे चेकिंग स्टाफ बेलफेयर एसोसियेशन से प्राप्त अभ्यावेदनों में कुछ मांगें थीं जो अधिकतर स्थानीय स्वरूप की हैं । उन अभ्यावेदनों में अंतरिम राहत, वेतन का ढाँचा और नार्थ ईस्टर्न रेलवे चेकिंग स्टाफ बेलफेयर एसोसियेशन की मान्यता से सम्बंधित विषय भी शामिल हैं ।

(घ) स्थानीय प्राधिकारियों के अधिकार क्षेत्र से सम्बंधित मामलों में रेल प्रशासन द्वारा यथावश्यक कार्यवाई की जा रही है ।

जहाँ तक वेतन के ढाँचे में संशोधन का प्रश्न है, अब सरकार द्वारा गठित वेतन प्रायोग उस पर विचार करेगा और अलग से कार्यवाही करना सम्भव नहीं है ।

जहाँ तक मान्यता का सम्बंध है, अलग-अलग कोटियों के एसोसिएशनों को मान्यता देना सरकार की नीति नहीं है ।

बिहार विधान परिषद को समाप्त करना

290. श्री रामावतार शास्त्री : क्या बिधि तथा समाज कल्याण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि सरकार ने बिहार विधान परिषद को समाप्त करने के बारे में बिहार विधान सभा के सुझाव के सम्बन्ध में अन्तिम निर्णय ले लिया है ;

(ख) यदि हाँ, तो इस निर्णय का व्यौरा क्या है ;

(ग) यदि नहीं, तो सरकार का इस बारे में कब तक निर्णय करने का विचार है ; और

(घ) विलम्ब के क्या कारण हैं ?

बिधि मंत्रालय तथा समाज कल्याण विभाग में राज्य मंत्री (श्री जगन्नाथ राव) : (क) से (घ). बिहार विधान परिषद को समाप्त करने के लिए विधान बनाने के प्रश्न पर विचार किया जा रहा है । इस पर शीघ्र ही निर्णय किया जाने वाला है ।

Increase in speed of Trains

291. SHRI CHENGALRAYA
NAIDU :
SHRI R. BARUA :

Will the Minister of RAILWAYS be pleased to state :

(a) whether Government have taken some steps recently to increase the speed of certain trains in the country ;

(b) if so, details of the steps taken ; and

(c) how will it help in removing rush on those trains ?

THE MINISTER OF RAILWAYS (SHRI NANDA) : (a) and (b). Except laying down priorities for investigation and studies etc. in connection with introduction of high speed trains, no specific steps have been taken to increase the existing permissible speed of trains. On a trial basis, Howrah-Delhi Rajdhani Express has been introduced eliminating all traffic halts enroute and at the maximum permissible speed of 120 Kmph against the normal of 100 Kmph. Extension of this pilot scheme on other routes is dependent on detailed techno-economic studies. Such a study is, at present being made on Bombay-Delhi (via Western Railway) route.

(c) Like all additional trains, high speed trains, too, help ease overcrowding wherever so introduced.

Replacement of Obsolete Railway Compartments

292. SHRI CHENGALRAYA
NAIDU :
SHRI R. BARUA :

Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that a large number of rail compartments of passenger trains have become obsolete and are no more serviceable ; if so, the details thereof ;

(b) whether those compartments have since been detached from the trains and whether this has increased rush on the trains ;

(c) the steps taken to provide their replacements ; and

(d) the steps taken to dispose of the obsolete compartments rendered unserviceable ?

THE MINISTER OF RAILWAYS (SHRI NANDA) : (a) It is not a fact that a large number of railway passenger coaches have become obsolete. It is, however, true that about 19% of the passenger coaches are overaged according to their 'book-life'. They are, however, serviceable and hence they are being utilised on passenger trains.

(b) Coaches are withdrawn from service only on age-cum-condition basis and Railways have to keep some overaged coaches to meet, within the available resources, the growing needs of passenger traffic. It is, therefore, not correct that there is increased rush on trains due to withdrawal of overaged coaches.

(c) Coaches are withdrawn from service on age-cum-condition basis and such coaches are replaced by new coaches on a phased programme.

(d) Old coaches are disposed of by sale through public auction, etc. after they are condemned and found to be unfit for further service.

Facilities for setting up of New Industries

293. SHRI CHENGALRAYA
NAIDU :
SHRI R. BARUA :

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

(a) whether Government have recently taken a decision to liberalise conditions with regard to financial ceiling etc. to set up new industries in the country without any licence etc ; and

(b) if so, the details thereof and whether any facilities will also be offered to the new entrepreneurs coming forward to set up new industries under the new rules ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOP-

MENT AND INTERNAL TRADE (SHRI M. R. KRISHNA) : (a) and (b). Government have announced the new licensing policy in February, 1970 which provides, among other things, for the raising of the exemption limit for licensing from Rs. 25 lakhs to Rs. 1 crore (by way of fixed assets in land, buildings and machinery) subject to certain conditions. This liberalisation should enable a large number of new entrepreneurs to set up industries without having to go through the process of obtaining a licence. Government have also published a list of 123 industries where there is scope for investment, in order to provide information for new entrepreneurs. In respect of cases where licences would be necessary, licences upto an investment level of Rs. 5 crores would be issued liberally to new parties; besides small and medium entrepreneurs, subject to the overall constraint of foreign exchange.

Report of Committee on Production of Scooters in Public Sector

294. SHRI CHENGALRAYA
NAIDU :
SHRI R. BARUA :

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

(a) whether the Committee set up by Government to study the economic aspects of the proposed sector projects in the public sector has since submitted its report ;

(b) if so, the details of the recommendation of the said Committee ; and

(c) the present progress in setting up this project in the public sector ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE (SHRI M. R. KRISHNA) : (a) The Committee of technical experts set up to work out and advise the Government on a suitable design and programme of production of scooters in the public sector has since submitted its report.

(b) The conclusions and recommendations of the Committee made in Parts I and II of its report are given in the statement

laid on the Table of the House. [*Placed in Library. See No. LT-4215/70*].

(c) The recommendations have been examined by Government and it has been decided to set up a unit in the public sector for the manufacture of scooters with an annual capacity of 100,000 Nos. based on a proven foreign design. In pursuance of this decision, offers for collaboration for the manufacture of a scooter of proven design have been invited from foreign parties by the 15th November, 1970. These are awaited.

Stoppage of Toofan Express at Futwah Junction Railway Station

295. SHRI SATYA NARAIN SINGH : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government propose to concede the long-standing demand of the people of Futwah Junction Railway Station of Eastern Railway for stopping the Toofan Express (7 Up/8 Dn) at Futwah; and

(b) if so, when the decision is likely to be taken ?

THE MINISTER OF RAILWAYS (SHRI NANDA) : (a) and (b). The demand has been examined. Having regard to adequacy of existing services for the level of traffic, including long distance passengers, offering at Futwah station, it has not been found justified to provide additional stoppages of 7 Up/8 Dn Toofan Express at this station.

Smuggled goods carried from Gujarat to Bombay on Western Railway Trains

296. SHRI S. KUNDU : Will the Minister of RAILWAYS be pleased to state:

(a) whether it is fact that Western Railway trains carry large-scale smuggled goods from Gujarat to Bombay ;

(b) whether it is also a fact that the Central Excise Officials have reported names of some of the higher ups in the Railways as suspect behind the smuggling activities ;

(c) if so, whether the matter has been investigated; and

(d) if so, the details thereof ?

THE MINISTER OF RAILWAYS (SHRI NANDA) : (a) It is not a fact that large scale smuggled goods are being carried on Western Railway. However, a few cases of smuggling of luxury articles like watches etc. have come to notice.

(b) No.

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

Issue of Licence for manufacture of small Car by Tatas

297. SHRI S. KUNDU : Will the Minister of INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE be pleased to state :

(a) whether it is a fact that Government have assured M/s. Tatas to issue licence to manufacture small car ;

(b) if so, whether M/s. Tatas have made an application for the manufacture of small car ; and

(c) if not, the basis on which this public assurance has been given ?

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

(b) No, Sir.

(c) Does not arise.

Filling up Post of Commissioner for Scheduled Castes and Scheduled Tribes

298. SHRI S. C. SAMANTA : Will the Minister of LAW AND SOCIAL WELFARE be pleased to state :

(a) since when the post of the Commissioner for Scheduled Castes and Scheduled Tribes has been lying vacant ;

(b) the reasons for delay in filling up the said vacancy ; and

(c) whether there is any proposal to appoint an eminent scholar-administrator, belonging to these communities, to this post ?

THE MINISTER OF STATE IN THE MINISTRY OF LAW AND SOCIAL WELFARE (SHRI JAGANATH RAO) : (a) The post fell vacant on the afternoon of 21st September, 1970.

(b) and (c). A number of names are under consideration. On selection of a suitable person, appointment will be made.

Passenger Tickets issued at Nazarbagg Railway Station bearing same number

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

(a) whether he has received a complaint that two passenger ticket issued at Nazarbagg Railway station (Western Railway) from Nazarbagg to Morvi on the 10th August, 1970 bore the same number ;

(b) if so, whether any inquiries have been made into this matter ;

(c) if so, with what result ; and

(d) whether there have been other instances of a similar nature, so far reported to the Railways ?

THE MINISTER OF RAILWAYS (SHRI NANDA) : (a) to (c). No complaint has been received but enquiries confirm the issue of two tickets at Nazarbagg station for Morvi on 10. 8. 1970 bearing identical numbers. An enquiry into this incident is now being ordered with a view to locate the causes of this lapse and with a view to fix responsibility.

(d) Yes.

Financial Assistance to Premier Automobiles Ltd. Bombay

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

(a) whether Government are aware that Premier Automobiles Ltd., Bombay have been facing financial difficulties in the recent months ;

(b) whether it is a fact that the company has not been able to make payment salaries on due dates during the months of August and September, 1970 ;

(c) whether the company has approached Government for financial assistance or other relief ; and

(d) if so, the details thereof and the action taken thereon ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE (SHRI M. R. KRISHNA) : (a) There have been some reports that M/s. Premier Automobiles Ltd., Bombay are facing financial difficulties. The details in this regard are not available with Government.

(b) Government have no information.

(c) and (d). The company has been requesting Government for an increase in the price of Fiat car manufactured by them. In fact this company along with the two other car manufacturers filed writ petitions in September, 1969 in the Supreme Court challenging the validity of the Statutory Order which the prices of the three makes of cars manufactured in the country were notified. On the recommendations of the Supreme Court, a Commission has been set up for the purpose of recommending fair prices of the three makes of cars. Further action on the request of the company for an increase in the price of Fiat car would be examined after the receipt of the report of the Commission.

Firing at Poona Railway Goods Yard

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

(a) whether there was firing at Poona Railway goods yard on the 6th September, 1970 ;

(b) if so, what were the circumstances in which firing was resorted to ;

(c) whether any enquiries have been instituted into the firing ; and

(d) if so, the findings of the enquiry ?

THE MINISTER OF RAILWAYS (SHRI NANDA) : (a) No. There was no case of firing at Poona Railway goods yard on 6th September, 1970. But a firing took place on the night of 5th September, 1970, at the Poona Yard.

(b) On 5-9-1970 at about 22.30 hrs., about 5 persons entered the Poona Yard to commit theft. While they were removing one lead acid cell from one coach, they were noticed by an armed Rakshak on patrol duty, who challenged them, upon which one of the criminal attacked the Rakshak with an open knife. Finding his life in imminent danger the Rakshak opened fire in self defence as a result of which one criminal was shot dead on the spot.

(c) Yes. The Government Railway Police, Poona have registered the offence under Section 395 IPC on 6-9-1970 and are investigating.

(d) The case is still under investigation.

Treatment of period of absence during agitation by Loco Running Staff as leave

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

whether he had given an assurance to the Chief Minister of Tamil Nadu that the

period of absence by the Loco running staff during their agitation in May, 1970 would be treated as leave ;

(b) whether they were also assured that their demands would be conceded within two months ; and

(c) if so, whether necessary action has been taken in the matter ?

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

(b) The representatives of the staff were advised that such of the demands which are not capable of local adjustments or local solutions would be progressed in consultations with the recognised Union. Other issues of local nature would however, be examined by the Railway Administration.

(c) Most of the demands which are capable of local adjustments have been examined by the Railway Administration and action, as necessary, has been taken. Most of the general demands relating to the service conditions of employees of all Railways will be broadly considered by the Third Pay Commission appointed by the Government ; and certain issues relating to change in the Hours of employment Regulations and pay scales of running staff have been referred to Railway Labour Tribunal whose recommendations are awaited.

Utilisation of Installed Capacities of Drum and Barrel Industry

303. **SHRI GEORGE FERNANDES** : will the Minister of INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE be pleased to refer to the reply given to Starred Question No. 995 on the 14th April, 1970 regarding Utilisation of Installed Capacities of Drum and Barrel Industry and state :

(a) whether licensed capacities in Drum and Barrel Industry on the basis of one shift per day are sufficient to cope with the demand of consumers ;

(b) if not, whether Government propose to allocate steel sheets to licensed capacities units on the basis of two shifts per day ;

(c) whether Government have considered utilisation of unutilised capacities before allowing expansion and creating fresh capacities ; if not, the reasons therefor ;

(d) whether oil refineries who have got no fabricating plants of their own but receive licences for import of bitumen sheets, distribute steel sheets to fabricators of bitumen drums *prorata* to licensed capacities ; and

(e) if not, the basis of Government's statement that the import policy for issue of licences to Consumers instead of fabricators is not disastrous in national interest unless and until strict instructions are issued to Consumers for distribution of raw materials *prorata* to licensed capacities of all units ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE (SHRI M. R. KRISHNA) : (a) to (e) . Attention is invited to the reply given to Starred Question No. 479 on the 18th August, 1970.

Report of Commission for Determining Prices of Passenger Cars

304. **SHRI SRADHAKAR SUPAKAR** : will the Minister of INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE be pleased to state :

(a) whether the Committee set up under the Chirmanship of Shri Sarjoo Prasad to determine the fairness of the prices of passenger cars has submitted its report ; and

(b) if so, the principal recommendations of the Committee ?

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

(b) Does not arise.

Titanium Dioxide Plants in Orissa

305. **SHRI SRADHAKAR SUPAKAR** : will the Minister of INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE be

pleased to state :

(a) whether Government have issued a licence for the establishment of a titanium dioxide plant in Orissa in private sector ; and

(b) if so, the date by which the plant is to be set up and its location ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE (SHRI M. R. KRISHNA) : (a) A letter of intent has been issued in June, 1970 in favour of a private party for manufacture of titanium dioxide in this State.

(b) Manufacture of titanium dioxide is a highly complicated process and as such a definite time limit cannot be set for the implementation of the project. However, the letter of intent issued to the party is valid for a period of six months from the date of its issue. Within this period the party is expected to submit to Government (i) application for capital goods and (ii) proposal for foreign collaboration, if any. The unit is proposed to be located at Sambalpur in the State of Orissa.

Promotion of Indian Consultancy Service

307. SHRI HARDAYAL DEVGUN : Will the Minister of INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE be pleased to state :

(a) whether it is a fact that strong bias is prevalent at present in the country, particularly in the public sector projects, in favour of foreign consultants and equipment ; and

(b) if so, the steps taken by Government to remove the bias and to promote the export of Indian consultancy services to other developing countries ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE (SHRI M. R. KRISHNA) : (a) In the initial stages of industrial development of the country, recourse had to be taken to the employment of foreign consultants and import

of equipment for setting up projects both in public and private sectors. However, with the development of consultancy and engineering services in the country and creation of capacity for fabrication of equipment, more and more reliance is being placed on indigenous technical consultancy services and plant and machinery.

(b) Government have already taken certain measures to enable the development of technical consultancy in the country and to create confidence in the minds of entrepreneurs in favour of indigenous consultancy services. In order to ensure that consultancy services available in the country are fully utilised, import of foreign consultancy is permitted only in those fields where Indian consultancy services are not available. Where foreign consultancy is also required in addition to Indian consultancy it is provided that the Indian consultants should also be associated with such projects. With a view to collect complete information on the availability of technical services within the country, all consultancy engineering firms operating in India have been advised to get themselves enlisted with the Ministry of Industrial Development and Internal Trade. The question of providing incentives to the Indian consultancy firms has also been engaging the attention of the Government. One of the steps taken in this direction is the recent provision in Indian Income Tax Act, 1961 which entitles assessee firms providing technical know-how or rendering technical services to a deduction for purposes of computation of taxable income, of 40% of income by way of royalties, technical service fees, commission or otherwise (except gains).

The development of consultancy and engineering services in this country is of recent origin, and primarily directed to import substitution. However, efforts are being made to export such services, to the extent possible, to the developing countries. The Indian consultancy firms have been advised to get their names registered with the international organisations like IBRD, United Nations, UNIDO etc. so that their particulars are available to these organisations for consideration when they allot jobs. Certain tax concessions are also available to the consultancy engineering firms on the

enome earned by way of exporting technical consultancy services.

The Committee on Technical Consultancy Services set up by the Planning Commission in their Report recently submitted to the Government have made various recommendation regarding development and utilisation of Indian technical consultancy services and export of these services. The recommendations are at present under consideration of the Government.

New Units for Manufacture of Telephone Cables

309. SHRI S. M. KRISHNA :
SHRI MAHARAJ SINGH
BHARATI :

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

(a) whether it is fact that there is a shortage of Telephone Cabirles in the country ;

(b) whether Government propose to set up some cable manufacturing units in the country during 1970-71 ;

(c) if so, the locations of these units together with annual manufacturing capacity; and

(d) funds likely to be spent on each unit ?

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

(b) and (c). M/s. Traco Cable Co., Ernakulam, the Kerala State Government undertaking have been granted a licence for manufacture of telecommunication cables in their existing factory at Ernakulam, Kerala to a capacity of 1000 kilometers per annum. M/s. Hindustan Cables Ltd., Rupnarainpur are currently expanding their capacity for Dry-core telecommunication cables from 3200 kilometers to 4800 kilometers per annum. It is also proposed to set up another Cable Factory under Hindustan Cables

Ltd. at Hyderabad (A. P.) for a capacity of 5000 kilometers per annum.

(d) The capital investment proposed by M/s. Traco Cable Co. Ltd. is Rs. 1 crore. The capital investment for the expansion of Dry-core capacity at Rupnarainpur is about Rs. 4.77 crores and the capital investment proposed for the Second Cable Factory is Rs. 5.25 crores.

Luther Commission's Report on Steel Distribution

310. SHRI S. M. KRISHNA : Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state :

(a) whether Government have since received the Luther Commission's report on Steel distribution ;

(b) if so, the recommendations of the Commission ;

(c) whether Government will lay a copy of the report on the Table of the House; and

(d) if not, the reasons thereof ?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI MOHD. SHAFI QURESHI) : (a) to (d). There was no Commission on steel distribution appointed by Government. A small group of departmental officers was asked to study the problems of steel distribution, so that the Ministry could decide regarding the modifications; if any, which were needed. As this was only a departmental Team with no outside members, it was not considered necessary to place the report on the Table of the House. After considering the report, Government have already announced revisions in the system of Planning and Distribution of Iron and Steel in their Resolution of 22nd May, 1970 which was published in part I, Section I of the Gazette of India, Extraordinary of the same date.

Meeting of Delegation of Wagon Builders with Railway Board

311. SHRI LAKHAN LAL KAPOOR : Will the Minister of RAILWAYS be pleased

to state :

(a) whether it is a fact that a delegation of the representatives of wagon builders met the Railway Board during the 3rd week of September, 1970 ;

(b) what were the demands of the delegation;

(c) whether Government have accepted the same; and

(d) if not, the reasons thereof ?

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

(b) During their meeting with the Railway Board the delegation of wagon builders made the following requests :—

(i) Indigenous supply of steel being difficult, Railway Board should import steel to make good the shortfall in indigenous production of steel for wagon building;

(ii) price of 'CR' type wagons was uneconomical and should be revised.

(c) As regards the import of steel, they were advised that the Railway Board have taken action to import the shortfall in indigenous supply to the extent possible subject to availability of foreign exchange etc. Besides, Government had recently announced a policy whereby all consumers would be permitted to import steel to the extent of 50% of their last year's consumption. Wagon builders were advised that it was also upto them to take advantage of this policy to import steel needed by them as working stocks.

Regarding their request for revision of the price of 'CR' type wagons they were advised that it has not been found possible to agree to a revision.

(d) The price as fixed for the 'CR' type wagon took into account the last price accepted by the wagon builders and increase in wages, steel and major components, since

then, and was, therefore, considered a fair price.

Advice of Soviet Expert for Tube Railway
in Calcutta

312. SARI HIMATSINGKA :
SHRI BENI SHANKER
SHARMA :
SHRI S. M. BANERJEE :

Will the Minister of RAILWAYS be
pleased to state :

(a) whether some Soviet experts have been on a visit to Calcutta to advise on the feasibility of providing tube type railway in Calcutta ;

(b) if so, what is their precise recommendation and the estimated cost of the project ; and

(c) what steps are being taken in the light of their advice ?

THE MINISTER OF RAILWAYS
(SHRI NANDA) : (a) to (c). No Soviet Experts have visited Calcutta to advise on the feasibility of providing tube railway in Calcutta.

A Team of 5 Soviet Specialists together with a technical Secretary is Scheduled to visit Calcutta before the middle of November, 1970 to give technical advice as regards Metropolitan Rail Transport Projects including the Mass Rapid Transit System for Calcutta. The Mass Rapid Transit System would consist of a Metropolitan Railway line; Underground and/or on elevated structure.

The Team of Soviet Specialists would be in India for a period of two months. They would give technical advice on various aspects of the Metropolitan Rail Transport Projects in Calcutta. They would study the scope and extent of the work and together with the Indian Technologist arrive at conclusions as regards the extent of further technical assistance required :—

(i) in connection with the surveys, investigations, designs and preparation of Project Report and estima-

tes for the Mass Rapid Transit System for Calcutta City ;

- (ii) for dealing with certain specific technical aspects of the Suburban Dispersal Line Project ;
- (iii) for a comparative Study of the Suburban Dispersal Line Project and the Mass Rapid System with a view to arriving at conclusions as to which of these two Projects should be given priority in the matter of construction.

Additional Capacity for Manufacture of Printing Machinery

313. SHRI HIMATSINGKA : Will the Minister of INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE be pleased to state :

(a) whether Government proposed to grant additional capacity for the manufacture of various items of printing machinery ;

(b) if so, the extent of additional capacity to be granted in respect of each item ;

(c) whether proposals for the purpose have since been invited and if so, the response of the private sector thereto; and

(d) the details of the Letter of Intent?

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

(b) the Planning Group for Machinery Industry have assessed the demand for various items of printing machinery by 1973-74 at Rs. 17 crores per annum. Against this, the total existing approved capacity for printing machinery in the private sector is Rs. 320 lakhs per annum. In addition to this, proposals for establishing capacity of Rs. 462 lakhs per annum in the Public Sector and Rs. 8 lakhs in the private sector have been approved recently. The additional capacity which has still to be created is for about Rs. 900 lakhs per annum.

(c) A Press Note was issued on 20-9-1970 inviting proposals from prospective entrepreneurs for establishing capacity for manufacture of various items of printing machinery. A number of proposals have been received from Private Sector companies in response to the Press Note and they are under examination.

(d) After examination of the pending proposals, Letters of approval will be issued in cases where the proposals are satisfactory in all respects.

Demand and Supply of Steel

314. SHRI HIMATSINGKA : Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state :

(a) whether it is a fact that Government have formulated a new long term steel policy for bridging the yawning gap between demand and supply of steel in the country specially by making maximum use of the idle capacity, which in recent years has been in the order of 29 per cent in the country as against the average of 10 per cent in other advanced countries ;

(b) whether Government have studied reasons for the low utilization of this installed capacity in the country ; and

(c) if so, the result thereof and the steps being taken by Government in this regard ?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI MOHD. SHAFI QURESHI) : (a) The Fourth Plan Steel Development Programme includes stepping up of the existing capacity of 9 MT ingot to Steel about 19 MT by the end of the Fifth Plan period as per the programme given below :

(a) Existing capacities	9.0 MT
(b) Additional capacities :	
Bhilai's III Stage expansion.	1.7 "
Bokaro's I and II Stage	4.0 "
IISCO expansion	0.3 "
Additional capacity in the new steel plants.	4.0 "
Total:	19.0 "

In addition, it has also been decided to set up a plant at Salem for production of special steels.

(b) and (c). The inability of the steel plants to reach their rated capacity is due to both technical factors and the state of industrial relations in the plants. Government are aware of these and all possible steps are being taken to improve the industrial relations and to remove the technical hindrances to achieve the rated capacity.

Offer By M/s. Letor (India Ltd. To Undertake Manufacture of Small Car

315. SHRI HIMATSINGKA : Will the Minister of INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE be pleased to state:

(a) whether a Delhi firm viz., Zetor (India) Ltd. has offered to produce 8000 small cars for the first period of production under a package deal, which would be raised upto 50,000 units by 1973 ;

(b) if so, the precise terms of the offer ; and

(c) whether a letter of intent has been or is being issued to the firm and, if not, the reasons therefor ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE (SHRI M.R. KRISHNA) : (a) An application under the industries (D and R) Act, 1951 for the grant of an industrial licence for the manufacture of passenger cars in collaboration with M/S. Light burns of Australia had been received from M/S. Hindustan Auto Products, New Delhi, since changed to M/S. Zeta India.

(b) The offer was for the manufacture of Zeta Cars for which the plant with a manufacturing capacity of 12,000 Nos. per annum was to be gifted by M/S. Light burns of Australia who were to be paid a technical consultancy fee.

(c) This application was considered along with similar other applications in the light of the Government's decision to grant letters of intent to such of the parties in

the private sector as are prepared to take up the manufacture of cars based on completely indigenous designs and without involving foreign collaboration or foreign exchange expenditure for import of capital goods, components or raw materials. As the scheme of this party is based on foreign design and involves foreign collaboration and expenditure in foreign exchange, it is proposed to reject their application.

Manufacture of New Model of Car by Indian Car Manufacturers

316. SHRI HIMATSINGKA : Will the Minister of INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE be pleased to state :

(a) whether any of the Indian car manufacturers have put up proposals to produce new models or improved models of cars ;

(b) if so, details in this regard ; and

(c) Government's decision on these proposals ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE (SHRI M. R. KAISHNA) : (a) and (b). A proposal has been received from M/s. Hindustan Motors for taking up the manufacture of a new model of passenger car, viz. Opel Kadett, in collaboration with the General Motor Opel Plant, west Germany, a subsidiary of the General Motor Corporation of USA.

(c) The proposal is under examination.

Terminus for Calcutta-Kalka Mail at Chandigarh

317. SHRI SHRI CHAND GOYAL : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government are considering to make Chandigarh as the terminus station for the Calcutta- Kalka Mail ; and

(b) if so, the progress made in that behalf ?

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

(b) Does not arise.

**Reduction in fare between
Ambala and Kalka**

318. SHRI SHRI CHAND GOYAL :
Will the Minister of RAILWAYS be pleased
to state :

(a) whether Government are considering to reduce the railway fare between Ambala and Kalka so as to bring it to the level of other fares ; and

(b) if so, the details thereof ?

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

(b) Does not arise.

Survey for Ludhiana-Chandigarh Line

319. SHRI SHRI CHAND GOYAL :
Will the Minister of RAILWAYS be pleased
to state :

(a) whether the Punjab Government has paid its share of money needed for the survey in the Ludhiana-Chandigarh line ; and

(b) whether the survey work has started, if so, the time by which it will be completed ?

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

(b) Yes. The survey will be completed in about an year's time.

**Land for New Railway Line from
Ludhiana to Chandigarh**

320. SHRI SHRI CHAND GOYAL :
Will the Minister of RAILWAYS be pleased
to state :

(a) whether the Railway department is alive to the situation that in case a new railway line from Ludhiana to Chandigarh is started, there will be sufficient land available in Chandigarh for that purpose; and

(b) if so, whether such land has been earmarked for that purpose.

THE MINISTER OF RAILWAYS
(SHRI NANDA) : (a) and (b). A final location survey to fix the alignment of a railway line from Jagadhri to Ludhiana via Chandigarh has just been started at the cost of State Governments of Punjab, Haryana and the Union Territory. The State Governments probably intend to freeze the land for use of the alignment fixed in the final location survey.

**Lockout in Steel Melting Shop of
Durgapur Steel Plant**

321. SHRI BENI SHANKER
SHARMA :
SHRI MANIBHAI J. PATEL :

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

(a) whether the Durgapur Steel Plant authorities declared a lock-out on the 27th November, 1970 in the operation, mechanical and electrical maintenance sections of the steel melting shop of the plant involving 1,355 employees ;

(b) if so, the reasons therefor; and

(c) the steps taken to lift the lock-out ?

THE DEPUTY MINISTER IN THE
MINISTRY OF STEEL AND HEAVY
ENGINEERING (SHRI MOHD. SHAFI
QURESHI) : (a) to (c). Yes, Sir. The workers of the Furnace Stage resorted to a lightening strike on 26.9.70. In the course of demonstration on 27.9.70 some officers were assaulted, office equipment and records were set fire to. As normal working was impossible, and as the safety of vital plant and equipment was in danger and there was risk to the lives of loyal workers and officers, the management had to declare a lock-out. The lock out was lifted on 20-10-70. But the workers did not resume duty. However, consequent to conciliation proceedings before the State Labour Commission and agreement between management and labour unions, workers returned to duty on 31-10-70.

Strike at Durgapur Steel Plant

322. **SHRI BENI SHANRER SHARMA** : Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state :

(a) the causes that led to the strike at Durgapur Steel Plant during the month of August last and the duration thereof ;

(b) the amount of loss suffered by the plant as well as the loss of wages to the labour during this period; and

(c) the circumstances in which the same was withdrawn by the striking unions ?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI MOHD. SHAFI QURESHI) : (a) and (c). The Durgapur Trade Union Coordination Committee called for a strike for an indefinite period from 12th August, 1970 covering the entire industrial complex in Durgapur. The strike was not with reference to any industrial dispute with the Durgapur Steel Plant management but with reference to general issues such as, withdrawal of Central Reserve Police from Durgapur, implementation of the Central Industrial Security Force scheme, lifting of the prohibitory orders under Section 144 CPC imposed by the local Magistrate and arrest of the Union leaders by the State Government. No notice of the strike was given as required under the law to the Plant authorities. The strike was, therefore, illegal. The strike was called off on the 22nd August, 1970. It is presumed that the Unions called off the strike as they found more and more workers returning to work and the strike was becoming a total failure.

(b) The amount of loss suffered by the Plant on account of loss of saleable products during the period has been assessed at Rs.*1.93 crores by Hindustan Steel Limited. The loss of wages, to workers for this period, has been estimated at Rs. 14 lakhs.

Introduction of New Passenger Trains

323. **SHRI BENI SHANKER SHARMA** : Will the Minister of RAIL-

WAYS be pleased to state :

(a) whether it is proposed to introduce some new passenger trains ;

(b) if so, the details thereof ; and

(c) how far it is going to help in easing the overcrowding in trains ?

THE MINISTER OF RAILWAYS (SHRI NANDA) : (a) and (b). At the time of revising time table in summer and winter every year some new trains are introduced and existing ones extended. For instance, 53 new trains including 27 non-suburban and 26 suburban trains were introduced and the run of 16 existing trains including 8 non-suburban and 8 suburban trains extended in the time table which came into force from 1-10-70. Proposals for April, 1971 Time Table are not yet matured.

(c) Where new trains are introduced or existing ones extended, it does help to ease overcrowding in those sections.

अतिरिक्त व्यय कम करने के लिए अपनाए गए उपाय

325. **श्री मोलू प्रसाद** : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या हाल के 1968-69 के विनियोजन लेखा (रेलवे) में दिखाये गए अतिरिक्त व्यय को कम करने के लिए कोई उपचारी कदम उठाए गए हैं ;

(ख) यदि हाँ, तो तत्सम्बन्धी ब्योरा क्या है ; और

(ग) यदि नहीं, तो इसके कारण क्या है ?

रेलवे मंत्री (श्री नन्दा) : (क) विनियोजन लेखा (रेलवे) 1968.69 में दिखाये गये अधिक खर्च की जाँच जिसका उल्लेख नीचे किया गया है, लोक लेखा समिति ने की है। समिति में

1968-70 को संसद में पेश की गई अपनी 123 वीं रिपोर्ट (चौथी लोक सभा) में सिफारिश की है कि इस अधिक खर्च को भारत के संविधान की धारा 115 में निर्धारित रीति से नियमित कर लिया जाये।

अनुदान 4 — प्रशासन 120 रुपये
(प्रभत)

अनुदान 10 — कर्मचारी 179 रुपये
कल्याण
(प्रभूत)

अनुदान 16 — पेंशन प्रभार
पेंशन विधि (स्वीकृत) 10,87,651 रुपये

2. इस सम्बन्ध में प्रतिरिक्त मांग संसद के पिछले सत्र में 31.8.70 को पेश की गई थी और आशा है कि चाबू सत्र में इसे नियमित करने के लिए कार्रवाई की जायेगी।

(ख) और (ग). अग्रस्त समीक्षा, संशोधित अनुमानों और अंतिम आशोधन के माध्यम से बजट में किये गये आवंटन की तुलना में खर्च की समवर्ती समीक्षा, करने के लिए पहले से हिदायतें सौजद हैं और रेल मंत्रालय स्वीकृत रकम की अपेक्षा अधिक खर्च न करने की आवश्यकता के प्रति सदैव जागरूक रहता है और प्रत्येक अनुदान के अन्तर्गत खर्च का यथा सम्भव वास्तविकता पर आधारित मूल्यांकन करने और जहाँ आवश्यक हो, पूरक अनुदान लेने के लिए पूरी सावधानी बरती जाती है ताकि यथा सम्भव अधिक खर्च न करना पड़े।

औद्योगिक विकास के लिये उत्तर प्रदेश के पूर्वी जिलों का सर्वेक्षण

26. श्री मोलहू प्रसाद : क्या औद्योगिक विकास तथा आंतरिक व्यापार मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या पूर्वी उत्तर प्रदेश के अत्यन्त पिछड़े हुए जिलों का औद्योगिक विकास करने

के लिए अर्थात् (1) ऐसे उद्योग स्थापित करने के लिए जिनके लिए कच्चा माल स्थानीय रूप में उपलब्ध कराया जा सकता है ; (2) उन उद्योगों की स्थापना के लिए जिनके उत्पादों की उस स्थान पर तथा उससे बाहर अधिक माँग है ; और (3) उन क्षेत्रों को बड़े उद्योगों के लिए सहायक तथा पोषक उद्योग स्थापित करने के लिए, सरकार का सर्वेक्षण कराने का विचार है ;

(ख) यदि हाँ तो यह सर्वेक्षण कब तक किया जाएगा ; और

(ग) यदि नहीं, तो इसके क्या कारण हैं ?

औद्योगिक विकास तथा आंतरिक व्यापार मंत्रालय में उप मंत्री (मं० र० कृष्ण) :
(क) से (ग) उत्तर प्रदेश सरकार ने उत्तर प्रदेश के कुछ पिछड़े हुए जिलों का सर्वेक्षण कराया है। राष्ट्रीय औद्योगिक विकास निगम नई दिल्ली द्वारा 8 जिलों का भी एक तकनीकी आर्थिक सर्वेक्षण कराया गया है और उत्तर प्रदेश सरकार के उद्योग निदेशालय के सहयोग से लघु उद्योग सेवा संस्थान, कानपुर द्वारा 15 जिलों का सर्वेक्षण कराया गया।

Observations of Perumal Committee and implementation of II point programme

327. SHRI MOLAHU PRASHAD : Will the Minister of RAILWAYS be pleased to refer to the assurance given by him during the course of Debate on the supplementary Demands for Grants for his Ministry on the 27th August, 1970 and state the reasons for the delay in sending written information to the points raised regarding (i) the observations of the Perumal Committee on Railway Services ; (ii) certain report published in a newspaper about implementation of II Point programme and (iii) replies given to certain questions at that time and labour involved in collecting information would not commensurate with the result to be achieved ?

THE MINISTER OF RAILWAYS (SHRI NANDA) : (i) In regard to action

taken on Perumal Committee's report, a written reply has since been issued to the M. P.

- (ii) The position in regard to the implementation of the Eleven Point Programme was clearly explained in the Lok Sabha on 27-8-70. As such transmission of written information in this respect was not considered necessary.

- (iii) On the North Eastern Railway 26.612 acres of land have been licensed to various persons for cultivation under 'Grow More Food' scheme. Out of this, 14,483 acres have been given to the State Governments for licensing while the balance is directly licensed by the Railway. It is not parctically possible to compile the information regarding names of individuals and their addresses etc. to whom land has been licensed, involving considerable labour and time which will not be commensurate with the results likely to be achieved. However, the information will be furnished for any specific area or station where the Hon'ble Member is interested.

लघु उद्योगों के लिये इस्पात

328. श्री मोलहू प्रसाद : क्या इस्पात तथा भारी इंजीनियरिंग मंत्री लघु उद्योगों को इस्पात दिये जाने के बारे में 18 अगस्त, 1970 के त्तरांकित प्रश्न संख्या 456 के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) क्या प्रश्न के भाग (ग) के सम्बन्ध में अनुपूरक प्रश्न में पूछी गई जानकारी इस बीच एकत्र कर ली गई है ?

(ख) यदि हां तो तत्सम्बन्धी व्योरा क्या है; और

(ग) यदि नहीं, तो त्रिलम्ब के क्या कारण है ?

इस्पात तथा भारी इंजीनियरिंग मंत्रालय में उप मन्त्री (श्री मुहम्मद कुशफो रेशी) :
(क) और (ख) जी, हां जापान से 1964-65 से अब तक जस्ती सादी, जस्ती और काली सादी चादरों का आयात निम्नलिखित है। आयात मुक्ततः वास्तविक उपभोक्ताओं पर और पंजीकृत निर्यातकों को दिये गये लाइसेंसों पर किया गया था

		(टनों में)	
जस्ती सादी चादरें		जस्ती नालीदार चादरें	काली सादी चादरें
1964-65	21344	707	12035
1965-66	11874	304	21426
1966-67	3960	521	8282
1967-68	12098	265	13442
1968-69	9275	153	16647
1969-70	6642	4	16571
(ग) प्रश्न नहीं उठता।			

राज्यों के पिछड़े जिलों का विकास

329. श्री मोलूह प्रसाद : क्या औद्योगिक विकास तथा आंतरिक व्यापार मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि दिनांक 26 सितम्बर, 1970 के "हिन्दी हिन्दुस्तान" में प्रकाशित समाचार अनुसार योजना आयोग ने विकास कार्यक्रम के लिए 14 राज्यों में 78 पिछड़े हुए जिलों को चुना है ;

(ख) यदि हां, तो आयोग ने पिछड़े हुए जिलों का चुनाव किस आधार पर किया है ; और

(ग) उसका पूरा ब्योरा क्या है ?

औद्योगिक विकास तथा आंतरिक व्यापार मंत्रालय में उप मंत्री (श्री म० र० कृष्ण) :
(क) से (ग) एक विवरण संलग्न है ।

विवरण

78 चुने हुए पिछड़े जिलों की सूची से सम्बन्धित प्रेस विज्ञप्ति के जारी किये जाने के पश्चात् 15 और पिछड़े हुए जिलों को चुना गया है जो कि विद्युत् संस्थानों द्वारा दिये जाने वाली रियायतों को पाने के हकदार होंगे

औद्योगिक दृष्टि में पिछड़े हुए क्षेत्रों के चयन के लिए मापदण्ड निर्धारित करने के प्रश्न पर योजना आयोग ने वित्तीय संस्थानों से परामर्श किया और राज्य सरकारों को लिखा गया कि वे अपने अपने राज्य में औद्योगिक दृष्टि से पिछड़े जिलों की सूची प्रस्तुत करें ।

राज्य सरकारों को परामर्श दिया गया था कि पिछड़े जिलों के चयन के लिए निम्नलिखित मार्गदर्शी सिद्धांतों को मापदण्ड मानें । उन्हें यह भी परामर्श दिया गया था कि केवल उन्हीं

जिलों को वित्तीय संस्थानों से रियायत प्राप्त करने के लिए चुना जाये जिन के सूचकांक राज्य के औसत सूचकांक काफी कम हो ।

(1) प्रति व्यक्ति खाद्यान्न व्यापारिक फसलों का उत्पादन किन्तु यह इस पर निर्भर करेगा कि वह जिलों प्रमुख रूप से खाद्यान्न व्यापारिक फसलों का उत्पादक है । खाद्यान्ना तथा व्यापारिक फसलों के उत्पाद जिलों की आपसी तुलना के लिए खाद्यान्न तथा व्यापारिक फसलों की विनियम दर राज्य सरकारें जहाँ आवश्यक हो पूर्वनिर्धारित आधार के अनुसार स्वयम करें ।

(2) कृषि कर्मकारियों तथा जनसंख्या का अनुपात

(3) प्रति व्यक्ति औद्योगिक उत्पादन (कुल)

(4) प्रति लाख जनसंख्या में से औद्योगिक कर्मचारियों की संख्या या विकल्प के रूपमें प्रति लाख व्यवस्थितों के पीछे द्वितीय तथा तृतीय प्रकार की गति-विधियों में लगे व्यवस्थितों की संख्या

(5) बिजली की प्रति व्यक्ति खपत

(6) जनसंख्या की सापेक्षता में सड़कों अथवा रेलों की लम्बाई ।

Bonus scheme in Heavy Engineering Corporation Ranchi

330. SHRI BHAGABAN DAS : Will the Minister of STEEL AND HEAVY-ENGINEERING be pleased to state :

(a) whether it is a fact that after the production started in the Heavy Engineering Corporation, Ranchi in 1963 the scheme for Bonus has not been implemented ;

(b) if so, the reasons for the non-implementation of the Bonus scheme ; and

(c) the steps proposed to be taken to implement the same ?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI MOHD. SHAFI QURESHI) : (a) to (c). Under Section 16 of the Payment of Bonus Act, new Industries are allowed Bonus holiday for six years from the accounting year which the sale of goods produced commences, unless in any previous year, the company earns profit. The benefit of six years bonus holiday has been extended to non-competitive public sector under takings. The first Sale of goods by heavy Engineering Corporation was effected in 1964-65 as per the audited accounts of the company. As HEC has not made any profit, bonus holiday continued upto 1969-70. Bonus is payable for 1970-71 which will be paid in 1971-72.

भोपाल रेलवे स्टेशन से आय

331 श्री हुकमचन्द कछवाय : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि वित्तीय वर्ष 1969-70 में मध्य प्रदेश में भोपाल रेलवे स्टेशन से सरकार को यात्री परिवहन और माल परिवहन से अलग-अलग कितनी आय हुई ?

रेलवे मंत्री (श्री नन्दा) : 1969-70 में भोपाल रेलवे स्टेशन पर यात्री और माल यातायात से रेलवे को राजस्व की जो आमदनी हुई वह इस प्रकार है :-

यात्री यातायात से : 85,43,994 रुपये

माल यातायात से : 39,03,786 रुपये

इन्दौर और उज्जैन रेलवे स्टेशनों से हुई आय

332. श्री हुकमचन्द कछवाय : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि वित्तीय वर्ष 1969-70 में मध्य प्रदेश में इन्दौर और उज्जैन रेलवे स्टेशनों से सरकार को यात्री परिवहन और माल परिवहन से अलग-अलग कितनी आय हुई ?

रेलवे मंत्री (श्री नन्दा) : सूचना इकट्ठी की जा रही है और यथा शीघ्र सभा पटल पर रख दी जायेगी ।

मध्य प्रदेश के रेलवे स्टेशनों से अर्जित राजस्व

333. श्री हुकमचन्द कछवाय :

श्री जगन्नाथ जोशी :

क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) वित्तीय वर्ष 1969-70 में मध्य प्रदेश में के सभी रेलवे स्टेशनों से सरकार ने कुल कितना राजस्व अर्जित किया है ;

(ख) यात्री तथा माल यातायात से सरकार ने अलग-अलग कितना राजस्व अर्जित किया है ; और

(ग) यात्रियों की सुविधा देने के लिए उक्त अवधि में मध्य प्रदेश के रेलवे स्टेशनों पर सरकार ने कुल कितनी धनराशि खर्च की है ।

रेलवे मंत्री (श्री नन्दा) : (क) से (ग) : प्रत्येक क्षेत्रीय रेलवे की आमदनी और खर्च का हिसाब आमान-वार रखा जाता है, राज्यवार नहीं। अतः मांगा गया विवरण उपलब्ध नहीं है ।

पश्चिमी रेलवे में जंजीर खींचने की घटना

334. श्री हुकमचन्द कछवाय : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) गत पांच महीनों में पश्चिमी रेलवे में जंजीर खींचने की कुल कितनी घटनायें हुई ;

(ग) भारतीय रेलवे में जंजीर खींचने की बढ़ती हुई घटनाओं को रोकने के लिए सरकार का क्या कर्तव्यवाही करने का प्रस्ताव है ?

रेलवे मंत्री (श्री नन्दा) : (क) अप्रैल, 1970 से अगस्त, 1970 तक के पांच महीनों में पश्चिमी रेलवे पर खतरे की जंजीर खींचने के 3339 मामले हुए।

(ख) 340 घंटे 37 मिनट।

(ग) पोस्टरों, सिनेमा स्लाइडों, स्कूलों और कालिजों में व्याख्यानों तथा लाउडस्पीकरों से घोषणाओं द्वारा शिक्षाप्रद अभियान चलाने के साथ-साथ, खतरे की जंजीर खींचने की रोक-थाम करने वाले दलों द्वारा जिनमें चल टिकट निरीक्षक और रेलवे सुरक्षा-दल के कार्मिक शामिल होते हैं, अचानक जांच की जाती है; इसके अलावा, जनता को शिक्षित करने के लिए स्वयंसेवी संगठनों की सहायता का उपयोग किया जाता है अपराधियों को पकड़वाने में सहायक व्यक्तियों को नकद पुरस्कार भी दिये जाते हैं।

इन्दौर और मऊ के बीच बड़ी रेलवे लाइन

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

(क) क्या सरकार को इस आशया के प्रस्ताव प्राप्त हुए हैं कि इन्दौर और मऊ के बीच बड़ी रेलवे लाइन बनाई जाये; और

(ख) यदि हां, तो इस पर सरकार की क्या प्रतिक्रिया है तथा इस बारे में सरकार ने क्या कार्यवाही की है ?

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

(ख) प्रयाप्त यातायत और विस्तीय शौचित्य के अभाव में इन्दौर और मऊ के बीच बड़ी लाइन बनाने के प्रस्ताव पर फिलहाल विचार नहीं किया जा रहा है।

Reported decision regarding closing of Durgapur Steel Plant

336. SHRI J. AHMED : Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state :

(a) whether Government have taken a decision to close down the entire plant at Durgapur on the failure of reconciliation talks on the lockout in the steel melting shop ; and

(b) if so, the details thereof ?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI MOHD. SHAFI QUERESHI) : (a) and (b). The conciliation proceedings did not fail, although it took time to reach an agreed settlement. The Plant at Durgapur was not closed down. There was lockout only in the Steel Melting Shop from 26-9-70 to 20-10-70. The workers resumed duty on 31-10-70,

Issues of licences for manufacture of small car

337. SHRI M. L. SONDHI : Will the Minister of INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE be pleased to state :

(a) whether it is a fact that a son of the Prime Minister has applied for a licence to manufacture a small car ;

(b) whether it is also a fact that the said person has been granted a licence ;

(c) whether there is some public discontentment on this score ; and

(d) if so, the steps taken to explain to the public that in taking the decision, Government's policy has been rigorously and impartially followed ?

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

(b) Shri Sanjay Gandhi has been granted a letter of intent for the manufacture

of passenger cars based on indigenous designs subject to the following conditions :

- (i) No foreign collaboration or foreign consultancy arrangements will be permitted.
- (ii) No import of capital goods will be allowed.
- (iii) No import of components or raw materials will be allowed except in cases of raw materials normally available in the country which, in the event of temporary short supply may have to be imported in accordance with the import policy prevailing at that time.
- (iv) Before the letter of intent is converted into an industrial licence, prototype (s) will be developed and got tested and approved for road-worthiness by an authority appointed for the purpose by Government.

(c) Government are not aware of any such public discontentment.

(d) In a statement made by the Minister of Industrial Development and Internal Trade in the Lok Sabha on 10th August, 1970 it was mentioned that Government have decided to issue Letters of intent to such of the parties in the private sector as are prepared to take up the manufacture of cars based on completely indigenous designs and without requiring imports or allocation of foreign exchange. As Letters of Intent for the manufacture of passenger cars have been granted to Shri Sanjay Gandhi and Shri Madan Mohan Rao strictly in accordance with this policy decision, the need for any special steps to explain the Government decision to the public does not appear to arise.

Eradication of untouchability from Government Offices

338. SHRI M. L. SONDHY : Will the Minister of LAW AND SOCIAL WELFARE be pleased to state :

(a) the preventive, educational and remedial measures Government have taken and contemplated to take to eradicate untouchability in day-to-day activities in

Government of India Offices in New Delhi ; and

(b) the number of cases where punishment was given under the Untouchability (Offences) Act, 1955, in New Delhi area ?

THE MINISTER OF LAW AND SOCIAL WELFARE (SHRI K. HANUMANTHAIYA) : (a) Instructions have been issued by Government impressing upon Government servants the need to strictly abide by the provisions of Article 17 of the Constitution and the Untouchability (Offences) Act, 1955. It has been made clear to them that any Government servant who is found guilty of the practice of untouchability in any form will be considered unfit for public service and suitable disciplinary action will be taken against him.

(b) Two cases were registered in the New Delhi area during 1969 and 1970 under section 7 of the Untouchability (Offences) Act, 1955. Both these cases are being tried in Courts.

Railway Minister's visit to Railway Colonies in Delhi

339. SHRI M. L. SONDHY : Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that difficulties are faced by residents of Railway quarters at Seva Nagar, Lodi Colony, Sarojini Nagar and Minto Bridge, Tilak Bridge and Nizamuddin Railway Station in New Delhi in respect of insufficient water supply, petty thefts, insanitary conditions etc. ;

(b) whether he has paid a personal visit, or intends to pay a personal visit to these Railway Colonies to see the deterioration in living conditions for himself ; and

(c) the salient features of the Plan of integrated maintenance and improvement of these railway colonies located in the heart of the Capital ?

THE MINISTER OF RAILWAYS (SHRI NANDA) : (a) Except in Sarojini Nagar and Seva Nagar Railway colonies where there was water shortage during the last summer, there have been no reports of water shortage in other colonies in Delhi.

As regards insanitary conditions, the only complaints are from Seva Nagar and Lodhi colonies regarding an open nallah of the NDMC, just outside Railway premises and from the Tilak Bridge colony regarding dumping of refuse by the MCD in a nearby low lying area (also outside Railway premises) between the Ring Road and the Power House siding. Necessary preventive measures are being taken by the NDMC in respect of the open nallah in the Seva Nagar and Lodhi colonies. Regarding dumping of refuse by MCD near Tilak Bridge Colony, the matter has been taken up with their Health Officer.

As regards petty thefts, the information is not available, being a subject falling within the jurisdiction of the local administration who are responsible for the maintenance of law and order.

(b) These colonies have not been inspected by the Minister for Railways so far.

(c) In accordance with extant procedure, repair works including minor repairs, white-washing, colour-washing etc. in staff quarters are carried out periodically. Petty repair books are being maintained and the complaints made therein are attended to regularly. The colonies are also periodically inspected by Sr. Railway officials to ensure proper maintenance and upkeep. Improvements to quarters and colonies, wherever deficiencies are noticed, are carried out on a programmed basis according to availability of funds.

Lock-out of Durgapur Steel Mills

340. SHRI INDRAJIT GUPTA : Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state :

(a) the reasons for the failure of the tripartite talks held on the 30th September, 1970 at Durgapur to discuss the Question of the lock-out of the Durgapur Steel Mills ; and

(b) the reason for the lock-out of the mills ?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI MOHD. SHAFI QURESHI : (a) The failure of the talks was

due to the fact the union did not accept the proposal of the management of Durgapur Steel Plant and the Deputy Labour Commissioner.

(b) The lock-out in the Steel Melting Shop was declared following lightning strike by the workers, assault on some officers and setting on fire office equipments and records by some unruly elements. As normal working was impossible and the safety of vital plant and equipment and the lives of loyal workers and officers were in danger, the management had to declare a lock out.

हेवी इलेक्ट्रिकल्स लिमिटेड भोपाल में
शिफ्टियों और इंजीनियरों की भर्ती

341. श्री रामावतार शर्मा : क्या औद्योगिक विकास तथा आन्तरिक व्यापार मंत्री यह बताने कृपा करेंगे की :

(क) क्या यह सच है कि सरकार का हेवी इलेक्ट्रिकल्स लिमिटेड, भोपाल में प्रतिवर्ष 500 शिफ्टियों तथा इंजीनियरों की भर्ती करने का विचार है जबकि उनकी संख्या बीस हजार तक न पहुँचे ;

(ख) यदि हाँ, तो उक्त भर्ती के क्या कारण हैं; विशेष कर जब उस सरकारी क्षेत्र के उपक्रम का वर्ष 1969-70 में कुल उत्पादन निर्धारित लक्ष्य से बहुत कम था ;

(ग) क्या उक्त भर्ती करते समय मध्य प्रदेश के लोगों को प्राथमिकता देने का सरकार का कोई विचार है क्योंकि सरकारी क्षेत्र के उपक्रमों में स्थानीय लोगों भर्ती करने की नीति पर सरकार जोर दे रही है ; और

(घ) यदि नहीं, तो उसके क्या कारण हैं ?

औद्योगिक विकास तथा आन्तरिक व्यापार मंत्रालय में उप मंत्री (श्री मं० रं० कृष्ण) :
(क) मानव शक्ति की आवश्यकता के प्रगामि आयोजन के आधार पर हेवी इलेक्ट्रिकल्स

(इण्डिया) लिमिटेड, भोपाल के प्रबन्धकों द्वारा 500 कारीगर तथा इंजीनियर प्रति-वर्ष भर्ती करना पूर्वानुमानित है। यह उत्पादन को जो कि 1969-70 में कम हो गया था बढ़ाने के लिये और अंशतः निम्नलिखित कारणों से है :-

- (1) कारखानों की नई कर्मशालाओं के लिये जिनमें टर्बाईनों का निर्माण प्रारम्भ किया गया है,
- (2) द्वितीय पारी में कर्मचारियों की संख्या बढ़ा कर वर्तमान उत्पादन में वृद्धि के लक्ष्यों की पूर्ति,
- (3) कुछ विस्तार तथा विविधिकरण कार्यक्रम की आवश्यकताओं की पूर्ति।

(ग) इन पदों पर नियुक्तियां सरकारी उपक्रमों को इस हेतु जारी किये गये सामान्य अनुदेशों के अनुसार होगी जिसके अनुसार 500 रुपये प्रति मास तक के वेतन वाले पदों की भरती में स्थानिय लोगों को प्राथमिकता दी जाती है।

(घ) प्रश्न ही नहीं उठता।

Implementation of Suggestions of Divisional Railway Users Consultative Committee, Jhansi Division (Central Railway)

342. SHRI RAM AVTAR SHARMA : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that the Divisional Railway Users Consultative Committee, Jhansi Division has submitted some suggestions to the Railway Board regarding improvement of services, and construction of over bridges and platforms etc. at Gwalior, Bhind, Soni, Gohad Road, Ghosipura, Sondha Road, Asokhar, Morena and Datia railway stations of Jhansi Division ; and

(b) if so, the details thereof and the time by which Government propose to implement them ?

THE MINISTER OF RAILWAYS (SHRI NANDA): (a) and (b). No suggestions have been submitted by the Divisional Railway Users' Consultative Committee, Jhansi to the Railway Board. At the last meeting of the Divisional Railway Users' Consultative Committee, Jhansi, held at Harpalpur on 24.9.1970, certain suggestions were made and the position in regard to these is indicated in the statement laid on the Table of the House. [Placed in Library. See No. LT-4216/70]

ग्वालियर शिवपुरी रेलवे लाइन का बन्द किया जाना

343. श्री रामारतार शर्मा : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि सरकार का ग्वालियर शिवपुरी रेलवे लाइन को बन्द करने का विचार है ;

(ख) यदि हां, तो इसके क्या कारण हैं, विशेषकर जबकि इस क्षेत्र के निवासी इस रेलवे लाइन के बन्द होने के एक दम विरुद्ध हैं; और

(ग) क्या उक्त रेलवे लाइन को बड़ी रेलवे लाइन के रूप में परिवर्तित करने में सरकार को कोई कठिनाई है ; और यदि हां, तो उसका झयौरा क्या है ?

रेलवे मंत्री (श्री नन्दा) : (क) ऐसा करने का कोई प्रस्ताव इस समय सरकार के विचाराधीन नहीं है।

(ख) ऊपर भाग (क) के उत्तर को देखते हुए, सबाल नहीं उठता।

(ग) इस सत्रय वातायात या वित्तीय दृष्टि से ग्वालियर-शिवपुरी छोटी लाइन के आमान परिवर्तन का औचित्य नहीं है। धन और साधन की वर्तमान कठिन स्थिति को देखते हुए इस प्रकार की योजनाओं पर पैसा लगाने के बारे में विचार नहीं किय जा सकता।

दिल्ली-बम्बई जनता ट्रेन और ताज एक्सप्रेस का भाँसी अथवा ग्वालियर तक विस्तार

344. श्री रामावतार शर्मा : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार का विचार (एक) दिल्ली-बम्बई जनता ट्रेन चालू करने, (दो) ताज एक्सप्रेस की भाँसी अथवा ग्वालियर तक अगे जाने, (तीन) माक्सी-गुना रेलवे लाइन का निर्माण पुनः आरम्भ करने तथा उसे शीघ्र पूरा करने, (चार) ग्वालियर-शिवपुरकालान लाइन को कोटा से तथा ग्वालियर-भिड़ लाइन को झटाबा से मिलाने और, (पाँच) ग्वालियर-शिवपुरी लाइन को गुना तक बढ़ाने का है तथा इन लाइनों को बड़ी लाइन बनाने का है ;

(ख) यदि हाँ, तो उसका व्यौरा क्या है तथा उपरोक्त कार्य कब तक पूरे हो जाने की सम्भावना है ; और

(ग) यदि नहीं, तो इसके क्या कारण हैं ?

रेलवे मंत्री (श्री नन्दा) : (क) (i) जी, नहीं ।

(ii) जी नहीं ।

(iii) जी हाँ. पुनः आरम्भ कर दिया गया है ।

(iv) जी नहीं ।

(v) जी नहीं ।

(ख) मक्सी-गुना लाइन का निर्माण 1972 के अन्त तक पूरा हो जाने की सम्भावना है ।

(ग) मार्गवर्ती कई खण्डों पर लाइन-क्षमता के अभाव और दिल्ली में टर्मिनल सुविधाओं के अभाव के कारण बम्बई-दिल्ली जनता गाड़ी

तुरन्त नहीं चलाई जा सकती । ताज एक्सप्रेस ग्वालियर तक नहीं बढ़ाई जा सकती क्योंकि ग्वालियर में टर्मिनल सुविधाओं का अभाव है और साथ ही ताज एक्सप्रेस के वास्ते एक ही रैक है जिससे पर्यटकों के उसी दिन दिल्ली लौटने के लिए सुविधाजनक सेवा की व्यवस्था की गई है और आगरा में इस रैक के लिए अनुरक्षण समय पहले ही इतना कम है कि उसे और नहीं घटाया जा सकता ।

शिवपुर-कलाँ-भिड़ लाइन को बड़ी लाइन में बदल कर कोटा और झटाबा से मिलाने और ग्वालियर-शिवपुरी लाइन को गुना तक बढ़ाने तथा उसे बड़ी लाइन में बदलने का आर्थिक दृष्टि से औचित्य नहीं है और धन के अभाव में इन कामों को हाथ में नहीं लिया जा सकता ।

Issue of Letter of Intent for Manufacture of Small Car

345. SHRI RAM AVTAR SHARMA : Will the Minister of INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE be pleased to state :

(a) whether it is a fact that two letters of intent for the manufacture of small car have recently been given to two persons ;

(b) if so, the names alongwith their addressess qualifications, age and the amount of money proposed to be invested by them in the project ; and

(c) the source of their income and the details of the design submitted by them for manufacture of small car ?

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

(b) (i) Shri Sanjay Gandhi, 1 Safdarjang Road, New Delhi.

An investment of Rs. 4.63 crores on plant and machinery has been indicated.

- (ii) Shri M. Madan Mohan Rao,
4, Changanavarayulu Naidu
Street, Madras-30.

An investment of Rs. 8.4 crores on plant and machinery is proposed. Particulars about age and qualifications of the applicants are not required to be furnished in the applications for industrial licences, and as such are not available.

(c) Particulars about the source of income of the applicants are also not required to be furnished in the applications for industrial licences. The designs proposed by the two entrepreneurs are indigenous. Shri Sanjay Gandhi has proposed a 4-door model passenger car with 552 cc 2 stroke engine mounted in the rear. Shri Rao has proposed a 996 cc engine passenger car.

चतुर्थ पंचवर्षीय योजना में कुटीर उद्योगों का विकास

346. श्री बाल्मीकी चौधरी : क्या औद्योगिक विकास तथा आंतरिक व्यापार मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार का विचार चतुर्थ पंचवर्षीय योजना में कुछ कुटीर उद्योगों का विकास करने का है ; और

(ख) यदि हाँ, तो उन कुटीर उद्योगों के क्या नाम हैं और उनका कब तक विकास होने की सम्भावना है ?

औद्योगिक विकास तथा आंतरिक व्यापार मंत्रालय में उप-मंत्री श्री मं० र० कृष्ण : (क) और (ख). जी हाँ,। चतुर्थ पंचवर्षीय योजना में विकसित किये जाने वाले कुटीर उद्योगों के नाम निम्न प्रकार हैं :—

हथकरघा तथा बिजली करघा, खादी तथा ग्रामोद्योग जैसे खादी, अनाजों तथा दालों का परिष्करण, ग्राम्य चर्म उद्योग, कुटीर दियासलाई उद्योग, गुड़ तथा

खाण्डसारी, ताड़ का गुड़, अस्वाद्य तैल तथा साबुन, हस्त निर्मित कागज, ग्रामीण मिट्टी के बर्तन, मक्खी पालन, रेशा, लोहार तथा बढ़ईगीरी, मेथेन गैस तथा खाद्य का उत्पादन एवं प्रयोग, चूना तथा इसके उत्पाद। चमड़ा निर्माण, जंगली पौधों तथा फलों का औषधि निर्माण हेतु संकलन, बांस तथा बेल का काम, अल्युमीनियम से घरेलू बर्तनों का निर्माण, गोंद तथा राल बनाना, कत्था बनाना, घानी का तेल। रेशम के कीड़े पालना, बवायर तथा शिल्प कला।

उपरोक्त उद्योगों को चतुर्थ पंचवर्षीय योजन के प्रत्येक वर्ष में प्रगामी रूप से विकसित किया जायेगा।

दुर्गापुर इस्पात कारखाने में हड़ताल

347. श्री बाल्मीकी चौधरी : क्या इस्पात तथा भारी इंजीनियरिंग मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या दुर्गापुर इस्पात कारखाने में बार-बार हड़ताल के लिए कर्मचारियों को भड़काने में किसी राजनीतिक दल का हाथ है ;

(ख) यदि हाँ, तो दल का क्या नाम है ; और

(ग) सरकार द्वारा उस दल के विरुद्ध क्या कार्यवाही की जा रही है ?

इस्पात तथा भारी इंजीनियरिंग मंत्रालय में उप-मंत्री (श्री मुहम्मद शफी कुरेशी) : (क) और (ख). दुर्गापुर इस्पात कारखाने के मजदूर संघ राजनीतिक दलों से सम्बद्ध है उस हद तक राजनीतिक दल, जिनसे वे सम्बद्ध हैं, सम्बन्धित मजदूरों संघों द्वारा कराई गई अथवा समर्थित हड़तालों के लिए उत्तरदायी माने जा सकते हैं।

(ग) प्रश्न नहीं उठता।

शक्ति चालित हलों का निर्माण

348. श्री बाल्मीकी चौधरी: क्या औद्योगिक विकास तथा अतिरिक्त व्यापार मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि सरकार शक्ति चालित हलों का निर्माण करने हेतु कारखानों की स्थापना करने का विचार कर रही है ;

(ख) यदि हां, तो अब तक कितने कारखाने स्थापित हो गये हैं ; और

(ग) शक्ति चालित हलों को लोकप्रिय बनाने हेतु सरकार द्वारा क्या कार्यवाही की गई है ?

औद्योगिक विकास तथा अतिरिक्त व्यापार मन्त्रालय में उप-मंत्री (श्री सं० रं० कृष्ण): (क) और (ख), गैर-सरकारी क्षेत्र की एक फर्म जिसे शक्ति चालित हलों के निर्माण के लिए लाइसेंस दिया गया था उत्पादन कर रही है। दो और फर्मों की भी औद्योगिक लाइसेंस दिये गये गये हैं किन्तु उन्हें अभी उत्पादन प्रारम्भ करना है। इन में से एक फर्म से आगामी कुछ महीनों में ही उत्पादन प्रारम्भ करने की आशा है। इसके अतिरिक्त एक और फर्म को आशय पत्र भी जारी किया गया है। अन्य छः पार्टियों के शक्ति चालित हलों के निर्माण हेतु औद्योगिक लाइसेंस के आवेदन अभी विचाराधीन है।

(ग) सरकार ने किसानों में शक्ति चालित हलों को लोकप्रिय बनाने के लिए कई पग उठाये हैं। इनमें सम्भावित निर्माता को शक्ति चालित हलों के उन नमूनों को जिनको बे निर्मित करना चाहते हैं, प्रदर्शन जिनमें बुदनी स्थित ट्रेक्टर टेस्टिंग स्टेशन ने परीक्षणोपरान्त भारतीय परिस्थितियों के अनुकूल पाया गया है प्रयोजनों के लिए आयात की अनुमति और कृषि विभाग द्वारा शक्ति चालित हलों के चलाने तथा रख रखाव के बारे में प्रशिक्षण प्रदान करना इत्यादि सम्मिलित है।

इस्पात का उत्पादन तथा निर्यात

349. श्री बाल्मीकी चौधरी: क्या इस्पात तथा भारी इंजीनियरिंग मंत्री यह बताने की कृपा करेंगे कि :

(क) देश में किस-किस किस्म के इस्पात का उत्पादन किया जा रहा है ;

(ख) इस्पात की किन किस्मों का आम-तौर पर निर्यात किया जा रहा है ; और

(ग) पिछले वर्ष इस्पात के निर्यात द्वारा कितनी विदेशी मुद्रा अर्जित की गई ?

इस्पात तथा भारी इंजीनियरिंग मन्त्रालय में उप-मंत्री (श्री मुहम्मद शफी कुरेशी) (क) देश में उत्पादित इस्पात में संरचनात्मक, रेल की पटरी, चादरें, प्लेटें, छड़, गोल छड़, तार, हूप, स्ट्रिप, स्लीपर, 'टिनप्लेटें', स्केल्प, पहिए, टायर, घुरे आदि मुख्य हैं। इसके अलावा देश में, औजारी, मिश्र और विशेष इस्पात की कुछ किस्मों का उत्पादन भी किया जाता है।

(ख) सामान्यतः छड़े, गोल छड़, स्ट्रक्चरल्स, रेल की पटरी, ब्रिजेट तथा बेसिक ग्रेड कच्चा लोहा निर्यात किया जाता है।

(ग) वर्ष 1969-70 में हमारा निर्यात का मूल्य 75.71 करोड़ रुपये था।

Allotment of Rent Free Quarters to Permanent Way Inspectors in Southern Railway

350. SHRIMATI SUSEELA GOPA-LAN : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is fact that rent-free quarters had been allotted to Essential staff of Southern Railway like Station Masters and Permanent Way Inspectors upto 1947 and that concession was stopped during that years ;

(b) if so, the details thereof ;

(c) whether it is fact that this was subsequently restored in 1968-69 only in the case of Station Masters and other categories like Permanent Way Inspectors are not allowed the same concession ; and

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

THE MINISTER OF RAILWAYS (SHRI NANDA) : (a) to (d). Certain specified categories of staff of the ex-Madras and Southern Mahratta Railway, South Indian Railway and Mysore State Railway, who were enjoying the benefit of rent free quarters, are allowed to enjoy this benefit on their fulfilling certain conditions prescribed therefor.

On account of an Audit objection, the concession was withdrawn from some of the Station Masters, Clerks in charge, Block Operators, Train Controllers, Wagon Controllers and Signalmen of Ex-South Indian Railway who did not satisfy one of the conditions that they should have been substantively appointed on or before 31. 12. 45. The position was reviewed and the concession was restored provided the employees held these posts on 31. 12. 45, and were actually in receipt of the concession on that data.

Production of Consumer Goods in Public Sector

351. DR. RANEN SEN : Will the Minister of INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE be pleased to state :

(a) whether the scheme to produce consumer goods to the public sector has been finalised ;

(b) if so, the names of the items to be produced ;

(c) the estimated cost of the scheme ; and

(d) when production is expected to begin ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOP-

MENT AND INTERNAL TRADE (SHRI M. R. KRISHNA) : (a) to (d). It has been decided in principle that the rule of the public sector might be expanded and extended to new fields where major production gaps are likely to develop in coming years. This would also include consideration of manufacture of certain consumer items through State enterprises. The selection of such items, together with the further details in this regard, is still under examination.

Setting up of New Units by Cement Corporation of India

352. DR. RANEN SEN : Will the Minister of INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE be pleased to state :

(a) whether the Cement Corporation of India has been asked to set up new units to meet the growing shortage of cement in the country ;

(b) if so, the number of units to be set up ;

(c) the location of the new units ; and

(d) the expenditure to be incurred in this respect ?

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

(b) and (c). The Cement Corporation has set up or is setting up cement factoriee each with a capacity of 2 lakh tonnes per annum at Mandhar in Madhya Pradesh, Kurkunta in Mysore and Bokajan in Assam. The factory at Mandhar has since gone into production while the factory at Kurkunta is expected to commence production next year. The question of setting up another plant with a capacity of 2 lakh tonnes per annum at Paonta in Himachal Pradesh is also under consideration. Additional units to be set up by the Cement Corporation will depend on the availability of funds.

(d) Units	Capacity per annum	Expenditure to be incurred
1. Mandhar	2 lakhs	Rs. 451.51 lakhs
2. Kurkunta	2 lakhs	Rs. 442.79 lakhs
3. Bokajan	2 lakhs	*Under consideration*
4. Paonta	2 lakhs	Under consideration

*Preliminary expenditure upto Rs. 47.82 lakhs sanctioned.

Pending Applications for Industrial Licences

353. SHRI SURENDRANATH DWIVEDI : Will the Minister of INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE be pleased to state :

(a) whether it is a fact that a large number of applications for industrial licences are being held up ;

(b) if so, their number at the end of September, 1970 ; and

(c) the reasons therefor ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE (SHRI M.R. KRISHNA) : (a) to (c). Only 76 applications out of those received upto 31st December, 1969 are yet to be placed before Licencing Committee.

Out of 1123 applications (excluding Carrying-on-business applications) received during the period from 1st January, 1970 to 30th June, 1970, 648 applications have already been considered by the Licencing Committee, while the remaining applications are still under examination. 559 applications have been received since 1st July, 70 and these, along with the appli-

cations received earlier, are expected to be disposed of in the next few weeks.

As every application has to be examined in consultation with various Ministries and technical authorities and also the State Government concerned, a certain amount of delay take place some times before a final decision is taken. In a large number of cases, applicants furnish incomplete information on important aspects of their schemes, such as the phased manufacturing programme, arrangements made for meeting foreign exchange requirements and terms of foreign collaboration etc. and references have often to be made to the applicants for clarification. Further, the additional capacity to be licenced in particular industry may be under review and, in such cases, all the applications are taken up together so that only the most suitable scheme is licenced. Government are, however, reviewing licencing procedures with a view to streamline such procedures, so that disposal of licence applications can be effected as expeditiously as possible.

Examination of Recommendations of Election Commission

354. SHRI HEM RAJ :
SHRI JANESHWAR MISRA :

Will the Minister of LAW AND SOCIAL WELFARE be pleased to refer to the reply given to Starred Question No. 580 on the 25th August, 1970 and state :

(a) whether Government have examined the recommendations of the Election Commission ;

(b) if so, which of them have been accepted ;

(c) whether Government propose to lower the age of electors from 21 to 18 years ; and

(d) by what time Government propose bring forward a Bill to amend the election law ?

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

DEPARTMENT OF SOCIAL WELFARE
(SHRI JAGANATH RAO) : (a) Yes, Sir.

(b) Since in compliance with the assurance given to Parliament arrangements are under way for discussing the various amendments in a Committee consisting of the representatives of political parties group in Parliament under the Chairmanship of the Speaker, it will depend upon the outcome of the discussions.

(c) No, Sir.

(d) The time for introduction of a Bill is inter-linked with the discussions in the proposed Committee referred to in part (b).

Recommendation of the Hindu Religious Endowments Commission

355. SHRI HEM RAJ : Will the Minister of LAW AND SOCIAL WELFARE be pleased to refer to the reply given to Unstarred Question No. 1330 on 4th August, 1970 and state :

(a) whether Government have examined the recommendations of the Hindu Religious Endowments Commission ;

(c) if so, the result thereof ; and

(c) by what time Government propose to bring legislation before the House in this regard ?

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

(b) and (c) . In the light of the recommendations made by the Hindu Religious Endowments Commission, a Bill entitled the Hindu Religious Endowments Bill, 1965 was introduced in the Third Lok

Sabha. Before the Bill could be considered by the Lok Sabha, the Lok Sabha was dissolved and hence the Bill lapsed.

A fresh Bill was prepared and circulated to State Governments and Union Territory Administrations for eliciting their views. In view of the representations received the matter has again been referred to the Law Commission and the Law Commission has been requested to prepare urgently a suitable draft legislation. Further action in the matter will be taken after the receipt of the draft Bill from the Law Commission.

Railway Doctors resigned from Service

356. SHRI HEM RAJ : Will the Minister of RAILWAYS be pleased to state the number of Railway doctors, who resigned from Service during the years 1967, 1968 and 1969 and upto the end of October, 1970 ?

THE MINISTER OF RAILWAYS
(SHRI NANDA) : The number of doctors who resigned from service during the 1967, 1968, 1969 and up to the end of October, 1970 is as under :—

1967	—	75
1968	—	57
1969		60
1970	—	28
(upto the end of October, 1970).		

220

Introduction of Extra Trains

357. SHRI HEM RAJ : Will the Minister of RAILWAYS be pleased to state :

(a) the number of extra trains intro-

duced from 1st October, 1970 zonewise ;

(b) whether it is a fact that there is great rush of passengers on the Delhi—Pathankot line but the extra train is denied on this route on the plea of lack of bogies ; and

(c) if so, how the Railways have obtained bogies for introducing extra trains ?

THE MINISTER OF RAILWAYS (SHRI NANDA) : (a) Following are the number of non-suburban trains introduced on each from 1-10-70 :—

Railway	No. of non-suburban trains introduced from 1-10-70
Eastern	2
Northern	6
Northeastern	4
Northeast Frontier	3
Southern	4
South Eastern	8

(b) Introduction of an additional train between Delhi and Pathankot has not been found operationally feasible at present for want of spare line capacity on the saturated Delhi-Ambala-Rajpura Section and not due to shortage of coaches.

(c) Does not arise.

**Completion of Parli Overbridge
(Southern Railway)**

358. **SHRI E. K. NAYANAR :** Will the Minister of RAILWAYS be pleased to state :

(a) by what time the work on the Parli over-Bridge on Southern Railway work will

be completed ;

(b) when it will be opened to the public ; and

(c) the reasons for the delay in the construction work ?

THE MINISTER OF RAILWAYS (SHRI NANDA) : (a) The Railway's portion of the work on bridge structure has already been completed. The work on the road approaches which is being done by the State Government is in progress.

(b) The bridge will be opened to traffic soon after the completion of the approaches by the State Government.

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

Licences for Production of Small Car

359. **SHRI S. M. BANERJEE :** Will the Minister of INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE be pleased to state :

(a) what further progress has been made to produce small cars in the country ;

(b) whether some more parties have applied for licences ; and

(c) if so, the names of those parties ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE (SHRI M. R. KRISHNA) : (a) Action has been initiated to the secure foreign collaboration based on a proven popular foreign design for the manufacture of cars in the project to be established in the public sector. Letters of intent have been granted to two parties in the private sector whose schemes for the manufacture of cars were based on indigenous designs and resources.

(b) and (c). In all applications under the Industries (Development and Regulation) Act, 1951 for the grant of industrial licence for the manufacture of passenger cars had been received from ten parties. Their names are indirected below :

1. M/s. Mysore State Industrial Investment and Development Corporation Ltd., Bangalore.
2. M/s Hindustan Auto Products, New Delhi.
3. M/s. Manubhai H. Thakar, Baroda.
4. M/s. R. R. Chokshi and Co., Ahmedabad.
5. M/s Ganesh Renault, Lucknow.
6. M/s. Bhooviman Ltd., New Delhi.
7. M/s. Aravind Automobiles, Trivandrum.
8. Shri Sanjay Gandhi, New Delhi.
9. M/s. Kerala State Industrial Development Corporation Ltd., Trivandrum.
10. SHRI M. Madan Rao, Madras.

Of the above mentioned parties, letters of intent have been granted to the parties at Sl. Nos (8) and (10). The applications of the remaining eight parties which involve either foreign collaboration or foreign exchange expenditure on the import or capital goods, components or raw materials are proposed to be rejected.

Recognition of Additional Capacity in Barrel Industry

360. SHRI S. M. BANERJEE : Will the Minister of INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE be pleased to refer to the 114th Report on action taken by Government on the recommendations contained in the 85th Report of the Estimates Committee (Fourth Lok Sabha)

on the Ministry of Industrial Development, Internal Trade and Company Affairs—Recognition of additional capacity in the banned list, and state whether Government would ascertain as to whether Delhi High Court Interim injunction not to disturb the present scheme of distribution of raw material related to non-allocation of steel sheets direct to the Oil Companies or to other fabricators on their licensed capacities ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE (SHRI M. R. KRISHNA) : It has been ascertained in consultation with the Ministry of Law that in terms of the interim order passed by the Delhi High Court it would not be open to the Government to allot steel to the users of barrels rather than the barrel manufacturers and it would not also be possible to vary the allocations on the basis recommended by the Estimates Committee instead of the practice followed on the basis of assessed capacities.

Deterioration in the Financial Position of Railways

361. SHRI N. R. LASKAR :
SHRI MAYAVAN :
SHRI DHANDAPANI :

Will the Minister of RAILWAYS be pleased to state :

(a) whether the financial position of the Railways is deteriorating gradually ;

(b) if so, whether the resources gap which was estimated at Rs. 200 crores has gone up much higher now ;

(c) if so, whether the Railway Board has also come to the conclusion that the Fourth Plan target of building up a capacity of 265 million tonnes will not be achieved ; and

(d) if so, what steps are being taken to improve the financial position of the Railways ?

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

(b) As a result of the deterioration in the working results for the current year, there will be a deficit of Rs. 47 crores against the surplus of Rs. 9.38 crores anticipated in the budget as passed. Because of this, the resources gap will be correspondingly higher for this year and succeeding years.

(c) One of the main reasons for deterioration in the financial position is the fact that freight traffic has not developed as anticipated. As against the Budget forecast of 217 million tonnes, the present position is that not more than 206 million tonnes are expected. Correspondingly, the target of 265 million tonnes for the last year of the Fourth Plan has also been reviewed. The present anticipation is that only 240 million tonnes or so may materialise in the last year of the Plan.

Building up of capacity has also to be limited to the revised traffic anticipations.

(d) Any radical improvement will depend on the traffic picking up, which in turn will depend on increased production particularly in the steel sector and reduction in strikes and bundhs. But in respect of matters within the control of the Railways, every effort is being made to effect economy in expenditure and improve the revenues.

Pending Applications for Industrial Licences

362. SHRI N. R. LASKAR :
SHRI P. C. ADICHAN :
SHRI D. N. PATODIA :

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

(a) whether it is a fact that latest clarification of several doubts concerning the new industrial policy has not facilitated decision on applications for industrial licences ;

(b) if so, whether Government have not been able to evolve solution on the manner in which the policy should be implemented ;

(c) whether there are 50 applications pending before the Government for several months for granting licences ; and

(d) if so, the steps being taken to dispose of these applications ?

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

(b) Does not arise.

(c) Of the applications received prior to December, 69, only 76 remain to be submitted to the Licensing Committee for consideration. Out of 1123 applications (excluding Carrying on Business applications) received during the period from 1st January, 1970 to 30th June, 1970, 648 have already been considered by the Licensing Committee while the remaining cases, along with these received since, are expected to come up for consideration in the next few weeks.

(d) Efforts are being made to dispose of the applications as quickly as possible and to streamline procedures. Powers have also been delegated to administrative Ministries to dispose of certain types of cases, without reference to the Licensing Committee. Meetings of the Licensing Committee are held frequently, once in every fortnight. The reasons for the delay are periodically discussed with the representatives of the various Ministries and directions are given by the Chairman of the Committee, emphasising, on all concerned, the need for special attention for expeditious disposal of applications. Considerable progress has been made in recent months in the disposal of pending applications.

Visit of Indian Delegation of Paper Experts to South East Asian Countries

363. SHRI N. R. LASKAR :
SHRI MAYAVAN :
SHRI DHANDAPANI :

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

(a) whether it is a fact that a 20 Member Delegation of Experts from the paper industry visited a number of South-East Asian countries in September to study the working of the paper industry in those countries ;

(b) if so, the number of countries visited by them ;

(c) whether they have submitted any report ; and

(d) if so, the main features thereof and how far this visit has proved helpful ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE (SHRI M. R. KRISHNA) : (a) Government has not sponsored any such delegation.

(b) to (d). Do not arise.

Production of Steel ingots of Public Sector Steel Plants

364. SHRI K. LAKKAPPA : Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state :

(a) whether there has been a steepfall in the production of steel ingots at the three plants of Hindustan Steel Ltd. ; and

(b) if so, the reasons thereof ?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI MOHD. SHAFI QURESHI) : (a) Yes, Sir. The actual production during the months April-October, 1970 at Rourkela and Durgapur has been lower than the targets of production.

(b) The shortfall in production at these Plants is mostly due to disturbed industrial relations situation.

New Licensing Policy

365. SHRI K. LAKKAPPA : Will the Minister of INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE be pleased to state :

(a) whether Government have evolved a new scheme for the issue of licences ;

(b) if so, the details thereof ;

(c) since when this scheme has been introduced ; and

(d) the number of applications considered for the issue of licences since the introduction of the new scheme ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE (SHRI M. R. KRISHNA) : (a) to (d). No new scheme as such has been evolved. Government however announced certain modifications in the licensing policy in February, 1970. Since then special emphasis is being laid on the speedy disposal of applications for industrial licences. Out 1123 applications received from 1st January, 1970 to 30th June, 1970, 648 applications have already been considered by the Licensing Committee, while the remaining cases are expected to be disposed of in the next few months.

Lockout in Steel Melting Shop in Durgapur Steel Plant

366. SHRI D. N. PATODIA : Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state :

(a) whether there has been any improvement in the situation which had led to the lockout of the steel melting shop in Durgapur Steel Plant ;

(b) whether it is also a fact that efforts of the State Labour Commissioner to solve the dispute between the labour and the management have failed ;

(c) whether the trade union rivalries are the root cause of the present impasse ;

(d) if so, what action Government have taken in this regard ; and

(e) how much loss in production has been suffered in this plant so far ?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI MOHD. SHAFI QURESHI) : (a) and (b). The lock out in the Steel Melting Shop was withdrawn by the management on 20th October, 1970. The Conciliation proceedings before the State Labour Commissioner did not fail but were delayed because of the time taken by the

Unions to accept the proposals put forward by the Labour Commissioner and agreed to by the Management of Durgapur Steel Plant. The workers resumed duty on 31.10.70 and the situation is normal now.

(c) as always Trade union rivalry is one of the causes of the labour trouble.

(d) Workers Unions have been advised not to indulge in action detrimental to both the workers and running of the Plant.

(e) Durgapur Steel Plant's cumulative loss up to 31.3.70 is estimated at Rs. 835.42 millions. The lost of production in terms of saleable products during the strike period from 12.8.70 to 24.8.70 and during the lock-out in Steel Melting Shop from 26.9.70 to 31.10.70 has been estimated at Rs. 1.93 crores and Rs. 85.28 lakhs respectively by Hindustan Steel Ltd. Once, there is stoppage of production it takes some time to achieve normal rated production, and therefore, it is too early to correctly assess there losses.

Labour Relations in Durgapur Steel Plant

367. SHRI D. N. PATODIA : Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state :

(a) whether it is a fact that he had held discussions with the former Deputy Chief Minister of West Bengal, Shri Jyoti Basu in October, 1970 on the problems of labour relations in Durgapur Steel Plant and to bring discipline among them ;

(b) if so, whether the former Deputy Chief Minister gave any assurance on behalf of the CPI (M) led union in the Steel Plant for peaceful cooperation by the Union members ; and

(c) if not, the details of the subjects discussed and Government's reaction to the destructive activities carried on in the Durgapur Steel Plant ?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI MOHD. SHAFI QURESHI) : (a) to (c). The former Deputy Chief Minister of West Bengal met the Minister of Steel and Heavy Engineering in October, 1970. *inter-alia*; the difficult

industrial relations in Durgapur were discussed with him and he was requested to use his good offices to improve the situation and maintenance of discipline in the plant. No specific assurance was asked for or given by the former Deputy Chief Minister.

Construction of Bokaro Steel Plant

368. SHRI D. N. PATODIA :
SHRI K. P. SINGH DEO :

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

(a) whether it is a fact that the first phase of Bokaro Steel Plant will now be completed in 1973 instead of in 1972 as envisaged earlier ;

(b) on how many occasions the construction schedule for this plant has been revised since inception ; and

(c) how the cost of construction has gone up as a result thereof and the causes for the latest postponement ?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI MOHD. SHAFI QURESHI) : (a) As has already been stated in reply to Lok Sabha Unstarred Question No. 2287 dt. 10.3.1970, Starred Question No. 708 dt. 31.3.1970, and Unstarred Question No. 1264 dt. 4.8.1970, according to the revised construction schedule, the first stage of the Bokaro Steel Plant will be completed by March, 1973. The earlier Schedule gave the commissioning of the entire stage I by June, 1972.

(b) Thrice.

(c) Each month's delay in the commissioning of the Plant will cost Rs. 25 lakhs on account of indirect expenses like salaries, establishment, technical supervision etc. This does not include interest on loan capital and escalation in the prices of equipment and materials due to statutory revisions in the prices of steel and cement and rates of wages, exact incidence on these account, has not yet been assessed.

Important factors leading to the deferment of the construction schedule of the plant are non-availability of steel plates of killed quality for fabrication of structurals, failure of indigenous manufacturers to supply refractories in time; labour troubles etc.

Fall in Industrial Production

369. **SHRI D. N. PATODIA :**
SHRI SHIVA CHANDRA JHA :

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

(a) whether it is fact that the average increase in industrial production during the first four months of 1970 is much below the increase in the similar period in 1969;

(b) what are the respective figures of 1970 and 1969 and how do Government account for the fall in the rate of increase;

(c) which are the principal items in which the rate of increase is the lowest and the items which have registered a fall ;

(d) what is the relative performance of Private Sector and Public Sector Units regarding the rate of production ; and

(e) what is the expected rate of increase in the remaining period of 1970 and how is it expected to affect employment ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE (SHRI M.R. KRISHNA) : (a) and (b). Preliminary figures of the index of Industrial Production are available only for the first six months of 1970. While these figures show an increase of 5.8% over the corresponding Period last year, against a higher rate of increase during the first half of 1969 over the corresponding period in 1968, it may not be appropriate to draw any specific conclusions from these figures, which are in the nature of preliminary estimates at this stage. The rate of industrial growth has, however been affected by shortage of steel.

(c) Among the few items which have registered a decline in production during January

June, 1970 as compared with the corresponding period of 1969 are bolts, nuts and rivets, duplicators, pressures stoves, steel pipes and tubes, cranes, lifts, non-ferrous alloy and castings, lead, coal mining machinery pesticides equipment, twist drills, electric fans bare copper conductors, three wheelers, bleaching powder, phosphatic fertilizers, automobile tyres, bicycles tyres and rubber footwear. In some other items such as auto leaf springs, oil pressure lamps structurals, transmission towers, copper, aluminium foils, house service meters, aluminium conductors, paper insulated power cables, automobiles, sulphuric acid, cement and bicycles tubes, although there was an increase in production during the first half of 1970 as compared with the first half of 1969, the rate of increase was less than 5%.

(d) Separate data in regard to public sector and private sector units are not available at this stage.

(e) Several measures have been adopted which are expected to result in quickening the pace of industrial growth during the remaining period of 1970. The Steel shortage is sought to be made up through liberal imports. The new industrial licensing policy is also expected to stimulate industrial investment. In addition, demand for several products is picking up rapidly, which should provide necessary stimulus for increased production. As a result of these factors, industrial production during the rest of the year is expected to increase substantially.

Production of consumer goods in Public Sector

370. **SHRI D. N. PATODIA :** Will the Minister of **INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE** be pleased to state :

(a) whether it is a fact that despite warning from the Planning Commission the Ministry has taken a decision to go ahead with the proposal to set up consumer industries in the public sector ;

(b) if so, the objections of the Planning Commission ;

(c) how the Ministry propose to meet the objections ; and

(d) the names of consumer products which Government propose to manufacture in the public sector ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE (SHRI M. R. KRISHNA) : (a) to (d). It has been decided in principal that the role of the public sector would be extended to fields, including consumer industries, where major production gaps are likely to develop in the coming years. Such schemes would be in addition to the projects included in the Fourth Plan. There are no differences with the Planning Commission in this regard. The Planning Commission has stressed the resources aspect, as also the need for ensuring that projects included in the Plan are implemented according to the schedule. Both these considerations would be taken fully into account by concerned Ministries when finalising the new projects to be undertaken together with the details thereof, in consultation with the Planning Commission and other agencies concerned.

Reported decision of Hindustan Steel Ltd. to stop production in Durgapur Steel Plant

371. SHRI N. K. SOMANI :
SHRI S. K. TAPURIAH :

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

(a) whether he has been advised to intervene in the decision taken by Hindustan Steel Limited to stop production in Durgapur Steel Plant due to acute labour problems; and

(b) what is the total loss incurred since these labour troubles started in the plant ?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI MOHD. SHAFI QURESHI) : (a) Hindustan Steel Ltd. has not taken any decision to stop production in Durgapur Steel Plant and hence the question of Government intervention does not arise.

(b) The loss incurred by Durgapur Steel Plant up to 31.3.1970 was Rs. 835.42

millions. The lost of production in terms of saleable products during the strike period from 12. 8. 70 to 24. 8. 70 and during the lock-out and suspension of production in the Steel Melting shop from 26. 9. 1970 to 31. 10. 70 has been estimated at Rs. 1.93 crores and Rs. 85.28 lakhs respectively by Hindustan Steel Ltd. Once there is stoppage of production it takes some time to achieve the normal rated production, and therefore, it is too early to assess these losses precisely.

Small car Project in Public Sector

372. SHRI N. K. SOMANI : Will the Minister of INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE be pleased to state :

(a) whether Government have finally decided to take the small car project only to the Public Sector and no letter of intent will be issued to any private party ;

(b) whether some foreign exchange will be required for the purpose ; and

(c) the number of applications from the private entrepreneurs that have been rejected ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE (SHRI M. R. KRISHNA) : (a) No, Sir. Attention of the Hon. Member is invited to the statement made by the Minister of Industrial Development and Internal Trade on the manufacture of passenger cars. According to the policy decision mentioned in the concluding para of the said statement letters of intent have been issued to two parties in the private sector. Future applications received within the framework of this decision will also be dealt with similarly.

(b) Manufacture of passenger cars in the Public Sector is expected to involve foreign exchange expenditure for import of capital goods, payment of royalty, if any etc. The scheme in the private sector of passenger cars for which letters of intent have been issued will not involve foreign exchange expenditure on such purpose.

(c) Eight applications out of the ten received under the Industries (Development and Regulation) Act, 1951, where schemes were based either on foreign collaboration or foreign exchange expenditure on capital goods etc., are proposed to be rejected.

Scarcity of Steel in Industry

373. SHRI P. K. DEO :
SHRI N. K. SOMANI :

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

(a) whether the scarcity of steel has adversely affected the industrial production in the country ;

(b) whether an assesment of losses in the industrial sector has been made, if so, the details thereof ; and

(c) whether any efforts are being made to ensure adequate supply of steel to industry ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE (SHRI M. R. KRISHNA) : (a) to (c). While no detailed assessment of production loss on account of shortage of steel has been made, it is recognised that scarcity of steel has been one of the important factors affecting industrial production in a large number of industries during the last few months. Recently, measures have been taken to import considerable quantities of different categories of steel and it is expected that as such supplies arrive in the country, together with the increased indigenous steel production, the position would be substantially eased in the coming months.

दिल्ली और रामनगर मण्डी (जिला-नैनीताल)
के बीच सीधी रेलगाड़ियां चलाना

374. श्री रार्मासह अयरवाल: क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या रामनगर मंडी (जिला नैनीताल) के बीच सीधी रेल गाड़ियां चलाने की कोई योजना विचाराधीन थी ;

(ख) इस योजना को कब तक अन्तिम रूप दिया जायेगा विशेषकर इस बात को देखते हुए कि गढ़वाल, कुमाऊँ और अल्मोड़ा के यात्रियों को मुरादाबाद और काशीपुर में गड़ी पर चढ़ने में बहुत सा समय तथा धन का अपाव्यय करना पड़ता है ;

(ग) यह योजना कब तक पूरी हो जायेगी ; और

(घ) यदि यह योजना शीघ्र पूरी नहीं होगी तो इसके क्या कारण हैं ?

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

(ख) से (घ) . इस योजना में मुरादाबाद रामनगर मीटर लाइन खण्ड को बड़ी लाइन में बदल कर मुरादाबाद स्टेशन पर बड़ी लाइन में मीटर लाइन पर और मीटर लाइन से बड़ी लाइन पर यानान्तरण की आवश्यकता को समाप्त करने का काम शामिल है । फिलहाल धन की कमी और यातायात की दृष्टि से पर्याप्त औचित्य न होने के कारण, इस खण्ड के आमान परिवर्तन के प्रश्न पर फिलहाल विचार नहीं किया जा रहा है ।

Falls in Railway Goods Traffic

375. SHRI SHIV KUMAR SHASTRI :
SHRI RAGHUVIR SINGH SHASTRI :

Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that the Railways goods traffic has slid down by 2.9 million tons during the first three months of the current year against an anticipated increase of 1.9 million tons ;

(b) whether it is attributable to the inefficient working of the Railways ; and

(c) if so, the steps taken to induct efficiency and to offset the resultant losses ?

THE MINISTER OF RAILWAYS (SHRI NANDA) : (a) Against an anticipated

increase of 1.869 million tonnes in total originating revenue earning traffic in the first three months of 1970-71 as compared to the corresponding months of the preceding year, there was a drop of 1.04 million tonnes in total originating revenue earning traffic in this period as compared to the corresponding period of 1969-70.

(b) No.

(c) Does not arise.

Repairs in Durgapur Steel Plant

376. SHRI DHIRESWAR KALITA : Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state :

(a) whether it is a fact that a Committee is now going through the question of repairs and replacements of various sections of the Durgapur Steel plant ;

(b) if so, how long this committee will take to submit its findings ;

(c) whether Government intend to invest a huge capital in Durgapur Steel Plant to run it properly ; and

(d) if so, the details thereof ?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI MOHD. SHAFI QURESHI) : (a) No, Sir.

(b) Does not arise.

(c) and (d). Budgeted capital outlays in 1970-71, and 1971-72 for additions, modifications etc. are Rs. 37 million and Rs. 66 million respectively.

The main items already approved are :

(i) Modification of Steel making Tapping Ladles.

(ii) Installation of additional 4 Soaking Pits.

(iii) Rebuilding of Coke Oven Battery No. 1-

(iv) Replacement of 2 Nos. V.I.C. Cranes.

Russian Consultants for Calcutta Tube Railway

377. SHRI SAMAR GUHA : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that Government have engaged Russian Consultants for the proposed Calcutta Tube Railway ;

(b) if so, the reason for appointing foreign consultants ;

(c) whether National Chamber of Commerce have protested against foreign consultants for Calcutta Tube Railway in preference to Indian Consultants ;

(d) whether the appointed Russian consultants have particular experience in dealing with the type of the work that will be required for Calcutta Tube Railway, and if so, their past record ;

(e) whether Government have taken a decision to start work for Dum Dum Prince Ghat Dispersal Railway line ;

(f) whether works for both these railways will be undertaken simultaneously ;

(g) if not, which one will be given priority and the reasons therefor ?

THE MINISTER OF RAILWAYS (SHRI NANDA) :

(a) to (g). A statement is laid on the Table of the House. [Placed in Library. See No. LT—4217/70]

Rise in Prices of Consumer Goods

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

(a) whether price indices for consumer goods have increased considerably during the last six months ;

(b) if so, the percentage of such increases and the reasons therefor ; and

(c) the steps taken by Government to check such rise in prices "

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE (SHRI M. R. KRISHNA) : (a) and (b). A statement showing the price indices of important consumer goods in April, 1970 and September, 1970, the extent of increase, if any, and the reason therefore is laid on the Table of the House. [Placed in Library. See No. LT—4218/70]

(c) In order to arrest any undue rise in the prices of consumer goods, various measures are taken, such as,

(i) sustained efforts to step up the production of agricultural as well as industrial commodities to meet the demand ; imports are also resorted to wherever necessary ;

(ii) building up of buffer stocks of foodgrains ;

(iii) organisation of public distribution system for commodities of mass consumption like foodgrains, sugar and milk ;

(iii) imposition of price controls, statutory as in the case of vanaspathi or informal as in case of tyres and tubes, matches, dry cells, soap etc ;

(v) fair and equitable distribution of essential commodities through regulatory controls under the Essential Commodities Act, 1955 ;

(vi) ensuring availability of essential commodities through cooperative channels, like super bazars, consumer cooperative stores etc ; and

vii) curbing excess demand through fiscal and monetary measures, such as tightening of bank advance in order to arrest speculative increase in prices .

Issue of Industrial Licences in West Bengal

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

(a) the number of industrial licences (i) asked for and (ii) granted in West

Bengal during the period 1968-69, 1969-70 1970-71 so far; and

(b) the number of these licences that have lapsed and of those utilised for setting up new industrial concerns in the State ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE (SHRI M. R. KRISHNA) : (a) Information relating to industrial licences is maintained on Calendar-year bases. The number of applications received for licences under the Industries (Development and Regulation) Act, 1951, for West Bengal was 96 in 1968, 110 in 1969 and 107 in 1970 (upto 30.9.70). The number of licences issued was 33 in 1968, 64 in 1969 and 28 upto August, 1970.

(b) Licences issued under the Industries (Development and Regulation) Act, 1951 do not lapse. They may, however, be revoked for non-fulfilment of certain conditions, specified in the licences. As normally it takes more than two to three years for implementation of licences, the current licences will be in various stages of implementation. Details of all licences revoked and surrendered are regularly published in the Weekly 'Bulletin of Industrial Licences, Import Licences and Export Licences', the weekly 'Indian Trade Journal' and the Monthly 'Journal of Industry and Trade'. Copies of these publications are supplied to the Parliament Library.

छोटी कार का निर्माण करने के लिए आवेदन-पत्र

380. श्री राम सेवक यादव :
श्री राम किशन गुप्ता ;
श्री समर गुह :

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

(क) छोटी तथा कम लागत की कार का निर्माण करने हेतु लाइसेंस के लिए कुल कितने आवेदन-पत्र प्राप्त हुए हैं ;

(ख) प्रत्येक आवेदक द्वारा बताया गया कार का मूल्य तुलनात्मक तथा अन्य व्योरा क्या है ;

(ग) क्या उनके मंत्रालय ने लाइसेंस देने का निर्णय कर लिया है और यदि हाँ, तो किस को और उसके क्या कारण है ;

(घ) क्या सरकार को लाइसेंसधारियों को किसी प्रकार की सहायता देनी पड़ेगी और यदि हाँ, तो उसका व्योरा क्या है ; और

(ङ.) क्या लाइसेंसधारियों की वित्तीय स्थिति का पूरा अनुमान लगाया गया है तथा तत्सम्बन्धी अन्य जांच की गई है ?

औद्योगिक विकास तथा आंतरिक व्यापार मंत्रालय में उप-मन्त्री (श्री मं० र० कृष्ण) :
(क) उद्योग (विकास तथा विनियमन) अधिनियम, 1951 के आधीन सरकार द्वारा गैर सरकारी क्षेत्र की पार्टियों के यात्री कारें बनाने के लिए लाइसेंस प्राप्त करने हेतु 10 आवेदन पत्र प्राप्त हुए थे ।

(ख) अपेक्षित जानकारी बताने वाला एक विवरण सभा पटल पर रख जाता है [प्रश्नालय में रख दिया गया । देखिये संख्या LT-4219/70]

(ग) 10 अगस्त, 1970 को लोक-सभा में दिये गये वयतवय में यात्री कारें बनाने के बारे में सरकार के घोषित निर्णयों के अनुसार इन सभी आवेदन पत्रों पर विचार किया गया है और उद्योगपतियों श्री संजय गांधी तथा श्री मदन मोहन राव को जिनकी योजनाएं सरकारी निर्णय के अनुरूप थीं अर्थात् वे देशी डिजाइन पर आधारित थीं, पूंजीगत कल पुर्जों तथा नये माल के आयात के लिए कोई विदेशी मुद्रा का व्यय निहित नहीं था, आशय पत्र जारी किया जा रहे हैं ।

(घ) उपरलिखित दो पार्टियों को निम्न-लिखित शर्तों पर आशय पत्र जारी किये गये हैं :—

विदेशी सहयोग तथा विदेशी परामर्श व्यवस्था की अनुमति नहीं दी जायेगी ।

2-पूंजीगत माल के आयात करने की अनुमति नहीं दी जायेगी ।

3-कच्चे माल और पुर्जों के आयात की अनुमति दी जायेगी सिवाय ऐसे मामलों के जहाँ देश में सामान्यतः उपलब्ध कच्चे सामान के संभरण में अस्वाइं कमी हो गई हो तो उस समय पर प्रचलित आयात नीति के अनुसार आयात किया जा सकता है ।

4-आशय पत्र के लाइसेंस में परिणत किये जाने से पूर्व आद्यरूप विकसित किया जायेगा तथा सरकार द्वारा इस उद्देश्य के लिए अनुमोदित प्राधिकरण द्वारा सड़क पर चलने योग्य बनाने के लिए परीक्षित तथा अनुमोदित कराया जायेगा ।

उद्योग (विकास तथा विनियमन) अधिनियम 1951 के अन्तर्गत लाइसेंस धारी औद्योगिक उपकरणों को दी जाने वाली सामान्य सुविधाएं इन दो पार्टियों को भी आशय पत्र में निहित उपयुक्त शर्तों पर दी जायेगी ।

(ङ.) जी, नहीं । यह उद्यमियों का काम है कि वे अपनी योजनाओं को कार्यान्वित करने से लिए उपयुक्त वित्तीय व्यवस्था करें ।

लोहे का मूल्य

381. श्री राम सेवक यादव: क्या इस्पात तथा भारी इंजीनियरिंग मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या उनके मंत्रालय को पता है कि लोहे का बाजार मूल्य नियत किये गये मूल्य से अधिक है ;

(ख) यदि हाँ, तो क्या उनके मंत्रालय ने इस वृद्धि के कारणों का अध्ययन किया है ; और

(ग) यदि हाँ, तो बढ़ते हुए मूल्यों को रोकने के लिए सरकार क्या कारवाही कर रही है ?

इस्पात तथा भारी इंजीनियरिंग मंत्रालय में उपमंत्री (श्री मुहम्मद शफी कुरेशी) :

(क) जी. हाँ ; संयुक्त संयंत्र समिति ने मुख्य उत्पादकों द्वारा लोहे और इस्पात की वस्तुओं की बिक्री के लिए जो मूल्य निश्चित किये हैं, बाजार मूल्य उससे अधिक है।

(ख) खुले बाजार में ऊँचे मूल्यों का मुख्य कारण इस्पात की वर्तमान कमी है

(ग) मूल्यों में वृद्धि को रोकने के लिए कदम उठाए जा रहे हैं उनमें वितरण को बेहतर बनाना, आयात के लिए उदार नीति अपनाना और निर्यात पर कुछ प्रतिबन्ध लगाना शामिल है।

Implementation of Industrial Licensing Policy

382. SHRI CHANDRA SHEKHAR SINGH : Will the Minister of INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE be pleased to state :

(a) whether it is a fact that Government could not come to a consensus on the

manner in which the new industrial policy is to be implemented; and

(b) if so, the details thereof ?

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

(b) Does not arise.

Appointment, Removal and Resignation by various Chairmen of Heavy Engineering Corporation

383. SHRI M. H. GOWDA : Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state :

(a) the number of Chairmen of the Heavy Engineering Corporation appointed since the inception of the Corporation;

(b) the reasons for the removal, resignations of these Chairmen; and

(c) whether these resignations had any effect on the working of the Corporation ?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI MOHD. SHAFI QURESHI) : (a) The following persons have held the office of Chairman, Heavy Engineering Corporation Ltd., from time to time, on a regular basis :—

1. Dr. A. Nagaraja Rao
28.1.59 to 24.2.64
2. Shri T. R. Gupta
24.3.64 to 7.10.67
3. Shri K.D. Malviya
23.2.68 to 4.1.69
4. Shri C. Chalapathi Rao
27.4.69 to 30.9.70
5. Shri S. S. Jagota
Since 6. 11. 70

(b) Dr. Nagaraja Rao was a permanent civil servant on deputation to the company and he was reverted from the post after a fire incident in the plant. Shri Gupta and Shri Malviya resigned on personal grounds. Shri Chalapathi Rao who is a permanent officer of the Railways, was reverted to his parent Department in the over-all interest of the plant.

(c) Frequent changes do dislocate the functioning of vital and complex plant like the HEC. But these change become inescapable. It is proposed to avoid such changes in future as far as possible through the building of a regular cadre for senior posts in the HEC.

Site for Visakhapatnam Steel Plant

384. SHRI RAGHUVIR SINGH SHASTRI: Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state :

(a) whether the site for the proposed Steel Plant in Visakhapatnam has been selected ; and

(b) if so, the name of the place and the basis for its selection ?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI MOHD. SHAFI QURESHI) : (a) No, Sir, but this is likely to be done before the end of this month.

(b) Does not arise.

Muster-Roll Employees in Heavy Engineering Corporation, Ranchi

385. SHRI P. GOPALAN : Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state :

(a) the total number of Muster-roll employees who have been employed in the various units of Heavy Engineering Corporation, Ranchi since 1968 ;

(b) how many of these Muster-roll employees have been put against regular posts till now ;

(c) the total number of adivasi employees who are working on Muster-Roll ; and

(d) the norms and conditions fixed for appointing the Muster-Roll employees in regular posts ?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI MOHD. SHAFI

QURESHI): (a) Total number of muster-roll employees employed in Heavy Engineering Corporation from 1.1.68 to 30.6.70 is 1180.

(b) Number of employees out of these who have been put against regular posts is 109 ;

(c) Total number of Adivasi employees working on muster roll is 914.

(d) As per the existing policy, the procedure detailed below is being followed in the matter of regularisation of services of muster roll workers :

(i) *Skilled and semi-skilled posts*—Regular appointments in appropriate scales of pay are given after the incumbents complete twelve months continuous service satisfactorily ;

(ii) *Unskilled posts*—Regularisation of muster roll workers under these categories is given effect to after the persons complete three years continuous service satisfactorily.

Railway Divisional Office Rangiya (Assam)

386. SHRI HEM BARUA : Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have decided to have a Railway Divisional Office at Rangiya, Assam ; and

(b) if so, whether work in the matter has already been started, and if not, the reasons therefor ?

THE MINISTER OF RAILWAYS (SHRI NANDA) : (a) and (b). Government have decided to set up a Divisional Headquarters at Rangiya, provided suitable land is made available for the purpose by the Government of Assam. The sites so far offered by the Assam Government have been inspected but they have not been found suitable for locating a Divisional Headquarters.

Work will be started after suitable land is made available.

Food difficulties to Passengers of Assam Mail via Barauni

387. SHRI HEM BARUA : Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware of the food difficulties that passengers are subjected to on the Assam Mail via Barauni ;

(b) if so, whether Government have received any complaints so far ; and

(c) whether these complaints have been processed and adequate steps taken in the matter ?

THE MINISTER OF RAILWAYS (SHRI NANDA) : (a) Adequate catering arrangements exist at stations enroute to meet the requirements of food of the passengers travelling by the Assam Mails, on the Broad Gauge and Metre Gauge. In addition, on the Metre Gauge, Assam Mail, a dining car is provided between Barauni and Tinsukia.

(b) A few complaints about quality of food and service have been received.

(c) The complaints have been investigated and remedial action has been taken.

Strike by Crane-men at Rourkela Steel Plant

388. SHRI HEM BARUA : Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state :

(a) whether it is a fact that crane-men at Rourkela Steel Plant struck work from August 31 ;

(b) if so, the reasons thereof ; and

(c) the steps taken to meet their demands ?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI MOHD. SHAFI QURESHI) : (a) to (c). The crane operators of the Rolling Mills at Rourkela Steel Plant struck work from 1st September, 1970, demanding the vacation of suspension of a crane operator of the plate Mill who had been chargesheeted and suspended from duty

for misconduct on 31-8-1970. The crane operators themselves withdrew the strike unconditionally on 8th September, 1970.

वृद्धावस्था पेंशन योजना

389. श्री ओमप्रकाश त्यागी : क्या बिधि तथा समाज कल्याण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या ग्रहिल भारतीय समाज कल्याण सम्मेलन ने वृद्धावस्था पेंशन देने की शिफारिश की है ;

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

(ग) वृद्धावस्था पेंशन योजना की क्रिया न्वित पर होने वाला अनुमानित वार्षिक व्यय कितना है ?

बिधि मंत्रालय तथा समाज कल्याण विभाग में राज्य मंत्री (श्री जगन्नाथ राव) : (क) इस प्रकार की कोई शिफारिश नहीं की गई है।

(ख) और (ग) - प्रश्न नहीं उठते।

अभ्यर्थियों को निर्वाचन व्यय की अदायगी

390. श्री ओम प्रकाश त्यागी : क्या बिधि तथा समाज कल्याण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार इस तथ्य से अवगत है कि निर्वाचन की वर्तमान प्रणाली इतनी खर्चीली है कि केवल वही लोग निर्वाचन जीत सकते हैं जो आर्थिक दृष्टि से सम्पन्न हैं ;

(ख) यदि हां, तो क्या सरकार का विचार गरीब और उद्युक्त व्यक्तियों को निर्वाचन में भाग लेने हेतु प्रोत्साहन देने के लिए, सफल होने वाले तथा अपनी जमानत बचा सकने वाले अभ्यर्थियों के निर्वाचन-खर्च की अदायगी करने का निर्णय लेने का है ; और

(ग) यदि नहीं, तो उसके क्या कारण हैं ?

विधि मंत्रालय तथा समाज कल्याण विभाग राज्य मंत्री (श्री जगन्नाथ राव): (क) जिस बात का प्रश्न उठाया गया है वह तो अभी अपनी राय की बात है।

(ख) इस प्रश्न का सम्बन्ध जिस विषय से है वह दूरगामी महत्व रखने वाला है। इसलिए इसकी सावधानी के साथ जांच करने की आवश्यकता है। इस विषय में संसद को दिये गये आश्वासन का पालन करते हुए अध्यक्ष के सभापतित्व में राजनैतिक पार्टियों/दलों के प्रतिनिधियों की एक समिति गठित करने का विचार है जो निर्वाचन विधि में संशोधनों के प्रश्न की, जिसमें निर्वाचन व्यवस्था सम्बन्धी अध्याय के संशोधन भी शामिल हैं, शीघ्र ही जांच करने वाली है। इस सम्बन्ध में कोई भी विनिश्चय प्रस्थापित समिति में होने वाले विचार-विपश्न के परिणाम पर निर्भर करेगा।

(ग) प्रश्न ही नहीं उठता।

रेल मार्ग के दोनों ओर अप्रयुक्त पड़ी भूमि का उपयोग

391. श्री ओम प्रकाश त्यागी : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) देश के सम्पूर्ण रेल मार्ग दोनों के ओर कितने एकड़ भूमि पड़ी है ;

(ख) उक्त भूमि का उपयोग किस कार्य के लिए किया जा रहा है ;

(ग) इस जमीन से सरकार को प्रतिवर्ष कितनी आय होती है ;

(घ) क्या सरकार इस भूमि को अन्न तथा फल पैदा करने के लिए देने का विचार रखती है ; और

(ङ.) यदि नहीं, तो इसके कारण क्या हैं ?

रेलवे मंत्री श्री (नन्दा) : (क) से (घ). सम्भवतः अपेक्षित सूचना रेलवे की खेती योग्य फालतू भूमि के बारे में है। यदि ऐसा है तो जिस अवधि तक की सूचना उपलब्ध है अर्थात् 31-3-1968 को रेलों पर ऐसी भूमि का कुल क्षेत्रफल 1.21 लाख एकड़ थी। इससे प्राप्त होने वाली कुल वार्षिक आमदनी लगभग 7.00 लाख रुपये है।

जहां कहीं मांग होती है, खेती योग्य रेलवे की फालतू भूमि राज्य सरकार के माध्यम से या सीधे किसानों को अधिक अन्न उपजाने के लिए साइसेंस पर दे दी जाती हैं। अब तक अधिक अन्न उपजाने के लिए 75,478 एकड़ भूमि लाइसेंस पर दी गई है।

(ङ.) सवाल नहीं उठता।

विदेशी कम्पनियों द्वारा लाइसेंस क्षमता से अधिक सिगरेटों का उत्पादन

392. श्री ओम प्रकाश त्यागी : क्या औद्योगिक विकास तथा आंतरिक व्यापार मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि सिगरेट बनाने वाली विदेशी कम्पनियों ने वर्ष 1968 में 700 करोड़ तथा वर्ष 1968 में 800 करोड़ सिगरेटों का लाइसेंस क्षमता से अधिक निर्माण किया था तथा इस प्रकार औद्योगिक विकास तथा विनियमन अधिनियम, 1951 का उल्लंघन किया था ;

(ख) क्या लाइसेंस क्षमता से अधिक सिगरेटों का उत्पादन सरकार की अनुमति से किया गया था ; और यदि हां, इस प्रकार की अनुमति देने के क्या कारण हैं ; और

(ग) यदि उन्हें इसके लिए कोई अनुमति नहीं दी गई थी तो सरकार ने उन कम्पनियों के विरुद्ध क्या कार्यवाही की है ?

औद्योगिक विकास तथा आंतरिक व्यापार मंत्रालय में उपमन्त्री (श्री मं० रं० कृष्ण) : (क) से (ग). लाइसेंसिंग उपबन्धों के अन्तर्गत दोहरी पाली के आधार पर क्षमता विषयक अंकड़े. तथा 1968 और 1969 में हुआ उत्पादन क्रमशः नीचे दिया जा रहा है :—

लाइसेंसिंग उप- बन्धों के अधीन उत्पादन	1968 में हुआ उत्पादन	1969 में हुआ उत्पादन
क्षमता (दस लाख रुपये में)		
44,400	46,105	46,131

ऊपर निर्धारित क्षमता के संदर्भ में वास्तविक उत्पादन के प्रश्न पर सरकार पूर्णविचार कर रही है ।

Absorption of ex-employees of Shahdara Saharanpur Railway

393. SHRI YAMUNA PRASAD MANDAL : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that due to the closure of Shahdara-Saharanpur Railway, thousands of persons have become jobless ; and

(b) whether Government will absorb them in other Departments of Railways and if not, the reasons therefor ?

THE MINISTER OF RAILWAYS (SHRI NANDA) : (a) Approximately 1,100 employees would be out of their jobs as a result of the closure of S.S. Light Railway.

(b) The question of alternate employment to these employees is under consideration of the Central Government and of the U.P. State Government.

Goenka group of Concerns

394. SHRI YAMUNA PRASAD MANDAL :
SHRI A. SREEDHARAN :

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

(a) the names of the Goenka group of concerns ;

(b) whether Government propose to take over some of those concerns ; and

(c) if not, the reasons thereof ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE (SHRI M. R. KRISHNA) : (a) It is not clear which group of companies under another Goenka Group is enclosed. The Industrial Licencing Policy Inquiry Committee headed by Shri S. Dutt had, however, also classified a number of companies under another Goenka Group, which was categorised as one of the Larger Industrial Houses. The list of companies in the letter Group is given at Appendix 2 (A) (i) of the Report, a copy of which has already been laid on the Table of the House.

(b) and (c). Under the Industries (Development and Regulation) Act, undertakings can be taken over by Government only for specific reasons, such as, a substantial fall in the volume of production, marked deterioration in the quality of articles etc. after following the due procedure laid down in the Act.

Statement

1. Indian Express Newspapers (Bomby) Pvt. Ltd.
2. Express Newspapers Private Limited.
3. Indian Express (Madurai) Private Limited.
4. Andhra Prabha Private Limited.
5. Mount Road Properties Limited

6. Mathura Road Properties Limited.
7. Colaba Properties Limited.
8. ARK Investments Private Limited.
9. Airlines Hotels & caterers (Madras) Private Limited.
10. National Company Limited.

(b) the quantity imported, its value and the months and which these were imported ;

(c) when and how much of the imported goods have been allocated/distributed to actual users ; and

(d) what quantity is lying unallocated and for what period ?

Issue of Letter of Intent for Manufacture of Small Car

395. SHRI S. K. TAPURIAH : Will the Minister of INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE be pleased to state :

(a) whether letters of intent to produce a small car have been issued to Shri Rao and Shri Sanjay Gandhi ;

(b) whether the required foreign exchange for payment as design consultancy and drawings etc. from U.S. has been released ; and

(c) whether the party has applied to some State-owned financial institutions for loan to the tune of about Rs. 30 lakhs for the project ?

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

(b) No, Sir. The letter of intent have been issued subject *inter alia* to the condition that no foreign consultancy arrangement will be permitted.

(c) Government have no information.

Import of steel plates and steel sheats by Hindustan Steel Limited and other Government Organisations

396. SHRI S. K. TAPURIAH : Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state :

(a) whether steel plates and steel sheets have been imported during the last 5 months by Hindustan Steel Limited or any other Government organisation to meet the shortage in the country ;

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

(b) 81,894 tonnes valued at Rs. 12,50 crores. The imports were during the period April to October, 1970.

(c) During April to October 73,194 tonnes were allocated/distributed to actual users in accordance with the shipment/arival.

(d) 8700 tonnes, of which 4000 tonnes from April, 1970, 4300 tonnes from June/July, 1970 and 400 tonnes from August, 1970.

Increase in prices by Alloy Steel Plant, Durgapur

397. SHRI S. K. TAPURIAH : Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state :

(a) whether it is a fact that Alloy Steel Plant, Durgapur has increased its prices during the last 2 years ;

(b) if so, the reasons for such increases ;

(c) the items/grades in which, during the last two years, prices have been raised by 25 per cent ; 50 per cent ; 75 per cent ; 100 per cent and above 100 per cent ; and

(d) impact of these increase on the prices of engineering products ?

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

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

(d) The amount of alloy steel products consumed by various engineering industries vary from industry to industry. The impact of the increase the prices of alloy steel products, would not, therefore, be uniform. Data are not readily available regarding the various norms of consumption of the engineering industries and the extent to which they use imported alloy steel or indigenously produced alloy steel.

Shortage of Graphite Electrodes

398. SHRI S. K. TAPURIAH : Will the Minister of INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE be pleased to state :

(a) whether it is a fact that there is a considerable shortage of graphite electrodes in the country ;

(b) whether it is also a fact that there is only one manufacturer of this important product ; and

(c) whether Government will import or allow import of graphite electrodes in order to overcome the aforesaid shortage ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE (SHRI M.R. KRISHNA) : (a) Yes, Sir. The current requirements of graphite electrodes, including that for electric steel furnaces, are estimated at about 8400 tonnes per annum, against a production of 3000 tonnes p. a.

(b) Yes, Sir.

(c) Import of graphite electrodes is being allowed to the actual users to the extent by which the indigenous supply falls short of their requirements.

Supply order obtained for small scale Industries from Japan

399. SHRI S. K. TAPURIAH : Will the Minister of INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE be pleased to state :

(a) whether it is a fact that a Government team which visited Japan sometime

back have secured orders worth about Rs. 40 crores for products manufactured by small scale industries ;

(b) if so, the items for which orders have been secured and their value ; and

(c) how these orders are sought to be farmed out to small scale industries in the country ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE (SHRI M. R. KRISHNA) : (a) and (b) The Govt. team which visited Japan brought firm export enquiries worth Rs. 58 crores for supply of the following items :

i)	Automobile Parts	Rs. 35 crores
ii)	Sewing Machine Parts	Rs. 9 "
iii)	Bicycle Parts	Rs. 9 "
iv)	Electrical Components	Rs. 2 "
v)	Misc. items	Rs. 3 "

(c) The small scale units which can supply goods of quality against these enquiries are being selected. Necessary facilities will be provided to these units to enable them to undertake exports against these enquiries as early as practicable, after firm orders are placed by the Japanese firms.

Manufacture of Scooters in Public Sector

400. SHRI S. R. DAMANI : Will the Minister of INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE be pleased to state :

(a) whether there are proposals under consideration for starting a scooter manufacturing unit under public sector, and if so, the details thereof ; and

(b) if not, the reasons for not undertaking this very lucrative venture where demand and profitability are both assured ?

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

has been decided, in principle, to set up a unit in the public sector for the manufacture of scooters with an annual capacity of 1,00,000 Nos. based on a proven foreign design. In pursuance of this decision, offers have been invited from foreign parties by the 15th November, 1970. Further action will be taken on receipt and examination of such offers.

(b) Does not arise.

12 hrs.

CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE

REPORTED DIFFICULTIES EXPERIENCED BY INDIANS IN CEYLON

SHRI S. M. BANERJEE (Kanpur): I call the attention of the Minister of External Affairs to the following matter of urgent public importance, and I request that he make a statement there on :

"The reported difficulties experienced by Indians in Ceylon and steps taken by the Government of India with regard thereto."

THE MINISTER OF EXTERNAL AFFAIRS (SHRI SWARAN SINGH, : Government's attention has been drawn to recent comments on difficulties faced by Indian businessmen in Ceylon.

Following the formation of a new Government in Ceylon in May, 1970 that Government announced that it had decided to nationalise certain types of business. They also announced that they intended to Ceylon various occupations. In pursuance of these policies they have acted to reduce the quota of imports allowed of the Food Import Trade, while preferential treatment has been given to Ceylon Cooperative Wholesale Establishment. The import licensing procedure has been changed and the import of certain commodities permitted under the open General Licence is now on a quota system. The Government has also announced its decision to set up a State Trading Corporation to take over import and export trade. It has also not extended the residence permits of a number of Indian nationals working in the gem trade. These steps are part of a general

policy which is non-discriminatory and is not directed specifically against Indian concerns and nationals. Ceylon, citizens and other foreigners are equally affected. This will result in a certain number of Indian nationals being displaced from their present employment and it is likely that some of them will now seek to return to India. Government have the situation under constant review, and will render appropriate assistance to those returning to India, if necessary.

The implementation of the 1964 Agreement regarding the grant of citizenship to stateless persons of Indian origin, and the repatriation of those who have to come to India under the Agreement is continuing. The Government of Ceylon have affirmed their determination to implement it in letter and spirit and, and the Government of India have informed the Government of Ceylon that they will do likewise. The feasibility of streamlining the procedures under the Agreement are at present being discussed between the two Governments.

SHRI S. M. BANERJEE: My call attention notice was not concerned with Indian businessmen; it was based on a news report that certain Indians working in the plantations etc. were finding themselves in difficulties. But the reply of the hon. Minister concerns only the Indian businessmen. I take this opportunity to congratulate the revolutionary Government of Ceylon for taking over the export-import trade under the State Trading Corporation. I hope the Government of India will also derive inspiration from that and will do the same in this Country also. Coming to the question the big businessmen can take care of themselves. The small businessmen and other citizens had already approached the Indian High Commission for passport and other facilities to come back to India. What steps have been taken to rehabilitate them as they have no source of livelihood? In the statement, they say: "The feasibility of streamlining the procedures ... are at present being discussed between the two Government," I should like to know whether any discussion is likely to take place between the Prime Ministers of the two countries because it is necessary that such a discussion take place in the light of the decision of the Government of Ceylon. If not, at what level is a meeting contemplated?

SHRI SWARAN SINGH : The question of the hon. Member was attempted to be answered in para 3 where the 1964 agreement was referred to. This matter was informally discussed at the Minister's level in Lusaka and the Minister of the Ceylon Government stated clearly that it was their intention to implement the 1964 agreement in every way. There are two parts to that agreement. We have agreed to take over a certain number of persons and the Ceylonese Government have agreed to grant citizenship to a certain number and the implementation of that agreement will reduce the problem to a considerable extent.

The question of granting facilities to those who want to come here in our national question and it is for us to decide. Apart from the obligation of the Ceylon Government to make available foreign exchange for repatriation of the amounts that might be with them. We are in touch with the Government of Tamil Nadu and other State Governments. Certain schemes for rehabilitation of those who have to be rehabilitated had been worked out and on the whole the arrangements appear to be satisfactory.

SHRI S. M. BANERJEE : What are those arrangements? Can you give us some salient features of the schemes?

SHRI SWARAN SINGH : The arrangements are given them facilities for rehabilitation in life. Some of them are proposed to be resettled on some plantations; others will be helped to resettle in some other work. That is a matter of detail which is handled in the Ministry of Rehabilitation. If the hon. Member is interested he can address a question to that Ministry.

श्री शशि झुषण (खारगोन) : अध्यक्ष महोदय, सीलोन की क्रान्तिकारी सरकार ने वहाँ के व्यापार का राष्ट्रीयकरण करने की दिशा में जो कदम उठाया है, उस का सब एशियाई-अफ्रीकी देशों के प्रगतिशील लोगों को स्वागत करना चाहिए। यह बहुत अच्छा है कि उन्होंने अमरीका और ब्रिटेन के मुनाफाखोरों को अपने यहाँ से निकाल दिया है। हमारे देश के जो बहुत बड़े बड़े मुनाफाखोर व्यापारी हैं,

वहाँ पर जो ग्वालियर के भूतपूर्व राजा की टैक्सटाइल रिया जा रहा है, उन के साथ तो किसी की हमदर्दी नहीं हो सकती है। लेकिन इस बात का ध्यान रखा जाना चाहिए कि वहाँ पर हमारे जो काम करने वाले लोग हैं जो कमेरे भाई हैं, उन के सामने कोई दिक्कत है या नहीं। क्या हमारे हाई कमिश्नर ने उन लोगों के साथ बात की है कि वहाँ की बदलती हुई स्थिति में राष्ट्रीयकरण मूवमेंट और को-आपरेटिव मूवमेंट का समर्थन कर के वहाँ की सरकार के साथ सहयोग करना चाहिए? हम यह प्रयत्न कर रहे हैं कि नेपाल और अफगानिस्तान के साथ हमारे व्यापार के साथ हमारे व्यापार सम्बन्ध स्टेट ट्रेडिंग के द्वारा हों। इस से बड़े बड़े व्यापारी तो शायद दुखी होंगे, लेकिन हमारे देश और उन देशों की गरीब और मेहनत करने वाली जनता इस बात का समर्थन करती है। क्या सरकार ने हमारे हाई कमिश्नर के जरिये सीलोन सरकार से इस बारे में बातचीत की है कि हमारे कमेरे भाइयों को वहाँ कोई दिक्कत न हो और उन को उचित सुविधायें दी जायें? अगर इस के बावजूद वे लोग अपनी मर्जी से यहाँ आते हैं, तो क्या उन को अधिक से अधिक सुविधायें देने की व्यवस्था की जा रही है?

SHRI SWARAN SINGH : Sir, one has to go back to the 1964 agreement to find an answer to these various points that have been raised. Under that agreement, an assessment was made of the total number of persons of Indian origin who could be described, for want of a better name, as stateless-neither having Ceylon citizenship nor Indian citizenship. This was a long outstanding question between the two Governments, and in 1964, an agreement was arrived at between the two Prime Ministers-India and Ceylon. Now, it is a question of implementing that agreement and it is hoped that a fairly large number of persons in this category-the exact number is given in that agreement-will get Ceylon citizenship and certain others will have to come out to India, to be repatriated

[Shri Swaran Singh]

to India. For those who are repatriated to India, as I have already mentioned, rehabilitation plants have been formulated, and every effort will be made to ensure their rehabilitation and reabsorption in our economy. This is the broad framework.

It is true that those who come out will have to face certain difficulties, because it will not be realistic for us to imagine that they will not face any difficulty. They are bound to face some difficulty, and it will be our effort to ensure that the rigour of this movement is reduced as much as possible.

SHRI K. LAKKAPPA (Tumkur) : Sir, in Ceylone and in any other country for that matter, Indians have been treated badly, and the human approach has not been shown toward them, and this has come out on several occasions. This is not the first time that Ceylon is going anti-Indian. There are instances to show that even the lukewarm policy of Sirimove Bandaranaike has been contradicted several times in Ceylon so far as Indians are concerned.

In Cylon, the majority of Indians are South Indian population and they have been ill-treated by the Ceylones on a number of occasions. The 1964 agreement between Mr. Shastri and Mrs. Bandaranaike has not been followed strictly. The Government of India has failed to see whether that agreement has been implemented in letter and spirit. Just now the minister has made a statement saying that these steps are part of the general policy which is non-discriminatory and is not specifically against the Indians. But under the grab of a certain general policy, the Ceylon Government is specifically taking action against Indian nationals. Regarding repatriation also, the 1964 agreement has not been respected by the Ceylone Government. They have given quit notice to Indian nationals' giving them only two or three months' time. How can they ascertain their assets and Liabilities within that time? What concrete steps have Government of India taken to relieve the tension there and to safeguard and South Indian in Ceylon consisting of workers, labourers, traders and business people?

Are the Government of India showing any human respect to them and taking any concrete steps to streamline the 1964 agreement.

SHRI SWARAN SINGH : It will not be correct for us to say that the present Government of Ceylon is pursuing any policy which can be described as anti-Indian. It will not be a fair statement. Regarding the 1964 agreement, it is common ground between the Government of India and the present Government of Ceylon, it was common ground also between the Government of India and the former Government of Ceylon which was in power before the elections—that this agreement will be implemented. There is no dispute about the 1964 agreement. Both the Governments adhere to the policy that it should be implemented. If the hon. member can point out any precise matter in respect of which the 1964 agreement has not been implemented, I am prepared to look into it. No instance has come to my notice on the basis of which I can say that the 1964 agreement has not been implemented by the present Government of Ceylon.

About repatriation, we have to look after all those who come out of Ceylon under the agreement. It is our responsibility to see that the difficulties of those who come to India are minimised.

About quit notice in two or three months' period, I would like to get precise information from him. There is an agreement of issuing residence permits to those who may be non-Ceylones. If any case comes within that, it can be examined. We can ask our Higher Commissioner to pursue the individual cases. Let us not confuse individual cases with the main problem which is sought to be tackled by the faithful implementation of the 1964 agreement to which both the Governments adhere. We should try to discharge our responsibility under that agreement and I am sure Government of Ceylon would also discharge their obligation.

SHRI K. LAKKAPPA : I have asked a specific question about the quit notice that

has been served on many Indians. The Minister has not replied to that.

SHRI S. KANDAPPAN (Mettur) : I rise on a point of order.

MR. SPEAKER : If we follow this practice of point of order in a Calling Attention Notice there would be no end to it.

SHRI S. KANDAPPAN : Normally I do not raise it. It is only because of its importance that I am doing it now.

MR. SPEAKER : Let the reply of the Minister be over.

SHRI SWARAN SINGH : If the hon. Member is referring to press reports in this respect, the correct position that we have ascertained is as follows. Temporary residence permits have been given to non-nationals to stay in Ceylon at the discretion of the Ceylon Government. For persons covered by the 1954 Agreement they are renewable up to the age of 55. They have been used sometimes to create conditions in which Indian nationals have to leave Ceylon. Our High Commission is of the view that the figure of 22,000 quoted in the press reports is not correct. There are possibly about 10,000 temporary residence permit-holders in Ceylon. A fair proportion of this number would be entitled to stay on under the 1954 Agreement. This is the way that we are dealing even with that problem which is somewhat outside the 1964 Agreement.

SHRI S. KANDAPPAN : I am sorry to point out that the answer given by the hon. Minister of the External Affairs is misleading. He has categorically stated that there is no difference between us and the Ceylon Government about implementation and there is no difficulty in regard to that. I am sorry to point out that it is quite misleading in the sense that the whole question was hamstrung and the implementation has been delayed because the Government of India and the Government of Ceylon were not able to agree between themselves.

MR. SPEAKER : This is not a point of order.

SHRI S. KANDAPPAN : The whole House knows that under the agreement so many persons are to be repatriated to India and so many have to be given Ceylonese citizenship. It is a serious point that I am making. The hon. Minister said that there is no difference. I submit that there is a difference. There is no point in misguiding the House. He is hiding certain facts which is not going to help us in strengthening the friendship of the two countries.

MR. SPEAKER : What are you aiming at ? Since you have not given your name, you cannot ask any question.

SHRI S. KANDAPPAN : I am raising a point of order and I appeal to you to give me a minute to explain my point of order.

MR. SPEAKER : It is not a point of order.

SHRI S. KANDAPPAN : My point of order is that the information given by the Minister is misleading.

MR. SPEAKER : There is a procedure laid down for that. May I invite his attention to certain directions regarding misleading answers ? He will have to follow them. There is no point of order.

SHRI S. KANDAPPAN : I will finish in two sentences. The period fixed for the implementation of the agreement is already over. Then why is it not implemented ? How can the hon. Minister claim that everything is smooth-sailing ?

SHRI SWARAN SINGH : It is not over.

SHRI N. K. SOMANI (Nagaur) : Mr. Speaker, the frequency of these unfortunate occurrences where Indians have to leave their homes where they have stayed for such a long time, whether it be the case of Burma, or the case of various African countries or U. K., and now Ceylon, shows total failure of our external policies. I would like to remind the House that last year about this time this particular news hit the headlines when it said that India agrees

[Shri N. K. Somani]

to give Rs. 5 crores of credit to the Ceylon Government for purchase of capital goods and said that the "agreement is signed with the spirit of extreme cordiality, mutual understanding and friendship". These three items have now taken a full circle, the hon. Minister would kindly note, after the heralding of the installation of the present government. In the background of the complaints that unfortunate people of Indian origin are being harassed there is this news item that Ceylon will squeeze out 15,000 Indian shortly. This is the result of our "Cordial" relationship with Ceylon during the last one year.

The argument adduced by the Ceylon Government is that these 15,000 people do not come within the purview of the Siri-mavo-Shastri Agreement. That government now intends to bring these people within the immigration laws by an amendment of the immigration laws so that these people can be ushered out of Ceylon absolutely unceremoniously and without any further notice. In spite of this proposed amendment of the immigration laws, which will become a positive threat to these people, I am surprised to see that the hon. Minister does not think that it is non-discriminatory and thinks that it is in the interest of Indian citizens.

Another disturbing factor that has come to notice is that the present Prime Minister of Ceylon is reported to have said that she will not stand by past commitments or agreements that have been signed by other people. I hope, the Government of India will also take notice of this development.

I would, therefore, like to know that as far as these 15,000 citizens, who are threatened by an amendment of the immigration laws, are concerned, what special steps the Government of India would like to take under this cordial relationship between the two countries; and, secondly, in the unfortunate event of these people having to come to India he has generally described that we will give them all help but our previous experience is entirely to the contrary in the matter of helping them to rehabilitate themselves speedily in this country, would the Government constitute a special rehabilitation fund under one ministry or

another so that these people can be given enough financial incentives and other opportunities for settlement in the country.

SHRI SWARAN SINGH : I was unable to find out as to what was meant by the hon. Member when he said that the present Government of Ceylon was going back upon agreements signed by others. So far as the agreement with the Government of India is concerned, it is an agreement signed in 1964 by the two Prime Ministers and the present as well as the previous Government of Ceylon have consistently adhered to the resolve to implement this agreement. A certain follow-up action has to be taken at the national level in both countries to implement the agreement. So far as the Government of Ceylon is concerned, it is their duty and responsibility to undertake action in Ceylon so that the 1964 agreement, which is international in character, is implemented, and it is our responsibility to look after those who have to come over to India under that agreement. So, you have to separate the national action from the international responsibility. This agreement is being implemented and the two governments have reaffirmed their adherence to the original agreement.

I would like to take this opportunity of pointing out to the hon. Member, who is naturally concerned because he belongs to Tamil Nadu where most of these people are going to be rehabilitated, the duration of the period of the agreement. This is to be implemented within 15 years. So, it is not correct to say that the period of the agreement has already expired. The two governments will meet at official and diplomatic levels, even at ministerial level if necessary, to straighten out any difficulties that might arise in the implementation of this agreement.

श्री रघुबीर सिंह शास्त्री (बाणपत): अध्यक्ष महोदय, अफ्रीका में भारतीयों के साथ जो दुर्व्यवहार होता है तो वह कुछ समय में अन्त है कि गोरे साम्राज्यवादी करते रहे, पीछे जो लोग आए वह भी दूसरी बहूता से ऐसा करते रहे। लेकिन हमारे बिल्कुल पड़ोसी देश बर्मा और लंका में भी भारतीयों के साथ ऐसा व्यवहार हो तो यह बहुत शोचनीय बन जाता है और

देश में बड़ी सनसनी फैलाता है। अभी मंत्री महोदय ने यह कहा कि लंका सरकार ने जितने भी यह नये पग व्यापार के सम्बन्ध में या दूसरे उठाए हैं यह बिल्कुल नान-डिस्क्रीमिनेटरी हैं, यानी इस में कोई भेदभाव नहीं बरता गया। मैं पूछना चाहता हूँ कि क्या वह बताएंगे कि यह जो नये पग उठाए गये हैं इन का जो प्रभाव पड़ा है यह कितना भारतीयों पर पड़ा है, कितना अभारतीयों पर पड़ा है ?

इस तरह से भ्रम दूर हो जायगा कि भारतीयों के साथ क्या हो रहा है। वास्तविकता यह है कि नाम तो लिया जाता है कि सामान्य तौर पर सब के लिए किया गया है, लेकिन इस का प्रभाव केवल भारतीयों पर पड़ा है। इस लिए मंत्री महोदय आंकड़े दे कर बतायें कि उन्होंने जो पग उठाए हैं, उन का भारतीयों पर क्या प्रभाव पड़ेगा, उस का अनुपात क्या है तथा उन की संख्या क्या है ?

मैं यह भी पूछना चाहता हूँ—सन् 1964 में श्रीलंका सरकार से हमारा एक समझौता हुआ था, उस समझौते के अन्तर्गत यह तय हुआ था कि सम्भवतः 50 हजार आदमी प्रतिवर्ष लंका से हमारे देश में आया करेंगे। मैं जानना चाहता हूँ कि श्रीलंका में कुल कितने भारतीय हैं, उन में से कितनों को वहाँ स्थायी निवास की आज्ञा मिली है और कितनों को अस्थायी निवास की आज्ञा मिली है, कितने भारतवर्ष आ चुके हैं और जो भारतवर्ष आ चुके हैं, क्या उन के सम्बन्ध में मंत्री महोदय सन्तोषित हैं कि उन के आवास, रोजगारी रिहैबिलिटेशन का जो व्यवस्था की गई है वह सन्तोषजनक है ?

क्या मंत्री महोदय का ध्यान श्रीलंका के वित्त मंत्री श्री पिरैरा के उस बयान की ओर गया है, जो उन्होंने 26 अक्टूबर की पार्लियामेंट में अपना बजट भाषण देते हुए कहा था कि उन्होंने वहाँ के भारतीयों पर प्रति व्यक्ति

500 रु० सालाना का एक नया टैक्स लगाया है ? क्या मंत्री महोदय बता सकते हैं कि 500 रुपये सालाना का जो नया टैक्स लगाया गया है, उस का जस्टीफिकेशन क्या है ? क्या मंत्री महोदय इस को ठीक समझते हैं, अगर ठीक नहीं समझते हैं तो क्या भारत सरकार ने इस का कोई नोटिस लिया है या भारत सरकार कोई नोटिस लेने जा रही है ?

उसी बजट भाषण में श्री पिरैरा ने जो सब से घातक बात कही वह यह थी कि यह टैक्स इस लिये लगाया गया है कि ज्यादा से ज्यादा लोग जल्दी से जल्दी लंका छोड़ कर जा सकें, यह इस बात का इन्सेंटिव है कि ज्यादा से ज्यादा लोग लंका छोड़ कर बाहर चले जायें। इस टैक्स का भारतीयों पर क्या प्रभाव पड़ेगा, क्या भारत सरकार श्रीलंका सरकार से इस भाषण के विरुद्ध प्रोटेस्ट करेगी ? मैं चाहूँगा कि मंत्री महोदय इन सारे तथ्यों के सम्बन्ध में हमें ठीक ठीक बात बतलायें, जिस से इस हाउस और देश की जनता को सही स्थिति का पता चल सके और सन्तोष हो सके ?

SHRI SWARAN SINGH : With regard to the first question, my reply would be that it would be incorrect for us to take this view that the nationalisation of trade or nationalisation of certain business and industrial establishments by the Government of Ceylon is directed principally against India. That will be a wrong assessment and we should not take that view.

To recall to the memory of this hon House, I would like to mention that the Government of Ceylon sometime back nationalised oil companies in which India was not at all concerned. All foreign capital of serval important and big countries was involved and they took that decision and took the foreign oil companies and foreign oil establishments under their control. That is a step in which you cannot say that they had embarked upon that policy because they wanted to hit Indians. It will be wrong for us to take this view.

[Shri Swaran Singh]

Even the measures that I have now mentioned I which have reproduced or stated in my own words from the policy statement issued by the present Government of Ceylon, it would be noticed that several concrete steps in several directions have been taken. There for instance, they want to reduce the quota of imports in the food import trade while preferential treatment has been given to Ceylon Corporation Wholesale Establishment. Secondly, instead of Open General License there is now a quota system in in several cases where there was OGL. Thirdly, the State Trading Corporation has been announced to be set up to take over import and export trade. Fourthly, it has not extended the residence permits of a number of Indian nationals working in the gem trade. These are the precise steps that have been taken. I have not got the figures as to how many Indians would be affected and how many Ceylonese would be affected. But, obviously, to imagine that all this import and export-trade and other things are predominantly in the hands of Indians will be a wrong assessment. Predominantly the Ceylonese nationals themselves will be affected because a large number of Ceylonese businessmen are there in this type of business. If there is any other general point that we have to urge, by all means, we should urge; but simply to say in a sweeping manner that the nationalisation project upon which the Government of Ceylon, in the best interests of their own country have embarked, is directed against India will not be fair.

On the second question, about the number of people of Indian origin in Ceylon, detailed information has been given from time to time already. Even in the 1964 agreement, these figures are given as to the number to whom Ceylonese citizenship will be granted and the number who will be repatriated to India. The number will be about 3 lakhs to whom they will give the Ceylonese citizenship and the other figure will be about 5 lakhs or a little more than that, who will have to come over to India. Still there will be some residue left about which once this main point is settled, there can be further talks between the two Governments.

I agree that the matter of rehabilitation and resettlement of those who come over to India is an important matter and we should do everything possible to see that they are properly rehabilitated.

श्री रघुबीर सिंह शास्त्री : पांच लाख में से कितने आ चुके हैं ?

SHRI SWARAN SINGH : I cannot give the figure. I have not got the figure. Some thing has been mentioned about the statement of the Finance Minister of Ceylon. That has got nothing to do with this.

श्री रघुबीर सिंह शास्त्री : अध्यक्ष महोदय, मैं आप की सहायता चाहूंगा। जब 50 हजार आदमी हर साल आने हैं और सब मिला कर पांच लाख आने हैं तो मंत्री महोदय यह भी बतायें कि कितने आदमी वहां से निकाले जा चुके हैं ?

श्री स्वर्ण सिंह : अगर आप को ज्यादा पता है तो मैं आप की इत्तिला ले लेता हूँ। I am wiser by the information that he gives.

श्री रवि राय (पुरी) : आप लागे चल कर बता दीजियेगा।

SHRI SWARAN SINGH : I will look into it. If he is interested in the figure, I will get it. I will give it to him.

अध्यक्ष महोदय : वह अपनी इत्तिला दे रहे हैं। He is giving the official figure. The Member might have got from other sources. But the Minister cannot speak without responsibility; he is quoting his official figures.

SHRI SWARAN SINGH : Certain problems have been created by the imposition of the new tax on persons of Indian immigrating into Ceylon and all that. That is a matter which we are taking up separately with the Government of Ceylon.

श्री रघुबीर सिंह शास्त्री : 500 रु० के टैक्स की बात आप ने नहीं बताया।

अध्यक्ष महोदय : आप को क्या हो गया है ? जो इन्फर्मेशन उन्होंने दी है वह माननी पड़ेगी।

सरकार ने यह रिपोर्ट नहीं दी है और वह मैक्सवेल साहब के हाथ में चली गई है, इस लिये इस को कान्स्ट्रक्टिव रेस्पॉन्सिबिलिटी मंत्री महोदय की है, चाहे किसी भी अफसर ने दी हो।

12.38 hrs.

RE : QUESTION OF PRIVILEGE

SHRI NATA PAI (Rajapur) : Mr. Speaker, I want your guidance with regard to my Privilege Motion.

MR. SPEAKER : I am keeping it pending, till I get a reply from the Minister.

SHRI NATH PAI : appeal to them through you, Sir, under the Rules of Procedure.

MR. SPEAKER : I said, I am keeping it pending till I have a report from the Minister about the results of the enquiry.

SHRI NATH PAI : One submission, Sir. I had a meeting with the leaders of opposition groups and all are in favour of your being pleased to accept my Privilege Motion. But you have not directed them.

MR. SPEAKER : I have not accepted it or rejected it yet ; I am keeping it pending.

SHRI NATH PAI : I am not arguing ; I just wanted to strengthen your hands in taking a proper decision. May I say this, Sir ? I did not hear your directing the Minister that he should complete his enquiry within a certain period of time. Have you directed, Sir ?

श्री रवि राय (पुरी) : क्या आपने मंत्री महोदय को जानकारी देने के लिए डाइरेक्ट किया है ?

MR. SPEAKER : I am going to write to him.

श्री मधु लिसये (मुंजर) : अध्यक्ष महोदय, इस पर मेरा प्वाइन्ट आफ आर्डर है। सुरक्षा मंत्री के द्वारा जांच कराने की और उस की रिपोर्ट आने की कोई आवश्यकता नहीं है।

MR. SPEAKER : In that case I have no information. On the point whether the Government authorised or not, I must have some information. Merely because something is said, I will not accept it. When that information comes, I shall take a decision.

SHRI NATH PAI : May I make a submission ? When the hon. Minister in reply to my repeated plea to him to give a copy of the report to the House, impertinently said 'I would not give it to you'. If you want a solid proof of the contempt of the House, it was done in your presence. I do not think it requires any information.

SHRI P. RAMAMURTI (Madurai) : Something has gone out to somebody or some foreigner, and the hon. Minister has refused to disclose that document on the floor of the House. That is the question of privilege.

SHRI NATH PAI : Here is a *prima facie* case.

SHRI P. RAMAMURTI : It is not a question of inquiry. Let them hold the inquiry and do whatever they like, but the question of privilege is there.

MR. SPEAKER : If something goes out, then action is taken against the officer under the Official Secrets Act.

श्री रवि राय : अध्यक्ष जी, यह सर्जिस नहीं है, यह तो बहुत महत्वपूर्ण मामला है।

MR. SPEAKER : The hon. Member had used the word 'something' and I have only repeated it.

I have kept it pending till I get some information. I am not rejecting it. Do hon. Members want me to reject it ?

SOME HON. MEMBERS : No, we want you to admit it.

SHRI P. RAMAMURTI : What is your decision about the adjournment motion about which you said you will reconsider ?

MR. SPEAKER : Yesterday, I had asked the Business Advisory Committee to find time for some discussion on West Bengal, and it was agreed to yesterday.

SHRI S. KUNDU (Balasore) : I want to draw your attention to the *dharna* by the Orissa MPs and MLAs about the setting up of a steel plant in Orissa. Seven students have been arrested today... (*Interruptions*)

MR. SPEAKER : I only pray that God may give me ten ears to listen to what ten Members are saying at a time.

श्री रवि राय : अध्यक्ष महोदय, कुछ उड़ीसा के लड़के गिरफ्तार हो गए हैं, उस के बारे में कोई बयान तो दें। गिरफ्तारी के बारे में कुछ बयान देना चाहिए।

MR. SPEAKER : I am admitting a calling-attention-notice on that.

SHRI NATH PAI : This is serious. Seven young men were on their way to Parliament and they have been arrested. Nobody knows why when they were on their way to Parliament an orderly manner, they should be debarred from meeting you ? Is it a crime to seek redressal of a grievance from you ? These seven young leaders were on their way to Parliament, but they were peremptorily and summarily arrested.

SHRI HEM BARUA (Mangaldai) : They were on their way to Parliament to present a memorandum to you, but they have been arrested.

श्री रवि राय : अध्यक्ष महोदय, उड़ीसा से सात विद्यार्थी आए थे पार्लियामेंट को मिलने के लिए, हम लोगों के साथ मिलने के लिए और उन लोगों को गिरफ्तार कर लिया गया कोई तो बयान दिलवाइए।

SHRI M. L. SONDHI (New Delhi) : May I make one submission in regard to the news item pertaining to the responsibilities of our Minister of External Affairs, Shri Swaran Singh ? May I know whether he is going to be the next Secretary-General of the United Nations ? There is a statement by Mr. Adam Malik in this regard. Surely, this House has the right to have this information.

SHRI G. VISWANATHAN (Wandiwash) : Parliament should not be ignored.

SHRI M. L. SONDHI : May I know whether he is going to leave his responsibilities in India in regard to foreign policy and go away to the UN ? Can he leave us in the mid-stream at this time ? Has this Parliament not got the right to know about this ? Let him contradict or deny it or let him affirm it. Let him say something on this.

MR. SPEAKER : May I request him to sit down now ? We shall look to it when he receives some offer.

श्री शिव चन्द्र भा (मधुबनी) : अध्यक्ष महोदय, मैंने आप को लिख कर दिया है.....

श्री कंवरलाल गुप्त (दिल्ली सदर) : मुझे एक बात कहनी है कि आप ने समाचारपत्रों में भी बढ़ा होगा कि दिल्लीके प्राइमरी शिक्षक हड़ताल पर हैं। उन की पे स्केल का मामला है और उस में हजारों और लाखों विद्यार्थियों का सवाल है। मेरी यही आप से प्रार्थना है कि इस पर डिस्कशन होना चाहिए। उन की माँगें जायज हैं। आप ने बड़े बड़े लोगों की तनेरुवाहें बढ़ा दीं और छोटे छोटे जो टीचर्स है उन की तनेरुवाह नहीं बढ़ाई। मंत्री महोदय इस के ऊपर बयान दें। अब दिल्ली के लोग और कहाँ जाय ?

MR. SPEAKER : This is not a matter to be brought in like this. This is not on the agenda.

श्री कंवरलाल गुप्त : आप ही बताइए दिल्ली के लोग और कहाँ जाय ?

MR. SPEAKER : I am not prepared to listen to it.

श्री शशि भूषण (खारगोन) : मैं तो उन की मदद कर रहा हूँ कि शिक्षकों की समस्या हल की जाय। जो डिस्पेंसिटी है उस को कम करना चाहिए।

श्री शिव चन्द्र झा : मैंने आप को लिख कर भेजा था। मैं आप को और आप के माध्यम से सदन को अवगत कराना चाहता हूँ.....

MR. SPEAKER : I will settle it myself.

श्री शिव चन्द्र झा : मुझे इस प्रकार का यह पत्र प्राप्त हुआ है (व्यवधान) यह बोटिंग लेटर्स इस प्रकार के घ्रा रहे हैं। मैं इस को पढ़ कर सुना देना चाहता हूँ.....

MR. SPEAKER : He has received some threatening letters. This is nothing now. We all receive such letters every day. I do not think we should keep on reading out these letters in Parliament.

SHRI SHIVA CHANDRA JHA : It says.**

MR. SPEAKER : No. This will not go on record.

Papers to be laid on the Table.

12.47 hrs.

PAPERS LAID ON THE TABLE

THIRTY-FOURTH REPORT OF LAW COMMISSION

THE DEPUTY MINISTER IN THE PARLIAMENTARY AFFAIRS (SHRI P. PARTHASARATHY) : On behalf of Shri Jaganath Rao,

I beg to lay on the Table a copy of the Thirty-fourth Report of the Law Commis-

sion on the Indian Registration Act, 1908. [Placed in Library. See No. LT-4198/70].

STATEMENT RE : CENTRAL GOVERNMENT MARKET BORROWINGS, INTERIM REPORT OF THIRD PAY COMMISSION, NOTIFICATIONS ETC.

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI VIDYA CHARAN SHUKLA) : I beg to lay on the Table—

- (1) A statement (Hindi and English versions) indicating the result of Central Government Market Borrowings during 1970-71. [Placed in Library. See No. LT-4199/70].
- (2) A copy of the Interim Report (Hindi and English versions) of the Third Pay Commission on Interim Relief to Central Government Employees. [Placed in Library. See No. 4200/70].
- (3) A copy each of the following Notifications (Hindi and English versions) under sub-section (3) of section 12 of the Government Savings Certificates Act, 1959 :
 - (i) The Post Office Savings Certificates (Second Amendment) Rules, 1970, published in Notification No. G. S. R. 1340 in Gazette of India dated the 7th September, 1970.
 - (ii) The Post Office Savings Certificates (Third Amendment) Rules, 1970, published in Notification No. G.S.R. 1863 in Gazette of India dated the 21st October, 1970. [Placed in Library. See No. LT-4201/70].
- (4) A copy of Notification No. G.S.R. 1713 (Hindi and English versions) published in Gazette of India dated the 26th September, 1970 under sub-section (4) of section 19 of the Medicinal and Toilet Preparations (Excise

[Shri Vidya Charan Shukla]

Duties) Act, 1955. [*Placed in Library. See No. LT-4202/70.*]

- (5) A copy of the Central Excise (Eleventh Amendment) Rules, 1970 (Hindi and English versions) published in Notification No. G.S.R. 1250 in Gazette of India dated the 29th August, 1970, under section 38 of the Central Excises and Salt Act, 1944. [*Placed in Library. See No. LT-4203/70.*]
- (6) A copy each of the following Notifications (Hindi and English versions) issued under the Central Excise Rules, 1944 :
 - (i) G.S.R. 1248 published in Gazette of India dated the 29th August, 1970 together with an explanatory memorandum.
 - (ii) G.S.R. 1249 published in Gazette of India dated the 29th August, 1970 together with an explanatory memorandum. [*Placed in Library. See No. LT-4204/70.*]

ANNUAL REPORT OF TRADE MARKS REGISTRY

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE (SHRI M. R. KRISHNA) : I beg to lay on the Table a copy of the Annual Report (Hindi and English versions) of the Trade Marks Registry for the year ending the 31st March, 1970, under section 126 of the Trade and Merchandise Marks Act, 1958. [*Placed in Library. See No. LT-4205/70.*]

RULES COMMITTEE MINUTES

SHRI NATH PAI (Rajapur) : I beg to lay on the Table Minutes of the sittings of the Rules Committee held on the 31st July, 13th August and 8th September, 1970.

MESSAGE FROM RAJYA SABHA

SECRETARY : Sir, I have to report the following message received from the Secretary of Rajya Sabha :

'I am directed to inform the Lok Sabha that the Rajya Sabha, at its sitting held on Monday, the 9th November, 1970, adopted the following motion in regard to the presentation of the Report of the Joint Committee of the Houses on the Prevention of Water Pollution Bill, 1969 :—

"That the time appointed for the presentation of the Report of the Joint Committee of the Houses on the Prevention of Water Pollution Bill, 1969, be extended up to the last day of the first week of the seventy-fifth (February-March, 1971) Session of the Rajya Sabha."

DRUGS AND COSMETICS (AMENDMENT) BILL

AS PASSED BY RAJYA SABHA

SECRETARY : I lay on the Table of the House the Drugs and Cosmetics (Amendment) Bill, 1970, as passed by Rajya Sabha on the 2nd September, 1970,

ASSENT TO BILLS

SECRETARY : I also lay on the Table following three Bills passed by the Houses of Parliament during the last session and assented to since a report was last made to House on the 3rd September, 1970 :

- (1) The Delhi University (Amendment) Bill, 1970.
- (2) The Appropriation (No. 3) Bill, 1970.
- (3) The Appropriation (Railways) No. 3 Bill, 1970.

[Secretary]

12.49 hrs.

2, Sir, I also lay on the Table copies, duly authenticated by the Secretary of Rajya Sabha, of the following seven Bills passed by the Houses of Parliament during the last session and assented to since a report was last made to the House on the 3rd September, 1970 :—

- (1) The Special Marriage (Amendment) Bill, 1970.
- (2) The Army, Air Force and Navy Law (Amendment) Bill, 1970.
- (3) The Dock Workers (Regulation of Employment) Amendment Bill, 1970.
- (4) The Delhi Shops and Establishments (Amendment) Bill, 1970.
- (5) The Indian Post Office (Amendment) Bill, 1970.
- (6) The Contract Labour (Regulation and Abolition) Bill, 1970.
- (7) The Patents Bill, 1970.

COMMITTEE ON PRIVATE MEMBERS' BILLS AND RESOLUTIONS

SIXTY-SEVENTH REPORT

SHRI P. G. SEN (Purnea) : I beg to present the Sixty-seventh Report of the Committee on Private Members' Bills and Resolutions.

SHRI K. LAKKAPPA : I have been trying to catch your eye. I had sent notice of a call attention motion and an adjournment motion with regard to the Cauvery waters dispute. A number of works in Mysore State have been stopped completely. These projects have not been taken up. Kindly admit my adjournment motion or call-attention motion so that the matter could be raised here.

अध्यक्ष महोदय : आप लोग थोड़ा सा हाउस की डिगनिटी और डेकोरम का भी ख्याल रखें, कुछ पोसीजर का भी ख्याल रखें। जिस की मर्जी होती है खड़ा हो जाता है और बोलना शुरू कर देता है।

IRON ORE MINES LABOUR WELFARE CESS (AMENDMENT) BILL—Contd.

MR. SPEAKER : Further consideration of the following motion moved by Shri Bhagwat Jha Azad on the 9th November, 1970, namely :

“That the Bill further to amend the Iron Ore Mines Labour Welfare Cess Act, 1961, be taken into consideration”.

The Minister was on his legs. He may continue.

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR, EMPLOYMENT AND REHABILITATION (SHRI BHAGWAT JHA AZAD) : The Iron Ore Mines Labour Welfare Cess Act was enacted in 1961 in order to make satisfactory provisions for the welfare of iron ore mine workers through a welfare cess.

श्री शिव चन्द्र झा (मधुबनी) : प्वाइंट आफ आर्डर।

MR. SPEAKER : The Minister is continuing his speech. Let him finish it. He should have got up at the proper time.

SHRI BHAGWAT JHA AZAD : I am continuing my speech. What can be the point of order on that ?

MR. SPEAKER : प्वाइंट आफ आर्डर कोई ऐसा हथियार नहीं है कि जब चाहे कोई बोल दे।

श्री शिव चन्द्र झा : मैं इसी बिल पर प्वाइंट आफ आर्डर उठा रहा हूँ।

अध्यक्ष महोदय : यह जब बिल इन्ट्रोड्यूस हुआ, या कंसिडरेशन के लिए मोशन हुई उस वक्त करते। अब मिनिस्टर बोल रहे हैं, उसके दरमियान में मत करिए। जब आपकी बारी आएगी तब आप अपनी बात कहना।

SHRI BHAGWAT JHA AZAD : The Act provides for the levy of cess at rate not

exceeding 50 paise per tonne of iron ore produced. The present levy is 25 paise per tonne.

The money realised by the way of cess is credited to the Iron Ore Mines Labour Welfare Fund. The Fund is intended to provide water supply, Housing, medical, educational, recreational and other welfare amenities to the iron or mine workers. There are about 50,000 iron ore mine workers employed in the States of Andhra Pradesh, Mysore, Bihar, Maharashtra, Madhya Pradesh, Orissa and the Union Territory of Goa, Daman and Diu.

The procedure for collection of cess is prescribed in the rules framed under the Act. The cess is paid by individual mine owners subject to final assessment by the Cess Commissioner. Eight Cess Commissioners have been appointed for the purpose, one each for the different iron ore producing States. The Cess Commissioners have been provided with the ancillary staff, such as Cess Inspector, Clerks and Peons, for assisting them in the assessment and collection of the cess.

The cost of collection of cess in this manner has worked out to about 3% of the income of the Fund from the cess. The cost is likely to be higher when the full Complement of staff considered necessary for Checking, inspection, supervision and accounting is appointed. Government have, therefore, been considering for some time the question of having a more economical method of collection of the cess.

The iron ore produced in the country is either exported to other countries or is consumed by the Iron and Steel Plants in the country. It has been found that if the cess could be collected on *exports* as a duty of custom through the agency of the Customs Department and as a duty of excise on iron ore consumed within the country through the agency of the Steel Plants and other mine consumers of iron ore at the time of receipt of the despatches of the ore by them, the cost of collection could be reduced from the present 3% to $\frac{1}{2}$ %, i. e. from Rs. 2½ lakhs to about Rs. Forty thousand.

The main purpose of the Amending Bill is to bring about this change in the procedure of the collection of the cess.

Sir, I commend the Bill for the consideration of the House.

MR. SPEAKER : Motion moved :

"That the Bill further to amend the Iron Ore Mines Labour Welfare Cess Act, 1961, be taken into consideration."

MR. SPEAKER : The question is :

"That the Bill further to amend the Iron Ore mine Labour Welfare Cess Act, 1961, be taken into consideration."

The motion was adopted.

Cl. 2—(Amendment of Section 1)

Cl. 3—(Insertion of new Section 1 A)

MR. SPEAKER : All parties have not sent their names so far. Anyway, I will give chance to people sending amendments. Clause 2 and 3.

श्री शिव चन्द्र झा : अध्यक्ष महोदय, मैं इस पर बोलना चाहता था नाम भी आपके पास दिये हुए हैं, अब इस तरह से जनरल डिस्क्शन को फर्लांग जाना उचित नहीं है

MR. SPEAKER : But you must know that after the Speaker says "Motion moved", you should get up. I put it to vote also, and they said "Aye". Anyway, you can speak on the Clauses. थर्ड रीडिंग पर बोल लिजियेगा ।

SHRI S. M. BANERJEE (Kanpur) : The procedure is that when the Minister finishes his speech, it is not to vote.

MR. SPEAKER : After the Minister finishes his speech, the Speaker puts the motion to the House as Motion moved". I saw; no one was standing. Anyway you can speak on the clauses or on the third reading stage. There is ample time ;

[Mr. Speaker]

you can have your time; In future, it should be remembered that Members who want to speak must get up when the Speaker puts the motion before the House; otherwise the next stage comes immediately and the Speaker puts the question to vote. The question is :

"That Clauses 2 and 3 stand part of the Bill."

The motion was adopted.

Clauses 2 and 3 were added to the Bill.

Clause 4—Substitution of new section for Section 2

MR. SPEAKER : We go to clause 4. There is an amendment by Shri Shiva Chandre Jha. आ साहब अब क्लॉज पर बोल सकते हैं।

SHRI SHIVA CHANDRA JHA : I move :*

Page 2, line 30, —

for "exceeding" substitute—"less than" (3)

अध्यक्ष महोदय, क्लॉज 4 जोकि लैवी एन्ड कलेक्शन आफ सेस ऑन आयरन और की बाबत है उस में मैं अपने इस अमंडमेंट द्वारा यह चाहता हूँ कि जहाँ आयरन एक्सपोटेड होता है वहाँ ड्यूटी आफ कस्टम्स और ड्यूटी आफ एक्साइज जहाँ कि लोहा बेचा जाता है।

"at such rate not exceeding fifty paise per metric tonne of iron ore..." इस तरह से होना चाहिये।

"at such rate not less than fifty paise per metric tonne of iron ore as the Central Government may, from time to time, fix by notification in the Official Gazette."

अभी जो सेंस का रेट है वह 25 पैसे पर मेट्रिक टन है जिसको यह अमंडमेंट बिल के अनु-

सार नोट ऐक्सीडिंग 50 पैसे पर मेट्रिक टन बढ़ाए जा रहे हैं। यह तो ठीक है कि 25 के 26 पैसे हो सकते हैं, 28 पैसे या 28 पैसे हो लेकिन एक तरह से आप इसे मानते हैं कि वह 50 पैसे भी हो सकता है।

अभी दो सेंस के कलैक्शन की मशीनरी है उसकी कोस्ट सेंस क्लैक्टड का 4 या 5 परसेंट आती है। यह कलैक्शन की कोस्ट और अधिक अधिक होने वाली है जबकि चेंकिंग, इंस्पेक्शन आदि के लिए आवश्यक स्टाफ रखा जायेगा। इसी कारण कलैक्शन की कोस्ट के एक्सपेंडिचर को घटाने के लिए ऐक्ट को इस तोर पर अमेंड किया जा रहा है कि सेंस को बतौर ड्यूटी आफ कस्टम्स और ड्यूटी आफ एक्साइज के लैवी किया जा सके। लेकिन यहाँ मैंने अपने अमंडमेंट द्वारा यह अवश्य चाहा है कि बजाय "एक्सीडिंग" के सेंस दें कर दिया जाय। मैं चाहूँगा कि मेरा यह अमंडमेंट स्वीकार कर लिया जाय। इस तरह से यह बिलकुल साफ हो जायेगा कि उसका रेट पचास पैसे पर मेट्रिक टन से कम न हो। राष्ट्रपति की रेकमेंडेशन भी इसके ऊपर आप कौं मिल गयी है।

MR. SPEAKER : Shri Shinkre has sent amendments Nos. 4 and 5 to clause 4. I have not received the President's recommendation on them yet. So, he cannot move those amendments but he is allowed to speak. After his speech, is any other speaker wants to speak, he may speak and then the hon. Minister will reply. Shri Shinkre.

13 hrs.

श्री शिंकरे (पंजिम) : अध्यक्ष महोदय, क्लॉज नम्बर 4 पर मेरेवह दो संशोधन है। मेरी समझ में विधेयक में जो न्यूनता है उसे मेरे यह संशोधन दूर कर देंगे।

यहाँ कहा गया है कि एक मेट्रिक टन पर 50 पैसे तक सेंस लिया जायेगा लेकिन मन्त्री

महोदय ने यह ध्यान नहीं रखा है कि आपरन और जोकी लोप्रैड का होता है उसकी कीमत कम होती है और जो हाई ग्रेड का आयरन और होता है उसकी कीमत पर मेट्रिक टन ज्यादा होती है, उसकी कीमत बुगनी भी होती है और इसी चीज को ध्यान में रख कर मैंने अपने वह संशोधन रखे थे। मेरा संशोधन इस तरह है कि जो खनिज लो ग्रेड है, यानी अन्डर 60 है, उस पर 50 पैसे के बजाय 70 पैसे तक सेस लगाया जाये और जो हाई ग्रेड है, जिसकी कीमत बढ़ी है, जिसके लिए जापान और वेल्जियम आदि जो बड़े देश हैं वहां से बहुत ज्यादा मांगें आती हैं, उसके लिए ज्यादा सेस होना चाहिए।

आप जानते ही होंगे कि जो लो ग्रेड खनिज होता है उसके लिए जापान और वेल्जियम से कम मांगें आती हैं। उस के लिए हम सुविधा दे सकते हैं क्योंकि उसकी मांग कम होने के कारण कोई भी उस को खरीदने के लिए तैयार नहीं होता है। जिस माल को खरीदने के लिए बाहर के कारखानेदार तैयार होते हैं, उस के ऊपर ज्यादा सेस लगाना चाहिये।

MR. SPEAKER : Shri Indrajit Gupta.
Will you please speak after lunch ?

SHRI INDRAJIT GUPTA : Yes.

13.2 hrs.

The Lok Sabha adjourned for lunch till Fourteen of the Clock

The Lok Sabha re-assembled after Lunch at five minutes pass Fourteen of the Clock.

[SHRI VASUDEVEN NAIR in the Chair]

SHRI RANJEET SINGH (Khalilabad) :
Sir, I have to make a request. In Aligarh

University a very serious situation has arisen because hundreds of student are on strike at the moment, demanding a change in the communal character of the university. Earlier there was an assurance from the Government that they would introduce a Bill to amend the communal character of the university. Even at a time when government is professing vociferously that it is following a secular policy this anachronism of communalism in the form of a university continues in UP. As you know, most of the agitating students who have remained most peaceful have turned violent because of the reprisals by those who are ruling the university at the moment. In order that the situation may not worsen, I would request you to ask the government to assure us that they would bring a Bill in this session to amend the communal character of the Aligarh University, as promised by them, so that any/untoward happenings may be averted.

SHRI BAL RAJ MADHOK (South Delh) : I want to add a word. A number of telegrams have come to me also in this connection. First there was a ban and now they are fasting. Government have given an assurance to introduce a Bill. Now we want that the Education Minister should be asked to make a statement on the serious situation now prevailing in the Aligarh University. It is a Central university and if anything untoward happens there it is the responsibility of the Central Government. Therefore, I would say that he should make a statement and assure this House as to when they are bringing a Bill to change the communal character of the university and bring it on level with the other national universities because it is run by public funds. Therefore, to maintain its communal character is anti-secular, anti-democratic and anti-national.

SHRI YOGENDRA SHARMA (Begusarai) : A number of Dehli teachers are on hunger strike as a protest against discrimination in wages. The Minister concerned should be asked to make a statement as to how the Government is going to solve the problem.

MR. CHAIRMAN : All these points will

[Mr. Chairman]

be taken note of by the government.

श्री शशि भूषण (खारगोना) : दिल्ली में एक शिक्षक एक महीने से भूख हड़ताल पर हैं जेल में 51 शिक्षकों ने कल भूख हड़ताल की। उनके साथ बहुत ज्यादाती हुई है। बहुत डिस्टर्बेंस हुई है। एक का साठ रुपया बढ़ा है और एक का तीन सौ रुपया बढ़ा है। सरकार को शिक्षक संगठन को मान्यता देनी चाहिए, लोकल एड्मिनिस्ट्रेशन और सेंट्रल गवर्नमेंट को उसको मान्यता देनी चाहिए। मैं चाहता हूँ कि सरकार उन से बात करे ताकि उनकी भूख हड़ताल खत्म हो और शान्तिपूर्ण वातावरण बन सके।

श्री सूरज भान (अम्बाला) : कल के एक नौजवान श्री लेख राम सरसूनिया भूख हड़ताल पर बैठा है। दिल्ली यूनिवर्सिटी में हरिजनों को कोई एम्पाइंटमेंट नहीं मिली है। यह इंजिस्टिस दूर होना चाहिए।

IRON ORE MINES LABOUR WELFARE CESS (AMENDMENT) BILL—Contd.

MR. CHAIRMAN : The House will now take up further consideration of the Iron Ore Mines Labour Welfare Cess (Amendment) Bill.

SHRI INDRAJIT GUPTA (Alipore) : This Bill seeks to bring about a change in the method of collection of the cess which is levied on iron ore, and the purpose behind the change is that the collection cost should be reduced. As far as this principle is concerned, we fully support it because to the extent the cost of collection is reduced, I take it that the amount available in the cess fund for expenditure on welfare of labour will correspondingly be increased.

Therefore, we are certainly interesting in seeing that the cost of collection is reduced.

But I want to ask one or two questions by way of clarification, because they are not clear to me. Firstly, under the new scheme which is being proposed for the collection of the cess, who is it who will actually pay the cess? Because, up till now it was the mine-owner in all cases who was directly paying the cess on the basis of the ore which was produced in his mine. No doubt, the mine-owners added the cess on to their selling price and passed it on to the consumer in the last resort. But it was levied on the mine-owner on the basis of his output. The collection is now going to be based not on the output of the mines but, firstly, on the amount which is exported in the form of customs duty and, secondly, on the amount which is supplied to our iron and steel mills indigenously as excise duty to be realised at those points.

Where the owner happens to be also the exporter, of course, the owner will continue to pay. Previously he was paying on his output; now he will pay on his export. Shri Shinkre, I think, was referring to certain categories of mine owners in Goa who are going in also for pelletisation of iron ore, who are themselves the producers as well as the exporters. I would request the Minister to explain to us how this change is likely to affect the public sector corporations.

The reason why I ask this is that I find only a couple of days ago, addressing the Twelfth Annual General Meeting, Shri Bhagwan Singh, the Chairman of the NMDC, said in the course of his speech :-

"It would be useful to mention that out of the sale price for the export of our company's ore realised by the MMTC from the Japanese steel mills the expenditure and charges of all other agencies, namely, export duty, port charges, railway freight, MMTC's commission, incidental charges, are all deducted by them and only the residual amount is paid to our company."

Shri Bhagwan Singh's complaint is that the NMDC is compelled to show a loss on its balance sheet every time because, although their activities are confined to raising the ore, actually the whole expenditure right up to the delivery to the Japanese importer has to be borne by them, including the payment of port charges, railway freight, customs duty and everything. So, I would like to know who is going to pay this cess under the new scheme that you are proposing as for as export is concerned. Does this mean that under your new scheme this additional amount by way of cess which, incidentally, I would like to be increased from 25 paise to 50 paise as some other friends have suggested, will be an additional burden on the MMTC or on the NMDC which is already paying the customs duty, or is it going to be passed on the foreign importer by way of raising the price? The whole thing is inter-connected and inter-related. It is not that I am bothered very much as to who pays for it. The export, I believe, was 9.2 or near about 10 million tonnes last year, which is not a very negligible amount. If you calculate on that at the rate of 25 or 50 paise per tonne, it comes to quite a big amount which is to be levied as customs duty. Shri Bhagwan Singh's contention is that if NMDC did not have to pay these charges, it would always be able to show a profit and that it is continually showing a loss because these charges are continually included in its balance sheet. So, these are inter-related and I would like some light to be thrown on it. I think, when it is levied in the form of customs duty, the exporting organisation, that is, the MMTC, should be made to pay it. Why is the NMDC saddled with it, I am not able to understand.

Then, could he tell us how much has accumulated in this fund up to date? What is the present figure? How much is there in this welfare fund which is financed out of this cess? I find that in reply to a question given in the other House earlier this year, the Ministry has stated that the Central Advisory Board for Iron Ore Mines Labour Welfare Fund has laid down certain priorities. The priorities are : (1) completion of projects under implementation. I do not know what that means. What are those projects under implementation? (2) Water supply. (3) Health fac-

ilities. (4) Housing. I know and I wish to bring it to the notice of this House that in many of these mines where a sizeable part of the operations are performed by contractor's labour, not by those who are direct employees of the projects, there the contractors' labour is being excluded from receiving the benefit of any facilities under this cess fund. For example, in the captive mines of Bhilai at Rajhara, I have seen with my own eyes that operations are going on in two categories, One is mechanised mine. Those employees are directly under the project. They are getting whatever benefits there are under these facilities and just opposite to that in an adjacent site ore is being mined by hand, by very out-of-date kind of manual operation which is done entirely by contractor's labour. But the combined production is feeding the Bhilai steel plant. The contractors' labour are not given anything. No facilities of hospitals, water or health or housing are provided for them. I would say this is a very invidious discrimination and the Ministry should take steps to see that without any kind of discrimination, all labour which is employed in these iron ore mines should be the beneficiaries of the welfare facilities which are sought to be provided here.

The last point I would like to make is that there are some labour representatives also on this Welfare Cess Committee and I have in my possession a report which two of such Members in the Madhya Pradesh area have submitted after inspecting the welfare facilities provided in Madhya Pradesh iron ore mines. I must say that I find from that report—I cannot read it as it is too long—that this order of priorities which is being laid down by the Ministry is certainly not being followed. Certainly, I agree that water, health, housing and medical facilities should be given top priority but the report of these labour representatives show that most of the activities is concentrated on things like supplying some canteen board or some sewing machine for helping the workers' wives to do some sewing or some kind of other indoor games, that is to say, what I call, recreational facilities. Actually, these are to be provided also, But I think they come rather lower down in the priority list. Mr. Chairman, if you ever had an occasion to visit these mines, you will see the conditions

which are still prevailing there and very difficult circumstances in which the workers have to work and in most of these regions there is no proper drinking water. As far as the contractors' labour is concerned, I have seen with my own eyes that they have no house. They live in jhopries which they have constructed themselves out of grass and leaves. These are the things which should be given top priority.

Therefore, I would like to know : firstly, whether he is agreeable that the rate of the cess should be increased. Secondly, would he tell us how much has accumulated in the fund to-date? Thirdly, will the priorities be properly observed or not and whether the contractors' labour is going to be the beneficiaries and facilities they have been deprived of for many years will be given to them and would he also clarify the points I have raised, particularly, regarding the collection of this custom duty? On whom the incidence is going to fall? Will it not adversely affect mining? I am only concerned with the mining of NMDC which is complaining through its Chairman that already they have been burdened with certain items of expenditure which they should not be called upon to shoulder at all.

Thank you.

SHRI DHIRESWAR KALITA (Gauhati) : I have a submission, Sir.

MR. CHAIRMAN : Is it about this Bill?

SHRI DHIRESWAR KALITA : Let me submit, Sir. One hon'ble Member of Parliament is on hunger strike. His life is in danger. Some goodness are following him from UP onward to murder him. He has written to the Speaker. He has written to the Prime Minister. Nobody is giving protection to him. It is a very serious matter. This hon'ble Member is on hunger strike in the Inner Lobby. The Home Minister should make a statement on this.

MR. CHAIRMAN : I don't know what I can do about it here ; but I am told that the letter that the Hon. Member had written to the Speaker was passed on to the Prime

Minister who is also the Home Minister, requesting naturally the Home Minister to take what ever action is possible and I hope naturally when a Member of Parliament makes a very serious complaint like that Government will take serious note of it. Now, more than that, I don't know what I have to say on this at this stage, at this moment of time.

SHRI INDRAJIT GUPTA : It is a matter for the UP Government. They should be asked to do something about it.

MR. CHAIRMAN : The Hon. Speaker will take note of it and whatever he has to do, he will do.

Now, Shri Jha you can move your amendment.

SHRI SHIVA CHANDRA JHA : I beg to move :

Page 2, line 30,—

for "exceeding" substitute

"less than" (3)

श्री शिंकरे : सभापति जी, मैं अपने अमेन्ड-
मेंट नं० 4, 5, और 6 सूब करता हूँ। इस में
मैंने एक सुझाव दिया है

MR. CHAIRMAN : I am told; you have already spoken on that.

SHRI SHINKRE : I have got one amendment, which is the sixth one. At that time I did not get opportunity to speak. I am speaking on this. There are three amendments, Nos. 4, 5 and 6.

MR. CHAIRMAN : But, did you not speak on those amendments ?

SHRI SHINKRE : No, Sir.

MR. CHAIRMAN : Then, what kind of a speech did you make ?

SHRI BHAGWAT JHA AZAD : He spoke on his amendments. He did not move. He spoke.

SHRI SHINKRE : At that time I did not move. I could not move because there was no assent from the President. Now, I am moving them. I beg to move* :

Page 2, line 30,—

for "fifty" substitute "seventy"

Page 2, line 81,—

after "ore" insert—

"of the grade under sixty and one hundred and twenty five paise per metric tonne of iron ore of the grade over sixty" (5)

Page 3, lines 14 and 15,—

for "such period, as may be prescribed by rules made under this Act" substitute

"thirty days" (6)

MR. CHAIRMAN : You have made a speech already ; there is no provision for making a second speech now. You have already formally moved it. No second speech now.

SHRI RANGA (Srikakulam) : I am very much in favour of this Bill. I wish Government have come forward taking advantage of this occasion to increase the rate of the cess. I do not know how soon they will be able to come forward with it and how soon it will be possible to find time in this House and in the other House also.

I would like to underline some of the constructive suggestions made by Mr. Indrajit Gupta. I want to draw the Government's attention particularly to the position of the contract labour. I do not know whether they are being treated as labour at all. There are all sorts of definitions in regard to permanent labour, casual labour and labour may be recognised by contractor as being employed by them as casual labour and so on. I would like to

say that some effort must be made to see that irrespective of the time for which the worker is employed by the contractor, even if he works for a day, his name must be registered and if and when it becomes possible for them to make a provision for the protection, for their support and so on, they should be given such proportionate protection. Most of these workers are obliged to travel long distances from other districts or from other State in search of employment and they find employment with these contractors. Today, they are obliged to pay their railway fare to and from. I would like some provision to be made in the scheme that they have for spending this amount collected for their welfare, in order to meet the railway expenses. I would suggest that once a worker has come to be employed by a contractor or a regular employer or mine-owner, no matter how he has reached that place, the worker must be entitled to receive the railway fare to and fro from this welfare fund. Unless we make this provision, it would be very difficult for these workers to enjoy any kind of freedom from independence from the vagaries and frets and frowns of the employers, because at any moment, these casual workers can be asked to go away and if the workers have to go back, they will have to find money, and that is not going to be very easy for them, with the result that they would be willing and also obliged to accept any conditions, however harsh they may be, that the employers may be pleased to impose on them. In the matter of housing, very little is being done. As Shri Indrajit Gupta has said, they are living in things worse than even jhompris. Often, the huts are made out of leaves, and they are only four or five feet in height, and the man who is living there cannot even raise his head while remaining within the house. Further these huts are subject to the vagaries of the seasons as well as the inclemencies of the weather, and, therefore, they suffer very much. Therefore, it should be made a condition precedent that some sort of permanent or semi-permanent structures or quarters should be built for them, so far as the bigger employers are concerned. So far as the small contractors and other people are concerned, these small quarters should be built out of the proceeds of this

[Shri Ranga]

welfare fund. That is one reason why I want this rate to be raised. If by any chance the contractors are not in a position to provide these jhompri and the funds also are not big enough: then I would like Government to consider the possibility of making it as some kind of contributory welfare activity, so that the fund as well as the employers could share the cost of construction of these small temporary houses.

Protected water supply should also be assured to these people. In many cases, it is not available to them at all. Further, health facilities should also be made available to them. Recreation facilities of the modern type are not so much in favour with the kind of labour that is coming to these mines. So, local games should be encouraged, and some prizes and other things and even money should be distributed among them by way of incentives to participate in them.

The most important thing, apart from transport, is the provision of dress. Most of these people are illiterate. When they are at home, they may wear any dress but that does not mean that when they are working also, especially in the circumstances in which they are obliged to work, they should have unclean dress. Often, they are liable to what is known as industrial disease incidence. There is so much of dust around them, which is not good for their health, and as a result of which their health is likely to be affected. When they work with all this dust around them, they are now obliged to work with their own clothes on their bodies, and you cannot, therefore, very well expect them to clean them or wash them and then put on cleaner clothes when they come back home. That is the reason why they have to go back home, take their food and sleep with just those clothes on in which they have been working during the whole day. That is why I find it necessary to suggest to Government that from out of this welfare fund, regular uniforms should be supplied to these people so that while at work they may wear these uniforms and then they may have their wash and bath and then put their own clothes which they have kept in the shed or whatever place is provided for the purpose and go back to their homes. This

is very important.

In regard to medical facilities, in addition to vitamins, whatever other medicines prescribed from time to time by doctors to get over the respiratory hazards to which they are subjected when at work should be liberally distributed among them.

I am not very particular who pays the cess or on whom the burden falls, whether the NCDC or NMDC or any of the various institutions. It is only an accounting matter which may be left to the administration and we need not very much bother about it. But one thing is most essential. Although quite a number of these workers seem to be working overground and not deep down the bowels of the earth, they are also liable to suffer the same disabilities from which coalminers suffer. Hence whatever experience Government have gained in offering welfare services to coalminers should also be extended to them. I support the Bill.

SHRI S. KUNDU (Balasore) : While generally supporting the Bill, I think some improvements could have been made in it. One thing which strikes as glaring is the provision in cl.4 which limits the levy to a maximum of 50P per metric tonne. I do not know why this ceiling has been put based on metric tonnage. This is confusing. The hon. Minister is aware that the value of a metric tonne of iron ore differs from grade to grade. The cost of the superior grade is higher than that of the inferior grade. Hence such a blanket ceiling not exceeding 50P would not really yield the revenue desired by Government. Some clarification is called for which I hope the Minister will give in his reply.

Another thing which I welcome is that the duplication of the authority of collection though not eliminated has been limited. In spite of it, I understand there will be a sizeable machinery for the purpose. I do not know what would be the worth of this machinery or whether actually there would be any machinery or not. I was given to understand that earlier quite a big complement of officers—Cess Commissioners—were there implementing the provisions of the earlier Bill collecting the cess on iron ore. What would be their function after this? Will there will be any staff appoin-

ted for this, and if so, what would be the nature and function of that staff?

We do not know how much money has so far been collected and deposited with the Government and how that money has been actually utilised for the welfare of the mine workers.

In India, one of the worst affected are the mine workers. They get poor wages, their living conditions are bad, they do not have any service conditions. Most of them come from the Adivasi and Harijan areas, since mines, particularly iron ore mines, are mostly situated in the tribal areas. I come from Orissa where huge deposits of iron ore are situated, and this is true of Madhya Pradesh also, and to a large extent of Bihar. The problem has already been raised, by Shri Indrajit Gupta and followed up by Shri Ranga, of the casual labourers who are the worst sufferers. The contract (Abolition) to some extent, but many mines do not work throughout the year, and there the exploitation is very great.

I would, therefore, like the Minister to explain to the House how he visualises to spend the money to be collected. Fifty paise per metric tonne may give him a crore or two crores of rupees, I do not have the exact figure before me, but if he follows the earlier method, most of it would be wasted on the staff employed to spend this money. So, I would like to have an assurance from the Minister that the money would not be spent mostly on the establishment cost but for the welfare of the workers. He should give an indication of the organisation that he has in mind.

Some of the vexing problems of mine workers, as already indicated, are housing, drinking water, education of their children and themselves and medical facilities. Many of the mine owners keep some doctors for name's sake, but when there is real necessity, they do not have any medicine. In most cases there is no facility for higher secondary schools, and in many cases even for primary schools. The huts for these workers are built neither by the Government nor by the mine owners, but by the contractors; they are miserable, temporary structure in which dozens of

people are huddled like cows.

So, the priority sector for the spending of this money collected has to be identified. I request the Minister not to leave a long rope to the officers in determining priority sectors for expenditure on welfare; he must also think about them and indicate how the priorities should be fixed. As I have suggested earlier, the four priority sectors which should be determined by the Government are: (1) housing, (2) health and medical benefits, drinking water and (4) education. Certainly electric lights, roads, sanitation, etc. will have to follow, but those are the four main priorities which I want the Government to make when the Government decides to spend money on welfare of labour.

A point has been raised about the ownership of the mines. The Bill says that the owner should be responsible to pay cess or duty... (Interruptions.) There are many small mine owners. The metallurgical manufacturing units will get the money from the owners of big and small mines and perhaps pay it. I am told that in the process of transit from one end to the other, there has been a lot of bungling. I am informed—I am subject to correction—that such dues are still pending and have not been realised. How is the Government going to collect the earlier dues from the mine owners?

With these remarks, I generally support the Bill. I would have been happy if the fifty paise ceiling had not been there and it had been based on the quantity of the iron ore and not on the grade of the iron ore.

श्री सूरज भान (अम्बाला) : सम्भाषित महोदय, मैं इस बिल की स्प्रिट का समर्थन करता हूँ लेकिन जिस रफ्तार से गवर्नमेंट इस दिशा में चल रही है उससे मेरी तसल्ली नहीं हुई है। 52 में एलेशन द्वारा उसके 9 साल के बाद गवर्नमेंट को खयाल आया कि आयरन ओर के मजदूरों की बेहतरी के लिए कानून पास किया जाये। 1961 में कानून पास हुआ और उसके 6 साल के बाद गवर्नमेंट को ध्यान आया कि इसमें कुछ कमी है। उस कमी

[श्री सूरजभान]

को दूर करने के लिए 67 में बिल पेश हो गया लेकिन उसके तीन साल के बाद अब उस बिल को पास करने की बात की जा रही है। गवर्नमेंट ने लेबर के हक में कुछ कदम उठाये हैं लेकिन वह जिस रफ्तार से चल रही है, मैं समझता हूँ उसी का अन्दाजा लगाते हुए शिव चन्द्र झा जी ने यह सुझाव दिया है कि इसमें जो 50 पैसे पर मी० टन का सेस रखा गया है, अगर इसी रफ्तार से गवर्नमेंट को चलना है तो फिर उस 50 पैसे को बढ़ाकर एक रुपया कर देना चाहिए। आज जब हम लेबर की हालत का अन्दाजा लगाते हैं तो यह पाते हैं आज माइन्स में काम करने वाले मजदूर की तनस्वाह सवा रुपए रोज तक भी है। तो मैं नहीं समझता कि वह मजदूर सवा रुपए में क्या कर सकता है? वह किस तरह से अपना और अपने परिवार का पेट पालेगा? कैसे मकान का किराया देगा और किस तरह से दवाई और अपने बच्चों की पढ़ाई का बन्दोबस्त करेगा? इन हालात में जबकि तनस्वाह इतनी कम है, आयरन और सेस लाजमी तौर पर ज्यादा होना चाहिए। जैसा कि झा साहब ने कहा है 50 पैसे मिनिमम होना चाहिए। इसके बाद जैसा कि कहा गया कि आज लेबर की हालत कितनी खराब है उनके रहने के लिए मकान नहीं हैं, उनके बच्चों की एजुकेशन के लिए कोई स्कूल नहीं है, उनके लिए कोई मेडिकल फैसिलिटीज नहीं है, कोई अस्पताल नहीं है। तो इन सुविधाओं को देने के वास्ते कुछ थोड़ा बहुत उनके लिए करना चाहिए और यह तभी हो सकता है कि जब इसको 50 पैसे मिनिमम कर दिया जाये।

इसके अलावा एक बात मैं यह कहना चाहता हूँ कि वहाँ पर जो परमानेंट मजदूर हैं उनके लिए तो थोड़ा बहुत हो भी जाता है लेकिन वहाँ पर जो कन्ट्रैक्ट लेबर है उनकी

तरफ किसी का ध्यान नहीं जाता है। आज कन्ट्रैक्ट लेबर तादाद में बहुत है। मेरा निवेदन है कि वहाँ पर जो कन्ट्रैक्ट लेबर है उसको भी परमानेंट बनाना चाहिए और जब तक उनको परमानेंट लेबर में कन्वर्ट नहीं किया जाता है तब तक जो सुविधायें वहाँ पर परमानेंट लेबर को मिलती हैं वही सुविधायें कन्ट्रैक्ट लेबर को भी दी जानी चाहिए।

एक बात और है। आयरन और माइन्स के जो मालिक हैं वे आम तौर पर माइन्स को लीज पर लेते हैं। वे खान से कोयला या लोहा पूरी तरह से निकालते नहीं हैं। उन्होंने थोड़ा सा लेबर इस्तेमाल किया, थोड़ा सा लोहा निकाला और फिर उसको छोड़ कर चले गए। इससे एक नुकसान तो यह होता है कि जो कन्ट्रैक्ट लेबर होता है वह परमानेंट नहीं हो पाता है, और दूसरे जो जमीन लीज या ठेके पर ली जाती है वह खराब हो जाती है। उस जमीन पर काश्त भी नहीं हो सकती है। इस लिहाज से और भी जरूरी हो जाता है कि आयरन और सेस को बढ़ाया जाये ताकि उस जमीन की लेवलिंग भी की जा सके। मैं इस कदम का समर्थन करता हूँ लेकिन साथ ही यह भी चाहता हूँ कि इस अमेन्डमेंट को मंजूर किया जाये।

श्री तुलशी दास जाधव (बारामती) : सभापति जी, इस बिल में वर्कर के लिए जो 25 पैसे से बढ़ा कर 50 पैसे सेस किया गया है वह इस बात की निशानी है कि हमारा सवाल गरीबों की तरफ लगा हुआ है। लेकिन बाहर के एटमास्फियर को देखते हुए जितना और अधिक हमें करने की जरूरत है उस हिसाब से यह कोई रेडिकल मेजर नहीं है। ज्यादा टैक्स लगा करके गरीबों और मजदूरों के लिए मकान, कपड़ा, खाना, शिक्षा और दवा का प्रबन्ध करने की बड़ी जरूरत है। जो मजदूर होते हैं

वही खान के अन्दर गन्दी हवा में जाते हैं। जो आफिसर होते हैं वे ऊपर ऊपर देख लेते हैं। इस लिए जो असली काम को करने वाले मजदूर हैं उनके लिए हमें ज्यादा विचार करना चाहिए। मैं समझता हूँ जैसा कि शिकरे जी ने संशोधन रखा है, 50 पैसे से इसको 70 पैसे कर देना चाहिए।

एक बात सरकार ने अच्छी रखी है। अभी तक इस पैसे को सेस कमिशनर कलेक्ट करते थे जिससे खर्चा बढ़ जाता था और वह खर्चा इसी में से होता था। यानी मजदूरों की वेल्फेयर का उन लोगों की तलक्वाह में जाता था। अब वह शच्छा किया गया है कि इस कलेक्शन काम को कस्टम और एक्साइज डिपार्टमेंट को दे दिया गया है। इसी के साथ साथ एक बात और कहना चाहता हूँ। हालाँकि उसका इस इस बिल से सम्बन्ध नहीं है लेकिन मैं सरकार से कहना चाहता हूँ की सेल्स टैक्स आक्ट्राय और इसी तरह से दूसरा पैसा अलग अलग डिपार्टमेंट्स के जरिए से इकट्ठा किया जाता है जिसपर बहुत ज्यादा खर्चा आता है। महाराष्ट्र में सेल्स टैक्स एक्साइज ड्यूटी में मर्ज कर दिया गया है जिससे उसमें जो तमाम भूठी बातें होती थीं वह बन्द हो गई हैं और साथ ही दूकानदारों को भी एकाउन्ट रखने की तकलीफ नहीं होती है। इसलिए एक्साइज और कस्टम्स डिपार्टमेंट को और दूसरे टैक्स वसूल करने के लिए दे दिये जायें। यह मेरा सुझाव है।

एक बात और है। यह 50 पैसा माइनर इकट्ठा करेगा और वही इस पैसे को अपने पास रखेगा।

या ऐक्सापार्टर के पास से लेगा वह उस पैसे को कब सरकार को देगा उस की कोई लिमिट नहीं है। इसलिये मेरा सुझाव है कि सरकार को वह पैसा जमा करने के बारे में कोई टाईम

लिमिट होनी चाहिये। अन्यथा टैक्सटाइल मिल्स का उदाहरण हमारे सामने है, मिल मालिक प्रोवीडेंट फंड का पैसा मजदूरों से लेता था लेकिन उस पैसे को प्रोवीडेंट फंड ट्रस्ट के अन्दर उसने दिया कि नहीं इसकी कोई जांच नहीं होती थी - उदाहरण के लिये शोलापुर स्पिनिस और बीविन मिल के मालिक के उस मिलका खात्मा किया और प्रोवीडेंट फंड का पैसा अपने पास रखा और दस, पांच साल तक उस को अपने काम में इस्तेमाल किया हम लोगो ने मजदूरों को यहां से प्रोवीडेंट फंड ट्रस्ट की तरफ से पैसा दिलावाया लेकिन मालिक का जो एक आने का खुद का हिस्सा होना चाहिये था वह उस ने नहीं दिया। इसलिये मैं चाहता हूँ कि ऐसी ही हालत माइनर के पास उस पैसे की न हो। अतः उस के लिये कोई टाईम लिमिट फिक्स होनी चाहिये कि वसूल करने के तुरन्त बाद उस पैसे को माइनर की ट्रेंजरी में जमा करना चाहिये। और अगर उस समय के अन्दर जमा न करे तो उस के ऊपर केस चलाना चाहिये। नहीं तो मालिक लोग अपने पास प्रोवीडेंट फंड का पैसा रखते हैं और सरकार को नहीं देते हैं। आखिर में उन के ऊपर केस होता है तो 100,500 रूप का जुर्माना हो जाता है जब कि उसने लाखों रूप का इस्तेमाल अपने लिये कर लिया होता है। मेरा कहना है कि 50 पैसे के बजाय ड्यूटी 70 पैसे या एक रूप कर दें जिस से उन के लिये इंतजाम किया जा सके, क्योंकि जितना आज कर हम लोग वर्कस. गरीब काश्तकारों के लिये करते हैं वह समय को देखते हुए कम है क्यों कि उन की माँग बढ़ गयी है। इसलिये मजदूरों में ज्यादा से ज्यादा संतोष होना चाहिये, न कि असंतोष जैसा कि बंगाल और बिहार में होता है। यह बात मंत्री जी सोच लें की गरीबों के लिये जितना आप टैक्स बढ़ा देंगे उतना ही अच्छा होगा।

श्रीमगवान दास(ओढ़कौ) सभापति महोदय मैं इसका समर्थन करता हूँ और माननीय शिव

[श्री भगवान दास]

चन्द्र झा जी ने जो संशोधन रखा है, मंत्री जी से अनुरोध करूंगा कि वह उस को मान लें। मेरी राय में 50 पैसे से कम नहीं होना चाहिए। आयरन ओर की खुदान में जो मजदूर काम करते हैं वे बुरी हालत में काम करते हैं, उन को वन मेडिकल फॅसिलिटी होती है, न पानी की ओर न रहने की कोई फॅसिलिटी मिलती है। और जिस इलाके से वे लोग आते हैं वह आदिवासी ओर हरिजन इलाके में आते हैं। इसलिए मजदूर के भले की तरफ सरकार को ध्यान देना चाहिए, यही मेरी प्रार्थना है। इसलिए मैं इस मेजर का समर्थन करता हूँ।

SHRI BHAGWAT JHA AZAD : Though hon. Members have taken the opportunity of clause 4 to make certain general remarks, by and large, they have all given their support to this Bill. Shri Indrajit Gupta wanted to know the total accumulation in this fund up till now. I would say that the amount in this fund at present is Rs. 272. 517 lakhs. Hon. Members have suggested that priority should be given for housing, water supply and medical facilities. We are also giving priorities to those very same three items. There is accumulation in this fund and we could not implement the schemes because the employers have not made their contribution. Under the scheme the employers have to contribute 50 per cent in the case of water supply and 25 per cent in the case of housing. They have also to provide land and other things. Unfortunately, the response from the employers has been poor so far and that is why we are left with this heavy accumulation. Since we could not persuade the employers, we have taken up this question with the State Governments, requesting them to persuade the employers, to take up the schemes of housing, water supply and medical facilities.

We have already sanctioned some schemes but, by and large, they have not been completed mainly because the employers are not coming forward to contribute 25 per cent and 50 per cent for housing and water supply. We are requesting them to complete the schemes which have already

been sanctioned and take up more and more schemes by taking advantage of the accumulation in this fund.

SHRI S. KUNDU : What is the break-up for different State ?

SHRI BHAGWAT JHA AZAD : We have sanctioned 4,193 housing units in the States of Andhra Pradesh, Bihar, Madhya Pradesh, Maharashtra, Mysore, Orissa and Goa, the States which have iron ore and 1,986 housing units have been completed. 680 units are under construction and 2,327 are yet to be taken up. We would not take up the construction because the employers have not come forward to contribute 25 per cent, provide land and meet the maintenance cost. Now we are requesting the State Governments to persuade the employers. In the case of water supply out of 29 wells sanctioned 11 have been completed and 18 are to be taken up. In the case of medical facilities, we have sanctioned 7 mobile medical dispensaries out of which six have been completed and one is to be completed.

It is true that the progress is not as much as we would like it to be. We are, therefore, asking the Labour Secretaries, in the States to pay special attention to this. If necessary, at my level I will call a meeting of the Labour Ministers and would request them to persuade the employers to come forward to take up schemes for their workers.

SHRI INDRAJIT GUPTA : Does this mean that the money which is available out of the cess for the schemes cannot be utilized unless the employers make some further contribution ?

SHRI BHAGWAT JHA AZAD : Yes, They have to contribute 50 per cent and 25 per cent in the case of water supply and housing.

SHRI INDRAJIT GUPTA : What about the public sector ?

SHRI BHAGWAT JHA AZAD : They have also to contribute. As well be seen from the figures I have applied, we have not been able to persuade them, whether in the

public sector or the private sector, to fulfil their part of the contribution.

SHRI S. KANDAPPAN (Mettur) : Whom are you trying to persuade for the public sector ?

15 hrs.

SHRI BHAGWAT JHA AZAD : The different employing ministries. I am the Minister in the Labour Department and I am trying to persuade Ministers in the other departments, like Shri Qureshi in the Iron and Steel Department.

Then, almost all hon. Members raised the point about contract labour and asked whether they also would be covered by this Act. My reply is a positive 'Yes'; they are covered by it. We have now got the Contract Labour Act on the statute book. We are trying to frame rules and they will immediately apply in the case of other things. But so far as this Act is concerned, we want to make no discrimination between contract labour and other labour for the basic minimum facilities like drinking water. Therefore, this Act will apply to them also.

SHRI INDRAJIT GUPTA : This must be clarified if contract labour is to be dealt on an equal footing. Their need is much more than of the others but they will not get the benefit because the contractors, who are employing them, will be asked to make a contributing grant which they will never make. They are not the mine owners ; they are the labour contractors.

SHRI BHAGWAT JHA AZAD : As I said, it is not a hundred per cent scheme but it is a contributory scheme and therefore, naturally employers should contribute it. It should be realised and understood that by 100 per cent contribution from the fund it may not be possible to cover as wide an area as possible. Therefore, firstly, to extend the coverage we want a certain percentage to be contributed by the employer and, secondly, for the maintenance of the scheme it is necessary that the employer should contribute and also maintain the schemes.

SHRI INDRAJIT GUPTA : He has not understood my point.

SHRI BHAGWAT JHA AZAD : In the Contract Labour Act we have made a provision, as you must remember, by which we will force the contractor to provide certain facilities. So, when there is no difficulty in the case of contract labour in the large field, why should there be any difficulty in the iron ore mines ? In this case also we shall force them to provide certain facilities.

Then Shri Gupta had asked as to who will pay the cess. As he will see from the Act, Government will collect the excise duty from the factories or the owners who use it themselves, who in their turn will get it from the producer, as has been rightly pointed out by Shri Kundu. He has exactly interpreted the provision of the Act. In the case of the exporter, it is the exporter who will pay the cess.

Then, I have been asked by Shri Kundu and Shri Gupta that the priority about housing, water facilities and medical facilities will be adhered to. Professor Ranga has also asked that. I think, these are the priorities and we shall adhere to them before we pass on to some other things like carrom boards to which Shri Indrajit Gupta referred.

Coming to the individual amendments, what the Act provides is that we shall have the cess up to 50 paise. Shri Shiva Chandra Jha wants that it should be minimum 50 paise. As the provision stands, Government is not required to come to Parliament to raise it to 50 paise. The moment we are in a position to push through the schemes and spend the amount, and the moment we feel that we should raise it to 50 paise, there is no difficulty to raise it straightaway to 50 paise or to 35, 40 or 45 paise. That enabling provision is there in the Act itself. We only say that we have at present put 25 paise and accordingly we are trying to push through these welfare schemes. In respect of that we have got Rs. 2.73 crores as accumulation. The moment we are in a position to streamline and see that when the employers and the State Governments come over and take over the scheme, and

[Shri Bhagwat Jha Azad]

we find that we need more, we can straight-away raise this 25 paise to any amount. I would, therefore, request hon. Shri Shiva Chandra Jha not to insist on his amendment.

The same is my reply to hon. Shri Shinkre for raising it to 75 paise. About the other amendment of Shri Shinkre, I would say that welfare cess is not peculiar only to iron ore. We have this cess also in mica and coal. It has not been possible from our administrative experience to differentiate between grade and grade.

One of the hon. Members suggested that we should go by the quantity and not by the quantity. Therefore, at present we are having a flat rate of 25 paise which, if necessary, we may increase it 50 paise in future. It will not be possible from the Ministry point of view and the return that we may get will not be commensurate. Therefore, I request that it should be allowed at a flat rate of 25 paise. May be in future it may be increased to 35 paise or 50 paise. Therefore, I would say that we will not go by the grade but we will only go by the flat rate on all kinds of grades.

Therefore, I would say that the amendments of Shri Shiva Chandra Jha and Shri Shinkre are not acceptable to us and hope they will withdraw their amendments. There will be no difficulty for the Government to go over to 50 paise the moment we are in a position to spend this amount and I would also like to assure the House that I am not satisfied that the amount collected at the rate of 25 paise has been spent on the welfare. I wish to see that we take up this matter seriously and spend the amount on welfare and if necessary we shall not hesitate to increase it further.

With these words, I hope these amendments will be withdrawn and clause 4 will be passed.

MR. CHAIRMAN : I will now put Mr. Jha's Amendment No. 3 to the vote of the House. The question is :

Page 2 line 30,—

for "exceeding" substitute
"less than" (3)

The Lok Sabha divided :

Division No. 2]

[15.12 hrs.

AYES

Arumugam, Shri R. S.
Basu, Dr. Maitreyee
Bhagaban Das, Shri
Daschowdhury, Shri B. K.
Ghosh, Shri Ganesh
Gupta, Shri Indrajit
Jha, Shri Shiva Chandra
Kapoor, Shri Lakhna Lal
Khan, Shri Ghayoor Ali
Kundu, Shri S.
Meghachandra, Shri M.
Misra, Shri Janeshwar
Mohan Swarup, Shri
Mrityunjay Prasad, Shri
Muhammad Ismail, Shri M.
Muthusami, Shri C.
Nihal Singh, Shri
Sen, Dr. Ranen
Sharma, Shri Yogendra

NOES

Adichan, Shri P. C.
Ahiwar, Shri Nathu Ram
Amjad Ali, Shri Sardar
Awadesh Chandra Singh, Shri
Azad, Shri Bhagwat Jha
Babunath Singh, Shri
Barua, Shri Bedabrata
Barupal, Shri P. L.
Besra, Shri S. C.
Chandrika Prasad, Shri
Choudhary, Shri Valmiki
Dasappa, Shri Tulsidas
Deoghare, Shri N. R.
Deshmukh, Shri B. D.
Deshmukh, Shri Shivajirao S.
Dhuleshwar Meena, Shri
Gautam, Shri C. D.
Gavit, Shri Tukaram

Girja Kumari, Shrimati
 Gupta, Shri Lakhna Lal
 Heerji Bhai, Shri
 Horo, Shri N. E.
 Jadhav, Shri Tulshidas
 Jamir, Shri S. C.
 Kamala Kumari, Kumari
 Kavade, Shri B. R.
 Kesri, Shri Sitaram
 Khan, Shri M. A.
 Kinder Lal, Shri
 Kisku, Shri A. K.
 Kotoki, Shri Liladhar
 Krishnan, Shri G. Y.
 Kureel, Shri B. N.
 Kushok Bakula, Shri
 Lakshmikanthamma, Shrimati
 Laxmi Bai, Shrimati
 Mahida, Shri Narendra Singh
 Mandal, Dr. P.
 Mandal, Shri Yamuna Prasad
 Marandi, Shri
 Master, Shri Bhola Nath
 Misra, Shri S. N.
 Mohsin, Shri
 Nahata, Shri Amrit
 Paokai Haokip, Shri
 Parmar, Shri Bhaljibhai
 Parthasarathy, Shri P.
 Patil, Shri Deorao
 Patil, Shri N. R.
 Patil, Shri S. B.
 Qureshi, Shri Mohd. Shaffi
 Radhabai, Shrimati B.
 Raghu Ramaiah, Shri
 Ram, Shri T.
 Ram Dhan, Shri
 Ram Sewak, Shri
 Ram Swaroop, Shri
 Randhir Singh, Shri
 Rao, Dr. K. L.
 Rao, Shri J. Ramapathi
 Reddi, Shri G. S.
 Reddy, Shri Ganga
 Roy, Shri Bishwanath
 Roy, Shrimati Uma
 Sadhu Ram, Shri
 Sankata Prasad, Dr.
 Savitri Shyam, Shrimati
 Sayeed, Shri P. M.
 Sen, Shri Dwaipayana

Shambhu Nath, Shri
 Shankaranand, Shri B.
 Shastri, Shri Biswanarayan
 Sher Singh, Shri
 Shinde, Shri Annasahib
 Shinkre, Shri
 Shukla, Shri S. N.
 Siddayya, Shri
 Siddheshwar Prasad, Shri
 Sinha, Shri Mudrika
 Sonavane, Shri
 Sursingh, Shri
 Tiwary, Shri D. N.
 Tiwary, Shri K. N.
 Ukey, Shri M. G.
 Vyas, Shri Ramesh Chandra
 Yadav, Shri Chandra Jeet
 Yadav, Shri Jageshwar

MR. CHAIRMAN : The result* of the division is :

Ayes : 19 ; Noes : 87.

The motion was negatived.

SHRI SHINKRE : I wish to withdraw my Amendments,—Amendments Nos. 4, 5 and 6.

Amendments No. 4 to 6 were, by leave, withdrawn.

MR. CHAIRMAN : The question is :

“That Clause 4 stand part of the Bill”.

The motion was adopted

Clause 4 was added to the Bill.

Clause 5 (Amendment of section 8)

MR. CHAIRMAN : On Clause 5, there is one Amendment of Shri Lobo Prabhu.

SHRI LOBO PRABHU (Udipi) : I am moving my amendment, Amendment No. 7

I beg to move :

Page 3, after line 25,

add at the end

“(aaaa) the collection agency charges payable to those collecting custom and excise duties.”

*The following Members also recorded their votes :

AYES ; Shri Satya Narain Singh ;

[Shri Lobo Prabhu]

Sir, although the bringing forward of this Bill brought so many Members to the House, I do not see that there is any Minister here now representing Mines and Metals in the House. This is being treated as purely a Labour Bill. This concerns iron ore, this concerns mines and metals and metallurgy, and I do not know why the Minister in charge of Mines and Metals is not present in the House. I would like to say on this occasion that the Minister of Mines and Metals should show some interest in his subject and not leave it to the tender mercies of the labour department to introduce all kinds of legislations. The Labour Minister has displayed complete lack of responsibility about this Bill. Mr. Indrajit Gupta raised one point about accumulation of Rs. 2.6 crores, which have not been spent.

SHRI INDRAJIT GUPTA : I wanted to know how much.

SHRI LOBO PRABHU : What is this Ministry for if it keeps large sums of money in cold storage on the ground that contribution is not available from the metallurgical industries or mine owners concerned. Why do they want this correction if they are not prepared to enforce some scheme by which this can be done ?

SHRI G. VISWANATHAN : Nationalise them.

SHRI LOBO PRABHU : My friend has mentioned nationalisation. A good number of the mines are already nationalised. These mines now belong to the NMDC. Therefore, it is a matter of great shame and it is a matter of irresponsibility that this Ministry goes on collecting money without being able to spend it because another wing that of Government will not cooperate the excuse is being given that they have certain priorities and that they have succeeded over a period of years in building just one thousand houses is a matter which the country should take note of because the Labour Ministry has become a Ministry for collecting money only and begetting priorities.

Although the Minister in charge of Mines and Metals is not here, I would

like to take this occasion to point out to him that the position regarding mines is getting very serious from day to day. As it happens that our country constitutes only one per cent of the export trade in minerals of the world. In spite of that, nothing is being done. There is a mining project, the Kudremu, for which there is a foreign contribution, and equity participation to the extent of 49 per cent, and from which there is a clear prospect of 5 million tonnes export by 1972, but this Ministry is not moving, and this Ministry has gone to sleep also on other projects. I would like this to be conveyed to the Minister concerned, even if he be not present here today. The Labour Ministry which is collecting so much money may convey this to him. It is not enough merely to collect money, but something more should be done to make the industry pay, to make mining pay, to increase our exports and to carry on the projects which are in hand.

My particular amendment relates to a very simple matter. The Bill mentions that half a per cent is being paid to customs authorities for collecting charges. No mention is made of what is going to be paid to the metallurgical factories who have to collect it twice or who have to have two transactions, firstly to collect from the mineowners and secondly to pay to Government what they collect. No provision has been made in this regard, and there is rather a happy assumption that while Government must pay to itself, it should not pay anything at all to those who do its agency work outside. I have, therefore, proposed that in clause 5, in addition to the sub-clause (a), (aa), (aaa) and (aaaa) there should be another sub-clause (aaaaa) which will enable Government to make rules for paying this agency commission.

I would have gone further and said that the agency commission may be a little more than half a per cent, but even as it is, it is necessary to go on record, and it is necessary to have it as part of this Bill that this commission should be paid. Otherwise I would only say this that although I do not quite sympathise with providing miners with clothes, with baths, with education and so on, when the rest of the country is without even the wages which these miners receive, which is general problem...

SHRI INDRAJIT GUPTA : He is opposing the leader of his own party.

SHRI LOBO PRABHU : I am opposing my hon. friend. I could have nor heard my leaders view on this, but I differ from my hon. friend's view, but I cannot dispute the view of my leader. But I agree with my hon. friend Shri Indrajit Gupta that the country wants more cloths and more houses and more water. It is a general problem, and it is a problem of only the miners. Let us not not lose our perspective. If we can think in terms if providing not only for a smal part of the working population but for the whole of the working population all there facilities, then I am fully with my hon. friend, and I am fully with my leader, and I would say that they should have more clothes, more water, more houses and so on. This is the point that I want to make. But we must have the correct perspective. Every citizen in this country, whether he is working in a factory, wheather he is working in a mine or wheather he is working in his own ventute, has the same rights to a minimum standered of living. A part from that, I would just say that let us not lose ourselves in mazes about contract labour and so on. we had a Bill regarding this some time back, and I think hon. Members know that no one is being employed now on contract labour, and all kinds of malpractices have crept in. I am not going to challenge a division as my hon. friend Shri Shiva Chandra Jha did, but I would like the hon. Minister to consider this lacuna in the provisions which he has left for the responsibility of Government to fix and provide for the collection charges beng paid to a reason-able extent.

SHRI BHAGWAT JHA AZAD : It is true we have to provide for collection charge. I said in my speech that at present we have about 3 per cent collection charge, but when this procedure is adopted, we may have about half per cent. It would not be administratively good if we say straightway half per cent in this. I would draw his attention to parent Act of 1961, which the present Bill seeks to amend, where in sec. 8(2b) we have already made provision under the rule-making power for the determination of the cost of collection of cess. The parent Act very amply covers the point he has raised

and I hope in view of this he would not press his amendment.

As for his other remarks, about clothes and other things; yesterday also he made a reference and asked why should the miners have clothes and all that. But earlier in the day his leader, Prof. Ranga, insisted that we should not only provide housing, medical facilities and water supply but also uniforms.

SHRI LOBO PRABHU : To all people; I am going further.

SHRI BHAGWAT JHA AZAD : After all, he is a member of the Swatantra party where every member has the Swatantra to say anything. Therefore, I do not comment on that aspect.

SHRI LOBO PRABHU ; I do not press my amendment.

*Amendment No. 7 was, by leave,
Withdrawn.*

Mr. CHAIRMAN : The question is :

"That clause 5 stand part of the Bill".

The motion was adopted.

Clause 5 was added to the Bill.

Clause 1—(Short title and commencement).

Amendment made :

Page 1, line 4, - for, "1967" substitute
"1970". (2)

(Shri Bhagwat Jha Azad)

Mr. CHAIRMAN : The question is :

"That clause 1, as amended, stand part of the Bill"

The motion was adopted.

Clause 1, as amended, was added to the Bill.

Enacting Formula

[Mr. Chairman]

Amendment made ;

page 1, line 1,—for "Eighteenth",
substitute "Twenty-first". (1)
(Shri Bhagwat Jha Azad)

Mr. CHAIRMAN : The question is :

"That the Enacting Formula, as amended, stand part of the Bill."

The motion was adopted.

*The Enacting Formula. as amended,
was added to the Bill.*

The Title was added to the Bill.

SHRI BHAGWAT JHA AZAD : I move :

"That the Bill, as amended, be passed".

MR. CHAIRMAN : Motion moved :

"That the Bill, as amended, be passed".

श्री शिव चन्द भ्वा: मंत्री महोदय के जवाब से साफ हो गया है कि वह बहुत कंट्रेडिक्टरी पोजिशन में हैं। इन्होंने कबूल किया है कि 2.73 करोड़ एक्युमलेटिड है, उसका इस्तेमाल नहीं हुआ है। इस पर वह भी चिन्तित हैं। मंत्रालय को वह कहेंगे कि यह इस्तेमाल होना चाहिये। साथ साथ उन्होंने कहा है कि स्टेट गवर्नमेंटस को इन्होंने स्कीमें भेजी हैं और उन से वह तकाजा करने जा रहे हैं कि उन स्कीमों को वे कार्यान्वित करें। उन्होंने यह भी कहा है कि उन स्कीमों को कार्यान्वित करने के लिए जो एक्युमलेटिड हैं वह काफी नहीं है और एम्प्लायर्स को उस में पैसा देना जरूरी होगा। लेकिन जब ड्यूटी बढ़ाने की बात कही जाती है तो वह हिचकवाते हैं। आप जानते हैं कि आपको स्कीमों को कार्यान्वित करने के लिए ज्यादा पैसा चाहिए। जब ड्यूटी बढ़ाने

का आपको मौका मिलता है तो आप बढ़ाते नहीं हैं। आप समझ सकते हैं कि कितनी कंट्रेडिक्टरी पोजिशन हो जाती है। इससे साफ हो जाता है कि मंत्रालय या सरकार सीरियस नहीं है, गम्भीर नहीं हैं। ये सीरियस नहीं हैं इसका दूसरा सबूत यह है कि यह विधेयक इलेक्शन के बाद 1967 में पेश किया गया था। तीन साल के बाद भूले भटके और बहते हुए दरिया में यह विधेयक आ गया है और इस पर बहस हो रही है। अभी भी जो इसके बारे में एकट है और जिस के मुताबिक यह काम चल रहा है, उससे साफ मालूम होता है कि न सरकार सीरियस है और न ही मंत्रालय सीरियस है।

इन्होंने कहा है कि एक््युमलेटिड जो है उसका ठीक से इस्तेमाल किया जाएगा। अब मैं सवाल करता हूं। जिन इलाकों में आयरन ओर पैदा होता है, वहां जो मजदूर काम करते हैं उन के बेलफेयर पर आप इस सेस का किस आधार पर बटवारा करेंगे, उसका क्या क्राइटीरिया होगा। जिन इलाकों में ज्यादा आयरन ओर्ज हैं, ज्यादा मजदूर काम करते हैं, वहां ज्यादा खर्च करने की जरूरत है और जहां कम काम करते हैं वहां कम करने की जरूरत है। आपका मापदंड क्या होगा सेस के डिस्ट्रीब्यूशन का, यह मैं आप से जानना चाहता हूं। मैं चाहूंगा कि जिस राज्य से आपको आयरन और के एक्सपोर्ट से या उसके प्रोडक्शन से जितना आता है उसका तीन चौथाई भाग आप उस राज्य में भेज दें। इससे अच्छा आपके पास कोई मापदंड हो तो उसको आप हमारे सामने रखें। इसकी भी सफाई होनी चाहिए। अभी तक तो एक््युमलेटिड है, इस्तेमाल नहीं हुआ है। फिर जब होगा तो अगर ठीक से इस्तेमाल नहीं किया जाएगा तो इन्वेलैसिबल रह जायेंगे राज्यों में। नतीजा यह होगा कि लेवर के कल्याण की बात दूर चली जाएगी।

इस वास्ते इसके बारे में भी सफाई होनी चाहिए।

लोहा और इस्पात अर्थव्यवस्था की रीढ़ होती है। किसी देश के विकास को अगर देखना हो तो यह देखा जाता है कि वहां लोहे और इस्पात का प्रोडक्शन कितना होता है। यह एक मापदंड है जो अर्थ शास्त्रियों की तरफ से रखा जाता है। आप उन में जो मजदूर काम करते हैं, उनके कल्याण की बात करते हैं। आप भी महसूस करते हैं कि वह हुआ नहीं है, आपकी तरफ से नहीं हुआ है, एम्प्लायर्स की तरफ से नहीं हुआ है। आप यह भी मानते हैं कि मामला गम्भीर है। उनकी हालत खराब है। वे भोंपड़ियों में रहते हैं, उनके पास मंडीकल फॅटिलिटीज नहीं हैं, हाउसिस नहीं हैं। वे सब कमियाँ हैं। मैं जानना चाहता हूँ कि आयरन और आदि की जो प्राइवेट सैक्टर में इंडस्ट्री है, इसका आप राष्ट्रीयकरण क्यों नहीं करते हैं। टाटा आयरन एंड स्टील कम्पनी मेरी राय में नेशनलाइजेशन के लिए राइड है। उसकी जमींदारी के खाल्ते के लिए बिश्व सरकार ने, जब वहां संविद की सरकार थी, एक विधेयक पेश किया था और वह बात चल रही है। इस कम्पनी का राष्ट्रीयकरण निहायत जरूरी है। स्टील प्राइसिस की बात को ले कर तथा दूसरे मामलों को ले कर जो अव्यवस्था चल रही है उसका हमारी अर्थव्यवस्था पर कुप्रभाव पड़ रहा है। इस वास्ते प्राइवेट सैक्टर में जो आयरन और इंडस्ट्री है उसका आप राष्ट्रीयकरण कर लें। आप स्वयं उसके मालिक हो जाएं। तब जो स्कीमें हैं इनको आप अपनी इच्छानुसार चला लेंगे। तब लेबर बैलफेयर भी हो जाएगा। मैं जानता हूँ कि अफसरशाही तब भी चलेगी, गाड़ी सुस्त चलेगी, वैसे ही चलेगी जैसी अब चल रही है। लेकिन यह एक ऐसा रास्ता है जिस पर चल कर उन्नति का मार्ग प्रशस्त होगा। यह बिल तो पास हो लेकिन आप

आश्वासन दें कि छः महीने या एक साल के बाद आप सदन को बताएंगे कि कहां तक कार्यान्वयन हुआ है, क्या कदम उठाए गए हैं और कहां तक आपकी सफलता मिली है।

श्री भागवत भा आजाद : यह कहना कि विधेयकों के पारित हो जाने के बाद सरकार गम्भीरतापूर्वक विचार नहीं करती है अथवा वह सीरियस नहीं होती है, सही नहीं है। मैंने स्वयं कहा है कि हमारे पास जमा पूंजी अब 2.76 करोड़ की है वह नहीं रहनी चाहिए और इस सम्बन्ध में माननीय सदस्य ने जो विचार व्यक्त किए हैं, उसका जवाब मैं दे चुका हूँ। मैं कह चुका हूँ कि इसके पारित होने के बाद हम यथाशीघ्र कदम उठाएंगे और कोशिश करेंगे कि खानों में काम करने वाले मजदूर बंधुओं के लिए जो जो सुविधायें इस राशि के अन्दर दी जा सकती है, दी जाएं।

हमारे और उनके विचार में कोई अन्तर नहीं है। वह चाहते हैं कि पचास पैसे का अभी सेस लगाया जाए और हमने यह कहा है कि पचास पैसे तक का सेस हम लगाएंगे। उन्होंने यह नहीं कहा कि एक रुपया लगाया जाए, उन्होंने सिर्फ यह कहा है कि अभी पचास पैसे लगाया जाए जबकि हमने कहा है कि अभी जो 25 पैसे है इसको पचास पैसे तक किया जाए। इस वास्ते उनके और हमारे दृष्टिकोण में कोई अन्तर नहीं है।

उन्होंने राष्ट्रीयकरण की बात भी कही है। लेकिन वह भी इस विधेयक तथा मेरे मंत्रालय के सीमाधिकार और परिधि के बाहर की बात है। राष्ट्रीयकरण की इस मांग को वह किट्टी और जगह यथासमय यथोचित रूप में प्रस्तावित करें। मैं इस सम्बन्ध में अपनी राय व्यक्त नहीं करता हूँ।

मुझे प्रसन्नता है कि सभी माननीय सदस्यों ने इस विधेयक का समर्थन किया है और.....

श्री शिव चन्द्र भ्वा : राज्यों में सेस के बंटवारे का मापदंड क्या होगा ?

श्री भागवत भ्वा आजाद : यह स्वाभाविक ही है कि जिस क्षेत्र से यह सेस लिया जाता है, वहां काम करने वालों पर अधिक से अधिक खर्च किया जाये। कुछ ऐसे क्षेत्र होते हैं, जहां से अधिक राशि मिलती है और कुछ क्षेत्रों से कम राशि मिलती है। अगर एक अखिल भारतीय फंड हो, तो सभी क्षेत्रों को उस से ही रकम दी जाती है। लेकिन साधारणतः अधिक से अधिक राशि वहीं भूमिकों के उपकार के लिए खर्च की जाती है। सिद्धांततः उस में कोई गलती नहीं है और हम उस के अनुसार काम भी करते हैं।

MR. CHAIRMAN : The question is :

"That the Bill, as amended, be passed."

The motion was adopted.

AGRICULTURAL PRODUCE CESS (AMENDMENT) BILL

THE MINISTER OF STATE IN THE
MINISTRY OF FOOD, AGRICULTURE,
COMMUNITY DEVELOPMENT AND
COOPERATION (SHRI ANNASAHIB
SHINDE) : On behalf of Shri F. A. Ahmed,
1 move :

"That the Bill further to amend the
Agricultural Produce Cess Act, 1940
be taken into consideration."

There is already a law on the statute and this Bill only seeks to make some amendments. A few amendments are of a substantive nature while the others are of a consequential nature.

15.32 hrs.

SHRI K. N. TIWARI *in the Chair*

The Act has been in force for sometime and the proceeds of the cess go to help the Indian Council of Agricultural Research.

The House has appreciated the valuable contribution made by the ICAR for the development of agriculture in our country. One of the bright sides of our economy is the development of agriculture; it is due to the research work done in the field of agriculture. The 1940 Act provides for imposition of cess at the rate of one-half of one per cent *ad valorem* on all articles included in the Schedule to the Act which are exported from India. The Act, does not explicitly provide for levy of penalties in cases where the exporters attempt to evade payment of the cess. The amending Bill provides for some penalties in such cases.

Sometime back a Committee was appointed by the Government to go into the functioning of the customs houses and suggest simplification in the procedures adopted for the collection of customs duty. One of the suggestions of the Committee is that in supersession of the existing procedure of the collecting cess by cash on exports, the exporters, may be permitted, where the cess payable does not exceed Rs. 100, to affix customs revenue stamps equivalent to the cess payable on the basis of their own assessment of the value of the cargo. One of the amendments refers to this. Agricultural produce cess is in the nature of customs duty which is collected by the customs collectors. In actual practice, these Collectors have been exercising various powers vested in them under the Customs Act, 1962 in the matter of the collection of cess. It is now proposed to make a formal provision in the Agricultural Produce Cess Act to provide that the provisions of the customs Act, 1962 and the rules and regulations made there under shall apply to the levy and collection and refund under this Act also.

Then there is one more important amendment which improves upon the previous schedule. Already, under the original Act, under section 3, there is a schedule which enlists the commodities which are leviable for the cess under the Act. In the schedule to the principal Act, item 21 is "wool, raw". Now, instead of raw wool it is proposed to replace the existing item 21 by the words, "sheep's or lamb's wool or animal hair, whether or not scoured or cured." This is one of the amendments suggested in the Bill. Raw wool created

some doubts because raw wool may include some impurities and at the time of levying the customs duty, if the wool is a cleaned one, then perhaps somebody may make a point, perhaps even a legal point, that the cess is not leviable on the clean wool. So, in order to remove the doubt, we are clearing the position by amending item 21 to the schedule.

The other amendments are of a very minor nature. Where Central legislation has been referred to, we are putting in "Parliament." These are amendments which are not of much consequence, but they are necessary, because when the old legislation was enacted, Parliament was not there and the present Constitution was not there. So, some of these amendments are of a very minor nature which bring the law up to date.

I would submit to the House and to the hon. Members that the cess collected under this Act goes to the Indian Council of Agricultural Research for their research work. Therefore, it is not a controversial measure. I would seek the co-operation of all the members from all sections of the House so that this Bill is unanimously passed by this House.

MR. CHAIRMAN : Before I call other Members to speak, I have to make an amendment. The Prime Minister will make a statement at 6 p. m. today about Meghalaya.

Now, Mr. Meetha Lal Meena—absent, Mr. Y. D. Sharma—absent. Mr. Sarjoo Pandey.

श्री सरजू पाण्डेय (गाजीपुर) : अध्यक्ष महोदय, अभी मंत्री महोदय भाषण कर रहे थे तो उन्होंने इस बिल का उद्देश्य बताया कि बिल क्यों लाया गया। उन्होंने यह कहा कि कृषि-उप-कर के बिल में इसलिए संशोधन किया जा रहा है कि जो बाहर माल भेजा जाता है हिन्दुस्तान से उस पर एक्सपोर्टर अगर टैक्स नहीं देना चाहता है तो उसे इस में कोई बिधान नहीं है कि कैसे उस को सजा दी जाय। मुख्य उद्देश्य इस का यह है। और कुछ

छोटे मोटे अमेंडमेंट्स हैं जिनका उन्होंने नाम लिया लेकिन मूल यही है। अब तो इस के ऊपर हमारे साथी शिव चन्द्र भा जी ने एक अमेंडमेंट दिया है। उस अमेंडमेंट के द्वारा उन्होंने यह कहा है कि दण्ड को बढ़ा दिया जाय, 6 महीने की सजा दी जाय। मैं इस के पक्ष में तो नहीं हूँ इसलिए कि आप चाहे कोई भी दण्ड बढ़ा दें, दण्ड प्रक्रिया को बढ़ाते रहिए इस देश में कुछ कल्याण नहीं हो सकता क्योंकि जो चोरी करने वाले हैं वह इस सरकार से भी ज्यादा शक्तिशाली हैं। वह इस के अफसरों को और दूसरे लोगों को कानून में कर के हमेशा चोरी करते रहते हैं और दण्ड से बचते रहते हैं। इसलिए चाहे दण्ड कुछ भी बढ़ा दिया जाय उस से कुछ हानि वाला नहीं है। मैं यह कहना चाहता हूँ कि सरकार इस उद्योग को अपने हाथ में क्यों नहीं लेती? बजाय इस के कि प्राइवेट हाथों के जरिए इस काम को कराया जाय और यह रूपया मुनाफे में बदल जाय लेकिन अपने देश का माल बाहर के देशों में बेच कर हिन्दुस्तान के अन्दर उस का मुनाफा न लाएं और उस को उसी देश के खजाने में जमा करें, उस से ज्यादा बेहतर, ज्यादा कल्याणकारी यह होता कि इस को आप नेशनलाइज करते और सरकार के हाथों में देते। कानून इस के लिए बनाना चाहिए। अगर कानून यह बनाना चाहें कि जो टैक्स की चोरी करता है उस को हफ सजा देंगे तो आप के भी बश की बात नहीं है। एक बात और मैं बता दूँ। सोशलिज्म के लिए आप कितना भी कुछ करो लेकिन आप के यह जो नोकरशाह बंटे हैं यह बिलकुल एंटी समाजवादी विचारों के हैं। आप चाहे कानून कुछ भी बना लें, ऐसे अफसर यहां बंटे हुए हैं जो आप की जो मूलभूत नीतियां हैं हमारे देश के सम्बन्ध में उस पर अमल करने के लिए तैयार नहीं हैं।

इसलिए मैं पहली बात यह कहना चाहता हूँ कि विदेशी व्यापार चाहे जो भी हो चाहे

[श्री सरजू पांडेय]

गल्ले का हो, या अन्य किसी चीज का, इस से जो पैसा मिलेगा वह कृषि अनुसंधान में लगेगा। यह आपकी भावना बड़ी अच्छी है, लेकिन जिन के जरिए आप यह काम कराना चाहते हैं वह इस कदर भ्रष्ट है कि आप चाहे जो कुछ भी कानून बना लें उस का हमेशा उलटा अर्थ लगाते हैं और इस तरह चोरों की सहायता करते हैं। जैसे मैं ने पहले कहा यह जो चोरी करने वाले हैं यह ज्यादा प्रभावशाली और ज्यादा शक्तिशाली हैं, इसलिए मेरा सुझाव यह है कि सिर्फ इसी का नहीं काफी उद्योगों का भी राष्ट्रीयकरण करिए, वरना ऐक्ट बनाने की कोई मंशा नहीं होता। हम रोज रोज ऐक्ट पास करते हैं। बीसों उदाहरण मैं दे सकता हूँ। जमीन के प्रश्न को ले लीजिए। हम लोगों ने कानून बनाया। तमाम प्रान्तों ने बनाया। मगर जो ऐक्ट प्रान्तों ने बनाया उन का भी इम्प्लीमेंटेशन ठीक तौर से नहीं हुआ। हजारों लोग जो भूमि चोर हैं, उन की रक्षा के लिये आप की सेना खड़ी हो गई, जब कि हम उन जमीनों को गरीबों में बांटना चाहते थे, सही मायनों में उस मंशा को इम्प्लीमेंट करना चाहते थे। इसी तरह से सैकड़ों कानून देश में बनते हैं, लेकिन आप की नौकरशाही उन का उल्टा प्रयोग करती है और उन का कोई लाभ नहीं होता है। इस लिये मैं चाहता हूँ कि इस उद्योग का भी राष्ट्रीयकरण करें और इस को प्राइवेट हाथों में न जाने दें।

साथ ही साथ मैं एक बात और कहना चाहता हूँ कि भा जी न जो अग्नेण्डमेन्ट दिया है—पेनल्टी के बारे में कि सजा 6 महीने दी जाय मैं उस का समर्थन नहीं करता हूँ। इससे कोई फर्क नहीं पड़ेगा। लेकिन मैं यह जरूर चाहता हूँ कि जीजें ची शेड्यूल्ड से बाहर रह गई हैं,

जैसे हाथी दात वर्गनह, इन को भी शामिल कर लिया जाय।

मैं इस के सम्बन्ध में कोई लम्बा भाषण नहीं करना चाहता हूँ लेकिन एक बात जरूर चाहता हूँ कि इस देश के कल्याण के लिये और सही मायनों में कृषि को इन्सन्टिव देने के लिये और यदि आप चाहते हैं कि इस की बसूली ठीक तरह से हो, तो आप इस को प्राइवेट हाथों में जाने से रोकें। इस को सरकार अपने हाथ में ले और इस से जो मुनाफा होता है, उस को अनुसंधान के कामों पर लगायें। लेकिन जब तक यह प्राइवेट हाथों में रहेगा, कभी भी भ्रष्टाचार रुक नहीं सकता। कस्टम के अधिकारियों की हालत मुझे मालूम है, करोड़ों रुपये का माल दफ्तर में पड़ा रहता है, हजारों रुपये का माल 10-10 पैसे में नीलाम कर देते हैं, इस तरह से देश का नुकसान हो रहा है, क्योंकि आप के अधिकारी न समाजवाद को समझते हैं और न आप की भाषा को समझते हैं। जो जवान आप बोलते हैं, वह इन को मालूम नहीं है। इसलिये मैं चाहता हूँ कि आप इस का राष्ट्रीयकरण करें ताकि जो पैसा इस से आये, उस का सही इस्तेमाल हो सके।

श्री सत्य नारायण सिंह (वाराणसी) : सभापति महोदय, इस बिल की जो मंशा है, मैं उस का समर्थन करता हूँ, लेकिन मैं मंत्री महोदय से यह निवेदन करना चाहता हूँ कि आज जिन चीजों को हम बाहर निर्यात करते हैं, उस से जो कुछ आमदनी होती है, वह कृषि के उत्पादन को आगे बढ़ाने में लगाई जाय, कृषि आगे बढ़े, खाद्य की समस्या हल हो। लेकिन होता यह है कि जिन चीजों का निर्यात करते हैं, उन चीजों का धीरे धीरे हमारे मुल्क में उत्पादने बढ़ाने के बजाय घटता जा रहा है। बूल के मंशाल को ही ले लीजिये। पहले गांव-

गांव में भेड़ें पाली जाती थीं, उन से बूल निकालता था, चरागाह होते थे और उसऊन को बाहर भेजा जाता था, जिससे हिन्दुस्तान को आमदनी होती थी। आज चरागाहें खत्म होती जा रही हैं, भेड़ों का पालना बन्द हो रहा है। इस तरह से जब हमारा उत्पादन बढ़ने के बजाय घटता चला जायगा, तो फिर हम निर्यात कहां से करेंगे। इसी तरह से जो अन्य चीजें हैं, उन के उत्पादन की तरफ भी विशेष ध्यान दिया जाना चाहिये। जितना हमारा उत्पादन बढ़ेगा, उतना ही निर्यात बढ़ेगा और हमारे देश को ज्यादा आमदनी होगी और उस को देश के अन्य साधनों में लगाया जा सकेगा।

इस दृष्टि से यदि सरकार इन सारी चीजों की तरफ ध्यान दे और अपने निजाम को इस ढंग से बदले कि हमारा एटीचूड शरे राष्ट्र के विकास की तरफ लगे, तब हमारा उद्देश्य पूरा हो सकता है। आज बहुत से बिल बनाये जाते हैं, लेकिन जीवन का अनुभव यह बताता है कि वे सब बेकार पड़ जाते हैं। हम जिस उद्देश्य से किसी बिल को बनाते हैं, लेकिन उस का परिणाम उलटा निकलता है। आज तक जो बिल बने हैं उनको ठीक ढंग से लागू करने के लिए गयर आपकी मशीनरी उसके काबिल नहीं होगी जो कि उसमें विश्वास करती हो तो आपका पूरा नहीं होगा। अगर आप चाहते हैं कि ये चीजें इस ढंग से बनाई जायें, इस प्रकार से निर्माण किया जाये जिससे कि वह थामे बढें लेकिन अगर उसी उद्देश्य से आपकी मशीनरी काम नहीं करेगी तो इस देश को कोई लाभ नहीं होगा। आज हमें चारों तरफ दिखाई पड़ता है कि किसी किस्म का छोटा सा संकट भी मुल्क में पैदा हो जाता है तो उससे नाजायज फायदा उठाने की प्रवृत्ति देश में बढ़ती जा रही है। यह क्यों हो रहा है? यह इसलिए हो रहा है कि जो लोग जहां पर बैठे हैं वे राष्ट्र के प्रति, देश, जनता और समाज के प्रति अपनी जिम्मेदारी को महसूस नहीं करते हैं। इसलिए मैं मंत्री जी

से कहूंगा कि जब आप इस तरह का बिल बनायें तो उसका ठीक से संचालन करने और उसको ठीक से लागू करने के लिए संगठन भी उसी तरह का बनाया जाना चाहिए। अगर ऐसा नहीं होगा तो हमारी मंशा रहती है वह कभी पूरी न ही होगी।

इन शब्दों के साथ मैं इसका समर्थन करता हूं।

श्री शिव चन्द्र भ्वा (मधुबनी) : सभापति जी, यह एक छोटा सा विषयक है जिसके जरिए से आप मोटे तौर पर कुछ परिवर्तन लाना चाहते हैं। जैसे कि शेड्यूल्ड में बूल की जगह पर आप यह परिवर्तन लाना चाहते हैं :

"Sheep's or lamb's wool and animal hair, whether or not scoured or carded."

मंत्री महोदय ने यहां पर भाषण करते हुए यह साफ नहीं किया कि शीप और लैम्ब बूल और एनिमल हेयर का सन 40 या 47 के बाद से इस देश से कितना एक्सपोर्ट हो रहा है जिस पर कि सेस इवेड किया जाता है और जिसका कि आपको शक है कि ये चीजें कस्टम की मार्फत एक्सपोर्ट की जाती हैं और इससे जो ड्यूटी आनी चाहिए वह नहीं आ रही है? इसका हिसाब उन्होंने नहीं दिया। मैं चाहूंगा कि जरा वे बतायें कि कितना अब तक शीप और लैम्ब बूल और एनिमल हेयर गया है? वे इस बात की भी सफाई करें कि कौन कौन से एनिमल हेयर एक्सपोर्ट होते हैं जिन पर कि सेस इवेड किया जाता है। इसकी सफाई उन्होंने नहीं की है। अब आपने इसमें जो बढ़ाया उस पर मेरा भी एक संशोधन है जिस पर कि मैं बाद में बोलूंगा। मैं समझता हूं जिसके लिए यह विषयक है, जिन चीजों पर आप सेस लगाना चाहते हैं जैसे एनिमल हेयर है उसी तरह से बाघ की खाल है जो कि नेपाल में जाती है और उस पर सेस के रूप में जो एक छोटी सी रकम मिलनी चाहिए

[श्री शिव चन्द्र भा]

वह नहीं मिलती है। इसी तरह से हाथी का दांत है। वह भी बाहर जाता है। तो इन चीजों को भी इसमें जोड़ देना चाहिए। मैं चाहूंगा कि मन्त्री जी सफाई दें कि इन चीजों को जोड़ने में उनको क्या एतराज हो सकता? इस के साथ जो वे जोड़ रहे हैं उसमें कितना इवेजुन हुआ है जिस पर उनको शक है और जिसके लिए वे इस विधेयक को लाकर के परिवर्तन करना चाहते हैं?

दूसरी बात यह है कि क्लाज (4) के जरिए से कस्टम आफिसर्स को कुछ ज्यादा पावर्स दी जा-रही हैं-जैसे लेवी करने में, रिफंड करने में, कोई भूठ बनाले तो उस सब के लिए ज्यादा पावर्स दी जा रही हैं। लेकिन मैं सोचता हूँ इस पर आपको ठीक से सोचना चाहिए। कस्टम आफिसर्स खुद गो-विटवीन हैं। वहाँ पर तमाम घाघली फेली हुई है। सब के सब दलाल हैं। मैं छोटी सी बात कहता हूँ कि हिन्दुस्तान की सर जमीन पर यहाँ का नागरिक अपना बदन लेकर उतरता है तो भी कस्टम के रूप में उसको कुछ देना पड़ता है। (व्यवधान) मुझ को बम्बई पोर्ट पर चार रुपए देने पड़े थे सिर्फ क्लियरेंस के लिए, अपने देश में जाने के लिए। इसमें कोई शक नहीं कि मुझ को रसीद दी गई थी। इसलिए मैं कहना चाहता हूँ कि क्लाज 4 के जरिए जो आप उनको पावर्स दे रहे हैं उन पर गौर से सोचना चाहिए और मशीनरी को अपटुडेट और बिजिलेन्ट बनाना चाहिए।

जहाँ तक सजा की बात है उसके लिए मेरा संशोधन है कि उस सजा को और सख्त होना चाहिए। इन शब्दों के साथ मैं चाहूंगा कि जो चीजें ये ऐक्ट में लाना चाहते हैं उसकी थोड़ी सफाई दे दें और मेरे संशोधनों को स्वीकार कर लें।

श्री रणधीर सिंह (रोहतक) : चेयरमैन महोदय, मिनिस्टर साहब जो बिल हाउस के सामने लाये हैं, इसका जो मकसद है इसकी मैं वेहद तारीफ करता हूँ। जैसा उन्होंने खुद बताया कि दिल्ली का जो ऐग्रीकल्चर रिसर्च इंस्टीट्यूट है उसको माली हमदाद देना और उस की माली हालत को सुधारने का उन का विचार है ताकि ज्यादा से ज्यादा रिसर्च बढ़े इसी लिये सैस लगाया जा रहा है, यह एक बहुत मौके की बात है। यह एक पुण्य का काम है, जैसे पीपल के पेड़ को पानी देते हैं वैसे ही यह काम इन्होंने किया है। प्राप कहेंगे कि यह मैं क्यों कह रहा हूँ। यह इसलिए कहता हूँ कि किसान अन्न देता है, सारे देश को खिलाता है। लेकिन एक हद है उसकी मेहनत की और आप खुद किसान हैं। ला आफ डिमिनिशिन रिटर्न है जिसके मुताबिक एक सेंचुरेटेड पौइंड आ जाता है, खर्च भी आप ज्यादा कर दोब्राए फिर भी रिटर्न पूरा मिलता है। किसान ने काफी मेहनत की लेकिन इतना करने के बाद भी हम पूरी पैदावार नहीं ले पाते हैं जो कि उसकी मिलनी चाहिये। उस सिलसिले में ऐग्रीकल्चर में जो रिसर्च का काम हुआ है यह एक इनक्लाब है। ग्रीन रिवोल्यूशन जो भारत में आया जहाँ किसान का उस में एक बहुत बड़ा हिस्सा था वहाँ रिसर्च इंस्टीट्यूशन का भी, चाहे वह पन्त नगर हो या कोयम्बटूर और कटक का इंस्टीट्यूट हो जहाँ कि राइस का काम होता है, चाहे लुधियाना या हिसार का इंस्टीट्यूट हो, इन सब ने जो रिसर्च का काम किया है वह भी इस रिवोल्यूशन में शामिल है।

यह सही बात है कि ये इंस्टीट्यूशन्स ऐसे के बगैर तड़फ रहे हैं। एक एक साइन्टिस्ट को हमने देखा, जिन को देखकर दुख होता है कि जापान, अमरीका और कनाडा से अपने अपने काम में स्पेशलाइज्ड हो कर आये हैं लेकिन उनको यहाँ 200 या 300 रुपये तनख्वाह दी जाती है।

अगर बाहर के देशों को यह पता चल जाये कि हमारे यहाँ इतने अच्छे साइन्टिस्ट्स हैं और इतनी कम तनस्वाह उन को मिलती है तो वह उन को अपने यहाँ हजारों रु० दे सकते हैं। ये लोग देश की बड़ी भारी सेवा कर रहे हैं, देश भक्ति का काम करते हैं। मैंने पहले भी कहा था और आज फिर कहता हूँ कि हाइडोजन बम, एटम बम या हवाई जहाज तोड़ने के जो हथियार बनाते हैं वे साइंसि इना जबरदस्त काम नहीं कर रहे हैं जितना कि ऐग्रीकल्चर में लगे हुए साइन्टिस्ट्स कर रहे हैं। यही लोग नेशन कंस्ट्रक्शन का काम कर रहे हैं। 50 करोड़ इन्सानों में से 40 करोड़ इन्सान देहात में रहते हैं उन का स्टैंडर्ड आफ लिविंग किस तरह से ऊँचा हो जो किसान आज कपड़े, खाने और रहने की परेशानियों में फंसा है, उस की हालत कैसे सुधरी, इसका काम यह लोग करते हैं। जब जमीन की पैदावार बढ़ेगी तो उसकी माली हालत सुधरेगी और उसकी परेशानियाँ अपने आप खत्म हो जायेगी।

आप को पता है कि जो शंकर बाजरा है उस बैरायटी ने एक इन्क्लाव ला दिया बाजरे के फील्ड में। इसी तरह से ज्वार, मक्की में और मैक्सिकन गेहूँ ने गेहूँ के क्षेत्र में इन्क्लाव ला दिया है जिस से कई गुना पैदावार हो रही है। 50 मिलियन टन से जो हमारा उत्पादन 112 मिलियन टन पहुँचा है वह इसी की वजह से है। किसान भी एक हद तक मेहनत कर सकता है, गाड़ी की रफतार हवाई जहाज की रफतार नहीं हो सकती, ज्यादा से ज्यादा तीन, चार मील फी घंटे ही उस की रफतार बढ़ सकती है। तो यह जो रफतार पैदावार की बढ़ी है इस में ऐग्रीकल्चरल साइन्टिस्ट्स का बड़ा हाथ है। यह रफतार कोरी उनकी तारीफ़ करने की वजह से नहीं है, बल्कि उनका सौलिड काम इस रफ्तार के पीछे है।

मैं यह कहना चाहता हूँ कि जगह जगह

पर, एक एक पेड़ के पास, बाजरे के पेड़ के पास, मक्का के पेड़ के पास, जौरी के पेड़ के पास, गन्ने के पास बँटे बँटे एक एक साइन्टिस्ट बूढ़ा हो गया है। एक साइन्टिस्ट हैं, जिन का नाम शायद समस्त नाथ है, ने इस क्षेत्र में काफी काम किया है। आप के डा० स्वामीनाथन क्या हैं, मैं नाम नहीं लेना चाहता, और पता नहीं कितने लोग हैं जिन्होंने बड़ा काम किया है। इन्होंने जो इतना अच्छा काम किया है तो क्या आप इन्हें इसी तस्वाह पर रखे रहेंगे। आप इन को पैसा दीजिए और ये कृषि उत्पादन के मामले में एक रेवोलूशन ला देंगे और हिन्दुस्तान तो क्या दुनिया भर की मंडियों को अनाज से भर देंगे। मैं मिनिस्टर साहब से कहना चाहता हूँ कि आप देखें कि इन ऐग्रीकल्चरल साइन्टिस्ट्स ने कितना अच्छा काम किया है। आप के आई० सी० एस० और आ० ए० एस० जिनको आप ने चौधरी बना दिया है तो केवल आप की कुमियों को डेकोरेट करते हैं, लेकिन ये लोग देश की असली सेवा करते हैं। इस लिए आप इन ऐग्रीकल्चरल साइन्टिस्ट्स की तस्वाहें बढ़ाएँ। अगर आप इन की तस्वाहें बढ़ाते हैं तो किसानों, हरिजनों और वेकवर्ड लोगों की तस्वाहें अपने आप बढ़ जाती हैं क्योंकि जो ये पैसा करेंगे वह उनके घर जायेगा। आई० सी० एस० की तस्वाहों तो कार और लिपस्टिक खरीदने में और दूसरे ऐसे ही कामों में खत्म हो जायेंगी। इस लिए मैं आप की मारफत मन्त्री महोदय से कहना चाहता हूँ कि आप इन ऐग्रीकल्चरल साइन्टिस्ट्स की तस्वाहें बढ़ाएँ, चाहे आप औरों की तस्वाहें घटा दें।

यह ज्यादा उपज देने वाला बीज किसने पैदा किया ? यह इन्हीं साइन्टिस्टों ने पैदा किया जिसके बारे में अभी एक भाई कह रहे थे कि मुझे थोड़ा सा यह बीज चाहिये। इस लिए मैं बड़े जोरदार शब्दों में कहना चाहता हूँ कि साइन्टिस्टों की तस्वाह बढ़ाना एक हजार पड़नों को सुबह खाना खिलाने से बेहतर है। इसी

[श्री रणधीर सिंह]

तंस्वाहें इतनी कम हैं कि मुझे जानकर बड़ा दुख होता है।

एक साइंटिस्ट रो पड़ा और कहा कि हमारी इतनी कम तंस्वाह है। मैं ने कहा बेटा, घबड़ाओ नहीं सब को इसका पता है और सारी पालियामेंट को इसका पता है और वह आप लोगों की तंस्वाह बढ़ाना चाहती है।

सभापति महोदय, मैं यह कहना चाहूंगा कि यह देश तब तक आगे नहीं बढ़ेगा और इसमें तब तक इंकलाब नहीं आयेगा जब तक की आप यहां के 90 और 95 परसेंट लोगों का स्टेन्डर्ड आफ लिविंग हाई नहीं करेंगे। वह कैसे हाई होगा? वह हाई होगा, जब प्रोडक्शन बढ़ेगा। इन लोगों ने इस क्षेत्र में बड़ा इंकलाब ला दिया और बहुत सी वेराईटीज ऐसी निकाली जिससे उपज बहुत ज्यादा होने लगी। मल्टी क्रोपिंग इन्होंने करवा दिया और किसान एक एक साल साल में चार चार फसले लेने लगा। इस से इन्होंने किसानों में जान डाल दी और जो किसान पहले मालगुजारी भी नहीं दे सकता था, उसको अब कुछ पैसा मिलने लगा। वाटर मैनेजमेंट इन्होंने किया। किसानों को जहां पता नहीं था वहां वे 50 परसेंट से ज्यादा पानी दे कर फसल को खराब कर देते थे या पानी के इन्तजार में फसल के लिए बीज बोते ही नहीं थे। हम ने देखा कि वहां लुख इलाकों में वाटर मैनेजमेंट की वजह से और ट्यूनबैल्स की वजह से पेढी उगने लगी। ये सब इन्हीं की बदौलत हुआ :

तू शाही है—प्रवाज है काम तेरा

तेरा काम है—सामने आसमान तेरा।

अभी तो इन्होंने काम-शुरू ही किया है, फंडस नहीं हैं। अगर फंडस होंगे तो मैं

कहूंगा कि आप आस्ट्रेलिया, यू० एस० ए० की और अमरीका की क्या बात करते हैं सारी दुनिया में हम अनाज से मार्केटों को फुल कर देंगे। मैं आप की मारफत मंत्री से कहना चाहता हूं कि यह जो अमरीका द्वारा पाकिस्तान को आर्म्स देने की बात करते हैं, अगर इन साइंटिस्टों द्वारा तैयार किया गया फारमूला किसानों के पास पहुंच जाए, तो उससे इतना ज्यादा पैदावार हो जाएगी कि हमको काफी पैसा मिलेगा और हम पाकिस्तान को जहां से वह निकला है वहीं घुसेड़ देंगे। अमरीका क्या है; अगर हमारे यहाँ कृषि की पैदावार बढ़ जाए तो यहां पर एक इंकलाब आएगा। इसमें सारे पते की बात यह है कि इन्हीं साइंटिस्टों की बजह से यह हो सकता है। इन्हें आप इस चश्मे से देखें कि ये किसान हैं, यह मजदूर हैं, और इनकी तंस्वाहें हमें बढ़ानी चाहिए जिस से कि यह नई क्रान्ति ला सकें।

मैं आप की मारफत मिनिस्टर साहब को कहता हूं कि आप को बघाई है कि आपने इतना नेक काम किया है—नेक काम तो आप करते हैं क्योंकि आपके दिल में तड़फ है, किसानों के लिए आप कुछ करना चाहते हैं। आप को इसी लिए सब से टायमोस्ट प्रारटी का सबजेक्ट दिया गया है। मैं ही आपकी तारीफ नहीं करता बल्कि सभी लोग आपकी तारीफ करते हैं। आपने एक कमीशन मुकर्रर कर दिया। यह यह बहुत ही अच्छा काम आप ने किया। वह कमीशन जो है वह भी यही बात लिख कर भेजेगा। मैं यह कहना चाहता हूं कि कमीशन जो रिकमेन्ड करे उस को पालियामेंट को मानना चाहिये और गर्वनमेंट को मानना चाहिए, नहीं तो हमें उस की मेम्बरी नहीं चाहिए। हम सारी किसानों के फायदे की बातें करेंगे। इसलिए मैं आप से अपील करता हूं और दो बार बात कहते हुए मैं चाहूंगा कि आप इन एग्रीकलचरल साइंटिस्ट्स की तंस्वाहें बढ़ाएं।

एक बात और है । सिर्फ एग्रीकल्चरल रिसर्च की बात आप ने दिल्ली वालों के लिए ही क्यों की है । देश के दूसरे हिस्से भी हैं । मैं पंजाब और हरियाने की बात नहीं करता सारे देश किसान सेवादार हैं । महाराष्ट्र में रिसर्च इंस्टीट्यूट है । तमिलनाडु हो, उत्तर प्रदेश हो, दिल्ली हो सब जगह वही हालत है । जो भी इंस्टीट्यूट हो, सब जगह आपस में चौधराहट का भगड़ा है । जो भी आपकी सेंट्रल यूनिवर्सिटी हैं उन में भी वही बात है । सब कहते हैं कि हम बड़े चौधरी हैं, हम ने वह तीर मारा, हमने वह तीर मारा । मैं कहता हूं कि चाहे बाजरा हो, चाहे जगन्नाथ राइस हो, वह इन्कलाव ला देंगे । 82 दिन में बहुत बड़ी पैंडी की फसल होती है । कटक यूनिवर्सिटी ने 80-82 दिन में राइस की फसल पैदा कर दिया । जगन्नाथ हो, जया वाला हो, या जो भी बीज बतलाये गये, या आप का संकर बाजरा हो, वह इतना हो जायेगा कि रखने की जगह नहीं मिलेगी ।

हम एक देश में गये जहां दूध और घी समुद्र में डाला जाता है । आप तार्जुव करेंगे कि यह गलत बात कहता है या सच्ची बात कहता है, लेकिन यह यही बात है । वहां दूध और घी को समुद्र में डालते हैं, जहां आपने हम लोगों को भेजा । मेरा मतलब नीदरलैंड्स से है । हमारे पास इतना पैसा तो है नहीं कि हम शराब पीते, हमारे बाप दादा ने उस को नहीं देखा । हमारे यहां तो दूध हैं । उन्होंने हमको सुबह एक दूध का जार दे दिया पीने के लिए । आप देखिये कि उसकी पैदावार कितनी है । कुल बीस पैसे में एक सेर नहीं, पांच सेर दूध ले लीजिए ? लेकिन वह लोग उसको अपने ही देश में इस्तेमाल करते हैं, हिन्दुस्तान और आस्ट्रेलिया नहीं भेजते । पालियामेंट्री डेलिसेशन वाले कहते हैं कि तुम इस मामले को क्यों नहीं उठाते कि वह दूध हिन्दुस्तान को दिलाया जाये ? किसान के बच्चे ने गंगा देखी है । तुम्हारे तो बाप ने भी

नहीं देखी होगी । हम से वह कहते हैं कि हम दूध भेजने के लिए कहें । हम उनके बाप दादों को दूध भेजेंगे । हमारा देश तो सारे संसार को खिलाने वाला देश रहा है । वह वक्त फिर हमारे देश में आ सकता है जब हमारे यहां दूध और घी की नदियां बहेंगी । वह दिन हमारे यहां रह चुका है, अगर जैसा इस बिल में कहा गया है हर इंस्टीट्यूट में रिसर्च हो और बढ़िया से बढ़िया गायें और भैंसें तैयार की जाएं । हम आने यहां अच्छी से अच्छी वेरायटी के ऐनिमिल्स पैदा करें और हमारे यहां शानदार मेक-दार में दूध और घी हो ।

लेकिन इस सब काम को रोकने के लिए पैसे की कमी है हिन्दुस्तान में हम पैसे कहां से लायेंगे ? कटक यूनिवर्सिटी में हम ने देखा कि तीस साल से वही गायें और भैंसें पाल रखी हैं, वही बुल बांध रखे हैं । इतने दिनों में वहां कोई तब्दीली नहीं हुई । (व्यवधान) जो लोग बोल रहे हैं उन को शर्म आनी चाहिये । यह दूकानदारी की बात नहीं है, डंडी मारने की बात नहीं है, चोरबाजारी की बात नहीं है । आज इन लोगों ने देश पर जबर्दस्ती कब्जा जमा रक्खा है । आज इन लोगों को किसान के साथ क्या हमदर्दी हो सकती है ? जब बात आती है किसान की तब वह खबरों में छपती नहीं है । जब बात आती है पालियामेंट में तब यहां पर लोग ऊटपटांग मुस्कराने की कोशिश करते हैं । आखिर इस देश को किसान लोगों को ही बड़ा बनाना है । आज उन की तादाद सारे मुल्क के अन्दर 80-82 फीसदी है । जो उन की मुस्वाली-फत करेंगे उन की नाब यहां आकर डूब जायेगी यह पते की बात है ।

मैं मिनस्टर साहब से कहना चाहूंगा कि हर इंस्टीट्यूट में, न सिर्फ दिल्ली में बल्कि दूसरी जगहों पर भी पूरा कोऑर्डिनेशन किया जाय । जहाँ जहाँ पर आपने साइटस्ट भेजे हुए हैं वहाँ

[श्री रणधीर सिंह]

मुस्तलिफ किस्म की रिसर्च हो। कोई खास गेहूँ की रिसर्च की बात मैं नहीं कह रहा हूँ। चावल की रिसर्च हो, गन्ने की रिसर्च हो, ग्राउंड नट की रिसर्च हो, काटन की रिसर्च हो। मैं आप की माफ़त मिनिस्टर साहब से कहना चाहता हूँ कि अगर मैं महाराष्ट्र का नाम लूँ तो वह घबरा न जाए। वह सारे देश हैं और हमको सारे देश की बात कहनी है, सिर्फ़ दिल्ली की नहीं। यह कोऑर्डिनेशन करें, सब जगह पैसा भेजें। तीस चालीस साल से साइंटिस्ट काम कर रहे हैं, उनको पूरी तस्वाह दी जाये। आज वह कई हजार रुपये के मुस्तहक हैं, लेकिन उन को दो-दो और तीन तीन सौ रुपये तस्वाह दी जा रही है। मैं कोई जज्बात की बात नहीं कह रहा हूँ। यहां भंडी लेकर वनजी खड़े हो जाते हैं कि लिविंग वेज चाहिये। यह सौदागरी नहीं है। जो असली काम करते हैं वह भंडी लेकर नहीं आते, वनजी को भी उन के नजदीक नहीं आना चाहिए। अगर वहां वनजी पहुंच जायें तो वह लोग उन की गर्दन पकड़ लें। मैं ने साइंटिस्ट्स से कहा कि व्हें ताज्जुब की बात है कि इतनी कम तस्वाह तुम को मिल रही है। तुम्हारी तस्वाह बढ़नी चाहिये, क्यों तुम कमिशन से नहीं कहते? पता है उन्होंने क्या जवाब दिया? कहने लगे कि साहब तस्वाह हम नहीं चाहते। हम चाहते हैं अपार्चूनिटी रिसर्च के लिए। यह तो प्रोफेसर का जवाब है। यह तस्वाह नहीं चाहते। अपनी दुकान खोलकर हजारों रुपयों का ब्लेक वह कर सकते हैं, इम्पूव्ड सीड्स पैदा करके वह साइलेंट रिवोल्यूशन कर सकते हैं। वह कुर्बानी करते हैं, बेहतरीन देशभक्त हैं, उन को कई कई हजार रुपये तस्वाह मिल सकती हैं, लेकिन 200 और 300 रुपये तस्वाह ले रहे हैं। आप उनकी कंडिशन को सुधारें। वह देश के भले की बात है। मैं दुबारा मिनिस्टर साहब को शाबाश देना हूँ। इस किस्म की चीज सारे हिन्दुस्तान में आप करें, कोऑर्डिनेशन

आप करें ताकि देश का लाभ हो, किसानों को लाभ हो, देहातों को लाभ हो, हरिजन और बैक्वड भाइयों को फायदा हो और कान्ति जो बीस परसेंट आई है, दो सौ परसेंट आए और हम दुनिया को लाद दें गेहूँ आदि से और यह देश एक महान देश बने।

श्री अब्दुल गनी डार (गुडगांव) इस बिल का जो मकसद है। उससे मैं सौ परसेंट इतकाफ करता हूँ श्री रणधीर सिंह ने जोश में बात कही है। अगर बाकई में किसान की हालत अच्छी होती है तो सभी खुश होंगे। भाई रणधीर सिंह को पता होना चाहिए कि साइंटिस्ट तो खिदमत करेंगे और उनको करनी चाहिए और उन को जितने इनकरेजमेंट दी जाए, कम है। लेकिन पचास परसेंट किसान ऐसे हैं जिन के पास पाँच एकड़ से भी कम जमीन है और उनको रिसर्च का कोई लाभ नहीं पहुंचता है। उनको न पानी मिलता है और न कोई दूसरी मदद मिलती है। यही कारण है कि हरिजनों को, आदिवासियों को तथा दूसरे लोगों को जो जमीन दी गई है उन से वे फायदा नहीं उठा सके हैं और उनके पास जो जमीन थी वे भी उजड़ गई हैं। किसान की प्रोड्यूस कितनी बढ़ी है? यह कहा जाता है कि साइंटिस्ट्स की वजह से ही हम चार चार पैदावारें लेने लगे हैं। अगर किसान की हालत अच्छी हुई होती और जो अस्सी परसेंट है उन की हालत बेहतर हुई होती तो दूध और घी की नदियां बह जाती और हिन्दुस्तान जो कि जमाने में सोने की चिड़िया हुआ करता था, फिर से सोने की चिड़िया बन जाता।

आप सिर्फ़ सहारा डूँढते हैं, सैस लगाकर एमेंडिंग बिल लाकर। इसी तरह से आप किसान को खुश करना चाहते हैं। तकरिरी करके किसान को खुश करना चाहते हैं। इससे बात नहीं बनेगी। इस देश का साठ परसेंट सिपाहियों पर, और दुनिया को तबाह और बरबाद करने

पर या अपने विरोधियों का मुकाबला करने पर लग रहा है। उस हालत में क्या आप समझ सकते हैं कि किसान की हालत बेहतर हो जाएगी ? अगर आप समझते हैं कि हो जाएगी तो मैं ऐसा नहीं मानता हूँ। सेंस पर मुझे कोई एतराज नहीं है, कोई बहस नहीं है। साइंटिस्ट अगर कोई अच्छा काम करते हैं और वह किसान की भलाई में चीज काम आती है, तो किसान की हालत बेहतर होगी। लेकिन मैं समझता हूँ कि किसान की हालत आज बदतर है। करोड़ों नहीं बल्कि लाखों की फसल उनकी फ्लड्स की नजर हो जाती, जो बेचारे पैदा करते हैं, वह फ्लड्स की नजर हो जाता है। क्या साइंटिस्ट दिमाग लड़ाएंगे कि किस तरह से फ्लड्स को रोका जा सकता है। 23 बरस आपको राज करते हो गए हैं। आज तक कितने अरब रुपये की फसल आपने किसान की डुबोई है, क्या इसका आप जवाब देंगे ? क्या आप भी इस पर दिमाग लड़ाएंगे ? ब्रह्मपुत्र जिस की बजह से हर साल तवाही आती है उसके पानी को किस तरह से काबू में लाया जाए, क्या आप इस पर विचार करेंगे, क्या वहां डैम बना कर किसानों को पानी आप नहीं दे सकते हैं और क्या इसी तरह के काम दूक्रे स्थानों पर नहीं कर सकते हैं ? यहां पर बावें तो बहुत होती है लेकिन वास्तव में होता बहुत कम है।

पाकिस्तान को रूस और यू एस ए से जो हथियार मिल रहे हैं, उसकी भी बहुत चर्चा होती है कि वह तो एक चिड़िया है, बकरी है लेकिन तुम तो हाथी हो : हाथी हो कर क्यों उसकी निन्दा करते हो। अगर तुम को मुकाबला करना ही है तो चीन का करो। चीन ने जिस तरह से अपनी पैदावार बढ़ाई है उस तरह से तुम भी अपनी पैदावार बढ़ाओ। उसके साथ अपनी पैदावार को मिलाओ। चीन ने थोड़े वक्त में गेहूँ आदि की पैदावार हम से कहीं ज्यादा कर ली है, खुराक की पैदावार कहीं ज्यादा कर ली है। यू एस ए या किसी दूसरे

देश का वह मुहताज नहीं है जबकि हम हैं।

साइंटिस्ट काबिले मुबारिकवाद हैं कि उन्होंने बेहतरीन से बेहतरीन बीज बनाने की कोशिश की है जिससे पैदावार बढ़ सके। लेकिन उस बीज का इस्तेमाल कितना हुआ है। मैं देखता हूँ कि अब भी आप बाहर से गल्ला मंगाते हैं। किसान जो गरीब है वह उसका इस्तेमाल कर नहीं पाता हैं। रणधीर सिंह जी कर पाते हों तो मुझे पता नहीं है। हो सकता है कि वह उन दस में से एक हों जिन के पास पचास स्टैंडर्ड एकड़ से ज्यादा जमीन हो।

श्री रणधीर सिंह : मेरे पास ढाई भी नहीं है।

श्री अब्दुल गनी डार : तो आपके और मेरे लिए कोई जगह नहीं है ऐस बिल के आने से। किसान का भला होने वाला नहीं है। अगर सरकार किसान का भला चाहती है, तो वह कोई ऐसी शकल निकाले कि फीज पर हमारा खर्च कम हो। यह सरकार पाकिस्तान और चाइना से अच्छे ताल्लुक़ात कायम करने की कोशिश क्यों नहीं करती हैं; आखिर किस खुदा ने कहा है कि हमेशा दिमाग में यही बात रखी जाये कि वे हमारे दुश्मन हैं। इस वक्त हमारा साट परसेंट खर्चा फीज पर हो रहा है, एग्रीकल्चर पर नहीं। इस सेस का असर भी तो गरीब लोगों पर ही होने वाला है। कोई बिड़ला और टाटा इस में नहीं फंसेंगें।

हमारे साइंटिस्ट्स तो बहुत कोशिश करते हैं, लेकिन आज हालत यह है कि दूसरे लोग जो डैम बनाते हैं, उन में शिगाफ हो जाते हैं, डैम वह जाते हैं और सैकड़ों आदमी वह जाते हैं, जैके कि यू० पी० में पाँच सौ आदमी वह गये। इस हालत में साइंटिस्ट क्या करेगा और सेस भी क्या करेगा ? हमारे मुल्क में इतना बड़ा पब्लिक सैक्टर कायम किया गया है, किसानों ने मेहनत की है, साइंटिस्ट्स ने अपनी काबिलियत दिखाई है। लेकिन आज

[श्री अब्दुल गनी डार]

हमारी पर केपिटल इनकम एक गरीब से गरीब मुल्क से भी कम है। श्रीमती इन्दिरा गांधी क्या इस बारे में कोई जबाब दे सकेंगी ?

मुझे इस बात से कोई तकलीफ नहीं है कि मेरी बहन, श्रीमती इन्दिरा गांधी, ने अपने बेटे को तरक्की का मौका दिया। देना चाहिए। क्यों न दें ? प्राइम मिनिस्टर होने की बजह से उन बेचारी पर कोई पाबन्धी नहीं लग जाती है कि अगर उन के बच्चे का डिमाग चलता है, तो उस को मौका न दिया जाये। लेकिन यह सजता नहीं है कि कोई ताकत में हो और (व्यवधान) मैं कोई चोट नहीं करना चाहता हूँ। मैंने कहा है कि मुझे इस से कोई तकलीफ नहीं है, लेकिन उन को भी यह चाहिए था कि वह अपनी तरफ देखने के बजाये श्री रणधीर सिंह या किसी किसान के लड़के को यह मौका दे देती।

श्री रणधीर सिंह ने इस बारे में जानवरों का जिक्र किया है। मैं आपने आप को भी शामिल कर के कहना चाहता हूँ, "दी शेख बा चिराग, हमों गश्त गिर्दे शहर, कजदामों दद मलुलमो इन्सानम आरजूस्त।" आज से नौ सौ बरस पहले मौलाना रूमी ने कहा कि हम ने इन्सान ढूँढ़ने की कोशिश की, लेकिन चाँपाये मिले, दरिन्दे मिले, मगर इन्सान नहीं मिले।

सरकार यह संय ज़रूर लगाये, लेकिन वह यह भी सोचने कि कोशिश करे कि आज हमारा देश किस तरफ जा रहा है और आया किसान को इत्मीनान की जिन्दगी मुयस्सर है कि वह साइंटिस्ट के डिमाग का पूरा फायदा उठा सके। आज साइंटिस्ट के डिमाग का फायदा यह है कि घर घर में देसी बम बन रहे हैं। दिल्ली में और पलवल में छुरा दिखा कर किसानों को लूट लिया जाता है।

मुझे खुशी है कि मिनिस्टर साहब यह एक अच्छा बिल लाये हैं, लेकिन अगर सरकार बाकई किसान की मदद करना चाहती है, तो वह पाकिस्तान और चाइना के साथ अपने ताल्लुकात को अच्छा बनाये। याहिया खाँ ने कहा है कि काश्मीर में दोनों तरफ से फौजें हटा ली जायें। सरकार अपनी फौजें हटा लें। हम बहुत बड़ी ताकत वाले हैं।

सभापति महोदय : मैं माननीय सदस्यों से कहना चाहता हूँ कि फिनांस बिल या प्रोजेक्ट के एड्रेस के समय ये सारी बातें कही जा सकती हैं। तो यह पाकिस्तान का और चाइना का सम्बन्ध इस बिल से नहीं हो जाता है या कार का सम्बन्ध इस से नहीं है। इसलिए आप लोगों से निवेदन है कि जो विषय है उसी पर स्टिक कीजिए।

श्री अब्दुल गनी डार : मैं आप का हुकम मानूंगा। यह तो चूँकि रणधीर सिंह ने यह बात छेड़ी थी और आप ने एतराज नहीं किया था इसलिए मैंने समझा कि चेयरमैन साहब की खुशी इस में है कि यह बात भी आती है तो आ जाय।

मैं यह अर्ज करना चाहता हूँ कि आप साइंस की जो भी खिदमत करना चाहते हैं उस के लिए आप ने क्या स्क्रीम बनाई यह जरा ध्यान सोचें। क्या यह सच नहीं कि हमारे एक साइंटिस्ट डा० जोसेफ ने आत्म हत्या कर ली ? क्या उसे अपने बच्चों का पेट भरने का अधिकार नहीं ? वगैर तमस्वाह के तो कोई भी काम नहीं कर सकता यह बात केवल कहने की है। वगैर तमस्वाह के न हम यहाँ आ सकते हैं न कोई आ सकता है। इसलिए उन को पूरा एन्करेमेंट मिलना चाहिए। आप ने हैयर का जिक्र किया, किस चीज का हैयर ? भेड़ का हैयर, बकरी का हैयर, ऊँट का हैयर, सुअर का हैयर और इस में हाथी के दाँत को शामिल करना चाहते हैं

तो कर लीजिए । इस में क्या तकलीफ की बात हो सकती हैं ? किसान बेचारे के पास तो हाथी इतने हैं नहीं । तो आप करना चाहते हैं करिए । बाकी रस्टर अधिकारी के लिए जो इस में प्रोविजन किया वह अच्छा किया क्यों सरकार का जो यह काम है, यही इस को कामयाब कर सकता है, वही इस सेस को कामयाब करा सकता है । तो मैं इस की तारीफ करता हूँ और अपने मिनिस्टर साहब को और अपनी बहन इन्दिरा जी को मुबारक देता हूँ कि वह यह खिलौने दे कर बहलाना चाहती हैं । हम भी इस चीज को समझते हैं :

میں لایا جائے دیکھا آپ اس پر چار کہہ گئے۔ کیا وہاں
کونسا کرکٹ کھیلنے کے لیے آئے ہیں اور کیا اس
طرح کے کام دوسرے سختیوں پر نہیں کرتے ہیں۔ یہاں پر باہر
تو بہت ہوتی ہیں لیکن دستہ میں ہونا بہت کم ہے۔

پاکستان کو روس اور یو۔ ایس۔ اے۔ سے جو تنخواہ
مل رہے ہیں اس کی بھی بہت چرچا ہوئی ہے۔ وہ تو ایک
چرچا ہے۔ بکری ہے۔ لیکن تو تو کھیتی ہو۔ ماضی ہو کہ
کیوں اس کی نذر کرتے ہو۔ اگر تم کو مقابلہ کرنا ہی ہے تو میں
سے کرو چھین لے جس طرح سے اپنی پیداوار۔ بڑھ جائے اس
طرح سے تو بھی اپنی پیداوار بڑھاؤ۔ اس کے ساتھ اپنی
پیداوار کو ملاؤ۔ چھین لے پھوڑے۔ حق تنخواہ میں گنہگار آدمی
کی پیداوار کم سے کمیں زیادہ کر لی ہے۔ خوراک کی
پیداوار کمیں زیادہ کر لی ہے۔ یو۔ ایس۔ اے۔ یا کھی دوسرے
دیش کا وہ محتاج نہیں ہے۔

سائینس قابل مبارکباد ہیں کہ انھوں نے بہتر بنانے
بہتر بنانے کی کوشش کی ہے جس سے بہت بڑا بڑھ
گئے۔ لیکن اس کی بجائے استعمال کتنا ہوا ہے۔ میں دیکھتا ہوں
کہ اب بھی آپ باہر سے غلہ منگاتے ہیں۔ کسان جو غریب ہے
وہ اس کا استعمال کرتے نہیں پاتے۔ وہ بھر سکتے تھے
پاتے ہوں تو مجھے پتہ نہیں ہے۔ ہر سکتے کہ وہ ان دس
ہی سے ایک ہزار جن کے پاس پاس سٹینڈرڈ ایکڑ سے
زیادہ زمین ہے ۲۵۰۰ ہزار ہر سٹینڈرڈ میرے پاس دو گنا بھی
نہیں ہے ۱۲۰۰۰ عبد اللہی دار تو آپ کے اور میرے
کوئی وجہ نہیں ہے۔ سب سے بل کے آئے سے کسان کا بھلا ہونے
والا نتیجہ ہے۔

اگر سرکار کسان کا بھلا چاہتی ہے تو وہ کوئی ایسی شکل
نکالے کہ فوج پر ہمارا خرچ کم ہو۔ یہ سرکار پاکستان اور
چانٹا سے اچھے تعلقات قائم کرنے کی کوشش کی تو نہیں کرتی
ہے۔ آئرس نمبر کے کہلے کہ سب سے زیادہ ہمارے ہاں کھی

بنائے کہ وہ ہمارے دشمن ہیں۔ اس وقت ہمارا ساٹھ سٹینڈرڈ
خرچہ فوج پر ہوا ہے۔ اگر کچھ بڑھ جائے۔ اس میں کا
اثر بھی تو غریب لوگوں پر ہی ہوتا ہے دہلاؤ کوئی اثر لا
اور ہمارا اس میں نہیں بیٹھتا۔

ہمارے سائینس تو بہت کوشش کرتے ہیں۔ لیکن
آج حالت یہ ہے کہ دوسرے دیگ جو کچھ بناتے ہیں اس میں
شکاف ہو جاتے ہیں۔ ڈیم پر بناتے ہیں اور سینڈیلوں
آدمی بہرہ جاتے ہیں جیسے کہ یو۔ ایس۔ اے۔ میں باج سب آدمی بہرہ
لگے۔ ایسی حالت میں سائینس کیا کرے۔ اور سب بھی کیا
کرے گا۔ ہمارے ملک میں اتنا بڑا ایکٹو سائنس قائم کیا گیا
ہے۔ کسٹمز نے محنت کی ہے۔ سائینس نے اپنی قابلیت
دکھائی ہے۔ لیکن آج ہمارے ریگیمینٹل انکم ایک غریب سے
غریب ملک سے بھی کم ہے۔ شرمناک انرا کٹا رہی کیا اس
بارے میں کوئی جواب دے سکیں گی۔ مجھے اس بات سے
کوئی تشویش نہیں ہے کہ میری بہن شرمناک انرا کٹا رہی
لے اچھے سٹینڈرڈ کی کامیابی کا موقع دیا۔ دینا چاہیے۔ کہیں
نہیں۔ براہ مندرجہ کی وجہ سے ان بیچاری پر کوئی
پابندی نہیں لگا جاتی ہے کہ اگر ان کے بچے کا دامع چلنا
ہے تو ان کو موقع دیا جائے۔ لیکن یہ سمجھنا نہیں ہے کہ
کوئی طاقت میں ہو اور۔۔۔ (دور دھان)۔۔۔ میں کوئی چوڑ
نہیں کرنا چاہتا ہوں۔ میں نے کہا ہے کہ مجھے اس سے کوئی
تکلیف نہیں ہے لیکن ان کو بھی چاہیے تھا کہ وہ اپنی طرف
دیکھنے کے بجائے شرمناک انرا بھر سٹینڈرڈ یا کسی کسان کے لئے
کی یہ موقع دے دیتیں۔

شرمناک انرا بھر سٹینڈرڈ اس بارے میں جانوروں کا ذکر
کیا ہے میں اپنے آپ کو بھی شامل کر کے کہنا چاہتا ہوں
"آں شیخ باجی اٹ ہم گشت گریہ شہر۔۔۔"
"کہہ دالم دور ملو کہ اس نام آواز دست۔۔۔"

آج سے نو سو برس پہلے مولانا رومی نے کہا ہے کہ ہم نے
انسان دھوئے کی کوشش کی۔ لیکن جو پائے گئے۔
اور نمے گئے۔ مگر انسان نہیں گئے۔

سرکار بریسبن ضرور لگائے۔ لیکن وہ بھی سوچے
کی کوشش کرے کہ آج ہمارا دشمن کس طرف جارہا ہے۔
اور آیا کسان کی اطمینان کی زندگی بہتر ہے کہ وہ...
سائنٹسٹس کے دماغ کا پورا پورا فائدہ اٹھائے
آج سائنٹسٹس کے دماغ کا فائدہ یہ ہے کہ گھر گھر میں
دبی کمین رہتے ہیں۔ دلی میں اور بلوچ میں چھرا دکھا کر
کسانوں کی روٹ بیا جا رہا ہے۔ مجھے خوشی ہے کہ سسر
صاحب یہ ایک جھماکے لائے ہیں۔ لیکن اگر سرکار واقعی
کسان کی مدد کرنا چاہتی ہے تو وہ پاکستان اور جانشین
کے ساتھ اپنے تعلقات کو اچھا بنانے کی کوشش کرے
کہ کشمیر میں دونوں طرف سے فوجیں ہٹائی جائیں۔ سرکار
اپنی فوجیں ہٹائے۔ ہم بہت بڑی طاقت والے ہیں۔

شمس علی عینی گدار :- میں آپ کا حکم مانوں گا وہ تو
چراغ کے رونا جیسے لگے۔ یہ بات چیری نفی اور آپ نے
اعتراض نہیں کیا تھا اس لئے میں نے سمجھا کہ چیز میں
صاحب کی خوشی اس میں ہے کہ یہ بات بھی آئی ہے تو

آج کل میں یہ عرض کرنا چاہتا ہوں کہ آپ سائنس کی
جو بھی خدمت کرنا چاہتے اس کے لئے آپ نے کیا اسکیم
بنائی ہے؟ آپ یہ عرض کیا ہے کہ ہم نے ایک
سائنٹسٹ ڈاکٹر کو سنے آتم چھایا کرلی۔ کیا اسے
اپنے بچوں کا پیٹ بھرنے کا دیکھا رہیں۔ بغیر تنخواہ کے
تو کوئی بھی کام نہیں کر سکتا۔ یہ بات کھول کر کہنے کی
سے بغیر تنخواہ کے تو نہ ہم یہاں آ سکتے ہیں نہ کی آ
سکتے ہیں اس لئے ان کو پورا سائنٹسٹ ملنا چاہیے
آپ نے یہ یاد کر لیا۔ کشمیر کا سیر۔ ہیر کا سیر۔ بل
کا سیر۔ انڈیا کا سیر۔ سرکار کا سیر۔ اور اس میں ماضی

کے دامن کو شامل کرنا چاہتے ہیں تو کچھ ہے۔ اس میں
کیا نقد فکری بات ہو سکتی ہے، کسان بے چارے کے
پاس تو باقی اتنے ہیں تھیں تو آپ کرنا چاہتے ہیں کہ سر
باتی کسم کے ادھیکار کے لئے جو اس میں پراچین کیا
وہ اچھا کیا کیونکہ سرکار کا جو یہ کام ہے وہی اس کی کامیاب
کر سکتے ہیں۔ اس میں کوئی کامیاب کر سکتے ہیں تو ہیں
اس کی تائید کرنا چاہیں اور اپنے خزانہ صاحب کو اور اپنی
بھین اناراجی کو مبارکباد دے کہ وہ کھلے دیکر
بہلانا چاہتی ہیں۔ ہم بھی اس چیز کو سمجھتے ہیں

تمنا تو میں سمجھا جا گیا ہوں

کھلنے کے بعد بہلایا گیا ہوں

لیکن اس شکل سے آپ تجھے دے نہیں ہیں اس
شکل سے آپ کی سرکار رہے۔ دلی نہیں ہے۔ یہ بالکل ٹھیک
ہے۔ آپ یہ خیال نہ کریں کہ اس سے کسان کی تسلی ہو جائے
گی۔ یہ ہو رہا ہے نہیں ہے۔ آپ اپنے دماغ کو صاف
کیجیے اور اپنی یاد رچو۔ یہی کرتے ہیں وہ ایجوکیشنل
کیجیے۔ تب مابکر کچھ ہو سکتا ہے۔

श्री नाथूराम अहिरवार (टीकमगढ़) :

सभापति जी, यह बिल जो प्रस्तुत किया गया है मैं उस का समर्थन करता हूँ। लेकिन जो मैं कस्टम के अधिकारियों को ज्यादा शक्ति दी जा रही है उस से मुझे शंका है क्योंकि जैसा कि हम देखते हैं कि जहाँ हम गेहूँ की पैदावार काफी बढ़ाते हैं, उस क्षेत्र में गेहूँ की पैदावार बढ़ी तो जरूर लेकिन गेहूँ के भाव गिर गए। आज हमारे देश का किसान रो रहा है क्योंकि खाद के पैसे बढ़ गए, पानी का टैक्स बढ़ गया और जब किसान बाजार में जाता है तो उस

[श्री नाथूराम अहिरवार]

को हर चीज मंहंगी मिलती है। किसान की पैदावार जो है उस के दाम सस्ते हो गए। तो जब किसान का गल्ला सस्ता हो गया तो किसान दूसरी वस्तुएं सस्ती चाहता है। हमारे क्षेत्र में तम्बाकू होती है। तम्बाकू पर आपने टैक्स लगा रखा है, सेंट्रल एक्साइज वाले जाते हैं। मैं ने खुद देखा है कि आप के अधिकारी कितना भ्रष्टाचार करते हैं। यह गवर्नमेंट को भी चीट करते हैं और किसान को भी परेशान करते हैं। 4 सौ मन तम्बाकू पैदा हुई तो लिख दिया 200 मन और बाकी का पैसा रिश्वत में में ले लिया। मैं ने एक आदमी से पूछा तो उस ने बताया कि 8 सौ मन तम्बाकू हुई है, 200 मन लिख गया गया और 600 मन को छोड़ गया। इस तरह यह लोग इस में भ्रष्टाचार करते हैं। आप ने प्रावधान कर दिया है कि क्लेक्टर को कोई बीच में रुकावट करेगा तो उस को 6 महीने की सजा या 2 हजार रुपये जुर्माना या दोनों कर सकते हैं। इससे वह मन-मानी करेंगे और किसान को परेशान (हेरेस) करते है। मेरा यह कहना है कि किसान कोई पैदा करता है तो उस का हेरेसमेंट न किया जाय और जो छोटे किसान हैं जो थोड़े से क्षेत्र में अपनी चीज पैदा करते है उन को राहत दी जाय। इस के साथ साथ जितने आपके कर्मचारी हैं इन के अन्दर जो भ्रष्टाचार है उस की रोकथाम की जाय। यही मेरा निवेदन है।

SHRI LOBO PRABHU (Udipi): I am speaking on my amendments. I should like to congratulate the Minister, as I congratulated yesterday the Minister of Mines and Metals, that he has brought forward a Bill which is completely useless and redundant but at the same time useful because it gives us an opportunity to speak on his subject,

There is no provision in this Bill which does not already exist in the Customs Act.

Clause 5A says that the Customs Act will apply. Even this is not necessary because you have been acting under the Customs Act. If it was necessary to repeat it to make it clear that the Customs Act applies, it would have been enough for you to have enacted 5A saying that the Customs Act applies. Having allowed an Act running into 150 sections to apply you have now added three more sections.

The first clause says that whoever evades payment of any customs duty under this Act will be punished. If you refer to the Customs Act, sections 135 already provides for that. Next, it says whoever fails to furnish information will be punished. I should like you to refer to section 132. Then it says, whoever obstruct the collector I should like you to refer to section 133. Next, we come to the confiscation of vessels and other implements used in the commission of the offence. Please refer to section 119. Is it not possible for this Ministry even to study the parent Act? what is the point in taking up our time when it is quite clear that these sections already exist? what difference is there between them? when there is a certain provision why should it be repeated again? Is it not likely to lead to confusion and litigation? This is the way in which work is brought before this House which implies, I am sorry to say, a greater waste of public time.

Let us see the change made in section 7. Instead of the word Central Legislature they want this word 'parliament' Is it necessary to being a Bill to do this? We are still using the word Central Legislature; this House and Rajya Sabha are the Central Legislature; we do not want a Bill for that.

Clause 6 says that the rules made should be laid on the Table of the House. There was a simple provision in the old Act. Now they have taken fifteen lines to say the same thing. He must take his officers to task for having Bills like this because that implies a certain abuse of the legislative machinery and its time which you are taking up at the expense

of more important subjects to be considered.

This Bill, as Mr. Randhir Singh has taken it in that direction, had been a discussion on agriculture. Before we proceed to the subject which he has opened up, what is the import of this Bill? It is going to secure to the Government a revenue of Rs. 4,000 a year. You want a bill of these dimensions in respect of Rs. 4,000 a year? I am mentioning that figure to show the unimportance of this Bill. I am also mentioning that figure for this reason that for Rs. 4,000 do you want to have a cess? Is it necessary to have this classification of 21 items and is it necessary to have staff, unless and credit this amount to the Council. If you look at this matter, each one of us has to make the legislature castigate the Government. Are they up all our time to recover Rs. 4,000 annually according to the present rates?

Now, I am coming back to Mr. Randhir Singh's diversion, the subject of agriculture. I will be a little more relevant than he was. I will speak on agricultural exports, because the cess relates to exports and not to research or bulls or whatever other items were mentioned by Mr. Abdul Ghani Dar. What is the position regarding our agricultural exports? What are you exporting now? You are exporting sugar. Sugar is an agricultural commodity. I do not think it is covered by this Bill. It would have been a very much bigger amount if sugar was covered by this Bill. If they are really in earnest, they should have brought that item under this Bill. If that had been brought in, no doubt we would have a substantial amount realised. What is the position regarding sugar? It is this. you have to pay to export sugar. You have to pay to the sugar-owner, saying "Export sugar, and this is the subsidy." What also are you exporting? You had a certain tobacco export, and the export of hides which are not included here. In spite of things being as good as they are in agriculture—they have never been better—our export figures all the time are declining. We are exporting other things, but these items are not showing any increase. I may be mistaken because there may be some improvement in certain items. For example, pepper is going down. I had occasion to raise this ques-

tion earlier. Tobacco is not doing too well. Cotton too is not a matter on which we can congratulate ourselves.

Sir, the Ministry must apply its mind to these matters and not to Bills like this. The Ministry has to consider how to increase exports, how to proceed. Here is one item which I mention. I am sorry Mr. Randhir Singh who is so representative of bulls forgot this. We had a very big export in bones. Cattle bones are not included here, and by some system or other, these bones are no longer collected and no longer exported; not enough is done in that regard. We have one-fourth of the cattle population of the world, and if only we could collect our cattle bones we would have quite a substantial income from them. I would like Mr. Randhir Singh, considering his passion for agriculture and bulls, to direct his research on the subject of what becomes of the bulls, when they die, and particularly to their bones. Why should the bones not form part of the export on which cess could be collected under this Bill?

I would, therefore, say that the Minister may kindly record this Bill. Sections 5 and 6 are redundant, unnecessary, and should not burden the Statute-book. Also, I hope Minister will take adequate action against those officials who have so completely forgotten their duty to read the original Customs Act before they proposed this elaboration in this way.

श्री रणजीत सिंह (खलीलाबाद) : सभा-पते महोदय, यह ऐक्ट जिसका आज अग्रेन्डमेंट हो रहा है वह 1940 का है। हमको कभी कभी ताज्जुब होता है कि आज़ादी के तुरन्त बाद हमने क्यों नहीं अंग्रेजों के बनाये हुए सारे कानूनों पर एक ध्यान दिया और उन सब में ग्रामूल परिवर्तन क्यों नहीं किया गया। हम तो समझते थे कि जब स्वतंत्रता आयेगी तो अंग्रेजों के बनाये हुए सारे कानून खत्म करके एक नया संविधान और उसके अन्तर्गत नये ही कानून इस देश में चलेंगे लेकिन चाहे वह कानून एसी-क्लबल सेस का हो, क्रिमिनल प्रोसीजर कोड हो और चाहे आई पी सी हो, आज भी सभी

[श्री रणजीत सिंह]

अंग्रेजों के बनाये हुए कानून ही चलते आ रहे हैं। आज उसमें जब छोटे छोटे अमेन्डमेंट्स आते हैं जो बड़ा हास्यास्पद लगता है और ऐसा लगता है कि जिन लोगों ने सोच विचार करके कुछ किया उसमें बिना सोचे विचारे परिवर्तन करने की कोशिश कुछ लोग केवल इस कारण करते हैं कि वह कुछ दिला सके कि हम भी कुछ कानून बना सकते हैं। क्यों कि इस बिल का कोई उद्देश्य समझ में नहीं आता सिवाय इसके कि केवल एक व्यवहारिक बिल है। इससे कोई फायदा नहीं होने का है जो साल में 4,000 रु० की आमदनी होती है। मैं समझता हूँ कि जब तक यह बिल पास होता, दोनों सदनों में जब तक इस पर बहस होगी जब तक सारे सदन का समय मिला कर के 4,000 रु० खर्च हो चुका होगा। इसलिये ऐसे बिल लाना सदन का समय बरबाद करना ही है। मैं माननीय लोबो प्रभु जी से इतफाक करता हूँ कि इस बिल पर सरकार को पुनर्विचार करना चाहिये, इसे वापस लेना चाहिये और जब लाना ही है तो और इफेक्टिव चीज लायें। 1940 के ऐक्ट को स्कैंप करें। बहुत से परिवर्तन हमारे कृषि क्षेत्र में आज हो गये हैं और सरकार उन का फायदा उठा सकती है।

एक चीज मुझे सेस के विषय में अच्छी लगती है कि इस से जो कुछ मुनाफा होता है वह ऐग्रीकल्चर रिसर्च के लिये खर्च किया जाता है। लेकिन इंडियन काउन्सिल आफ ऐग्रीकल्चर रिसर्च, जिसका करोड़ों रु० का बजट है, केवल 4,000 रु० और उस को दे देना दाल में नमक के बराबर भी नहीं है, और उसके लिये स्टाफ रखना केवल पाकिस्तान की ध्योरी को सिद्ध करना है, और कोई उस का मुद्दा नहीं हो सकता है।

दूसरी बात यह है कि कृषि क्षेत्र को बढ़ावा देने के लिये हमारे राज्य मंत्री महोदय

जी बहुत कुछ कर रहे हैं और मैं उस की तारीफ करता हूँ क्यों कि वह स्वयं एक कृषक है। वैसे तो आज एक रहस्योद्घाटन यह हुआ है कि जो सदैव कृषकों के नाम पर बोला करता था आज उस ने यह कहा कि मेरे पास तो ढाई बीघा भी जमीन नहीं है। तो किसानों के रिप्रजेन्टिव बन कर किस तरह से वह सदस्य बात करते हैं, यह मेरी समझ में नहीं आता। कभी कभी सैनिकों के नाम पर भी वह बोला करते हैं, और मेरे खयाल में कुछ दिन में कन्फेशन करेगे कि कभी तमंचे को हाथ में नहीं उठाया।

श्री रणधीर सिंह : यह नकली मेजर हैं इसीलिये आर्मी से निकाले गये। मुझे फख्र है कि मेरे पिता अभी जिन्दा हैं, उन के पास सौ बीघा जमीन है।

SHRI RANJEET SINGH : Now the cat is out of the bag. He is a capitalist, a bourgeois. How does he represent the farmer ?

श्री रणधीर सिंह : इन को पता नहीं कि सौ बीघे जमीन कितनी होती है। यह बनिया है, इस को पता नहीं।

श्री रणजीत सिंह : मेरा निवेदन है कि मंत्री जी सारे ऐग्रीकल्चर स्ट्रक्चर से संबंधित कानून हैं उन सब पर विचार करें चाहे वह किसी साल का बनाया हुआ हो। आज हमारी 84 फीसदी जनता ऐग्रीकल्चर के ऊपर है। जो 16 फीसदी जनता शहरों में रहने वाली है उस में से बहुत से ऐसे हैं जो मजदूर तबके के लोग हैं और कृषि के ऊपर निर्भर रहते हैं। आज आवश्यकता इस बात की है कि इस 84 फीसदी जनता का ऐक्स-पोर्ट प्रमोशन में एक कंट्रीब्यूशन हो जाय। अब तक 16 फीसदी आबादी के ऊपर आप ने यह भार छोड़ा है कि वह काफी 84 फीसदी आबादी को ले कर चले। इसीलिये आर्थिक स्थिति में आप पिछड़ रहे हैं, और आज जो कर्जा लदा हुआ है उस के भार से हमारी

पीड़ियां दबती रहेगी। जब यह बात साफ हो गयी है कि जब तक कृषि क्षेत्र में प्रगतिशील और गतिशील उन्नति नहीं करते हैं तब तक हम संसार में पिछड़े रह जायेंगे तो सारे एग्री-कल्चर और रूरल विषय से संबंधित कानूनों पर पुनर्विचार होना चाहिये, और वह होना चाहिये एक ऐसी कमेटी द्वारा जिस में किसान भी हों, टैक्सों के विशेषज्ञ भी हों और अर्थ नीति के भी विशेषज्ञ हों। मैं इसलिए भी कहता हूँ कि यह कहा गया है कि कृषि प्रधान देश के लिये विदेश मुद्रा का सब से बड़ा साधन रहता है कि वह अपनी कृषि की चीजों का निर्यात करे। हम ऐसी स्थिति पर आ रहे हैं जब थोड़े दिनों में हम रा एग्रीकलचरल प्रोडक्शन सर्वेयर्स हो जाएंगे लेकिन तब पूरे वर्ल्ड में हमारे देश को कोई मार्केट नहीं रह जाएगा कि हम अपनी एग्रीकलचरल प्रोड्यूस वहां भेजे। आज ये 21 आइटम्स हैं। थोड़े दिनों बाद हमें जरूरत पड़ेगी कि हम बुनियादी कृषि की चीजों का भी एक्सपोर्ट करें जैसे कि गेहूँ है, चावल है। आज दुनिया भर में हमारा देहरादून का चावल या बांसमती चावल बहुत मशहूर हो रहा है। यहां पर हमारे एक मित्र ने बताया कि अफ्रीका में जो चावल जाता रहा है वह वही चावल होता है जो यहां से अमरीका भेजा जाता है। अमरीका से वह टिन्ड होकर डिब्बों में पटना राइस कर के साऊथ अफ्रीकन यूनियन में बिकता है क्योंकि हम वहां पर अपना चावल नहीं भेज सकते हैं। हमारे एग्रीकलचर के सीड्स भी संसार भर में मशहूर हो रहे हैं जैसे सोनिलका, सोनोरा 64, शरबती सनोरा 64 जो कि अद्वितीय चीज है। इन सब को एक्सपोर्ट करने के लिए यह जरूरी है कि हम कृषि के क्षेत्र में अभी कुछ न कुछ एक्सपोर्ट करना शुरू कर दें चाहे हमें अपनी कमर कस करके चलना पड़े, और चाहे हमें अभी उतनी खाद्य स्थिति पर चलना पड़े जितने पर हम इस समय हैं, लेकिन

फोरेन एक्सचेंज अनिग के लिए थोड़ा कृषि क्षेत्र से एक्सपोर्ट हमारा होना चाहिए।

इस ध्येय को ले कर जब हम चलते हैं तो क्या ऐसा बिल कोई माइने रखता है? क्यों नहीं एग्रीकलचर विषय की सारी चीजों पर हम ध्यान दे कर चलें और आप के यहां हरी क्रान्ति हो रही है, जिस में सरकार अड़गं डाल रही है उस हरी क्रान्ति का फायदा उठा कर यह देखते हुए कि दो तीन साल के बाद हमारे कृषि उत्पादन का क्या हाल रहेगा, उस पर विचार करते हुए सारे कानूनों को फिर से बना डाले। क्या कृषि मंत्री जी इस पर विचार करेंगे। इस का मैं उन से उत्तर चाहूंगा कि मैं जानता हूँ क्योंकि बुनियादी रूप से इन विचारों से वे सहमत हैं। तो सभापति महोदय, मेरा यह कहना है कि इस बिल के ऊपर, जो बिलकुल बेकार चीज है, विचार करना व्यर्थ है और आप मंत्री जी को आदेश दें कि वह सब कुछ फिर से देख करके सारी अपनी कृषि नीति और अर्थ नीति, यदि कोई अर्थ नीति सरसार के पास है सिवाय नारों के, पर विचार करके नये ढांचे में सारे कानून को ढाल दें और तब एक कंसोलीडेटेड बिल हम लोगों के सामने लाएं जिस में एग्री-कल्चर एक्सपोर्ट हो, एग्रीकलचर रिसर्च की चीजें हों और उसी में से ये सब चीजें निहित हो जाएं।

SHRI ANNASAHIB SHINDE : Sir, I have heard with attention the observations made by the hon. Members in regard to legislation before the hon. House. A point has been made out by Shri Lobo Prabhu that this piece of legislation is unnecessary and uncalled for. Of course, Shri Lobo Prabhu is a very knowledgeable member of this House and I have great respect for him. But does he presume that we have come before the House without looking into the legal aspects of the problem? With all due respect to his knowledge, I would like to say that we have consulted the Law Ministry and it is on the advice of the Law

[Shri Annasahib Shinde]

Ministry that we have come before the House. It is not as if we have not looked into the points raised by Shri Lobo Prabhu. The position is like this. The Customs Act has been enacted in 1962 while the Agricultural Produce Cess Act was enacted as a piece of legislation in 1940. The legal opinion which was available to us said that unless we made necessary amendments, some legal complications might arise in regard to the enforcement of this Act. On the basis of very sound legal advice we have come before the House. I do not concede the point that it is an unnecessary exercise or that this Bill uncalled for.

Then Shri Shiva Chandra Jha, who has also given notice of some amendments—I will come to them later on—has asked a factual question as to what is the collection of cess from wool, raw wool, animal hair etc. I have not got all the figures with me. Here I may say that an impression is being given by Shri Lobo Prabhu again that the entire income of Government...(Interruption) I would like to inform the House that the total collection from this cess which goes to agricultural research is Rs. 78 lakhs to Rs. 80 lakhs.

SHRI LOBO PRABHU : Is it a misprint ?

SHRI ANNASAHIB SHINDE : It is not a misprint. The total cess which is levied on various commodities—this is one of the commodities listed in that—comes to Rs. 78 lakhs to Rs. 80 lakhs and it is annually increasing. Some hon. Members have made a suggestion that various other commodities should be brought under the purview of this Act. Shri Lobo Prabhu himself suggested sugar and some other Members referred to some other items. I think, it is a suggestion worth considering because it is very necessary and, as Shri Randhir Singh has rightly pointed out, research is very important.

SHRI RANDHIR SINGH : There are two non-knowledgeable Members in this House and both are non-kisans. The great Major said Rs. 4,000 and he also said Rs. 4,000.

SHRI LOBO PRABHU : May I read out for the benefit of the Member..... (Interruption).

SHRI ANNASAHIB SHINDE : You have not misquoted.

SHRI LOBO PRABHU : Please explain to him, the rural Member.

SHRI ANNASAHIB SHINDE : I think, we should not create an unnecessary controversy.

SHRI RANDHIR SINGH : How could he, the most non-knowledgeable person, become a Secretary to the Government of India ? I pity your knowledge. You must withdraw.

SHRI ANNASAHIB SHINDE : Suggestions as to what other commodities possibly can be brought under the purview of this Act are always helpful suggestions and I may assure the House that it will be the effort of my Ministry to examine this question in future so that more income is available for agricultural research.

As to the question of Shri Shiva Chandra Jha as to what was the amount received under this on amount of export of animal hair, it is Rs. 1,27,000 roughly.

श्री शिव चन्द्र झा : एनिमल हेयर में कौन कौन से एनिमल्स का हेयर है ?

SHRI ANNASAHIB SHINDE : Mainly sheep and goats were involved. Mainly it is wool. Of course, goat's hair is also involved in it. What other small quantities are involved in it, I can find out, but figures are not with me now.

Then, the hon. Member, Shri Sarjoo Pandey, who is not here, asked as to what was the use of this Act because export trade was in private hands. He said that the whole export trade should be nationalised. I have no quarrel with this proposition which he has made but even if the export trade is nationalised, this Act would help us to levy cess on exportable commodities so that this cess is available to the Indian Council of Agricultural Research for carrying on research activities.

As for as the specific question of nationalisation is concerned, it is beyond the purview of the present legislation and perhaps Shri Sarjoo Pandey can take it up with the appropriate Ministry.

Then, Sir, I am glad that Randhir Singhji focussed the attention of this hon. House on the importance of the activities carried on by the Indian Council of Agricultural Research. I am grateful to him. Ultimately the goodwill of the House is necessary so that agricultural research activities are carried on in a good atmosphere in the country.

Various other Members have raised some other points.

Shri Abdual Ghani Dar spoke at length. Most of his points were irrelevant and did not touch any of the aspects either of the Clauses or the provisions of the Bill.

Maj. Ranjeet Singhji raised a point that since agricultural production is now coming up in the country, why not we have a fresh look into the legal provisions, and others connected with agricultural. I think it is really a very encouraging sign that agricultural production is coming up. If we really become a surplus country, we will have to take a fresh look into the matter. May I assure you that my Ministry is very much alive to the problem? Suppose our country emerges as a substantial exporter of foodgrains, etc., I think at the appropriate stage necessary steps will have to be taken. Even otherwise we will have some perspective studies of the problems and those studies will help us to arrive at appropriate conclusions.

There is hardly any other point which needs further clarification. I would again appeal to the good sense of the hon House and hon. Members. This is a non-controversial measure. We need not spend much more time on it. I seek the sport of all of you to pass this measure unanimously.

MR. CHAIRMAN : The question is :

"That the Bill further to amend the Agricultural Produce Cess Act, 1940, be taken into consideration."

The motion was adopted.

Clause 2 (Amendment of Section 2)

Clause 3 (Amendment of Section 5)

MR. CHAIRMAN : There are no amendments to clauses 2 and 3.

So, the question is :

"That clause 2 and 3 stand part of the Bill".

The motion was adopted.

Clauses 2 and 3 were added to the Bill.

Clause 4 (Intention of new Sections 5A and 5B)

SHRI SHIVA CHANDRA JHA : Sir, I beg to move :

page 2, line 22,—

for "six months" substitute

"One year". (1)

बिधेयक में छः महीने की सजा की व्यवस्था है। इसको मैंने कहा है कि एक साल कर दिया जाए। यह उनके लिए है जो सैस को इवेड करेंगे। मैं चाहता हूँ कि इस संशोधन को मान लिया जाए।

MR. CHAIRMAN : I shall now put amendment No. 1 to clause 4 to the vote of the House.

Amendment No. 1 was put and negatived.

MR. CHAIRMAN : The question is :

"That clause 4 stand part of the Bill."

The motion was adopted.

Clause 4 was added to the Bill.

Clause 5 (Amendment of Section 7)

श्री देव राय पाटिल : मुझे बताया गया है कि कमेटी में लोक सभा के छः प्रतिनिधि हैं और मैनेजमेंट बोर्ड पर एक है। इसको मैं काफी समझता हूँ। इस बास्ते में अपनी एमेंडमेंट मूव नहीं करना चाहता।

MR. CHAIRMAN ; The question is :

"That clause 5 stand part of the Bill."

The motion was adopted.

Clause 5 was added to the Bill.

Clause 6 (Amendment of Section 9)

MR. CHAIRMAN : There is no amendment to Clause 6. So, the question is :

"That Clause 6 stand part of the Bill."

The motion was adopted.

Clause 6 was added to the Bill.

Clause 7 (Amendment of the Schedule)

MR. CHAIRMAN : There is an amendment, Amendment No. 2 by Shri Shiva Chandra Jha.

SHRI SHIVA CHANDRA JHA : I am moving my amendment No. 2.

I beg to move :

page 3, line 4,—

add at the end

"and animal skin and tusk" (2)

मंत्री महोदय को पता होगा कि एनिमल स्किन भी किसी न किसी रूप में एक्सपोर्ट किया जाता है। इस स्थिति में वह शिड्यूल में एनिमल स्किन को भी क्यों नहीं रख रहे हैं ? जहाँ तक मेरी जानकारी है बाघ की खाल आसन और विद्यावन के रूप में नेपाल आदि देशों में ले जाई जाती है। कई दूसरी खालें पाकिस्तान में जाती हैं। जब मंत्री महोदय शिड्यूल में एनिमल हेयर को रख रहे हैं, तो फिर वह एनिमल स्किन को भी क्यों नहीं शामिल कर लेते हैं ?

इसके अलावा टस्क, हाथीदाँत, भी छिपे रूप में एक्सपोर्ट किया जाता है, जिस पर सस लगना चाहिये, लेकिन सरकार को इस समय नहीं मिल पा रहा है। इसलिए शिड्यूल में हाथीदाँत को भी इन्क्लूड करना चाहिए।

मंत्री महोदय ने कहा है कि वह इस बारे में तफसील से गौर करेंगे। उनके पास ग्रफसरो की इतनी बड़ी पलटन है। अगर वह 1947 से लेकर आज तक इस पर गौर नहीं कर पाये हैं, तो क्या अब वह बीस बरस बाद दाद गौर करेंगे ?

मेरा संशोधन यह है कि शिड्यूल में एनिमल स्किन और टस्क को भी रख दिया जाये। इससे यह क्लोज मीनिंगफुल हो जायेगा।

SHRI ANNASHIB SHINDE : With regard to the amendment of the hon Member, regarding 'animal skin', if the hon. Member is good enough to look to the old Schedule of this Act he will find there is already a provision in this regard. There is item 10, hides raw, and again item 15, skins raw. This amendment is already a part of the law and therefore this is unnecessary. In the original Act itself there is a schedule and there is a list of about 21 items there. Items 10 and 21 specifically refer to this item. This is only an amendment to the original Act and already there is this provision in the original Act.

Now, the only item that is not covered and which the hon. Member now wants, is tusks. Now, principally, I have no objection to this, but lot of consultations would be necessary with the Planning Commission and customs offices and there are various implications which will have to be examined, and I can assure the hon. Member that we will examine all this and all the commodities which can be brought under this. As I have already indicated, in the interest of agricultural research in this country it is necessary and desirable to

bring in as many commodities as possible which could be taxed so that this cess may be leviable and income augmented. But these are things which would require deeper examination and therefore I would request the Hon. Member to withdraw his amendment. He will look into this subject with other commodities at a later stage.

MR. CHAIRMAN : I will now put amendment No. 2 of Shri Jha to the vote.

*Amendment No. 2 was put and
negatived.*

MR. CHAIRMAN : The question is :

"That clause 7 stand part of the Bill".

The motion was adopted.

Clause 7 was added to the Bill.

Clause 1, the Enacting Formula

*and the Title were added to
the Bill.*

SHRI ANNASAHIB SHINDE : I beg to move :

"That the Bill be passed".

MR. CHAIRMAN : Motion moved :

"That the Bill be passed".

श्री शिव नारायण (बस्ती) : अध्यक्ष महोदय, जिस बात के लिए यह बिल लाया गया है उसके लिए बिल पहले से मौजूद है और 4 हजार रुपये के लिये गवर्नमेंट 50 हजार रुपये खर्च कर रही है बिल्कुल अननसेसरी। सरकार को चाहिये था कि ऐग्रीकल्चरल के डेवलपमेंट में मदद करे, पैदावार इस देश में बड़े देश के एक कोने से दूसरे कोने तक अनाज पहुँचे, तो आप को तो इसमें मदद करनी चाहिये जिस से कि किसान अपनी पैदावार कौर बढ़ाए और आप जो अमेरिका से गेहूँ और बर्मा से चावल मंगाते हैं वह मंगाना बन्द हो। इतना वेस्ट क्यों कहते हैं ? इतना मनी अननसेसरी

खर्च कर रहे हैं। 500 मेम्बरों की तरफ़ाह और भत्ता जोड़िये कितना होता है। गवर्नमेंट को सोचना चाहिये। यह अननसेसरी बिल यहाँ क्यों ले आई ? इस तरह इतना टाइम वेस्ट करते हैं, मनी का लास करते हैं, यह अननसेसरी बर्सेन आन दि कन्ट्री है। इस लिए मैं इसका विरोध करता हूँ और मैं चाहता हूँ कि वह इस को बिदड़ा करे।

SHRI ANNASHIB SHINDE : Is there any need to reply to these points ? I have already explained and covered all these points.

MR. CHAIRMAN : The question is :

"That the Bill be passed".

The motion was adopted.

16.58 hrs.

Taxation Laws (Amendment) Bill.

THE MINISTER OF STATE IN THE
MINISTRY OF FINANCE (SHRI VIDYA
CHARAN SHUKLA) : I beg to move :

"That the Bill further to amend the Income-tax Act, 1961, the Wealth-tax Act, 1957, the Gift-tax Act, 1958 and the Companies (Profits) Surtax Act, 1964, as reported by the Select Committee, be taken into consideration."

This Bill was introduced in the House during the monsoon session of 1969, and this House is in its wisdom referred this to the Select Committee. The report of the Committee was presented to the House by the Chairman on the 3rd August. The Committee held about 31 sittings, examined a larger number of memoranda, I think, about 88, and about 42 institutions and individuals were examined as witnesses, and they went into this Bill in great detail. I must congratulate the Select Committee for the very thorough work that they have done as regard this very important Bill. The Select Committee has made good many changes in this Bill. Rather than tire the House with the details of the Bill which containing about, 74 clauses. I would only in brief indicate the changes that have been made by the Select Committee.

सभापति महोदय : मैं एक सूचना देना चाहता हूँ। प्रधान मंत्री जो पांच बजे स्टेटमेंट करने वाली थीं वह अब 5 बजेकर 55 मिनट पर करेंगी।

SHRI VIDYA CHARAN SHUKLA : I would like to draw the attention of the House to the reasons that have been given by the Select Committee and the changes made by the Select Committee.

The Bill as introduced in this House last year was drafted on the basis that it would be enacted into law before 31st March, 1970. Several provisions in the Bill which provided for tax concessions and relief in certain directions or impose additional obligations or liabilities on tax-payers were accordingly proposed to be made effective from 1st April 1970. Since, however, the Bill could not be passed during the financial year 1969-70, the Committee has recommended that the provisions of the Bill should, unless otherwise specified, come into force on 1 April, 1971.

The effect of this change would be that the provisions of this Bill will apply generally from the assessment year 1971-72.

The one important change that has been made by the Select Committee relates to the restoration of the procedure for registration of partnership firms for the purpose of assessment of income-tax.

As hon. members are aware, firms which get themselves registered under the special procedure laid down in the Income-tax Act are accorded preferential treatment as compared to firms which are not so registered. Now the Bill as originally introduced sought to replace the procedure by a new procedure of recognition. The change was proposed on the basis of the recommendations of the ARC and of Shri S. Bhoothalingam.

During the evidence of various witnesses and other peoples who came before the Select Committee, they almost unanimously disapproved of this recommendation and this provision in this Bill, and the majority of the Members were also not in favour of incorporating this new provision. Therefore, we thought it might result in hardship to certain partnership firms, and the Select

Committee, after careful consideration, restored the original procedure for registration of firms. I think the amendment made by the Select Committee is healthy one and we should all accept it.

The Bill, as originally introduced, contained a provision that firms will not be entitled to recognition under the Income-tax Act if any of its partners was a benamidar of any other partner in relation to his share in the income or property of the firm. This condition was however not applicable as between partners of a firm related to one another as husband and wife or parent and child where the child was a minor. As a result of the restoration of the old procedure of recognition of partnership firms, the Select Committee has transferred the above provision to the existing provision in the Income-tax Act relating to the registration of firms. I think this recommendation of the Select Committee should be welcomed to all members of the House. But Shri N. K. P. Salve has appended a Minute of Dissent as far this particular matter is concerned. He has expressed the view that the general law of the land which allows *bona fide* transaction through benamidaracts should not be disturbed.

Now this is not an argument which can easily be accepted. There might be certain provisions or certain or certain laws under which certain benamidars may be able to function, but as far as the income-tax law is concerned, I do not think the House or Government can allow benamidars to function, particularly in partnership firms where the partnerships are formed or registered only to distribute profits. Here if the partners know that a particular partner has got another partner as a benamidar and thus help him to reduce his tax liability, it would not be proper to relieve them of the additional tax liability which we have provided for in this Bill. Shri Salve's argument is that it is likely that in certain cases all the partners may not know that one of the partners has introduced a benamidar in the partnership. This is very difficult to understand as to how it could happen, because mostly in partnership firms the partners know each other very well. The number of partners is also limited; if there are 6 and 7 partners, they know each other, how much share each

holds and whether the shareholding is genuine or through benamidar. Therefore, I do not think any genuine difficulty would be caused by introducing this reform which the Select Committee has suggested. Hence I think it would be better if the provision that has been made, which will act as a deterrent provision, is accepted by the House.

The Select Committee has also recommended certain change with a view to removing some practical difficulties experienced in the operation of the scheme of registration of firms. I will not go into the details of it, but this, I am sure, will relieve the difficulties experienced by the partnership firms and should be welcome to all.

The Select Committee has also recommended a few changes in the provisions of the Bill relating to tax exemption and the remuneration of foreign technicians employed in India. Under one of these changes, the business and industrial management experts or technicians having specialised knowledge and experience in the distribution of electricity or other forms power or in poultry forming will not be entitled to exemption under the Income-tax Act on their remuneration.

Another change is that the period of exemption on the Income-tax of the remuneration upto Rs. 4000 per month in the case of other technicians will stand reduced from 36 months provided in the Bill to 24 months.

These changes have been made on the consideration that while in our present stage of Industrial development it is not possible to dispense with foreign technicians altogether, the concessions admissible to them act as an in-built incentive to employ foreigners without due efforts to replace them by our own technicians who have the requisite training and experience. I welcome these changes and commend them to the House.

One of the provisions in Clause 8 of the Bill seeks to provide for amortisation of certain preliminary expenses incurred by Indian companies. It was represented that the benefit of this provision should be extended to all other categories of resident

taxpayers. The Select Committee has accepted this view, but in order to prevent misuse of this concession, it has suggested that in the case of taxpayers other than companies or co-operative societies, the concession would be available only if the accounts for the relevant period have been audited by a Chartered Accountant.

As the Hon'ble Members are aware, under the provisions of the Bill, as introduced, the expenditure qualifying for amortisation was subject to a ceiling limit $2\frac{1}{2}$ per cent of the "capital employed" *i. e.*, the aggregate of the issued share capital, debentures and long terms borrowings. In the context of extension of the benefit of amortisation of preliminary expenses to non-corporate resident taxpayers, the Committee has recommended an alternative ceiling equal to $2\frac{1}{2}$ per cent of the "project cost" *i. e.*, the actual cost of the fixed assets, being lands, buildings, lease-holds, plant, machinery, furniture, fittings and railway sidings. Indian companies will, however, have the option to choose either the "capital employed" or the "project cost" as the basis for determining the ceiling applicable in their case.

In his Minute of Dissent, Shri Salve has suggested that the Committee should have decided upon the further items of expenditure qualifying for amortisation and not left this for determination by the Central Board of Direct Taxes. Looking to the particular position and the situation as it exists, I think it would be better that this matter is left to the Central Board of Direct Taxes rather than spelling out everything in the law itself. Hon'ble Members will appreciate that in the context of the complexities of economic operations in a developing economy, it is not possible to foresee all situations that may require the enlargement of the scope of this clause. Therefore, I think that the situation should remain as it is.

[MR. SPEAKER *in the Chair*.]

Sarvashri Salve, Dandekar and Somani have also objected to the proposal that amortisation of Preliminary expenses in respect of feasibility reports, project reports, market survey or other survey reports or in respect of other engineering services should be subject to the condition that the

[Shri Vidya Charan Shukla]

services in connection therewith are rendered by a concern which is approved by the Board. They have suggested that the requirement of approval of the concern by the Board should be dispensed with. I do not think this view is correct, as far as the present situation goes.

I think the provision that this should be subject to approval by the board should be retained. Shri Dandekar and Shri Somani have suggested that the ceiling of 2.5 per cent on capital employed or the project cost over the preliminary expenditure with will qualify for amortisation is unrealistic; they have suggested that either there should be no ceiling at all or it should be raised to five per cent of the project cost in the case of companies five per cent of the capital employed, whichever is greater. Further where the total amount of qualifying expenditure does not exceed Rs. 2 lacs, the whole amount should be allowed to be amortised even if it exceeds the aforesaid percentage limits.

This point was gone into in great detail by the Select Committee and studies made for the purpose showed that the proposed ceiling would not be disadvantageous in the large majority of cases. As the House is aware, amortisation of preliminary expenses represents a new area of tax concessions to businesses. It is therefore necessary to proceed cautiously and guard against the provision becoming a tax shelter. I would therefore commend the majority view of the Select Committee in this matter.

Another provision in clause 8 of the Bill as introduced sought to provide for amortisation of expenditure incurred in the shifting of industrial undertakings. The Select Committee felt that the shifting of factories from one State to another with a view to avoid the application of local laws should not be encouraged through the grant of tax concession and has therefore recommended that the provision should be omitted from the Bill. Shri Dandekar and Shri Somani have in their minute of dissent objected to this omission. In their view the misuse of this concession could be avoided by making a further provision, that the consent of the State Government

should be taken. Our view is that rather than making this matter complicated by making such a provision, the recommendation of the Select Committee that this provision should altogether be omitted from the Bill is a right one and we should agree with the majority recommendation of the Select Committee.

The last provision in clause 8 of the Bill which sought to provide for amortisation of expenditure on prospecting for and development of specified minerals in the case of Indian companies has also been modified by the Committee. The benefit of amortisation of such expenses will now be available not only in the case of Indian companies but also in the case of other resident non-corporate taxpayers. As in the case of preliminary expenses, this tax concession will in the case of resident non-corporate taxpayers other than co-operative societies be subject to the requirement that the accounts of the taxpayer for the relevant period have been audited by a chartered accountant. This provision has been further liberalised in another direction. Under the original provision the qualifying expenditure was allowed against profits arising from the commercial exploitation of the mineral of minerals in respect of which the expenditure was incurred and could not be set off against profits derived from commercial production of the same mineral or minerals already established by the taxpayer. The amended provision would permit the setting off of the qualifying expenditure against the profits of an already established business in respect of the same mineral or minerals.

In this connection, I should like to point out that as a result of another amendment in clause 58 of the original Bill, the benefits of amortisation will also be available with reference to the expenditure on prospecting for and development of bauxite and other aluminium ores. In their minutes of dissent Shri Dandekar and Somani have suggested that the benefit of the proposed concession should be extended to foreign companies, especially those qualifying as domestic companies for purposes of income-tax. This point was carefully considered by the Select Committee who came to the conclusion that it

would not be justifiable to encourage foreign companies to enlarge their operations in mining industry in India through the grant of a tax concession. I am in full agreement with the majority view of the Select Committee on this point.

Another clause which has been modified by the Select Committee is the original clause 14 which sought to provide that the income derived from property converted into joint family property would be deemed to be the income of the transferor to the extent it was attributable to the share of the individual transferring the property and the shares of his spouse or minor sons.

This is rather technical, but this is important because under the Hindu law, an individual being a member of Hindu undivided family can impress his separate or self-acquired property with the character of joint family property or throw it in the common stock of the joint family. Further, the self-acquired property thus converted into joint family property may be partitioned among the members of the family including the spouse or minor sons of the individual. This affords scope for reduction of tax liability by claiming separate assessments in respect of income from the property in the name of the family when joint and of the individual members after a partition. The provision in this clause seeks to put a curb on the practice of reducing the liability by individuals through this device and would be applicable regardless of whether the converted property continues to remain the joint family property or is partitioned among the members of the family.

Under the bill as introduced, these provisions were to apply in relation to income derived from property converted at any time after 31st March, 1965, but the assessment of such income as the income of the transferor was to be made only for the assessment year 1970-71 and subsequent years. There was also a provision that the new clause would not apply where the income-tax officer was of the opinion that such a course was not likely to result in a benefit to the revenue.

The Select Committee has recommended some modifications in this provision. One of these is that the provision should apply only with reference to property with his converted into joint family property after 31st December, 1969. The Committee has suggested that the income from converted property covered by the provisions should be charged to tax as the income of the individual in all cases, regardless of the position whether or not this would be beneficial to the revenue. The Committee has further recommended that the provision should apply prospectively from the assessment year 1971-72 instead of from the assessment year 1970-71.

Some Members of the Select Committee have recorded Minutes of Dissent on the above proposal. Shri Tenneti Viswanatham, Shri N.C. Chatterjee, Shri Beni Shanker Sharma, Shri Y.N. Kushwaha, Shri Kanwar Lal Gupta and Shri J.J. Shinkre have suggested that the proposed provision would mean unnecessary interference by Government with the laws of the Hindu community as such and the best course would be to omit the provision altogether. In their opinion, the minimum that should be done is to restrict the operation of the provision only to such cases where the converted property is partitioned among members of the family thus resulting in an indirect transfer of a part of such property to the spouse and minor sons of the transferor. Shri Tenneti Viswanatham and Shri N.C. Chatterjee have further suggested that, in any case, the operation of the clause should be confined to cases of conversion of property taking place after the date on which the present Bill becomes law.

The criticism that the proposed provision would amount to unnecessary interference with the personal law of Hindus does not appear to be well-founded. The clause does not seek to bar the conversion of separate property owned by members of the family into joint family property but would only regard the income from such property, to the extent specified, as income of the transferor. The acceptance of the suggestion that the provision should apply only with reference to conversions made after the present Bill is enacted into law, would defeat, at least

[Shri Vidya Charan Shukla]

in part, the objective behind the Bill. An anti-avoidance measure like this should necessarily apply with reference to a past date, as otherwise, it would give an undue advantage to persons who, being in the know of the impending change, arrange their affairs so as to reduce their future tax liability. An indication that a provision on the lines of this clause would be made in the Income-tax Act was given by the Finance Minister in his budget speech for 1969-70 on 28-2-1969.

On a balance of considerations, I feel that the proposals made by the Select Committee in this behalf are reasonable and would, therefore, commend the same to the House.

Clause 34 of the Bill, as introduced, sought to make some important changes in the procedure for completion of regular assessment. Under the original scheme, the Income-tax Officer was empowered to make a summary assessment. Under sub-section (1) of section 143 of the Income-tax Act on the basis of the return and the accounts and documents accompanying it, after making adjustments for arithmetical errors and for obviously admissible or inadmissible items and after giving effect to be brought forward loss and unabsorbed depreciation on the basis of the past record of the taxpayer. Such summary assessment could be made without calling the taxpayer or asking for the production of books of account, and would have been final except where it was taken up for further scrutiny and, on hearing the taxpayer and examining the evidence, it was found that the assessment made originally was incorrect, incomplete or inadequate in material respects. In the latter case, the Income-tax Officer could make a fresh assessment during the normal period of limitation of two years. An appeal was also provided against the summary assessment made in the manner aforesaid.

41

The Select Committee has made some important modifications in the scheme. It has now been provided that in a case where a summary assessment is completed without requiring the presence of the assessee or the production of any evidence by him in support of the return, it would not be open to the Income-tax Officer to initiate proceed-

ings for examination of the accounts and other evidence and to make a fresh assessment on the basis of such examination. In other words, a summary assessment made under sub-section (1) of section 143 would be final and would not be reopened except under the existing provisions of section 147 of the act; that is to say, only in cases where the Income-tax Officer has reason to believe that the income has escaped assessment or has been under-assessed. In this connection, it has been pointed out that the Income-tax Officer can under the existing powers available to him, call for the books of account in respect of the relevant account year as well as for three earlier years and if, on the basis of such examination, he comes to a finding that the income for the earlier year has escaped assessment, he will be in a position to initiate re-assessment proceedings under section 147 and section 148. In order to guard against a situation where the taxpayer may withhold the accounts of the earlier years so as to frustrate initiation of re-assessment proceedings, the Committee has, however, suggested that the punishment on conviction before a court for such default should be rigorous imprisonment upto one year and also fine.

Shri N. K. P. Salve has expressed serious doubts about the effectiveness of the provision as proposed by the Select Committee. In the first place, he has argued that it would be unjust to hold a taxpayer liable for meeting the tax liability which is determined by the Income-tax Officer without giving him an opportunity of adducing evidence in support of his return. Secondly, he feels that in actual practice, the Department may not be able to initiate re-assessment proceedings under sections 147 and 148 in the case of dishonest and fraudulent taxpayers, in view of the serious limitations placed on the applicability of those two sections by judicial pronouncements. The essence of his proposal is that the summary assessment made under section 143(1) should not be a final assessment and a taxpayer who disputes such assessment should in fairness, be given an opportunity to be heard by the Income-tax Officer. In the meanwhile, the taxpayer should be liable to pay tax only the undisputed income. Likewise, according to Shri Salve, the Income-

tax Officer should also have the option to take up the summary assessment for review without resorting to the strict provisions of section 147.

I feel that there is considerable force in the arguments put forth by Shri Salve, I would, therefore, particularly like to seek the guidance of the House in the matter.

The Select Committee has substantially modified the provision relating to prosecutions for tax offences. The Committee has recommended that failure to furnish the return or to produce documents would be punishable only when such failure is wilful.

The Committee has also recommended that the punishment for failure to furnish return of income, whether voluntarily or in response to a notice issued by the Income-tax Officer, should be either rigorous imprisonment upto one year or fine ranging between a minimum of Rs. 4 per day of the default and maximum of Rs. 10 per day, or both, according to the discretion of the court. As regards defaults in furnishing the return of income voluntarily, the Committee has recommended that these should not entail prosecution unless the net tax payable on the total income as determined in the regular assessment exceeds Rs. 3,000. In regard to defaults in producing the books of account and other documents called for by notice, the punishment recommended by the Committee is rigorous imprisonment up to one year or fine or both. However, in cases where the account books called for by notice relate to an earlier year for which a summary assessment has already been made under section 143(1), the punishment for failure to produce such accounts should be of a more deterrent character, namely, both rigorous imprisonment upto one year and fine. The last mentioned recommendation of the Committee will have to be viewed in the light of the decision that this House may be pleased to take in regard to the Minute of Dissent of Shri N.K.P. Salve on the new scheme of regular assessments.

The Select Committee has liberalised some of the provisions of the Bill granting tax concessions and relief in certain directions. I would not tire the House by going into these provisions in detail. The object behind these proposals is laudable and I

hope these will be welcomed by all sections of the House. With these observations I move :

"That the Bill further to amend the Income-tax Act, 1961, the Wealth-tax Act, 1957, the Gift-tax Act, 1958 and the Companies (Profits) Surtax Act, 1964, as reported by the Select Committee, be taken into consideration."

MR. SPEAKER : Motion moved :

"That the Bill further to amend the Income-tax Act, 1961, the Wealth-tax Act, 1957, the Gift-tax Act, 1958, and the Companies (Profits) Surtax Act, 1964, as reported by the Select Committee, be taken into consideration."

SHRI S. M. BANERJEE (Kanpur) : It is a long speech. It should be circulated to us so that we are able to speak on this tomorrow.

MR. SPEAKER : The Minister has only summarised the Report of the Select Committee.

SHRI N. DANDEKER (Jamnagar) : Mr. Speaker, Sir, I agree with the Minister that the Bill has come out of the Select Committee with considerable improvements in many directions and if I criticise some of the provisions, as they have now emerged, it is only in an endeavour to improve the Bill further, having regard to the main objectives of the Bill, namely, on the one hand rationalisation and simplification of law and procedures and, on the other tightening up against tax avoidance and, certainly, against tax evasion.

The observations made by the Minister lead me straightway to deal with only some of the more important matters arising out of the Bill, as reported upon by the Select Committee. There are many others which I shall not touch upon now, but I shall take the liberty, in the course of the clause-by-clause consideration, to deal with them, because they are comparatively matters of detail. It is therefore only the more important things that I am now going to talk about.

[Shri N. Dandekar]

I will go straightway to the question of greater restrictions intended to be placed on the emoluments of foreign technicians by the provisions contained, in clause 3 of the Bill. The main object is one with which I am in whole-hearted agreement. But I think we ought to keep in mind that whereas, on the one hand, there is much to be said for restricting the field of technical competence, concerning which we need to have technologists coming in from outside for assisting the industrial growth and development of this country, there is equal need on the other hand, for us not to be foolish by refusing to pay to the technicians the kind of salaries and perquisites that are today the level of emoluments upon which alone they will be attracted to come to this country for the reduced period of 24 months that is now intended. I had occasion only some weeks ago to go abroad; and among the various things that I concerned myself with was, in fact, this question of availability of competent personnel within the restricted fields we intend to employ them in future on the basis of tax concession and the kind of remuneration that they would expect they ought to get before they would come over and thereby accept an interruption in their career in their own country. I think the Government has not appreciated the fact that if we want really competent men to come over, those men must necessarily be competent in their country where, therefore, they command considerable salaries, perquisites, allowances and so on. I am sure the Minister agrees that we do not want incompetent or even second-role men to be brought over; we want men who are really competent. If so, we should be prepared to pay them a salary that ought to be paid to competent men, such as will be paid to them in their own country *plus* a little more for two reasons. Firstly they naturally expect a little more for coming over to India, because it is natural for anyone who is offered employment outside his own country that he intends to get a little more abroad than in his own country.

The Second reason is even now important in the case of really Competent men. I had, in fact, talks with several technicians with

in the age groups of 40 to 50; and they all said that it was just the time when they would not like to leave their country because a gap at that stage in their career could have very serious adverse repercussions upon their prospects in their own country. The maximum period during which they could be employed in India wholly free of tax is 24 month plus another short period when the employer could pay their tax so that so far as the employee is concerned, the extended period is also free of tax. The period in my judgement is long enough but from their point of view, if you are wanting a competent man to come out, not only must you pay an adequate salary and a little more but you must take it worth his while to take the risk of a break in his career and prospects in the country from which he comes. Today Rs. 4,000 p.m. is approximately equal to £2,500 per annum and you cannot get a competent person on £2,500 in UK, USA, France, Germany or anywhere else that matters. I stress the word, 'competent'. You can get technicians of a sort, third or even second raters, without much difficulty. But if we are going to make this concession for the perfectly legitimate reason that within a certain narrow scope of technology we want to have really competent men coming over, this sort of salary is by no means the kind of salary upon which they will be attracted to come. 29 repeat I agree that the field of technology in which we want to import men should be restricted and the period for which we import these gentlemen should also be restricted because we must keep our own technological men on their toes, get them trained and get them to take over. But granting all that, for heaven's sake, let us make it worth their while and persuade really competent foreign technicians at the proper level of age and experience to come out to this country and take jobs of the kind that is intended here.

Now, Sir, I will turn to clause 8 and to the new section 35D that is proposed to be introduced in the Income-tax Act. It is an admirable provision. The purpose of it is also admirable. Quite briefly, for those who are not connected with either industry or accountancy, the clause is this: that Preliminary expenditure concerned with the examination of a business proposition, setting up of an undertaking, formation of a

company, etc., a whole range of such expenditure is involved which was hitherto regarded as of a capital nature, but was not however, chargeable either at once or over a period of time against revenue. The intention now is to amortise it over a period of time against revenue. I agree, it is a perfectly good provision but like all good things that the taxation department ventures upon, they do so in such a slow and halting way that a good deal of the intended benefit does not accrue. There are two or three directions of a major kind in particular in regard to which, I feel, this proposal does require relaxation a little further.

But before I deal with these, I would like to take exception to the provision requiring the approval by the Central Board of persons of professional competence rendering services. Whether it is in the preparation of a feasibility or an "economics" report on the project, whether it is on the technical study of the project, whether it is for preparing a market survey or research report on the project, technical people will not be allowed to do this unless they go to the Central Board of Direct Taxes which knows nothing at all about these matters, nothing whatsoever and seek their approval as regards their competence to handle this particular matter. It seems to me a ridiculous thing and we are making ourselves a laughing stock in the world when we stipulate that a firm of consulting engineers needs to be approved by the Board of Direct Taxes as to its competence to undertake a consultancy assignment of a technical nature in regard to the engineering or technical feasibility of a project. Even a firm of Chartered Accountants or Cost Accountants would need the approval of the Central Board of Direct Taxes before it can undertake a feasibility study, a financial feasibility study, a study on profitability etc. for a particular factory and so on. I do suggest that this is non-sense, no less than complete nonsense, to incorporate this kind of provision regarding these technical reports in different branches, technical feasibility, market survey and research, financial feasibility and profitability—I myself undertake profitability and financial feasibility studies for

persons who care to consult me. I am a Character Accountant; nevertheless. I am supposed to go to the Central Board of Direct Taxes and seek their approval that I am competent to undertake these assignments surely it is my customer, it is my client, who is really going to decide it. It is the man who is going to pay me—he is not going to pay me for nothing—he is going to engage and to pay only the person who he thinks is competent to undertake these particular technical studies, whether it is market research or whatsoever sir I do suggest that this provision requiring the prior approval of the Board of Direct Taxes to employ a particular consultant so that that consultant must first be an approved person is meaningless nonsense of a kind that we ought to be including in in our taxation laws in this year 1970.

As regards the content, the things that go to make up these preliminary expenses which have to be amortised—there are a number of matters of detail upon which I will touch now but in the course of clause-by-clause consideration;—but what I am concerned with now is the overall limit, the ceiling upto which alone the expenses or the expenditure will be allowed to be amortised against revenue. The Central Board of Direct Taxes undertook a study of a number of large concerns in this regard; and I am quite convinced that their arithmetic is right. They have come to certain conclusions over a certain number of concerns as to what is the proportion, expressed either in terms of capital employed or in terms of project costs, of preliminary expenditure that needs to be amortised. But I wonder how many cases they have examined of the small fellows. The policy of the Government of India, tom-tommed about for the past 9 months, if not longer, is to say, 'We do not want these big industrialists in India. We are going to circumscribe the area in which the big industries will operate.' I am not going to go into the merits of that. But I am fully in agreement with the positive side of this picture, namely, that the Govt. are out to encourage the middle and small scale, industrialists, the self-employed engineer, the businessman who is prepared to take the risk to put up a little plant of Rs. 10 or 15 lakhs. Within the limit of 2½% of Rs. 15 lakhs you cannot cover the small man's preliminary expenses,

[Shri N. Dandekar]

embracing any kind of technical examination of the project or any kind of financial study or market study. I must warn the Minister that most of the small industries fail because of the lack of these early studies. Slowly they are beginning—I again speak from my experience—slowly they are beginning to consult technical people before they set up an industry. They have even started consulting technical people either in regard to an engineering study or in the lay-out of the project or in the profitability study or market research, more especially as regards the requirements of fixed and working capital, and how to raise it, any number of such things; the omission to undertake such technical studies is now beginning to be well known as the main reason because of which small industries fail in this country.

These small units will get little benefit under this provision—at least, not the benefit that they ought to get. That is why, Sir, I have said in the Minute of Dissent that the ceiling must be raised at least up to 5 per cent of the capital cost of the project or 5 per cent of the capital employed in the project or an amount not exceeding 2 lakhs, whichever of these is the greater sum. This will remove the small industries from the grip of 2½ or 3 or 5 per cent or whatever it is, and it will make it possible for them to really employ competent persons to advise them before they start setting up the industry in the wrong way and suffer for the rest of their lives.

Next, Sir, I would like to deal with another new provision, a very fine one! This too is Clause 8, which proposes to introduce a New Section in the Income-Tax Act, 35-E for Amortisation of Expenditure incurred in prospecting, surveying and proving mineral resources. An excellent clause! But again, Sir, they have so devised this clause that some of the largest operators in our country will not get the benefit. They have got an admirable definition in the Indian Finance Act of 1970 to secure that if there is not to be discrimination between an Indian Company and a foreign company that is called a 'domestic company' as there so defined, then that company even if it is foreign, whether American or of any other country, provided it complies with

certain conditions, would be treated in the matter of taxation in exactly the same way as an Indian company. Now, Sir, my submission is this, that a domestic company, as so defined, ought to fall within the purview of this desirable new provision. It is not as if our mineral resources are being exploited to the full. The capital involved is colossal; the prospecting, proved and other abortive expenditure is considerable and so on; at least I know of one such instance—though there may be half-a-dozen others, of which I don't know. It is not as if this country is so well developed in regard to its mineral resources that we can ignore some of the big operators in this field. And therefore it is, Sir, that I would say that there is no justification whatsoever for discriminating against such development, when undertaken by such companies except only on the principle of cutting one's nose to spite one's face.

This question of the treatment of foreign companies operating in India in regard to taxation matters has presented considerable difficulty in the past; and this excellent formula of a category of companies called "domestic companies" was devised by the Central Board of Direct Taxes, which set out the condition which the foreign company must conform to, if it expected to get the same sort of taxation treatment as an Indian company under the Indian Finance Act. I think it is Section 2, subsection (6) and perhaps Clause (b) of that sub-section of the Finance Act.

Now, having found this way of making it possible,—if the foreign company will comply with our necessary pre-conditions,—of making it then possible to treat it as an Indian company. I see no reason whatever for the discrimination that is intended here.

Now, Sir, I would go on to the much-debated Clause of this Bill Clause 16. This is about Hindu Undivided Families. To begin with I think even those who are not technically informed ought first to know, in the simplest words that I can muster, what the problem is. The problem is simply this. There is a procedure for tax-avoidance by which a person can first impress upon his separate property the character of Joint Hindu Undivided Family, where upon it

becomes the property of Joint Hindu Family, and then subsequently the person partitions that family property so that he and his wife and his minor children (or she and her husband and the minor children) get a share of what this person has put into it, thereby doing in a round about manner what for taxation purposes this person cannot do directly, namely, transfer his property to his or her spouse and minor children. There already exist provisions in the Income-tax Act by which if a person transfers to his spouse or to his minor children any property without adequate consideration the income of such property is assessed in his hands. Many assesses have been getting round this by first impressing upon their property the character of the Hindu undivided family property and then partitioning it and thereby getting that property in the end where they wanted it without its income being aggregated with their own income. I agree that this ought not to be allowed. One is clear about the principle that transfers of property one way or another to one's wife and minor children with a view to avoiding taxes and so on ought to be inhibited and the tax consequences of it ought to be neutralised.

But the provision that is proposed have stops half way. It does not say that if a property goes to the Hindu undivided family and we the family to the wife and children, then the income of such property shall be aggregated with that of the transferor. If it said that, then I would have no quarrel with it. But what it says is that when this property goes into the undivided family, regardless of whether there is any subsequent partition or not the share of the income from that property attributable to the husband the wife and children shall be included in the income of the transferor.

Sir, in the first place, in the case of a Hindu undivided family, no part of the income is attributable to any one individual member. It is a complete misunderstanding of the law relation to Hindu undivided family to speak about the share of income or share of the property attributable to any one particular member of the coparcenary. There is on such thing. In the money or the income and the property belong

to the Hindu undivided family the individual coparceners have only a contingent share (equal to a certain proportion) if and only if a partition takes place but not otherwise.

But, sir there is even more to it than more it technical objection. It is going to take years in this country before we can provide the kind of necessary amenities to the public, at public expense which we all agree are desirable, such as pre-natal care, child birth, care of children at state expense, education of children, unemployment benefit, widows' pension old age pension, and a whole lot of necessary social security benefit which, if the country could afford it, we should have and which those countries that can afford do have; it is going to take many years before this country can afford it. Let me not go into the reasons for it. But today what is the substitute for all those things? Who provides maternity welfare? Who provides child welfare and education? Who provides hospital expenses? who provides marriage expenses? Who provides old age pension? Who provides widows' pension? Who provides all those things? In India, at any rate, so far as the Hindus are concerned, the Hindu Undivided family is the biggest insurance society or cooperative insurance society, multipurpose mutual insurance society that exists in this country. Suppose X or Y or Z, a member of such a co-operative society or multipurpose co-operative society says; "I am going to put some of my wealth into it in the hope that the other members will also come in with whatever they can afford, in the hope that this pool, the insurance fund of this group may swell", what is wrong with it? The wrong begins only when this is done for the purpose of subsequent partitioning and partition takes place actually. I say I have no defence for that sort of case. But so long as there is an impressing of "joint Hindu family property" character upon separate properties of members, so that this co-operative insurance society and its funds grow, and so long as the State cannot do a thing to offer substitute services of that kind, to object to this is quite undefensible. I think this is the most remarkable example of being unable to see the

[Shri N. Dandeker]

true character and the true worth of this Hindu joint family system in this country. Therefore, Sir, I have very strong objections to this clause as it stands.

Finally, I come to clause 30 which is concerned with the introduction of the summary assessment procedure. When I first saw this, I rather liked it. I felt it would loosen up the time limitations on the taxation machinery so that where obviously there were honest assessee and on the whole their record seemed to be all right, the returns seemed to be all right, the I.T.Os could go ahead and make an assessment with reference to the record, return and any statement of account filed with the return. But the more I have studied this, the more I am inclined to agree with the very clear Minute of Dissent on this particular matter appended by Shri Salve. The consequence of this summary procedure will be that you will have an enormous number of appeals because of the temptation of the ITO for every conceivable reason he can find in the records. You cannot get a way from this that there is a certain character, certain trend which income-tax authorities have acquired in recent years in this country, reinforced by recent developments arising out of audit of income-tax revenues. I have talked with a number of ITOs. They say, 'To hell with it; we are not going to risk being accused by audit, accused by inspection, accused by the Appellate Asstt. Commissioner, accused by everybody all round, of being either stupid or corrupt or both'. Every Income Tax officer, with whom I have discussed this I know a lot of them; I was myself in the department—feels this way.

Therefore, even on the basis of the return and accompanying statements and the record if they make an assessment, many more assessments will go up in appeal. But that perhaps would not matter. But what will matter is that the Appellate Asstt. Commissioners will in these cases become the assessing officers, because assessee who are shabbily treated or feel they are wrongly treated, will require the Appellate Asstt. Commissioner to look into their accounts, to look into the balance sheets, to look into a whole lot of things, all the evidence which they could have proposed before the ITO

but did not have the opportunity produce. The Appellate Asstt. Commissioner will in fact become the first assessing officer. In every case where an assessee disagrees with the I.T.O. because the assessment is ex-parte,—the assessment is in his absence, the assessment is summary,—every assessee who is dissatisfied will take the matter in appeal and he will make the Appellate Asstt. Commissioner the taxing authority. This will happen, and it is in that light that I hope the Minister will consider the further comments of Shri Salve. You are going to find it very difficult to reopen assessments under sections 147/148 for any reasons different from the sort of reasons for which you could have reopened those assessments under the present law.

I have very little else to add except to say that subject to these observations and some amendments which I shall put in at the appropriate stage, I think the Bill is a good one.

MR. SPEAKER : We will continue with this tomorrow. The Prime Minister will now make a statement.

17.53 hrs.

STATEMENT RE. STATEHOOD FOR MEGHALAYA

THE PRIME MINISTER, MINISTER OF ATOMIC ENERGY, MINISTER OF HOME AFFAIRS AND MINISTER OF PLANNING (SHRIMATI INDIRA GANDHI) : As the House is aware, some time ago we reorganised the State of Assam and constituted the Garo Hills and the Khasi and Jaintia Hills districts into the autonomous State of Meghalaya within Assam. This arrangement took into account the need to provide adequate scope for the political aspirations of the people of this area while preserving the overall unity of the State of Assam. The decision to grant Statehood to Manipur and Tripura, however, necessitated a fresh look at the status of Meghalaya. The Chief Minister of Meghalaya also urged that in the changed situation, Meghalaya should be made a separate State. Later, Shri K. C. Pant visited the north-eastern region and discussed this

matter with the Chief Minister and other Ministers of Meghalaya, as well as with the Ministers of Assam. Recently, the Meghalaya Legislative Assembly has passed a Resolution demanding full Statehood. On October 2, I was in Gauhati and further discussions were held with both the Governments. Taking these factors into account, Government have decided to accept in principle Meghalaya's demand for Statehood. We shall consider with sympathy the request of the Assam Government for assistance in building a new capital.

The need for a co-ordinated approach to the problems of the development and security of the north-eastern region gains further importance in view of the contemplated constitutional changes in this region. We are studying these problems to see what further measures are necessary. I propose to have a discussion with the Governor, Lt. Governor and Chief Ministers concerned regarding this and other connected matters in the near future.

Meghalaya came into existence with the goodwill of all sections of the House. I hope that the decision to raise it to Statehood will also be welcomed by the entire House.

SHRI KANWAR LAL GUPTA (Delhi-Sadar) : What about Delhi ?

अध्यक्ष महोदय, दिल्ली की पोलिटीकल एस्पिरेशन्स पूरा करने के लिए आप क्या कर रही हैं ? सारी जगहों को स्टेटहुड आप दे रहीं हैं लेकिन दिल्ली की पालीटीकल एस्पिरेशन्स के बारे में आप कोई ख्याल नहीं कर रही हैं। यह डिस्क्रीमिनेशन आप करना चाहती हैं। दिल्ली वाले कई बार प्रार्थना कर चुके हैं ? यहाँ पर जनसंघ है, क्या इस लिए आप इसको पूरा नहीं करना चाहती हैं प्रार्थना कल्याण कि इसके बारे में आप विचार करें और दिल्ली के लोगों की भावनाओं की कद्र करें।

अध्यक्ष महोदय : जब भी किसी स्टेट के बारे में कोई ध्यान आता है तो दिल्ली जरूर बीच में आ जाती है।

श्री कंवर लाल गुप्त : यहाँ का रेवेन्यू ज्यादा है, यहाँ की पापुलेषन ज्यादा है, फिर भी आप इस को स्टेटहुड नहीं देतीं।

MR. SPEAKER : This is a statement about Meghalaya.

SHRI BAL RAJ MADHOK (South-Delhi) : When the Bill on Maghalaya was brought before the House. I had pointed out that a sub-state was temporary alternative and the demand for a full state would come. Then it was said that I was a prophet of doom. If you are going to go on creating new States, this is going to lead to chaos. If the Government wants to do it, let there be a new states Re-organisation Commission which would go into all aspects and see that new States have to come into existence, they do so after due consideration and not under one pressure or other. While I have nothing to say against giving full Statehood to Meghalaya, I say this is wrong way and this is a way and this is going to lead similar demands elsewhere. Therefore, I suggest that a new States Re-organisation commission should be appointed to into the whole question, wherever demands for new States are coming up whether Telengana or elsewhere, so that we can have an orderly and considered new alignment of States all over the country.

SHRI SURENDRANATH DWIVEDI (Kendrapara) : We welcome this decision of the Government. I think they should give some serious thought as to how the entire hill regions in the frontier area should be administered and brought under one uniform system. We welcome this and we wish godspeed to the new State of Meghalaya.

SHRI DHIRESWAR KALITA (Gauhati) : As the Prime Minister has now declared that Meghalaya will be a full State, Shillong

[Shri Dhireshwar Kalita]

cannot remain the Capital of Assam State. So, Government should immediately provide Rs. 50 crores to shift the capital from Shillong to Gauhati. This should be also a part of the declaration. I want some commitment from the Prime Minister here and now.

SHRI BEDABRATA BARUA (Kaliabor): An announcement has also to be made about the assistance that the Centre has to give the shift the capital of Assam.

MR. SPEAKER: When the proper time comes, they will do so.

SHRI B.K. DASCHOWDHURY (Cooch-Bihar): While I welcome the decision about the State of Meghalaya, I would appeal to the Prime Minister to look into the case of Cachar District here and now. The whole of the Cachar District will be a truncated area, separated from the rest of Assam. It needs a special look.

SHRI KANWAR LAL GUPTA: The Prime Minister should reply to all the points raised here.

MR. SPEAKER: This is not a debate that I can ask her to reply.

SHRI BAL RAJ MADHOK: This is a very important statement and we have made some comments. We expect her to give some reply.

BUSINESS ADVISORY COMMITTEE FIFTY-THIRD REPORT

THE MINISTER OF PARLIAMENTARY AFFAIRS, AND SHIPPING AND TRANSPORT (SHRI RAGHU RAMAIAH): I beg to present the Fifty-third Report of the Business Advisory Committee.

18 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Wednesday, November 11, 1970/Kartika 20, 1892 (Saka).