

LOK SABHA DEBATES

(Tenth Session)



(Vol. XLI contains Nos. 41 - 50)

**LOK SABHA SECRETARIAT
NEW DELHI**

Price : Rs. 1.00

CONTENTS

(Fourth Series-Vol. XLI-10th Session, 1970/1892)

No.56, Tuesday, May 12, 1970/Vaisakha 22, 1892 (Saka)

	<i>columns</i>
Oral Answers to Questions—	
*Starred Questions Nos. 1562 and 1564 to 1567.	1-29
Short Notice Question No. 32	29-62
Written Answers to Questions—	
Started Questions Nos. 1561, 1563, 1568 and 1570 to 1590.	62-80
Unstarted Questions Nos. 9291 to 9324, 9326 to 9363, 9365 to 9398, and 9400 to 9438.	80-108
Re. Firemen's agitation on Southern Railway	198-99
Matter Under Rule 377—	
National food Congress ..	199-202
Re. Communal Disturbances in Maharashtra	272-03
Papers Laid on the Table	203-04
Business Advisory Committee—	
Fiftieth Report ..	204-05
University Grants Commission (Amendment) Bill	
Motion to consider as passed by Rajya Sabha; and	
Motion <i>re</i> Annual Reports of University Grants Commission	205-70
Dr. V. K. R. V. Rao	205-22
Shri P. G. Sen ..	223-27
Shri C. K. Bhattacharyya	227-33
Shrimati Suseela Gopalan	233-38
Shri Randhir Singh	238-47
Shri Bal Raj Madhok	247-59
Shri Onkarlal Bohra	259-46
Dr. M. Santosham	266-70

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

**Discussion *re* Aircrash of Chief Test Pilot
of Hindustan**

Aeronautics Ltd. . .	270-360
Shrimati Sharda Mukerjee	270-77
Shri Ranjeet Singh . .	277-82
Shri K. P. Singh Deo	282-83
Shri Shiva Chander Jha	283-86
Shri Samar Guha . .	286-88
Shri Brij Raj Singh-Kotah	288-89
Shri Swaran Singh . .	289-300

LOK SABHA

Tuesday, May 12, 1970/Vaisakha 22,
1892 (Saka)

*The Lok Sabha met at Eleven of the
Clock*

[MR. SPEAKER in the Chair]

ORAL ANSWERS TO QUESTIONS

PROFITS IN INDUSTRIES

+

SHRI KANWAR LAL GUPTA :

SHRI SURAJ BHAN :

SHRI SHARDA NAND :

SHRI ABDUL GHANI DAR :

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

(a) whether Government have made any survey to find out industries, Indian and foreign, which are making huge profits;

(b) if so, the details thereof;

(c) the steps taken by Government to check the rise in prices of commodities of daily use; and

(d) the steps taken by Government in the last six months to check the prices of such commodities ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI BHANU PRAKASH SINGH) : (a) to (d). A statement is laid on the Table of the House.

Statement

The Reserve Bank of India conducted a study on the finances and working of 1333 non-Government Public Limited Companies relating to the year 1965-66 and 1501 such companies relating to the

year 1966-67. They also undertook another study of 501 private limited companies relating to the year 1965-66 and 701 such companies relating to the year 1966-67. The result of these studies has been published in the Reserve Bank of India Bulletin for August, 1969 and November, 1969 respectively.

2. The above studies included working out of the gross and net profit (profits after tax as percentage of net worth) in respect of various industries. In the case of Public Limited Companies during 1966-67 the average profits after tax as percentage of net worth was 8.8%; the highest percentage was in the case of silk and rayon textiles (18.6%), followed by cement (14.9%), chemicals (13.9%). In the case of Private Limited Companies for the same year the average profitability ratio was about 11%, the highest being in metals, chemicals and products thereof (14.3%), followed by food stuffs, textiles, tobacco, leather and products thereof (12.5%).

3. In order to arrest any undue rise in the prices of commodities of daily use, various measures are taken, such as.

- (1) sustained efforts to accelerate production of agricultural as well as industrial commodities to meet the demand; imports are resorted to, where necessary.
- (2) Building up of buffer stocks.
- (3) Organisation of public distribution system for commodities of mass consumption like foodgrains, sugar and milk.
- (4) Imposition of price controls, either statutorily as in the case of vanaspati or informally as in the case of tyres and tubes, matches, soaps, etc.

- (5) Making available essential commodities through cooperative channels like super bazars, consumer cooperative stores.
- (6) Curbing excess demand through fiscal and monetary policies, such as tightening of bank advances in order to arrest speculative increases in prices.

श्री कंवर लाल गुप्त : अभी माननीय मंत्री महोदय ने बतलाया कि मैक्सिमम प्राफिट सिल्क और रेयान इंडस्ट्री में 18.6 परसेंट हुआ है, उसी तरह मेटल्स केमिकल्स और उस के प्रोडक्ट्स पर 14.3 परसेंट प्राफिट हुआ है। वास्तव में इन इंडस्ट्रीज में और कुछ और इंडस्ट्रीज में जो इंडस्ट्रियलिस्ट्स हैं वह इस तरह से अपने अकाउंट्स को मैनेजर कर के मैनेज करते हैं कि प्रफिट कम दिखाई देता है और इस कारण से प्राफिट को कम बतलाते हैं, लेकिन अपने घर का खर्च एंटरटेनमेंट, कन्वेयन्स और निजी खर्च उसमें डाल देते हैं। दूसरा तरीका यह है कि अपने डाइरेक्टर्स वगैरह की सैलरी बहुत लम्बी बौड़ी बतलाते हैं। मैं मंत्री महोदय से पूछना चाहता हूँ कि क्या वह कोई इस तरह का कानून बनायेंगे जिस के जरिये से प्राफिट पर सीलिंग हो जाये, यानी यह कि कोई इंडस्ट्री कितना मैक्सिमम प्राफिट ले सकेगी, पर-क्विजिट्स इतनी हो सकती है दूसरे यह कि मैक्सिमम सैलरी इतनी हो सकती है, इस से ज्यादा नहीं होगी, और अगर कोई कम्पनी इस से ज्यादा देगी तो प्राफिट केलकुलेट करने समय उस को काउंट नहीं किया जायेगा? वह इस तरह की सीलिंग बनायेंगे या नहीं, और, अगर नहीं, तो क्यों? क्योंकि अभी जो बयान दिया गया है उस में तो ज्यादा लाभ नहीं होगा।

औद्योगिक विकास, आंतरिक व्यापार तथा समवाय-कार्य मंत्री (श्री फखरुद्दीन अली अहमद) : यह तो माननीय सदस्य ने ठीक फरमाया कि इस वक्त कम्पनियां जो प्राफिट दिखाती हैं वह खर्च निकाल कर दिखाती

हैं, जो कुछ डाइरेक्टर्स वगैरह को देना होता है, या कमिशन के हिसाब से देना होता है या परक्विजिट्स के हिसाब से देना होता है। इस के मुताल्लिक हम ने कुछ इंस्ट्रक्शन्स निकाले हैं जिस के जरिये से हम ने इन चीजों में काफी कमी की है। हम उम्मीद करते हैं कि इस की वजह से कुछ न कुछ फरक पड़ेगा, और कम्पनियों की आमदनी में इजाफा होगा। लेकिन जहां तक दूसरे सबाल का ताल्लुक है कि सीलिंग कर देनी चाहिये कि इस से ज्यादा प्राफिट कम्पनियों को नहीं करना चाहिये, यह बात जरा सोचने की है। इस में बहुत जल्दी करना ठीक नहीं है, क्योंकि जैसा मैं ने बतलाया कम्पनियों का ऐक्चरेज प्राफिट इनकम टैक्स देने के बाद करीब करीब 1 परसेंट के होता है। चन्द कम्पनियां ऐसी हैं जो 14 या 12 परसेंट तक प्राफिट कर रही हैं। इस पर सीलिंग कर देने से इंडस्ट्रीज का डेवेलपमेंट ज्यादा नहीं होगा। इस लिये हम को इस पर गौर करना होगा।

श्री कंवर लाल गुप्त : मंत्री महोदय ने अभी बतलाया कि कुछ बातों में जो खर्च होता है वह उन के पर्सनल कामों में न आये इस के लिये सरकार ने कुछ डाइरेक्शन्स दिये हैं। लेकिन जो डाइरेक्शन्स आप ने दिये हैं अगर कोई उन की अवहेलना करे, उन को न माने और अपने निजी खर्च को, डाइरेक्टर्स के निजी खर्च को कम्पनी के खर्च में डाले तो क्या आप उस के लिये मिनिमल प्रोसिब्यूशन का कोई कानून बनायेंगे? तीसरी चीज यह कि हर साल 29 करोड़ रुपयों का फारेन इन्वेस्टमेंट प्राइवेट सेक्टर में होता है और 58 लाख रुपया सालाना नफे से और रायल्टी वगैरह की अलग अलग श्रबल में जाता है। इस कोलेबोरेशन के जरिये से कम्पोजिटोज का काम बढ़ती जाती है। मैं माननीय मंत्री महोदय से पूछना चाहता हूँ कि क्या वह कोई ऐसा प्राविजन करेंगे। कि कोई फारेन कोलेबोरेशन न हो। वह ग्लोबल

टेंडर मंगाये और उन से कहें कि वह तीन साल में फैक्ट्री बना कर चले जायेंगे। बाद में सरकार उस को ले लेगी और इंडियन केपिटलिस्ट्स को आकेशन कर देगी? मैं जानना चाहता हूँ कि क्या सरकार इन दोनों बातों पर विचार करेगी?

श्री फखरुद्दीन अली अहमद : जहां तक सवाल के पहले हिस्से का ताल्लुक है, आप को मालूम है कि हम ने यह इन्स्ट्रक्शन दिये हैं अन्डर कम्पनी ला प्राविजन्स । जब उस को कोई नहीं मानता तो वह वायोलेशन आफ कम्पनी ला होगा और उस के खिलाफ ऐक्शन लिया जायेगा । रहा यह कि उसके खिलाफ प्रोमिक्चूशन लाया जाय, यह सजेसन है और इस पर गौर किया जा सकता है ।

SHRI RANGA : Criminal prosecutions ? You do not have sufficient number of them ?

SHRI F. A. AHMED : I say that it is a matter which can be considered.

SHRI RANGA : Is it worthwhile to be considered ?

SHRI F. A. AHMED : When we consider it we may accept it or not accept it; that is a different matter altogether. It is a suggestion made by the hon. Member and I am prepared to consider that suggestion.

जहां तक दूसरे सवाल का ताल्लुक है, शायद आनरेबल मेम्बर का मालूम है कि जिम वक्त हम फारेन कोलेबोरेशन या इन्विट्री पार्टिसिपेशन की इजाजत देते हैं उस वक्त देखते हैं कि उन का शेअर-होल्डिंग एग्जिस्टिंग कम्पनियों में कम हो । इस की हम कोशिश कर रहे हैं और इसी के जरिये में हम फारेन पार्टिसिपेशन कम कर रहे हैं, लेकिन बहुत सी चीजों में हमें मोफिस्टिकेटे नो हाऊ की जरूरत है, उन की अमिस्टेस की जरूरत है । उस को हम बेलकम करते हैं—हमारी इंडस्ट्री के लिये लाजिमी है कि हम उस को बेलकम करें—ताकि हमारे यहां डेवेलपमेंट में कोई रुकावट न पड़े ।

श्री कनार तिबारी : मंत्री महोदय ने जो बयान टेबल पर रखता है उस में यह दिया गया है कि :

"The Reserve Bank of India conducted a study on the finances and working of 1333 non-Government public limited companies relating to the year 1965-66 and 1501 such companies relating to the year 1966-67. They also undertook another study of 501 private limited companies relating to the year 1965-66 and 701 such companies relating to the year 1966-67.

मैं जानना चाहता हूँ कि यह जो नम्बर दिये गये हैं प्राइवेट कम्पनियों के या नान-पब्लिक लिमिटेड कम्पनियों के, उन में ट्रैक्टर और टायर बनाने वाली कम्पनियाँ भी शामिल हैं या नहीं ? यदि हैं तो उन का मार्जिन आफ प्राफिट क्या है, उस का कास्ट आफ प्रोडक्शन क्या है और ऐप्रीकलचरिस्टिक्स से उस की क्या कीमत चार्ज की जाती है ?

श्री फखरुद्दीन अली अहमद : इस में मैनूफैक्चरिंग कम्पनियाँ दी हुई हैं । इसके अलावा मेरे पास ओर इन्फार्मेशन नहीं है, लेकिन मैं बाद में उस को दे सकता हूँ ।

SHRI HEM BARUA : May I know if the Government have succeeded in identifying the areas of idle capacity in industries, both in the private and the public sectors and, if so, may I know whether the Government have tried to plug the loopholes ? Secondly, may I know whether these companies in the private and the public sectors who have idle capacity submit false reports to the Government and it is on the basis of these reports that the Government are formulating their policies ?

SHRI F. A. AHMED : Recently we have undertaken an examination to identify the gap in production and also the idle capacity in various industries. For that purpose, from my Ministry letters have gone to all the other Ministries. We are waiting for replies from them to know what is the actual position.

SHRI HEM BARUA : What about the other part of the question, relating to false reports ?

SHRI F. A. AHMED : It is only on the basis of those replies that we shall be able to say whether the information given by the private sector is correct or not.

SHRI N. K. SOMANI : Both in terms of prices that are allowed to be charged by the retailers and manufacturers and in terms of the poor quality that is made available to the consumers, it becomes abundantly clear that there seems to be no Government in this country. There is a limb of your Ministry which is known as the Civil Supplies Organisation, which is supposed to keep a close check on prices and quality of goods of everyday use in the country. That was amply negatived when we heard of the pathetic tale by the Prime Minister's son. (*Interruption*). I am giving only one instance to prove the ineffectiveness of your policy—who was charged wrong prices on the day of the budget when buying petrol. In view of all this, may I know what steps you would like to take to have the enforcement agencies really working in the interests of the consumers of the country ?

SHRI F. A. AHMED : We are doing our best to impress upon all the manufacturers to improve their quality. I can say that as compared to earlier years, the quality of goods manufactured in our country is improving, and some of the goods are of such a good quality that they have an export market also outside our country. Then, we are insisting on many of these manufacturers to take the ISI mark so that they may be able to certify to the people that they are of good quality.

SHRI N. K. SOMANI : About the prices and quality: what are you doing to enforce reasonable prices?

SHRI F. A. AHMED : So far as prices are concerned, we have taken various steps. When we find that manufacturers are beyond control, then, under the Essential Commodities Act, we fix the prices and try to control it. Secondly, we have also set up a Bureau

of Costs and Prices where we shall undertake the examination which will consider not only the quality but also the prices, and on that basis we shall take action.

SHRI AMRIT NAHATA : Is the Government aware that a foreign company which supplies Coca Cola, with a total investment of hardly Rs. 3 crores, makes a profit of Rs. 5 crores annually which are repatriated, which are sent abroad ? Their head office is in Rome, and they have five managers each having cars and bungalows. Is this article a necessity ? Will the Government explain how this huge profit is allowed to be repatriated, with such a small investment ?

SHRI F. A. AHMED : That was a collaboration agreement entered into long ago, and as a result of that agreement, whatever is repatriated has to be repatriated.

SHRI AMRIT NAHATA : Can't that agreement be changed ?

श्री झारखंडे राय : जो तालिका इन्होंने टेबल पर रखी है उसके मताबिक मैं जानना चाहता हूँ कि कौन से उद्योग हैं जिस में आसत में मुनाफा सब से ज्यादा होता है और कौन से उद्योग हैं जहां मुनाफा सब से कम है—

अध्यक्ष महोदय : यह तो दिया हुआ है।

श्री झारखंडे राय : हमारे पास तो है नहीं।

अध्यक्ष महोदय : आप देख लें।

श्री झारखंडे राय : इस बात को देखते हुए कि खेती की पैदावार और उद्योगों की पैदावार में बेतालमेल बढ़ती हो रही है, इस वास्ते इन दोनों में सामंजस्य स्थापित करने के लिए सरकार ने कौन कौन से कदम उठाये हैं ? उन कदमों का क्या फल निकला है यह भी मैं जानना चाहता हूँ।

पब्लिक सेक्टर में आज गड़बड़ी पैदा हो रही है। वहां मुनाफा कम होता है प्राइवेट सेक्टर के मुकाबले में क्या यह सच नहीं है कि इसकी वजह यह है कि जो अधिकारी

उनके इंचार्ज बनाये जाते हैं, उनका पब्लिक सेक्टर में घेले भर भी विश्वास नहीं होता है ?

श्री फखरुद्दीन अली अहमद : किस इंडस्ट्री को कितना फायदा हुआ है कितना नुकसान, यह माननीय सदस्य स्टेटमेंट में देख सकते हैं।

जहां तक दूसरी बात का सम्बन्ध है बहुत से हमने एक्शन लिये हैं जिस की वजह से प्राइसिस को कंट्रोल करने में हमें काफी मदद मिली है।

श्री झारखंडे राय : पब्लिक सेक्टर में लोगों के रखे जाने के बारे में जो सवाल है उसका भी तो जवाब दें।

अध्यक्ष महोदय : वह रैलेवेंट नहीं है।

LIVING CONDITIONS OF HARIJANS IN DELHI

*1564. SHRI BAL RAJ MADHOK : Will the Minister of LAW AND SOCIAL WELFARE be pleased to state :

(a) whether it is a fact that about 7 lakhs people, mostly Harijans live in Katras and slums in Delhi in the most unhygienic conditions; and

(b) if so, the steps which have been taken to improve their living conditions as a social welfare measure during the last three years ?

THE MINISTER OF STATE IN THE MINISTRY OF LAW AND IN THE DEPARTMENT OF SOCIAL WELFARE (DR. SHRIMATI PHUL-RENU GUHA) : (a) The exact number of persons living in Katras and slums in Delhi is not known.

(b) The following amounts were sanctioned under the Slum Clearance/Improvement Scheme in Delhi during the last three years :—

1967-68	Rs. 44.85 Lakhs
1968-69	Rs. 39.00 lakhs

1969-70

Rs. 40.00 lakhs plus 25.00 lakhs provided for improvement of Katras under the Scheme of "Improvement of congested localities".

श्री बलराज मधोक : यह केन्द्रीय सरकार का सोशल वेलफेयर डिपार्टमेंट है। आप समाजवाद की बात करते हैं। लेकिन आपको पता नहीं है कि दिल्ली में कितने कटड़े हैं और कितने लोग उन में रहते हैं। इस स्थिति के रहते हुए दिल्ली या देश का कामनमैन इन से कोई अपेक्षा करे, यह असम्भव बात है।

अध्यक्ष महोदय : आप सवाल पूछें।

श्री बलराज मधोक : इस सवाल को दिये हुए कोई दो महीने हो गए हैं। इस अर्से में ये जानकारी नहीं प्राप्त कर सकते थे ?

मैं जानना चाहता हूं कि क्या यह सही नहीं है कि दिल्ली में सात लाख के करीब लोग कटड़ों में रहते हैं और पांच लाख झुग्गी झोंपड़ी कालोनीज में रहते हैं ? क्या यह भी सच नहीं है कि इन कटड़ों के अन्दर कोई भी पानी की सुविधा, टूटी की सुविधा, नालियों आदि की सुविधा नहीं है और यहां रहने वाले लोग बिल्कुल हैवानों की ज़िन्दगी व्यतीत करते हैं ? सोशल वेलफेयर के नाम पर, हरिजन वेलफेयर के नाम पर इन कटड़ों की ओर इन स्लम की स्थिति को इम्प्रूव करने के लिए आपने इन पिछले तीन सालों में क्या काम किया है ? केवल फिगर दे देने से या नारे लगा देने से काम नहीं बनेगा।

THE MINISTER OF LAW AND SOCIAL WELFARE (SHRI GOVINDA MENON) : This is not a subject dealt with in the Department of Social Welfare. This is a subject with which the Ministry of Works and Housing is concerned. Since this information was with us, we supplied this information. I would request you to ask the Works Minister to answer this.

श्री रवि राय : मेरा व्यवस्था का प्रश्न है। मंत्रिमंडल की कलेक्टिव रिसपांसिबिलिटी है। जब इन्होंने इस सवाल को स्वीकार कर लिया है तो इनको तैयार हो कर आना चाहिये था। यह हाउसिंग डिपार्टमेंट का विषय है, ऐसा कहना मुनासिब नहीं है।

MR. SPEAKER : This is a matter concerning the Ministry of Social Welfare.

श्री बलराज मधोक : दिल्ली प्रशासन ने दिल्ली के ग्रामीण क्षेत्रों में सभी हरिजनों को जमीन के मालिकाना हक दे दिये हैं। क्या उसी प्रकार भारत सरकार को हरिजन भाई कटड़ों में या जे जे कालोनीज में रहते हैं या और भी कहीं रहते हैं, उनको मालिकाना हक देगी और जिसके पास कोई जगह नहीं है उनके लिए आवास की सुविधाएं प्रदान करेगी, उनको मकान बना कर देगी ताकि उनके पास रहने के लिए स्थान हो सके ?

SHRI GOVINDA MENON : I am not in a position to answer that question.

SHRI BAL RAJ MADHOK : I seek your protection, Sir.

MR. SPEAKER : This question was directed to the Ministry of Social Welfare and the question is "steps taken to improve their living conditions". In the matter of construction I think the question should be directed to the Ministry of Housing.

SHRI BAL RAJ MADHOK : "living conditions" mean other amenities like electricity, latrines and other things also. Therefore, Sir, please ask him to reply to it.

MR. SPEAKER : I have no objection if the Minister wants to reply.

श्री रामसेवक यादव : मेरा व्यवस्था का प्रश्न है। जब मंत्री महोदय ने इस प्रश्न को स्वीकार कर लिया और वह उत्तर देने के लिए तैयार हैं, तो उन को सभी सम्बन्धित मंत्रालयों से सारे आंकड़े इकट्ठे करने चाहिए

थे और सब जानकारी लेनी चाहिए थी। यह स्पष्ट रूप से उनकी जिम्मेदारी है।

SHRI HEM BARUA : There is a bad tendency growing in this House of evading the question.

श्री रवि राय : जब मंत्री फंस जाते हैं, तो कहते हैं कि उन का विषय नहीं है।

श्री बलराज मधोक : हरिजन वेलफेयर का काम मंत्री महोदय के सोशल वेलफेयर डिपार्टमेंट के अन्तर्गत आता है। दिल्ली के स्लमज और कटरों में जो हरिजन बसते हैं, उन को आवास और दूसरी सुविधाएं देने के लिए मंत्री महोदय ने क्या किया है; यदि कुछ नहीं किया है, तो क्या अब वह कुछ करेंगे और यदि कुछ करेंगे, तो क्या ?

SHRI GOVINDA MENON : I have stated my difficulty. . . . (interruptions)

SHRI RANJEET SINGH : Why does he reply like that ? I think he should get out.

श्री अटल बिहारी वाजपेयी : अध्यक्ष महोदय, आप स्वीकार करेंगे कि सोशल वेलफेयर के अन्तर्गत हरिजन वेलफेयर आता है। दिल्ली वैसे भी एक यूनियन टेरिटरी है और वह केन्द्र की जिम्मेदारी है। इस लिए अगर सोशल वेलफेयर मंत्री से पूछा जाये कि दिल्ली के हरिजनों के आवास के लिए वह क्या इन्तजाम कर रहे हैं, तो क्या वह जवाब देने के लिए उत्तरदायी नहीं हैं ?

SHRI HEM BARUA : The Minister says that he has stated his difficulty. What is his difficulty ? In that case, why did he accept this question ?

SHRI ATAL BIHARI VAJPAEYEE : Let the Minister say that there is no scheme for Harijan welfare in the Union Territory of Delhi. Let him say so.

SHRI BAL RAJ MADHOK : Let him say that there is no scheme for Harijan welfare. I will be satisfied. Let him say so.

SHRI GOVINDA MENON : Apart from the general provisions for Harijan welfare, there is no programme in the Department of Social Welfare to construct houses for Harijans. This is all attended to by the Ministry of Works & Housing. As I have stated, when the question came the information for the main answer was with the department. That was supplied. This morning when I wanted to get details about this matter I came to know that this is attended to by another Ministry.

श्री कंबर लाल गुप्त : अध्यक्ष महोदय, मेरा पायंट आफ आर्डर है। क्या यह सही नहीं है कि जहां तक हरिजन वेलफेयर और दिल्ली के स्लमज के इम्प्रूवमेंट का सम्बन्ध है, केन्द्रीय सरकार का क्रिमिनल नेग्लिजेंस का एट्टीट्यूड है? इन मामलों को एक तो बक्स एंड हाउसिंग मिनिस्ट्री डील करती है और उस के अलावा सोशल वेलफेयर डिपार्टमेंट, होम मिनिस्ट्री और फिनांस मिनिस्ट्री, सब मिलाकर ये चार विभाग इन को डील करते हैं। इन में से यह बच्चा किस का है, यह मालूम नहीं है। इस लिए कुछ भी काम नहीं होता है। मैं यह पूछना चाहता हूँ कि...

अध्यक्ष महोदय : मैं ने आप को सवाल पूछने की इजाजत नहीं दी है। आप पायंट आफ आर्डर रोज करने के लिए खड़े हुए थे। आप को क्वेस्चन में नहीं बदल सकते हैं।

श्री कंबर लाल गुप्त : मेरा पायंट आफ आर्डर यही है कि क्या सरकार इन चारों मिनिस्ट्रीज का को-ऑर्डिनेशन करेगी और क्या मंत्री महोदय सबयं जा कर उन इलाकों की हालत को देखेंगे।

MR. SPEAKER : I want to make it very clear that when questions are directed towards a particular Ministry and that Ministry thinks that part of it is outside its jurisdiction, the Speaker should be informed of it.

श्री कंबर लाल गुप्त : क्या मंत्री महोदय इन चारों मिनिस्ट्रीज के पारस्परिक को-

ऑर्डिनेशन के लिए कोई कार्यवाही करेंगे और खुद जा कर उन इलाकों की हालत देखेंगे?

MR. SPEAKER : On a point of order you cannot ask a question.

श्री राम सेवक यादव : क्या दिल्ली में रहने वाले हरिजनों के सम्बन्ध में, जो समाज कल्याण विभाग के अन्तर्गत आते हैं, उन के रहन-सहन में सुधार के लिए मंत्री महोदय प्राथमिकता के आधार पर कोई व्यवस्था करेंगे और सभी सम्बन्धित मंत्रालयों के साथ मिल कर कोई योजना बनायेंगे?

SHRI GOVINDA MENON : We are giving educational grants, etc. with respect to Harijans. The Deptt. of Social Welfare have no programme for construction.

श्री राम सेवक यादव : मैं ने यह नहीं कहा है कि उन के पास कोई कार्यक्रम है। मंत्री महोदय के विभाग का काम है हरिजन वेलफेयर, हरिजनों के जीवन-स्तर को सुधारना। इस लिए क्या वह प्राथमिकता के आधार पर, सभी सम्बन्धित मंत्रालयों के साथ मिल कर, कोई कार्यक्रम बनायेंगे?

अध्यक्ष महोदय : इस का सवाल के साथ कोई सम्बन्ध नहीं है।

SHRI MORARJI DESAI : This confusion arises many a time because the Members cannot know always which item is dealt with in which Ministry. When a Member asks for information from a particular Minister if that Minister is not able to deal with it is it not his business to ask the relevant Minister and get the information? I think it is for the Speaker to direct the Member to the relevant Ministry so that time in this kind of discussion is not wasted.

SHRI J. H. PATEL : I am on a point of order, Sir. Under rule 32 it is stated :

"Unless the Speaker otherwise directs, the first hour of every sitting shall be available for the asking and answering of questions."

The hon. Minister is refusing to answer. You give a ruling whether he is fit to be a Minister or not.

MR. SPEAKER : If these kinds of powers are given to me I will be the luckiest man. The Minister has given an answer and he says he has no other answer except the answer given that the Ministry gives grants only. What else do you want? He is very categorical in his answer.

SHRI A. S. SAIGAL : I want to know what steps have been taken to improve their living conditions at present.

SHRI GOVINDA MENON : The other day when the demands for the Deptt. of Social Welfare came up for discussion I explained the measures taken by the Deptt. of Social Welfare for the improvement of the conditions of Harijans and others. The main work is in the matter of educational facilities, facilities to get reservation in the various Government jobs and post-matric scholarships.

What I said earlier today was that the matter of slum clearance, house construction, etc., is not dealt with by the Department of Social Welfare; it is attended to by the Works Ministry. What Shri Morarjibhai said is correct; I can get this information later from that ministry or request that Minister to give the answers.

SHRI RANGA : Let it be held over then.

SHRI MANUBHAI PATEL : I am not asking any question regarding housing facilities or construction of housing; I will limit my question only to the subject which is within his jurisdiction. What are the educational facilities given to people of these particular areas; what are the health facilities given for their children and what are the other facilities which the Social Welfare Ministry is giving to this particular area?

SHRI GOVINDA MENON : I said earlier that the chief activity is in the matter of scholarships, free tuition, coaching facilities to get jobs etc. As to what is the work going on particularly

in the Delhi territory, I will require notice

श्री रामावतार शास्त्री : अभी मंत्री महोदय ने बतलाया कि हरिजन छात्रों को शिक्षा की सुविधा इस डिपार्टमेंट की तरफ से दी जाती तो मैं यह जानना चाहता हूँ कि पिछले तीन वर्षों के अंदर हर साल हरिजन छात्रों को कितनी रकम छात्रवृत्ति में दी गई और उस रकम को कितने हरिजन छात्रों में वितरित किया गया?

SHRI GOVINDA MENON : I would like to get notice of that question.

SHRI BASUMATARI : The answers given to questions are such that Members are not at all satisfied that the condition of Harijans and Tribals is being improved; therefore, the mind of Members is very much agitated about the development of the Scheduled Castes and Scheduled Tribes. If that is so, it should be accepted by Government that their condition, though reservation has been extended, is not at all such that they should be satisfied. Is it not a fact?

MR. SPEAKER : What is the question?

SHRI BASUMATARI : The question is whether it is a fact that the development that has been done for the Scheduled Castes and Scheduled Tribes through various activities is not at all satisfactory. Therefore, these questions arise in the minds of Members in the house. Is it a fact or not?

MR. SPEAKER : That is a suggestion.

SHRI GOVINDA MENON : A good deal has been done and a good deal remains to be done.

श्री रामचरण : अध्यक्ष महोदय, मैं आप के द्वारा मंत्री महोदय से पूछना चाहता हूँ, जो हरिजन स्लम इवेलर्स हैं, कटरों में रहते हैं उन की हालत बहुत ही खराब है, जैसे झुग्गी झोंपड़ी वालों को दिल्ली से निकाल कर बाहर बसाया जा रहा है तो जैसे बह

यहां पर रहते थे, वैसे ही वहां रह रहे हैं, जैसी गन्दी बस्तियां उन की यहां थीं वैसी ही वहां हैं तो क्या मंत्री महोदय इस तरह की कोई व्यवस्था करेंगे जिस से कि जो हरिजन स्लम इवेलर्स हैं उन के लिए मकान बनाने के लिए अपने विभाग से कोई अनुदान दें जिस में कि उन के लिए मकान बन सकें ?

अध्यक्ष महोदय : यह तो फिर वही के०के० शाह वाला सवाल आ गया।

श्री रामचरण : अध्यक्ष महोदय, मेरा सवाल यह है कि इन के लिए कहीं क्वार्टर बनवा दें। जो हरिजन इन क्वार्टरों में रह रहे हैं उन के लिए इन का विभाग क्या किसी प्रकार का अनुदान देगा जिस से उन के लिए मकान बनाए जा सकें ?

अध्यक्ष महोदय : आप ने तो वही सवाल दोहरा दिया जो मधोक साहब ने पूछा था।

SHRI R. D. BHANDARE : Mr. Speaker, I would like to know from you whether you have any cell in your Secretariat which can direct Members and questions to the Ministry concerned. This question pertains to Harijans living in *Katras* and slums in Delhi and the hon. Minister of Social Welfare is within his right in saying that he has no knowledge (Interruption)

I am raising this question because the minds of the Members of this House are agitated on it. Therefore, our secretariat must classify the question properly and send it to the respective Minister. This question is to be dealt by the Housing Minister because it is a question of slum clearance and removing the unhygienic conditions prevailing in slums. What has happened is that Scheduled Caste people and Harijans have been sent out of the city and they are not properly looked after and, under the slum clearance, even the Ministry of Health and Housing is not prepared to care for them. The Social Welfare Minister says that it is not within his province at all. It is the province of the Housing Commissioner or the Housing Minister or the Health Minister. Therefore, I would

like to suggest that there ought to be a proper cell in our secretariat to guide the Members properly so that the Questions could be directed to proper Ministers.

SHRI RANJEET SINGH : Sir, I would ask something which he can answer. I would like to know how many of these dirty Harijan *bustees* the Minister has visited in Delhi. How many of them exist here ? I would like to know whether these are within the purview of social welfare—such essential items like proprietary rights to Harijans who have been living on a particular piece of land since generations, their housing conditions and their sanitary conditions.

SHRI GOVINDA MENON : I am not in a position to give an answer today. (Interruptions).

SHRI RANJEET SINGH : Has he ever visited their *bustees* ? (Interruptions).

MR. SPEAKER : Order, order. I would request you to please sit down. Part (a) of the Question is :

"whether it is a fact that about 7 lakhs people, mostly Harijans live in *Katras* and slums in Delhi in the most unhygienic conditions;"

On the face of it, it looks to be directed, and as the Member has chosen it, to be directed to the Minister of Social Welfare. The second part is purely directed to the Minister of Social Welfare. If you like I can direct this Question to the Housing Minister. But it should have been for the Member also. (Interruption) Next Question.

SOME HON. MEMBER : That is better.

SHRI D. N. PATODIA : Before you go to the next Question, let the Minister reply to a specific question that was put to him as to whether he has visited any of these *Bustees*. Let him say, yes or no.

MR. SPEAKER : The form of this Question will have to be changed because it will have to relate to housing or a substitute for slums. Shri R. K. Birla.

SHRI RANJEET SINGH : My question has not been replied to. It

comes within the purview of this Question. Has he visited any of those slums? It is a simple question.

SHRI CHENGALRAYA NAIDU : We would like to know one thing, whether this Ministry is in charge of Harijan welfare also. They call it the Ministry of Law and Social Welfare. We want to know whether the Ministry of Social Welfare looks after Harijan Welfare or not. Otherwise, how can we put questions? Let that be made clear.

MR. SPEAKER : Let me attend to his supplementary. Why are you coming in between. His question was whether the Minister has visited any of these areas.

SHRI GOVINDA MENON : I have seen some of them; I do not know how many and when.

MR. SPEAKER : Next Question; Shri R. K. Birla.

BAN ON EXPORT OF SCRAP

*1565. **SHRI R. K. BIRLA :** Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state :

(a) whether it is a fact that his Ministry is in favour of a ban on export of scrap—a raw material vitally needed by the steel furnace industry within the country;

(b) whether it is also a fact that the Ministry of Foreign Trade is against the ban on export of scrap for fear of losing foreign exchange earnings;

(c) whether any representation has been received from the Steel Furnace Association of India in the matter and, if so, the details thereof; and

(d) the final decision taken in the matter?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI MOHD SHAFI QURESHI) : (a), (b) and (d). In determining the Export Policy for scrap Government will take into account

the legitimate domestic demand. The Scrap Export Policy is being jointly reviewed by the Ministry of Foreign Trade and this Ministry. Pending the review, it has been decided that no further commitments should be entered into after 31-3-1970 for the export of certain varieties of scrap.

(c) The Steel Furnace Association of India had represented to the Government their difficulties in obtaining sufficient quantities of scrap and had suggested a ban on further exports of the varieties of scrap used by them.

SHRI R. K. BIRLA : The hon. Minister just now stated that the Government will not be exporting this scrap which is to be used in our country. May I know during the last one year how much of this scrap was exported and after this policy, whether the Government is in a position to find out how much of the finished goods made out of this scrap have been exported?

SHRI MOHD. SHAFI QURESHI : The export of scrap during 1968 was about 5,79,652 tonnes and in 1969 it came down to 4,51,620 tones. That shows that exports are going down because internal demand has gone up. So far as the domestic off-take is concerned, it has gone up from 16,264 tonnes in 1967 to 31,841 tonnes in 1969 in so far as Mild Steel turning and boring is concerned. We produce the finished goods from whatever scrap that is being used within the country.

SHRI R. K. BIRLA : My question is very clear. It is : how much of the finished goods made out of this scrap in the country has been exported?

MR. SPEAKER : Your question is purely about scrap. Ask your second question.

SHRI R. K. BIRLA : My second question is : How many steel furnaces are there in this country? That is relevant, Sir.

MR. SPEAKER : Anything dealing with steel is relevant here.

SHRI R. K. BIRLA : Kindly go through (c) of my question. How

many steel furnaces are there in the country? What is their rated capacity? What is their consumption of scrap? Are they working at 50 or 30 or 75 per cent of their rated capacity?

SHRI MOHD. SHAFI QURESHI : I do not have the details about the number of furnaces. I can give the demand as given by Furnace owners. For the current year demand is stated to have increased from 12,000 metric tonnes to 77,360 metric tonnes.

MR. SPEAKER : Your question was : whether any representation has been received from the Steel Furnace Association. You ask the number of steel furnaces. Though he is bound to answer, your question was about the representation.

SHRI THIRUMALA RAO : With regard to part (c) of the question, I want to draw your attention. About the furnaces the Minister says that he has not got details. He has got sufficient notice.

MR. SPEAKER : You did not ask anything. He asked about it.

SHRI THIRUMALA RAO : I thought you were permitting me.

SHRI BUTA SINGH : A large number of steel furnaces are going to be closed for want of raw material, i.e. this scrap. May I know whether it is in the knowledge of the Ministry that the big business dealing with scrap is holding the entire stock released from the factories and is not supplying them to the small units? May I know from the hon. Minister whether he is going to democratise the distribution of scrap and second grade steel to these small units?

SHRI MOHD. SHAFI QURESHI : The entire policy with regard to scrap is being reviewed. I know the difficulties faced by the small units and we are doing our best to help them.

श्री ओम प्रकाश त्यागी : हमारे देश को 60 फी सदी फारेन-एक्सचेंज इंजीनियरिंग गुड्स के एक्सपोर्ट से मिलता है और इंजीनियरिंग गुड्स बनानेवाले कारखानों की स्टील की डिमाण्ड को आप पूरा नहीं कर पा रहे

हैं, स्टील की स्केअरसिटी रहती है। ऐसी स्थिति में जब कि इस्पात की कमी के कारण बहुत-सी इस्पात-भट्टियां बन्द हो रही हैं तथा इंजीनियरिंग गुड्स का वह माल जिस से हमें फौरन एक्सचेंज प्राप्त होता है, बन नहीं पा रहा है, उस के बावजूद भी वे क्या कारण हैं जिन की वजह से आपने स्क्रैप के एक्सपोर्ट की इजाजत दी?

दूसरे—क्या आप अपनी भूल को रियलाइज कर के कब से इस के एक्सपोर्ट पर पूर्णतया प्रतिबन्ध लगाने जा रहे हैं?

श्री मुहम्मद शफी कुरेशी : गवर्नमेंट से कोई भूल नहीं हुई, गवर्नमेंट तो काफी चौकसी है...

श्री ओम प्रकाश त्यागी : भूल कैसे नहीं हुई? अध्यक्ष महोदय, ये कैसे कहते हैं कि भूल नहीं हुई...

श्री मुहम्मद शफी कुरेशी : चूंकि देश में स्क्रैप की खपत बढ़ रही है, इसी लिये हम ने उस की एक्सपोर्ट को बन्द कर दिया है। हम चाहते हैं कि हमारे जो कारखाने स्क्रैप का इस्तेमाल कर सकते हैं, उन की जरूरतों को पूरा किया जाये और जो चीज एक्सपोर्ट करने के काबिल है, उसी को एक्सपोर्ट किया जाये।

SHRI INDRAJIT GUPTA : The requirements of the indigenous furnaces should certainly be given priority. To that extent the exports have to be restricted or prohibited. But, may I know from the hon. Minister whether it is not a fact that the scrap dealers who supply to furnaces have been complaining that the prices at which they had been compelled to supply are uneconomic for them? And, Sir, I want to know whether there is any proposal to review this position so that they may not be made to suffer a loss.

SHRI MOHD. SHAFI QURESHI : Yes, Sir. There is some problem regarding the price. Government is now considering the matter and trying to solve this problem.

PROPOSAL BY CEMENT CORPORATION OF INDIA FOR SETTING UP CEMENT FACTORIES

+

*1566. **SHRI YAMUNA PRASAD MANDAL :**

SHRI S. M. KRISHNA :

Will the Minister of **INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS** be pleased to state :

(a) whether it is a fact that the Cement Corporation of India has submitted any proposal recently for setting up some cement factories in various States;

(b) if so, whether the proposal has been approved by Government;

(c) the details of the proposal and the places and the names of those States in which such cement factories are likely to be set up during the year 1970-71; and

(d) the production capacity of each factory and the financial implications thereof ?

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

(b) Government has so far approved the setting up of cement plants at Mandhar (Madhya Pradesh), and at Kurkunta (Mysore State). The setting of another plant at Bokajan (Assam) has also been agreed to in principle. Proposal to set up another similar unit in Paonta, in Himachal Pradesh is also under consideration.

(c) The cement factory at Mandhar (M.P.) will begin commercial production in June 1970 while the factory at Kurkunta (Mysore) will begin trial runs early in 1971.

(d) Factory	Production Capacity-year tonnes	Project cost Rs. lakhs
1. Mandhar (M.P.)	200,000	451.51
2. Kurkunta (Mysore)	200,000	442.79
3. Bokajan (Assam)	200,000	1127

श्री यमुना प्रसाद मंडल : अभी मंत्री महोदय ने बताया कि मैसूर, मध्य प्रदेश तथा आसाम में बनाने जा रहे हैं, हिमाचल के बारे में विचार कर रहे हैं—इस तरह से चार फैक्ट्रीज आप खोलेंगे। लेकिन क्या इन चार फैक्ट्रीज से देश की डिमाण्ड पूरी हो जायेगी तथा देश में सीमेंट की खपत को देखते हुए क्या सरकार उत्तर बिहार में भी कोई सीमेंट फैक्टरी खोलने के बारे में विचार करेगी, क्योंकि वहाँ केवल एक ही सीमेंट फैक्टरी दक्षिण में है तथा उत्तर बिहार की आबादी इस समय ढाई करोड़ है और वहाँ कोई भी बड़ी इस्पात, सीमेंट इंडस्ट्री नहीं है ?

औद्योगिक विकास, आंतरिक व्यापार तथा समवाय-कार्य मंत्री (श्री फखरुद्दीन अली अहमद) : यह एक ऐसी इंडस्ट्री है, जिस में प्राइवेट सेक्टर और पब्लिक सेक्टर दोनों के बढ़ने की गुंजाइश है। जहाँ तक पब्लिक सेक्टर का ताल्लुक है, चौथे प्लान में चार फैक्ट्रीज से ज्यादा खोलने का प्राग्राम नहीं है, इस से ज्यादा के लिये रिसोर्सज नहीं दिये गये हैं, लेकिन कोई प्राइवेट सेक्टर अगर सीमेंट की फैक्टरी लगाना चाहेंगे तो हम उस को जरूर कन्सीडर करेंगे।

श्री यमुना प्रसाद मंडल : क्या मंत्री महोदय बतायेंगे—जो पिछड़े हुए राज्य हैं उद्योग, लघु उद्योग के मामले में, जैसे उत्तर प्रदेश, जो देश का सबसे बड़ा राज्य है, लेकिन वहाँ पर सीमेंट इंडस्ट्रीज नहीं हैं, क्या आप वहाँ भी एक सीमेंट कारखाना खोलने के बारे में विचार करेंगे ?

श्री भानु प्रकाश सिंह : जैसा कि अभी मंत्री महोदय ने उल्लेख किया कि चतुर्थ पंचवर्षीय योजना में चार विचाराधीन हैं। उत्तर प्रदेश के लिए भी अगर माननीय सदस्य किसी को प्राइवेट सेक्टर में ला करके कहेंगे तो हम जरूर विचार करेंगे।

SHRI K. LAKKAPPA : Mr. Speaker, Sir, the Cement Corporation of India has proposed setting up of cement

factory in Mysore State. It is a very long time since this was proposed. And Mysore State Government has urged this Government for the financial assistance to start this. Raw materials are available in abundance here. But, the delay has not been explained by this Government in spite of the consistent demand made by the Mysore State Government. I want to know from the Government whether they will start the factory in the private sector or in the public sector if it is decided by this Government to set up these factories in Mysore State.

SHRI F. A. AHMED : As has been pointed out, the trial is to be undertaken in the Cement Factory in Mysore State early in 1971 and the factory will go in for production later.

SHRI S. KANDAPPAN : It is but legitimate that this demand should be fulfilled, namely, basic raw materials availability etc. in various places, by starting a cement factory. But, the planning of the Government of India is such that already in some areas of the country, there is surplus capacity created. For example, in my State, we are having a substantial surplus of cement production.

I would like to know from the Government whether it will consider the question of setting up of factories only after taking into consideration that the already established factories are not going to waste.

SHRI F. A. AHMED : The demand for cement is likely to rise. At present, it is about 13 million tonnes and by the end of the Fourth Five Year Plan, it will be about 21 million tonnes. And there is plenty of scope for the cement factories and also the new factories to come up in order to produce or manufacture more cement which will be required by us. Our policy is now to set up factories in any areas which are deficit so that there may not be a burden on transport to carry the cement from one place to another. Therefore, we are selecting those areas which are in deficit and where there are natural resources available for the purpose of development of cement industry.

श्री विक्रम चन्द महाजन : हिमाचल सरकार ने आपसे दो फैक्ट्रीज हिमाचल में लगाने के लिए कहा था तो क्या आपने उनकी दो फैक्ट्रीज लगाने की मांग को स्वीकार किया है या नहीं ? यदि नहीं, तो क्यों ?

श्री कण्ठहीन असो अहमद : अभी जैसा मैं ने कहा कि चार प्रोजेक्ट्स हैं लेकिन अगर रिसोर्सेज और हुए तो और भी विचार कर सकते हैं... (झबझाते)...

SHRI HEM BARUA : What has happened to Assam ?

SHRI F. A. AHMED : Assam is already there. I have said that of the four projects, three have already been approved.

SHRI HEM BARUA : You have to accept any one area.

SHRI F. A. AHMED : Financial sanction has already been given and steps have been taken in this regard.

SHRI SRADHAKAR SUPAKAR : In view of the demand for cement outstripping the supply and in view of the rise in prices of cement, for the non-project plan, are the Government thinking of fulfilling the demand ? If so, may I know whether the setting up of these four plants will be able to achieve the target of 21 million tonnes by the end of the Fourth Five Year Plan.

SHRI F. A. AHMED : As I have already pointed out, in order to meet the demand, we require about 21 million tonnes of cement by the end of the Fourth Five Year Plan. At present, the licensed capacity is just under 16 million tonnes. The existing plants are being expanded. And some more in the private sector are expected to come.

So far as Government is concerned, we are taking up four plants which will give nearly 800 thousand tonnes of cement by the end of the Fourth Five Year Plan. Because of resources, it is not possible for us to bring in more plants under the public sector.

SHRI SRADHAKAR SUPAKAR : Still there will be shortage.

SHRI F. A. AHMED : Yes, there will be shortage unless the private sector also comes in.

श्री सरजू पाण्डेय : अध्यक्ष जी, एक माननीय सदस्य ने उत्तर प्रदेश के बारे में प्रश्न किया लेकिन मन्त्री महोदय ने उसका गोल-मटोल जवाब दे दिया कि अगर कोई प्राइवेट आदमी एप्लाय करेगा तो देखा जायेगा। पहली बात तो मैं यह जानना चाहता हूँ कि उत्तर प्रदेश में सीमेन्ट का कारखाना खोलने के लिए किसी ने एप्लाय किया है या नहीं? यदि हाँ, तो कितनी दर्खास्ते आई हैं, और कब तक उन पर निर्णय हो जायेगा?

मेरा दूसरा प्रश्न यह है कि उत्तर प्रदेश के पिछड़ेपन को देखते हुए क्या सरकार सरकारी क्षेत्र में वहाँ पर सीमेन्ट के कारखाने खोलने का विचार रखती है या नहीं? (व्यवधान)

MR. SPEAKER : I am not allowing this question. I do not think that this arises out of the main question. The hon. Member may table a specific question regarding that.

SHRI R. BARUA : From the answer given by the hon. Deputy Minister I could understand that the establishment of a cement factory in Bokajan has been accepted in principle. But from the answer given by the hon. Minister, I find that something is being done to put it in the Fourth Five Year Plan. So, we are still in a confusion. I would like to have a categorical assurance whether the Bokajan factory is going to be taken up in the Fourth Plan.

SHRI F. A. AHMED : I may inform the hon. Member that the corporation has already been instructed to take the necessary preliminary steps to set up the proposed factory, and the detailed project report submitted by them is being examined. The formal sanction for preliminary expenses has also been issued, and the setting up of this factory will be taken up immediately.

APPOINTMENT OF M/s. DASTUR AND CO. AS CONSULTANTS FOR PROPOSED STEEL PLANTS IN THE SOUTH

*1567. SHRI YASHPAL SINGH : Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state :

(a) whether Government have decided to appoint M/s. Dastur and Co. as Consultants for the setting up of three steel plants in the South; and

(b) if so, the reasons for entrusting the work to a single firm?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI K. C. PANT) : (a) No, Sir.

(b) Does not arise.

श्री यशपाल सिंह : क्या सरकार बतला सकती है, जैसा कि हमारी एस्टिमेट्स कमेटी की रिपोर्ट में भी दर्ज है कि दस्तूर ऐन्ड कम्पनी को रशियन कोलेबोरेशन ने अग्रे नहीं कहा है, वे उनको पसन्द नहीं करते हैं तो क्या रशियन कोलेबोरेशन इस कदर हावी है कि उन्हीं के कहने से एक्सेप्ट किया जाता है और उन्हीं के कहने से रिजेक्ट किया जाता है—यह बात कहां तक सही है?

श्री कृष्ण चन्द्र पंत : यह तो जो तीन नये कारखाने बनने वाले हैं उनके सम्बन्ध में सवाल है और वहाँ पर रशियन कोलेबोरेशन का कोई प्रश्न नहीं है।

श्री यशपाल सिंह : क्या हम जान सकते हैं कि कोन इसका फर्ट कन्सल्टेंट होगा जिसके परामर्श से इस काम को चलाया जायगा?

श्री कृष्ण चन्द्र पंत : इसमें हिन्दुस्तानी कन्सल्टेंट्स होंगे और दस्तूर ऐन्ड कम्पनी से भी सरकार बातचीत करेगी कि वे भी इस काम में किस तरह से हिस्सा ले सकते हैं।

SHRI RANGA : We were informed a long time ago that the Hindustan Steel corporation themselves were trying to develop a consultancy service so that it

would be possible for them to undertake the consultancy as well as construction work in regard to the future steel mills. This assurance was given to us about five years ago. Since then, I am sure they must have been strengthening this aspect of their organisation. May I know the latest position, namely whether Government would be in a position to undertake one, two or all the three of these new industrial concerns which are going to come up for steel production and whether the consultancy and construction in regard to these could be undertaken with the know-how that we ourselves have developed?

SHRI K. C. PANT : There has been development of know-how in the Central Engineering and Design Bureau of the HSL. There are at present two organisations, namely the CEDB and Dastur & Co. who have done similar works, and who are capable, in our view, of doing this kind of work, and as things stand, we do not intend to have any foreign collaborators, and we would discuss with both these organisations how they can assist us in the programme of setting up these different steel plants.

श्री रवि राय : मैं मंत्री महोदय से जानना चाहता हूँ कि क्या यह बात सही है कि सेलम की फ्रीजेबिलिटी रिपोर्ट निकल चुकी है लेकिन हीसपेट और विषाखापटनम की फ्रीजेबिलिटी रिपोर्ट अभी तक नहीं निकली है, तो हीसपेट और विषाखापटनम के लिये फ्रीजेबिलिटी रिपोर्ट के बारे में आप सी० सी०ई०डी०बी० का परामर्श ले रहे हैं?

श्री कृष्ण चन्द्र पन्त : जब कनसेल्टेंसी के मामले में फ्रैसले लेंगे उस के बाद फ्रीजेबिलिटी रिपोर्ट तैयार होगी।

SHORT NOTICE QUESTION

MR. SPEAKER : Short Notice Question.

SHRI PREM CHAND VERMA : No. 32.

श्री श्रीचन्द्र गोयल : अध्यक्ष महोदय, शार्ट नोटिस क्वेश्चन ऐडमिट करने का कोई

क्राइटेरियन नहीं मालूम होता है, कोई जरूरत का सवाल नहीं सोचा जाता है, जिस का प्रश्न मंत्री की भर्ती हुई अलाऊ कर देते हैं। मैं ने पचासों शार्ट नोटिस क्वेश्चन अनयन्त अर्जेंट मामलों के बारे में भेजे लेकिन उन को स्वीकार नहीं किया गया और इस प्रश्न को स्वीकार कर लिया गया, जिस की शौर्ट नोटिस क्वेश्चन के रूप में कोई आवश्यकता नहीं थी। मेरा निवेदन है कि ऐसी बात नहीं होनी चाहिये। ऐसा लगता है कि मित्रता निभाने वाली बात शार्ट नोटिस क्वेश्चन स्वीकार करने में की जाती है।

श्री रवि राय : अध्यक्ष महोदय, बहुत महत्वपूर्ण मामलों पर शार्ट नोटिस क्वेश्चन अलाऊ नहीं किये जाते हैं।

श्री हुकम चन्द कछवाय : जो मंत्री महोदय से मिल ले, बातचीत कर ले उस का प्रश्न स्वीकार हो जाता है, और बाकी का मंजूर नहीं होता।

SHRI SHRI CHAND GOYAL : I had given notice of very important questions at short notice. None of them has been admitted. On the other hand, I find unimportant questions are accepted.

श्री हुकम चन्द कछवाय : सवाल इस बात का है कि जो महत्वपूर्ण प्रश्न होते हैं वे स्वीकार नहीं किये जाते। मंत्रियों से साठ-गांठ करके सवाल स्वीकार करा लिये जाते हैं। (ब्यब-धान)

श्री मनु भाई पटेल : : अध्यक्ष महोदय, इस में प्रश्नकर्ता के बारे में हम लोग शिकायत नहीं कर रहे हैं, बल्कि जो मंत्री सवाल ऐक्सप्ट करते हैं उन के बारे में कहा जा रहा है, माननीय प्रेम चन्द वर्मा के बारे में कुछ नहीं कहा जा रहा है।

श्री अटल बिहारी वाजपेयी : अध्यक्ष महोदय, मेरी शिकायत न तो माननीय प्रेम चन्द वर्मा जी के खिलाफ है और न डा० कर्ण सिंह के खिलाफ है। सवाल यह है कि नियम ऐसे बने हैं कि जिन के अन्तर्गत शौर्ट

नोटिस क्वेश्चन मिनिस्टर को मन्जूर करना पड़ता है, आप बीच में नहीं आते हैं। मेरा कहना है कि रूल्स कमेटी को आप बड़े-बड़े मामले सौंप रहे हैं, जरा यह मामला भी सौंप दीजिये कि शीर्ट नोटिस क्वेश्चन के बारे में स्पीकर को भी कुछ कहने का मौका होना चाहिए।

अध्यक्ष महोदय : जरूर सौंप दंगे।

SHRI NATH PAI : May I endorse the plea made by Shri Vajpayee? It is precisely because this kind of thing continuously keeps happening that I had submitted to you at the beginning of the session, and the Rules Committee had upheld my contention that whether a particular question was fit to be admitted at short notice should be decided by the Speaker. This was passed with the approval of the Minister of Parliamentary Affairs. But in its infallible wisdom, the Cabinet then told us that it cannot accept this position. In effect, what was passed by the Rules Committee was vetoed by the Government. The House must know what exactly transpired. As I said, I had raised the matter, the Rules Committee upheld my contention, the Minister of Parliamentary Affairs was a party to this decision. But later he comes to us and tells us that Government cannot accept that position.

As Shri Vajpayee has said, we have nothing against Dr. Karan Singh or Shri P. C. Verma. But what is urgent about this question? It is fit to be relegated as an unstarred question. But it has been accepted as a short notice question whereas questions tabled at short notice on most important matters are rejected. This happens because your discretion is kept in cold storage. If these matters are left to your discretion, we will not be confronted perennially with this kind of situation.

Once again, I submit to you that you should have a second look at the whole procedure of how short notice questions should be admitted.

SHRI PILOO MODY : If what Mr. Nath Pai said is true and the Rules Committee has approved of the suggestion

made by Mr. Nath Pai, the Cabinet has no right whatsoever, nor has the Government any right whatsoever, to overrule that decision. This Parliament is not subject, the Rules Committee is not subject, to the decision and the whims and fancies of either the Cabinet or the Government.

श्री रवि राय : इस पर अध्यक्ष महोदय, आप रूलिंग दीजिये।

अध्यक्ष महोदय : आप लोग तो कोई बात हो उस पर बाकायदा डिबेट शुरू कर देते हैं।

SHRI S. M. BANERJEE : You may kindly hear me for a minute.

MR. SPEAKER : The rule should be reversed, that when a Member is standing, the Speaker should sit down.

SHRI S. M. BANERJEE : Why we want Short Notice Questions to be admitted is because there is a lot of pressure on the calling attention notices, and under the rules you cannot admit more than one calling attention in one day. There are certain very important matters, and we want to raise them through Short Notice Questions. I am happy that there are two Doctors, Dr. K. L. Rao and Dr. Karan Singh, who admit Short Notice Questions, but the other Ministers do not admit. Kindly instruct all the Ministers to admit Short Notice Questions. I am not against this particular Short Notice Question. It may be answered.

MR. SPEAKER : As far as I remember, the question arose that the Ministers do not accept Short Notice Questions, and we discussed it, and it was decided like this. I cannot withhold any question going as a Short Notice Question to the Minister, but in case a Member approaches me and he thinks that it is a very important question, but the Minister is not agreeable to its being admitted, in that case—I think I am explaining the position correctly—I have been given the discretion, in consultation with the Member, to place it, after ten days notice, as Question No. 1. In the present case, the Question went to the Minister, and the Ministers are

very happy, when they are easy questions, to answer them. Dr. K. I. Rao has always a liking for Short Notice Questions and so Dr. Karan Singh. I wish all the other Ministers would also follow them.

श्री रवि राय : अध्यक्ष महोदय, मैं आप से एक बिनती कर रहा हूँ। आप ने अभी स्पष्टीकरण दिया वह अपनी जगह सही है। लेकिन क्या यह सही है कि कॅबिनेट ने आप की रूल्स कमेटी के फंसले को कौंसिल कर दिया? इस बारे में आप बताइये। माननीय सदस्य ही शिकायत कर रहे हैं, यह स्पष्ट हो जाना चाहिये कि कॅबिनेट कैसे इस को कॅंसिल कर देती है।

SHRI NATH PAI : May we try to keep the record straight, so that the House knows? This whole question began with the first day of this session. You asked us to raise the matter in the Rules Committee I came, we discussed it, we had a long meeting, that was the first meeting, and we reached the conclusion emphasizing that the discretion with regard to the admissibility of a Short Notice Question should be exclusively vested in you. This was agreed to by the Minister of Parliamentary Affairs. Some modifications were suggested, you suggested something. Then he informed you that the Government was not in a position to accept it. Then another meeting was held at which unfortunately I was not present, and this was thrust down the throat of the unwary Rules Committee, and they accepted it. What exactly happened was that the Government's position was accepted by the Rules Committee, totally going back on an agreement to which the Minister of Parliamentary Affairs was a party. The other Members did not take sufficient interest, and that is why the Government could get away with it.

श्री अटल बिहारी वाजपेयी : अध्यक्ष महोदय, मेरा निवेदन है कि यह मामला फिर से रूल्स कमेटी को भेज दिया जाय और रूल्स कमेटी इस पर विचार करे। अभी जो पद्धति है वह स्वस्थ पद्धति नहीं है... (व्यवधान)।

श्री रवि राय : दुबारा इस को रूल्स कमेटी में भेज दिया जाय।

DR. RAM SABHAG SINGH : I want to submit that everything should be dealt with on merit and if the suggestion of the Rules Committee had been turned down, the entire matter should be referred to the Rules Committee.

प्रेम चन्द वर्मा : रूल्स कमेटी ने अगर पास किया है तो भी वह लोक सभा में नहीं आया है। हाउस ने उसे पास नहीं किया है इसलिए हाउस या मिनिस्टर की बाइंडिंग नहीं है... (व्यवधान)।

SHRI DATTATRAYA KUNTE : What should come before the House and in what priority is absolutely the prerogative of the Speaker and no one else. If any one who cannot get into the ballot by other things wants to come through short notice question and the Minister is prepared to oblige, there are two options. It is for you to decide whether the question is a short notice question or not. If you decide in favour of it and take up the short notice question, then only it should go to the Minister concerned to know whether he is prepared to answer it or not. To turn any question into a short notice question will be a wrong procedure... (Interruptions.)

MR. SPEAKER : Short notice questions are of such nature that the reply is immediately needed and they should also be very important. Sometimes convenient short notice questions are sent and they are taken up very conveniently. I requested the Members of the Rules Committee that it would be very difficult on the part of the Speaker to turn down one and accept the other; let them all be sent to the Ministers and let them say if they are accepted. I am going to discuss it in the meeting again. I shall be calling a meeting again and we shall discuss all the details as to what should be a short notice question. We must specifically define it.

THE MINISTER OF TOURISM AND CIVIL AVIATION (DR. KARAN SINGH) : Mr. Speaker,

with your permission I should say that I am somewhat distressed at the major inarticulate premise that seems to be behind the mind of some hon. Members is that tourism is not a matter of importance. . . (An Hon. Member : important but not urgent). It so happens that I have been Minister here for four years and on three occasions I have been guillotined, and if some Member asks me some questions and I accept them I think this should not be grudged by my friends here. . . (Interruptions.)

देश में पर्यटक केन्द्रों के रूप में विकसित किये गये स्थान

S.N.Q. 32. श्री प्रेमचन्द वर्मा : क्या पर्यटन तथा असेनिक ऊडयन मंत्री यह बताने की कृपा करेंगे कि :

(क) गत पंचवर्षीय योजना के दौरान विदेशी पर्यटकों को आकर्षित करने के लिये भारत में पर्यटन केन्द्रों के रूप में किन-किन स्थानों का विकास किया गया ;

(ख) पहाड़ी क्षेत्रों और मैदानी क्षेत्रों के विकास पर तीसरी पंचवर्षीय योजना के दौरान क्रमशः कितनी राशि व्यय की गई थी और इस प्रयोजन के लिये चौथी पंचवर्षीय योजना में कितनी राशि व्यय करने का विचार है तथा किन-किन स्थानों के विकास के लिए यह व्यय किया जायेगा ;

(ग) वर्ष 1970-71 और 1971-72 में कौन-कौन सी परियोजनाओं पर कार्य आरम्भ करने का विचार है ; और

(घ) अधिक संख्या पर्यटकों को आकर्षित करने के लिए भारत में, विशेषतः पहाड़ी क्षेत्रों में, पर्यटक केन्द्रों का विकास करने के लिए क्या कार्यवाही की जा रही है ?

THE MINISTER OF TOURISM AND CIVIL AVIATION (DR. KARAN SINGH) : (a) to (d). The Central Government draws up and implements tourism schemes not on geographical or regional basis but having regard to the actual or potential attraction of a place for tourists. Statements

containing the required information are laid on the Table of the House. [Placed in Library. See No. LT—3476/70]

श्री प्रेमचन्द वर्मा : अध्यक्ष महोदय, जो यह स्टेटमेंट सभा पटल पर रक्खा गया है उस में इनफोरमेशन बहुत काफ़ी है लेकिन उस से यह पता चलता है कि क और ख में जो पूछा गया है कि विकसित किये गये स्थानों के नाम बतलाये जायें और दूसरे उन पहाड़ी क्षेत्रों में कितना पैसा खर्च हुआ वह उस में नहीं बतलाया गया है। थर्ड फ़ाइव इयर प्लान में जो कुछ इस में दिया गया है उस में हिमाचल प्रदेश क्षेत्र का कोई नाम ही नहीं है बाकी स्टेटों के उस में नाम हैं। इसलिए पहले मैं जानना चाहता हूँ कि तीसरे पांच साला प्लान में हिमाचल प्रदेश में विशेष तौर पर और अन्य पहाड़ी स्थानों पर कितनी रकम खर्च हुई और उस के साथ ही चौथी पंचवर्षीय योजना के बारे में भी पहाड़ी क्षेत्रों के बारे में और विशेष तौर पर हिमाचल-प्रदेश के बारे में कोई इस में विवरण नहीं है कि इस में कितना पैसा खर्च किया जायगा जबकि टूरिस्ट्स के लिए जो पहाड़ी इलाक़ा है वह विशेष महत्व रखता है? इन पहाड़ी इलाक़ों में जैसे हमारा बिलासपुर है, गोविन्द सागर है, पालमपुर है, धर्मशाला है, कुल्लू, मनाली है और शिमला है, यह सारे क्षेत्र हैं लेकिन इन की तरफ़ अभी तक ज्यादा जोर नहीं दिया गया है तो मैं यह जानना चाहता हूँ कि कुल इस वक्त कितना रुपया इस इलाक़े पर खर्च किया जाता रहा है विशेष तौर पर गोविन्द सागर में ?

डा० कर्ण सिंह : इस में कोई शक़ नहीं है कि पहाड़ी क्षेत्र हमारे देश में, बड़ा महत्व रखते हैं। सुन्दरता की दृष्टि से भी पहाड़ों का कोई मुकाबला नहीं है। मैं स्वयं पहाड़ी इलाके का हूँ। पहाड़ों के विषय में तो कालिदास ने भी लिखा है :

“अस्त्युत्तरस्यां दिशि देवतात्मा
हिमालयो नाम नगाधिराजः ।”

हिमालयराज पूर्वत की प्रशंसा हमारे संस्कृति के साहित्य में बहुत सुन्दर रूप में की गई है।

मैं माननीय सदस्य को आश्वासन दिलाना चाहता हूँ कि पहाड़ों की ओर हमारा विशेष ध्यान है। चतुर्थ योजना में हिमाचलप्रदेश का जो बजट है टूरिज्म का वह 25 लाख से बढ़ा कर 75 लाख कर दिया गया है। उस के अलावा सेंटर से 30-32 लाख रुपया हम खर्च कर रहे हैं। माननीय सदस्य ने विशेषकर गोविन्द सागर के बारे में पूछा है तो मैं उन को बतलाना चाहता हूँ कि गोविन्द सागर के लिए 10 लाख रुपये की धनराशि रक्खी गई है। एक बहुत सुन्दर कैफिटेरिया वहाँ गोविन्द सागर में भाखड़ा के आगे तैयार हो चुका है। उस में कुछ विलम्ब हो गया था लेकिन मुझे आशा है कि अब वह कैफिटेरिया वहाँ दो, तीन महीने के अन्दर आरम्भ हो जायगा और मैं आशा रखूँगा कि माननीय सदस्य वहाँ जाकर जलपान करेंगे और स्वयं मेरी बात की ताईद करेंगे कि कितना सुन्दर इंतजाम वहाँ पर किया गया है।

इस के अलावा हमारी यह इच्छा है कि वहाँ कुछ हम लांचेज रक्खें ताकि लोग भाखड़ा से बिलासपुर तक लांचेज से जा सकें। अब उन लांचेज को प्राप्त करने में कुछ कठिनाइयाँ पैदा हो गयी हैं। स्वदेश में लांचेज इस तरह के बनते नहीं हैं और विदेश से लाने में कुछ दिक्कतें हो रही हैं लेकिन आर्डर हमने दिया हुआ है हम उस के पीछे लगे हुए हैं और हमारा यह यत्न होगा कि जितनी शीघ्र हो सके यह लांचेज आयें। उस के अलावा 20 लाख रुपया कुल्लु, मनाली के लिए रक्खा है और एक यूथ होस्टल भी हिमाचल प्रदेश में बनने जा रहा है। यह केन्द्रीय प्लान है और राज्य सरकार की 75 लाख की राशि उस के अलावा है।

श्री प्रेम चन्द वर्मा : दूसरे प्रश्न का जवाब नहीं दिया गया है लेकिन मैं उस पर जोर

न देते हुए यह जानना चाहता हूँ कि इस वक्त सारे देश में टूरिस्ट्स के लिए पब्लिक और प्राइवेट सेक्टर, दोनों सेक्टर में कितने मुसाफिरों के बैड्स का इंतजाम है। जब लांचेज चलायेंगे उस के बाद कितने बैड्स की और जरूरत होगी और उस के लिए सरकार ने क्या कार्यवाही की है? कहां कहां और कितने कितने बैड्स का हम फालतू अरेंजमेंट कर रहे हैं? दूसरे पहाड़ी इलाके में पब्लिक सेक्टर का कोई होटल खोलने का प्लान है या नहीं है और जहां तक यह एक्सपैंड करने का प्लान है उस में पहाड़ी इलाके को क्या दर्जा दिया गया है? पहाड़ी क्षेत्र में कितने बैड्स प्राइवेट सेक्टर में या पब्लिक सेक्टर में करने का विचार है?

डा० कर्ण सिंह : अब हर एक स्थान को लेकर अलग अलग बैड्स का विवरण बतलाना कठिन है लेकिन हमारा यह विचार अवश्य है कि अगले चार, पांच वर्षों में हमें कोई 20,000 बैड्स की आवश्यकता होगी और यह पब्लिक सेक्टर और प्राइवेट सेक्टर दोनों में ही बनेंगे। इस के लिए प्राइवेट सेक्टर को हम लोन भी दे रहे हैं। पहाड़ी इलाकों को प्राथमिकता मिलेगी। गुलमर्ग में एक बहुत बड़ा विटर स्पॉर्ट्स प्रोजेक्ट बनने जा रहा है और वहां एक होटल भी बनने जा रहा है... (व्यवधान)।

गुलमर्ग का अपना एक विशेष टूरिस्ट अट्रैक्शन है। विटर स्पॉर्ट्स वहां की विशेषता है उस का मुकाबला संसार में कहीं नहीं है। और जिस को हम विटर स्पॉर्ट्स कहते हैं वह गुलमर्ग में जिस ढंग का हो सकता है वैसा किसी दूसरे स्थान में नहीं हो सकता। जहां तक अकोमोडेशन का ताल्लुक है हम हिमाचल प्रदेश में भी इस का विशेष ध्यान रक्खेंगे।

SHRI D. N. PATODIA : In Rajas-
than, Abu is the only worth-while hill
station and it is one of the most impor-
tant places of tourist interest. During
the last 7 or 8 years, conditions there

have deteriorated rather than improved. May I, therefore, know whether it is a fact that sufficient interest is not being taken either by the Rajasthan Government or the Central Government over the development of Abu : What is the planned expenditure for developing of Abu in the course of the fourth plan ? How much of it will come from Rajasthan and how much from the centre ?

DR. KARAN SINGH : Abu is no doubt an important place, but we must remember that essentially the responsibility for the development of the infrastructure lies with the State Government. As far as I know, I am afraid Abu does not find a place in the central plan, although I will look into it, because there are so many places of architectural and natural scenery and beauty in this country, but it is not always possible to include everything. But the State Government is concerned with the development of Abu. I will take it up with them specifically. I will go there myself. I have defaulted and I have not been able to go there. I will certainly go there and see that interest is created.

SHRI SHRI CHAND GOYAL : The hon. minister must be aware that Chandigarh is attracting tourists not only from all parts of the country but even from foreign countries. I am sorry to say that nothing has been done for providing facilities to the tourists. There are no good hotels and the air port is not developed. It still continues to be under the Defence Department. It cannot be freely used by civilians. I want to know how much money you are going to spend on Chandigarh for the development of facilities for the tourists and what are the measures you are contemplating to take in this regard?

DR. KARAN SINGH : No doubt Chandigarh has some architectural peculiarities and it is the only city built by La Corbusier in India. As far as the air port is concerned, there are many air ports in the country which are under the Defence Department, whether it is the Air Force or the Navy and we cannot remedy that. But in Chandigarh, so far our impression is, the occupancy ratio in the hotels al-

ready existing there is very low for various reasons. In fact, there was one party who had taken a hotel on rent but that whole thing has fallen through because nobody goes there. I am sure the hon. member will try to attract more tourists to Chandigarh and when he does that, I will not be found lacking in providing the amenities.

MR. SPEAKER : Mr. Samar Guha : I know you have arrived. Kindly do not distract my attention.

SHRI SAMAR GUHA : Even being absent from the House, I have got a report to be corrected. I was not here in the House but I have got a report that I have made some comment here and that has to be corrected and sent back. I was not present here.

SHRIMATI SUSHILA ROHATGI : So far all the tourist centres have been gravitating round places which have historical, cultural and religious interest. In view of the fact that as a result of the three five year plans India has made a tremendous stride in the direction of progress and it has revolutionised agriculture and modernised industry, I would like to know whether the Government would also include these modern temples of advancement among the tourist centres, so that the tourists who come to India can get a view of the new and modern India ?

DR. KARAN SINGH : We would be very happy if the tourists who come to India also get a view of the modern economic, technological and agricultural developments. But I think I should clarify one point. We cannot force the tourist to go to a place where he does not want to go. We cannot say that he must go and see them. The preference is that of the tourists and that has got to be kept in mind. For example, Bhakra is one of the symbols of Indian progress and is a very important place for tourists. Therefore, as far as we are concerned, we would be very happy if the tourists go increasingly to such places.

श्रीमती जयाबेन शाह : अभी मंत्री महोदय ने बतलाया कि गुलमर्ग संसार भर में एक अद्भुत स्थान है। मैं पूछना चाहती हूँ कि

गीर के लायन्स की जो बड़ी रेजर स्पेशीज है उस के प्रिजर्वेशन के लिये मंत्री महोदय क्या करना चाहते हैं ? दूसरी बात यह कि वहां जाने के लिए जो केशोड एअर-पोर्ट है, जो एक प्रकार से बन्द पड़ा है उस के लिये वह क्या करना चाहते हैं ? तीसरी बात यह कि गीर फारेस्ट जो है; जहां के लायन प्रसिद्ध हैं, वहां पर सेंट्रल गवर्नमेंट की ओर से कोई होटल बगैरह मिडल क्लास के लोगों के रहने के लिये खोलने का प्रबन्ध किया जा रहा है या नहीं ? चौथी बात यह कि जो सोमनाथ ट्रस्ट है, जिस के मंत्री महोदय खुद भी मेम्बर हैं, उस स्थान की सहायता के लिये सेंट्रल गवर्नमेंट की तरफ से वह कुछ करने जा रहे हैं या नहीं ?

डा० कर्ण सिंह : गीर के जो सिंह हैं उन का हमारे लिये विणेष महत्व है, इस में कोई दो विचार नहीं हो सकते। अध्यक्ष महोदय, जिस आसन पर आप बैठे हुए हैं उस में दो गीर सिंह बने हुए हैं। हमारा राष्ट्रीय चिह्न है गीर सिंह, इस लिये उन के विस्तार की ओर हम विणेष ध्यान दे रहे हैं। इंडियन बोर्ड आफ वाइल्ड लाइफ का मैं चेअरमैन भी हूँ, इस दृष्टि से हम यत्न कर रहे हैं कि न केवल गीर सिंह सुरक्षित रहें, बल्कि कुछ सिंह वहां से ला कर हमारे देश के जो अन्य वन हैं उन में उन का प्रवेश कराया जाये। यह सिंह सीमित न रहें, उन का विस्तार इस देश में हो, यह सरकार की इच्छा है।

जहां तक यह प्रश्न है कि हम इसके लिये क्या कर रहे हैं, हम 50 लाख रुपये की धनराशि बाइल्ड लाइफ के प्रिजर्वेशन के लिये रख रहे हैं चतुर्थ प्लेन में और उस में से 5 या 6 लाख रु० हमें इन कामों के लिये देना है। इस साल भी इस पर हम 6,7 या 8 लाख रु० खर्च करेंगे। वहां कुछ रहने का प्रबन्ध करेंगे और इस के लिए यह भी आवश्यक है कि हम कुछ मिनि बस आदि का प्रबन्ध करें।

केशोड एअर पोर्ट के विषय में माननीय

सदस्या और कुछ अन्य सदस्यों ने मुझ को लिखा है। इस के लिये हम यत्न कर रहे हैं।

जहां तक सोमनाथ ट्रस्ट का प्रश्न है, वह एक प्राइवेट ट्रस्ट है। मैं स्वयम् तो वहां नहीं गया, लेकिन मैं ने सुना है कि उन्होंने बहुत अच्छा प्रबन्ध किया है। वह अपना प्रबन्ध चलाते हैं, उस में मैं डाइरेक्टली तो कोई मदद नहीं कर सकते।

श्री मती जायबेन शाह : सोमनाथ ट्रस्ट बड़ा अच्छा काम कर रहा है, लेकिन सेंट्रल गवर्नमेंट को भी तो उस में मदद करनी चाहिये। सोमनाथ महादेव एक टूरिस्ट सेंटर है।

डा० कर्ण सिंह : अभी तक तो कोई योजना है नहीं। लेकिन यदि महादेवजी के दर्शन करने के पश्चात् कोई विचार आया तो हम यत्न करेंगे।

SHRI NAMBIAR : It is a pity that no efforts have been made by the Government to see that the tourists are attracted to the historic places and temples in the south, particularly, Srirangam in Trichinopoly, which is in my constituency, and Meenakshi temple in Madurai.

SHRI S. K. TAPURIAH : When has Shri Nambiar started believing in temples ?

DR. KARAN SINGH : It is a matter of very great satisfaction that the hon. Member has high-lighted the importance of temples in South India as places of tourist importance. I may inform him that already in Tiruchirapalli, Maduari Kancheepuram and Chidambaram we have got our tourist bungalows.

There is special UNESCO project for the Srirangam temple which involves certain renovations and in all my new publicity literature I am trying to high-light the magnificent architecture of this temple.

SHRI VIRBHADRA SINGH : There was a proposal to start a helicopter service between Chandigarh and Simla in order to facilitate tourist traffic. The Minister gave an assurance to this effect when he came to Simla two years back.

May I know is there any proposal to start this service ?

DR. KARAN SINGH : Ever since I took over this Ministry I have been interested in helicopters. There are many places in India which cannot be reached by traditional planes. We find, however, helicopter operation costs are highly uneconomic. They are expensive aircrafts and their operating costs are so high that we have to put off all those proposals.

श्री स० मो० बनर्जी : भारत में टूरिज्म का काफी विकास हुआ है। इसके लिये मैं मंत्री महोदय को धन्यवाद भी देता हूँ। काफी इसका प्रबन्ध उन्होंने किया है और करेंगे। जिस तरीके से लोग मन्दिर देखने आते हैं, खजुराहो, कोनाक आदि देखने आते हैं, आर्ट और कला को देखने आते हैं उसी तरह से जंगे आजादी की जो लड़ाई 1857 में हुई थी, उसके जो निशान बाकी हैं, उनको भी लोग देखने आते हैं। जिन शहरों में अंग्रेजों को भगाने की लोगों ने कोशिश की थी, उन में एक शहर कानपुर भी है। वहाँ पर ताँतिया टोपे, मैना देवी, नाना जी इत्यादि के निशान आज भी हैं। वह वैल भी है जिस को मैमोरियल वैल कहा करते थे। वहाँ किसी आदमी को घुसने नहीं दिया जाता था। बिठूर में मैना देवी के बारे में मेरी बहन शायद भूल गई हैं। मैं जानना चाहता हूँ कि क्या कानपुर को मंत्री महोदय टूरिज्म मैप पर लायेंगे ? वहाँ पर बहुत ज्यादा इंडस्ट्रीज हैं। लैटर इंडस्ट्री है, क्लाय इंडस्ट्री है, हैवी इंडस्ट्री है, मीडियम इंडस्ट्रीज हैं, स्माल इंडस्ट्रीज हैं। सब हैं। एक तरफ तो ये इंडस्ट्रीज हैं और दूसरी तरफ बिड़ला मंदिर नहीं लेकिन 1857 की जंगे आजादी के निशान वहाँ पर मौजूद हैं। मैं जानना चाहता हूँ कि क्या इन सब को देखते हुए मंत्री महोदय कानपुर को भी अपने टूरिज्म के मैप पर लायेंगे या नहीं लायेंगे ?

डा० कर्ण सिंह : कानपुर के महत्व को मैं स्वीकार करता हूँ। मैं अपने नक्शे पर उसको

जरूर रख दूंगा। टूरिस्ट्स वहाँ जायें या न जायें यह उनका काम है।

SHRI EBRAHIM SULAIMAN SAITH : Kerala is much more beautiful than Kashmir. There are places which can be developed as tourist centres like Thakadi game sanctuary and Kovalom beach. I would like to know from the hon. Minister what measures have been taken by the Tourist Deptt. to develop these centres in Kerala to make them more and more attractive to the tourist ?

DR. KARAN SINGH : The hon. Member prefaced his Question with the remark that Kerala is much more beautiful than Kashmir is. I would not like to comment on that but I am prepared to say it is as beautiful as Kashmir is. Apart from that I may say we have given Kerala a very high priority. First of all the beach resort in Kovalom is going to be developed which, I hope, in the next three or four years will become one of the finest beach resorts in the world. We have acquired Maharaja's palace and the beach around is going to be a most beautiful centre. As you know, beaches are very important in modern tourism. In addition to that, the Periyar game sanctuary is one of the five or six places that we have selected for development of wild life tourism. I can assure the hon. Member that the beauty of Kerala will not be neglected and that we are already giving it a very high priority in our programme.

डा० सुशीला नायर : मंत्री महोदय जानते हैं कि झाँसी में बहुत से ऐसे केन्द्र हैं जो टूरिस्ट केन्द्र हैं। झाँसी की रानी का किला, देवगढ़ का मंदिर आदि वहीं हैं। खजुराहो जाना हो तो झाँसी रास्ते में आता है। वहाँ से हो कर जाते हैं। ऐसी स्थिति में मंत्री महोदय क्या टूरिस्ट्स को वहाँ जाने के लिए प्रोत्साहित करने के लिए कोई कार्यक्रम बनायेंगे ? आपके प्रेडीसेसर वहाँ गए थे, डिप्टी मिनिस्टर को ले गए थे। सब घूम आते हैं लेकिन काम आगे बढ़ता नहीं है। काम को बढ़ाने के लिए कुछ योजना है क्या ?

डा० कर्ण सिंह : झांसी की रानी का नाम तो बहुत प्रसिद्ध है। आजकल झांसी में कोई पर्यटन केन्द्र है या नहीं है, इसकी मुझे जानकारी नहीं है। एक बात मैं स्पष्ट कर देना चाहता हूँ। झांसी जैसे स्थान देश में बहुत से हैं, हमारे देश भर में बहुत से ऐसे ऐतिहासिक स्थान हैं। इस प्रकार के स्थानों की ओर विशेष ध्यान देना, इनको प्राथमिकता देना, राज्य सरकारों का काम है। हमारे पास केन्द्र में....

डा० सुशीला नायर : झांसी की रानी एक हुई है।

डा० कर्ण सिंह : वह को स्वर्गवास हो गई है। आपने जो सुझाव दिये हैं उनको मैं राज्य सरकार के पास जरूर भिजवा दूंगा....

डा० सुशीला नायर : यह राज्य सरकार का काम नहीं है। भारत सरकार का है।

डा० कर्ण सिंह : और उससे अनुरोध करूंगा कि वह इसको देखें।

SHRI J. B. KRIPALANI : I have no province of my own. I am living in Tyagaraja Marg. Tyagaraja was a great poet and musician. Moreover, near me is living the Foreign Minister. Every tourist would be interested to meet the Foreign Minister. What are you going to do about that road?

कुछ माननीय सदस्य : अध्यक्ष महोदय..

अध्यक्ष महोदय : इस सवाल को चालीस मिनट हो गए हैं। इसको आप कह रहे थे कि इसकी इतनी इम्पोर्टेंस नहीं है और क्यों इसको एडमिट किया गया है। इसको आप छोड़ने का नाम नहीं लेते हैं।

एक बात मैं कहना चाहता हूँ। जब सवाल का जबाब दिया जाता है उस वक्त जो माननीय सदस्य खड़े होते हैं या बैसे भी इधर-उधर खड़े रहते हैं, उनका मैं नोटिस नहीं लेता हूँ। इनको याद रखना चाहिए कि अब दूसरे मंच पर खड़े हों तभी वे भी खड़े हुआ करें। दर्बान में खड़े होते हैं तो उससे मेरी एटेंशन

में भी फर्क आता है और मिनिस्टर की एटेंशन में भी फर्क आता है।

श्री इन्द्रजीत मल्होत्रा : डा० सुशीला नायर को आपने इसलिए बुलाया है कि खड़ी रहती थीं। आपको सबके साथ एक जैसा सलूक करना चाहिये।

श्री रणधीर सिंह : स्पीकर महोदय, मैं एक बहुत शानदार बात पूछने वाला हूँ। कुरुक्षेत्र का मुकाम, जहाँ महाभारत हुई और गीता का उपदेश हुआ, एक इन्टरनेशनल स्टेटस रखता है। उस से चालीस मील पर पांडू पिडारा है, जहाँ योद्धाओं की लड़ाई हुई थी। वहाँ लोग जाना चाहते हैं, लेकिन उस के लिए कोई बन्दोबस्त नहीं है। यहाँ से पंद्रह मील पर सोहना है। अगर किसी टूरिस्ट को खुजली हो, तो वहाँ वह भी ठीक हो सकती है। वहाँ पर हमारे प्रेजिडेंट, श्री गिरी, गये थे और उन्होंने कहा था कि इस जगह को एक टूरिस्ट सेंटर के तौर पर डेवलप किया जाना चाहिये। इस के अलावा बडकल लेक और डीक का किला भी हैं। इन सब जगहों को सिर्फ नक्शे पर न रख कर डेवलप किया जाना चाहिए, ताकि वहाँ पर टूरिस्ट ज्यादा से ज्यादा तादाद में जायें। और हम को फारेन एक्सचेंज मिले। क्या मंत्री महोदय इस पर विचार करेंगे?

डा० कर्ण सिंह : यह एक शानदार सुझाव है। मैं इसी पर विचार करूंगा।

SHRI AHMED AGA : The hon. Minister has referred to having a hotel in Gulmarg. A few years ago, there was a proposal that there should be a hotel in Gulmarg and, along with it, there shall also be a hotel in Srinagar because no visitor who will go to Kashmir in winter can fly over to Gulmarg. There must be a hotel in Srinagar. The reply that he has given has created some amount of anxiety and a doubt that out of the proposal, the complex, which was already approved, that is, a hotel in Gulmarg, a hotel in Srinagar, a rope-way, an air-conditioned van to carry visitors to Gulmarg, he has now left out the

Srinagar hotel and other things. It means that the proposal that he had initially approved has been cut down. Therefore, I want to know whether the proposal of having a hotel in Srinagar also is still there. Secondly, I want to know whether there is any proposal to facilitate *yatra* to Amarnath and to Katra Vaishno Devi for the visitors going there. This is the second thing that I want to know. The first thing that I want to know is about the proposal to have a hotel in Srinagar.

DR. KARAN SINGH : The complex that I mentioned, the winter complex, is in Gulmarg and that includes a hotel, the rope-way, the cafeteria, the parking lodge, etc. This integrated complex is in Gulmarg which envisages that the people who fly into Kashmir will immediately drive upto Gulmarg. That is a different matter. In addition to that, there is also a proposal to build a hotel in Srinagar. That proposal is under consideration. Various feasibility studies have been made; various factors have been taken into consideration. I am hopeful that we will be able to consolidate our thinking with regard to a hotel in Srinagar in the course of the next two or three months.

श्री गयूर अली खां : क्या मंत्री महोदय को मालूम है कि हिन्दुस्तान में जंगल खत्म होते जा रहे हैं और बाहर के टूरिस्ट जिन जंगली जानवरों को शिकार खेलने के लिए आ देखने के लिए आते थे, वह बिल्कुल खत्म होते जा रहे हैं ? इस की वजह यह है कि मिलिटरी आफिसर्स और गवर्नमेंट के दूसरे आफिसर्स शेरों और दूसरे जानवरों का काफी शिकार खेलते हैं। मैं यह जानना चाहता हूँ कि क्या मंत्री महोदय शिकार पर कोई रोक लगाने जा रहे हैं, ताकि शेर और दूसरे जानवर हमारे मुल्क में खत्म न हो सकें।

डा० कर्ण सिंह : माननीय सदस्य ने बड़ा फरमाया है कि हमारे जंगली जानवरों में कमी हो रही है। कम से कम जंगलों में जानवर कम हो रहे हैं। (व्यवधान) इस किस्म का जो नाजाइज शिकार है, उस के बारे में हम ने

बड़ी-कड़ी निगरानी रखी है, चाहे वे शिकार सरकारी आफिसर्स करें चाहे कोई और करे। लेकिन यह प्रतिबन्ध राज्यों को लगाना है, क्योंकि यह स्टेट सबजेक्ट है। इस लिए मैंने स्वयं राज्यों के मुख्य मंत्रियों को पत्र लिखे हैं और उन से पुरजोर अनुरोध किया है कि वे यह प्रतिबन्ध लगायें, ताकि हमारे पशु बचे रहें और समाप्त न हों। इसलिए यह आवश्यक है कि राज्य सरकारें इस बारे में मुद्द कार्यवाही करें।

अध्यक्ष महोदय : इस सवाल पर एक घंटा लग चुका है, लेकिन मैं देखता हूँ कि मेम्बरान खड़े हो रहे हैं। तीन मेम्बर साहबान सवाल पूछते हैं और दस और खड़े हो जाते हैं। मैंने फ़ैसला किया है कि जब तक सब मेम्बर सवाल नहीं पूछ लेते हैं, तब तक हम लंच के लिए नहीं उठेंगे।

SHRI CHENGALRAYA NAIDU : May I know from the hon. Minister why they have not included Tirupati on the tourist map though the Minister is interested in Tirupati ? He comes and prays in Tirupati, but he is not interested in putting this place in the tourist map. The Tirupati people have offered them Rs. 25 lakhs to put up an airport there. May I know from the hon. Minister whether he is going to put Tirupati in the tourist map and whether he is going to build that airport ? Even after taking Rs. 25 lakhs, he is keeping quiet. The State Government also has given them land to build the airport. Is the Government going to build at least a small tourist hotel there ?

DR. KARAN SINGH : The airport at Tirupati has been included in the Fourth Plan. The Devasthanam has given us not Rs. 25 lakhs but Rs. 15 lakhs. The State Government also is giving 200 acres of land. I am progressing in this matter. I have recently received clearance from the Finance.

As far as the accommodation is concerned, Tirupati is one of the few places in India where accommodation is beautifully arranged. I don't think, therefore, that it is necessary to put up a small

hotel there. The Devasthanam has got excellent arrangements.

SHRI INDER J. MALHOTRA : May I know apart from the schemes and programmes which have been undertaken to develop the traditionally tourist centres, what new areas will be taken up in the coming Plan, especially in the hilly areas?

DR. KARAN SINGH : Our approach is : Even in the areas where the tourists go the facilities are grossly inadequate. Therefore, what we want to do is : first of all to develop facilities in areas where the tourists already go. Take the case of Vaishno Devi. The Vaishno Devi Yatra already attracts 3 to 4 lakhs of people every year. We want to develop areas where people already go. It is only after that we consider taking up new areas. Otherwise, people will be put to inconvenience.

SHRI PILOO MODY : Why is he prejudiced against Pawagarh ?

SHRI G. VISWANATHAN : I want to know from the Minister as to what is happening to the Sound and Light Programme at Maduari Meenakshi Temple. It has been pending for a long time. I want to know the progress made in this regard.

DR. KARAN SINGH : In the Fourth Plan, according to our original Plan, only at two places *Son et Lumiere* has been included : one is in Shalimar Gardens in Srinagar and the other in Sahar-mathi Ashram in Ahmedabad. In addition to these two, I am having priority for the Maduari Meenakshi Temple. I mean discussing it with the temple authorities also and I will try my best towards the end of the Fourth Plan.

SHRI G. VISWANATHAN : At present, it is not there in the Fourth Plan.

DR. KARAN SINGH : In the Fourth Plan, we have got provision for only two as we could get funds for only two such places. I am making special attempt to try to include Maduari Meenakshi Temple towards the end of the Fourth Plan period if I get the cooperation of the temple authorities.

श्री ओंकार लाल बोहरा : अध्यक्ष महोदय, मैं मंत्री महोदय से पूछना चाहूंगा, सारे हिन्दु-स्तान में राजस्थान एक ऐसा प्रान्त है जहां सबसे अधिक ऐतिहासिक, पुरातात्विक, पौराणिक और धार्मिक स्थान हैं, मैं जानना चाहूंगा कि केवल विदेशी यात्री या साधन-सम्पन्न सैलानियों के लिए ही आपको पर्यटन की व्यवस्था नहीं करनी है बल्कि वह लोग जो हमारे देश के साधारण और मध्यम वर्ग के हैं और वह चित्तौड़, हल्दीघाटी, रणथम्बीर तथा राजस्थान के और दूसरे पौराणिक व धार्मिक स्थानों को देखने के लिए जाते हैं, उन के लिए वहां किसी प्रकार की व्यवस्था उन के ठहरने और रहने वगैरह की नहीं है। हजारों की संख्या में वह लोग उन धार्मिक और ऐतिहासिक स्थानों को देखने जाते हैं। तो क्या उन के लिए कोई व्यवस्था आप करने जा रहे हैं? राजस्थान सरकार के पास ऐसी कोई सुविधा नहीं है, वह अपने वित्तीय संकट के कारण राजस्थान के अपने इन पुरातात्विक, पौराणिक और ऐतिहासिक स्थानों को अच्छी तरह डेवलप नहीं कर सकती। इसलिए मैं जानना चाहूंगा क्या केन्द्रीय सरकार इस संबंध में चित्तौड़, हल्दीघाटी, मोतीमगरी, रणथम्बीर और ऐसे दूसरे स्थानों के लिए कुछ करने जा रही है?

डा० कर्ण सिंह : राजस्थान की महिमा वास्तव में बड़ी प्रज्वलित है, बड़ी विशेष है। उस की जितनी प्रशंसा की जाय वह कम है। यह जो उन्होंने वित्तीय संकट की बात कही, वह वित्तीय संकट केवल सरकार को ही नहीं है, वित्तीय संकट में मैं भी पड़ा हुआ हूँ क्योंकि हम ने 85 करोड़ की योजना दी थी, वह कट कर 25 करोड़ की हो गई। तो यह वह समझें कि वित्तीय संकट में हम सभी हैं। अब राजस्थान में अपने देश के लोग भी जाते हैं, विदेशी भी जाते हैं। उदयपुर और जयपुर दो स्थान विशेष हैं जहां वह जाते हैं। वहां हम यत्न कर रहे हैं। हमारा अपना होटल उदयपुर में है। बाकी जो स्थान इन्होंने

कहे उन के विषय में हमारी योजना में मैं समझता हूँ कुछ करना असंभव है। लेकिन हम यत्न करेंगे राजस्थान हुकूमत से मिलकर यदि कुछ हो सका तो करेंगे।

श्री रामावतार शास्त्री : अध्यक्ष महोदय, बिहार का महत्व कुछ कम नहीं है। और इधर खुशी की बात है कि बिहार में कुछ पर्यटन का विकास हुआ है। लेकिन फिर भी वह बहुत पिछड़ा हुआ है। मंत्री महोदय जानते हैं कि बिहार में राजगिर, नालन्दा, बोधगया, वैशाली जहां अभी हाल में वह जा चुके हैं, अम्बपाली, पटना वगैरह ऐसे दर्जनों पर्यटन केन्द्र हैं लेकिन उन का समुचित विकास न होने के कारण सरकार को जो फायदा होना चाहिए विदेशी मुद्रा का वह नहीं होता। खास तौर से राजगिर में, बोधगया में, इन जगहों पर पर्यटकों के रहने पर लिए कोई समुचित सुविधा नहीं है। तो मैं जानना चाहूंगा कि क्या सरकार राजगिर में, बोधगया में, अम्बपाली और वैशाली में, इन जगहों में पर्यटन केन्द्रों पर विशेष ध्यान देगी विकसित करने के लिए और खाम तौर से वहां होटलों का विकास करने के लिए कोई विशेष कार्यक्रम तैयार करेगी? और इसी तरह से जनकपुर भी एक बहुत महत्वपूर्ण केन्द्र है और जनकपुर और अयोध्या को लेकर के यू० पी० और बिहार में बहुत मीठा संबंध भी है तो उस के विकास के ऊपर भी क्या वह ध्यान देंगे?

डा० कर्ण सिंह : जी हां, अध्यक्ष महोदय, बिहार में पर्यटन के इस विषय पर हम विशेष ध्यान दे रहे हैं। मैं अभी-अभी वहां गया था। वहां बोधगया, राजगिर और नालन्दा यह जो तीन स्थान हैं यह केवल हमारे देश के ही नहीं, बल्कि अन्तर्राष्ट्रीय महत्व इन का है क्योंकि जहां-जहां बौद्ध रहते हैं उन के लिए इन स्थानों का बहुत महत्व है। इन तीन स्थानों के लिए और वैशाली के लिए 20 लाख रुपये की धनराशि हम ने रखी है। मैं अभी पिछली बार वहां गया था और इन

स्थानों पर बोधगया, राजगिर और नालन्दा में हम अपना सेंटर बनाने वाले हैं। उस के अतिरिक्त पटना में हम दस लाख रुपये का एक टूरिस्ट रिसेप्शन सेंटर खोलने जा रहे हैं। इसलिए माननीय सदस्य इस बात का विश्वास मानें कि बिहार के विषय में और विशेषकर बौद्ध पर्यटन के बारे में हम विशेष ध्यान दे रहे हैं।

MR. SPEAKER : I am not going to allow any further questions. You get chances every day on all subjects. This is not a special subject for you.

SHRI HEM BARUA : There was an article written by Shri R. K. Narayan in the latest *Illustrated Weekly* of India under the caption 'Fleeing the Tourists'. He has given the details as to how the foreign tourists are fleeced in Indian items. How do I know that we are allowing 9/10th of the human body being exposed. I have seen a picture of that type in the *Illustrated Weekly* of India and Shri R. K. Narayan has written an article saying that the foreign tourists are interested in Indian items and not in the Western items which they can see elsewhere.

Therefore, may I know whether the Government have taken steps to see that the foreign tourists are attracted in Indian items? For example, some foreign tourists are interested in the wild life of India. And Assam is very famous because of this wild life. There are many sanctuaries there. May I, therefore, know from the Government whether facilities will be given for developing wild life sanctuary in Assam?

DR. KARAN SINGH : I am not really competent to comment on the article written by the author. I can only say this that so far as we are concerned, we are trying to develop the Indian classical dances and folk dances as a media of entertainment of the foreign tourists. Take for example Ashoka Hotel. In the last two or three months, they have organised some of the best classical Bharat Natyam. In order to do that still better, our general approach is—I agree with the hon. Member that

wherever possible, we should give entertainment which is indigenous—to develop classical dance, music and folk dances.

As far as Assam is concerned, we are developing Kaziranga Wild Life Sanctuary. This is one of the five or six places which we have selected for development of wild life.

श्री अचल सिंह : मंत्री महोदय बताएंगे कि ताज दुनिया के 7 बंड्स में से एक है, इस में इस के राउंड एबाउट डेवलपमेंट करने की एक स्कीम थी, अभी तक उस में कोई ज्यादा इम्प्रूवमेंट नहीं किया गया है, कई करोड़ रुपया इस बास्ते रखा गया है, मैं जानना चाहूंगा मंत्री महोदय से कि इस का प्रोग्राम कब तक पूरा होगा ?

डा० कर्ण सिंह : अध्यक्ष महोदय, ताज के विषय में तो हम विशेष ध्यान देते ही रहे हैं। आर्कैलॉजिकल डिपार्टमेंट के साथ मिल कर वहां जो-जो सुविधाएं दे सकते हैं, वह दे ही रहे हैं। अभी हमारी डिप्टी मिनिस्टर डा० सरोजिनी महिषी वहां गई थीं, उन्होंने वहां एक सब-कमेटी बनाई है जो देखेगी कि किन किन चीजों की आवश्यकता है क्यों कि एक स्थान भारतवर्ष में ऐसा है जहां सब से बड़ी संख्या में पर्यटक जाते हैं और वह है ताज, इसलिए ताज को हमें प्राथमिकता देनी ही है और हम चतुर्थ योजना में ताज की ओर विशेष ध्यान देंगे।

SHRI PILOO MODY : In view of the fact that ...

SHRI S. M. BANERJEE : The hon. Member will be one of the biggest attractions in India for tourists. I can assure you of that.

SHRI PILOO MODY : In view of the fact that there are practically no hill stations in Gujarat except perhaps for Pavagadah and one other, may I know whether the hon. Minister will make a special effort to see that something is done to develop Pavagadah which is really quite a beautiful spot worthy of quite a bit of tourist traffic ?

DR. KARAN SINGH : We shall pass on the suggestion of the hon. Member to the Gujarat Government for necessary action.

SHRI SAMAR GUHA : I want to know how many times I should stand up before I can catch your eye. Even in my school days, I never used to have so much exercise in standing and sitting. I do not know what has happened here. If you do not permit me, then I shall sit down ...

MR. SPEAKER : It is very good that the hon. Member himself has said it. Somebody who will come at the end, will have to say it.

SHRI SAMAR GUHA : Even in my school days, I did not undertake such exercises in standing and sitting. I do not know what has happened here.

SHRI J. H. PATEL : It is very natural that every Member should think that his State alone is more beautiful and more important. But I am not one of those who think like that. For me, the whole of India is very important and beautiful. Let not the hon. Minister think that Kashmir is more beautiful, nor am I going to think that Mysore is more beautiful. But from the observers' point of view, there is only one beautiful, and one of the deepest, waterfalls in India, namely the Jog Falls. It happens to be around Shimoga. But the main difficulty for tourists is that it is about 280 miles from the nearest airport namely Bangalore. That is why even though it is one of the most beautiful places in the country, tourists have not been able to go there. I would like to know why the hon. Minister does not make some arrangements at least in the Fourth Plan to see that an aerodrome is constructed at Shimoga which is equidistant from Halebid and Belur which are famous for their architectural and sculptural beauty, and which is equidistant from the jungles and forest areas of the Western Ghats and which is also equidistant from the coastal area. It is going to be one of the most attractive tourist centres in the country. So, I would like to know why an aerodrome cannot be constructed at Shimoga.

DR. KARAN SINGH : The hon. Member is quite right in saying that the whole country belongs to each and every Member, and there is no question of any one State getting priority in that way. We have the saying :

"a Sethu Himalayaparyantam"

From the Himalayas down to the Sethu, the whole of India is ours, and, therefore, there could be no question of anybody trying to glorify his State at the expense of some other.

As far as the Jog Falls is concerned, I admit that it is a very beautiful spot. We have built two dak bungalows or tourist bungalows near the Jog Falls.

The hon. Member has raised the question of an airport at Shimoga. I happen to be also Minister in charge of Aviation, apart from tourism, and so, on that score, I can say that we are hard-pressed with our limited funds for airports. There are areas, such as, for example, North Bihar and North UP where crores of people have not been served by even one single airport yet. I have got to give my priorities very carefully as far as airports are concerned. Therefore, much as I appreciate his suggestion, it will not be possible at least in the Fourth Plan to implement his suggestion; however, it would be kept in mind.

SHRI NATH PAI : I am prepared to forgo my right to ask any question in regard to the development of tourist centres in Maharashtra, so that Shri Samar Guha may be given a chance.

SHRIMATI ILA PALCHOU-DHURI : There should be a tourist bungalow at Sundakphoo which is one of the most beautiful tourist centres, from where one can have the most beautiful view of Mt. Everest. The road from Darjeeling to Sundakphoo should be improved. Darjeeling suffers every year from lack of adequate water, and hence it becomes difficult for tourists to visit that place, even though they want to go to Darjeeling and then go to Sundakphoo.

Then I would like to ask about the tourist arrangements in Kamarpukur, the birthplace of Shri Ramakrishna, and

Nabadwip, the birthplace of Shri Chaitanya. Thousands of tourists come and ask us, 'We want to go and see those places; where can we get the particulars and details'. There is no adequate tourist arrangement made for tourists to visit these places. I would suggest that there should be some *son et lumiere* programmes about these places where these two sons of India had their intense realisation, which has pervaded the world, so that foreign tourists could be benefited.

DR. KARAN SINGH : In fact, Darjeeling district has been selected as one of the places where we are going to build a youth hostel. The exact location is yet to be decided.

As regards the other places mentioned, certainly the birthplaces of Shri Ramakrishna and Shri Chaitanya have tremendous importance in our country. But I would submit this is a sort of project which should really be taken up by the State Government. It is very difficult for me from the Centre to take up all these various places of interest. However, the West Bengal Government has got its own plan. Perhaps these might be included therein—I do not know at this moment. I will certainly look into this matter and discuss it with the State Government.

SHRI SAMAR GUHA : I am very sorry that I was remembered in this House *in absentia* only. I had a report to be corrected and had to be out and was not in the House. When I was trying to catch your eye, I could not succeed and it was left to a barrister member to draw your attention for me. I am really sorry this has happened; it is really not very fair to me. To record my protest against this treatment, I am not asking a question.

MR. SPEAKER : I have not followed what he said.

SHRI K. LAKKAPPA : This Minister is very beautiful, very handsome. Mysore has got its beauty spots. There is a regional tourist office in Madras. We confronted that officer. He has no elementary knowledge even of tourism in South Indian States. It is

a disgrace that this Ministry has not taken any interest in developing tourist centres in South Indian States.

We have the experience of Mysore City. It is a beautiful city of tourist importance which has attracted tourists from all over the world. But no steps have been taken to improve the tourist centres. There was a discussion between the Minister of Tourism of the Mysore Government and the Minister here. What is the outcome of that meeting to develop tourist centres in Mysore State? In the light of the discussion, what specific steps are going to be taken?

DR. KARAN SINGH : I think it is entirely incorrect to say that we have been neglecting South Indian tourist centre development. In fact, as I submitted to the House on an earlier occasion, we have given special attention to the development of tourist attractions in the south. My first new public sector hotel, apart from the ones I inherited from the Ministry of Works, Housing and Supply, is coming up in Bangalore. The hon. member knows about it. It should be ready later this year.

In Mysore, we have a tourist bungalow at Hasan, Belur and Halebid. We are doing whatever we can as far as Mysore City is concerned. When I was in Mysore recently, I discussed with the Chief Minister the possibility of utilising that most beautiful building, Lalit Mahal, which is there. I made some suggestions. The matter has still not been finalised. It is a very very beautiful marble building. My suggestion was that the building should really be used, if possible, with great taste and with great finesse, for tourism purposes.

I can assure the hon. member there is no question of our neglecting the south.

MR. SPEAKER : I do not think this will end today.

THE MINISTER OF PARLIAMENTARY AFFAIRS AND SHIPPING AND TRANSPORT (SHRI RAGHU

RAMAIAH) : You have been so generous. May I also put a question?

SHRI ATAL BIHARI VAJPAYEE : You allow him to put a question, I am prepared to reply.

MR. SPEAKER : I think that should be from this side.

श्री कांबले : अध्यक्ष महोदय मन्त्री जी को पता है कि मराठवाड़ा एरिया में अजन्ता और इलोरा शिल्पकला के उत्तम नमूने हैं तो वहाँ के लिए चतुर्थ पंचवर्षीय योजना के अन्तर्गत आप क्या खर्च करने जा रहे हैं। औरंगाबाद वहाँ से नजदीक है तो वहाँ के लिए आपकी क्या योजना है।

डा० कर्ण सिंह : जी हाँ, अजन्ता और इलोरा का बहुत महत्व है। हमने अजन्ता और इलोरा के लिए विशेष धनराशि रखी है। मुझे पूरी याद तो नहीं है लेकिन शायद 15 या 20 लाख रखी है। इसके अलावा औरंगाबाद में हम एक होटल खोलना चाहते हैं। रेलवे मन्त्रालय के साथ हमारी बातचीत हो रही है, यदि वे वहाँ पर होटल दे देंगे तो 60-70 लाख रुपये लगाकर एक सुन्दर होटल बनाया जायेगा ताकि टूरिस्ट्स को अजन्ता और इलोरा जाने में सुविधा हो।

DR. KARNI SINGH : The hon. Minister has already toured Rajasthan, and visited the tourist resorts. I would like to know from him whether he has suggested to the State Government any plans for including some other cities on the tourist circuit like Ajmere, Jodhpur, Jaisalmer and Bikaner, and whether there are any proposals for improving the hotel facilities and bringing them on a par with what they used to be during the State times.

DR. KARAN SINGH : One of the measures that we are taking to develop tourism in Rajasthan is to extend the air services west-ward. At present they go only to Jaipur and Udaipur. I am trying to extend them to Jodhpur. Bikaner is also another place. I went there recently, it is a very beautiful place. As far as the hotel facilities are concerned, the hon. Member has a

most beautiful building in Bikaner. If he could follow my example, and make it a hotel, I am sure it will help tourism.

DR. KARNI SINGH : On a point of order.

MR. SPEAKER : I do not want to come between two Maharajas.

DR. KARNI SINGH : It is not a question of my home or anybody else's home. If the entire progress of the country depends on individual people putting up their houses for hotels, then why don't you hand the State back to us ? If you cannot run it yourself, give it back to us.

MR. SPEAKER : It is too late now.

श्री रवि राय : अध्यक्ष महोदय, मन्त्री जी ने जो जवाब दिया है उसमें पाट वन और पाट टू, इस प्रकार की स्कीमें हैं। कुछ स्टेट्स के लिए जो पाट वन स्कीमें हैं उनके लिए केन्द्रीय सरकार खुद पैसा देती है। मैं जानना चाहता हूँ कि जैसे आसाम और उड़ीसा है वहाँ के लिए पाट वन स्कीम्स के आगे निल लिखा गया तो इस तरह का भेद क्यों किया गया है ?

दूसरा प्रश्न यह है कि उड़ीसा में पुरी में कोणार्क तक समुद्र के किनारे मेरीन ड्राइव के पैटर्न पर एक रास्ता तैयार करने के लिए क्या सरकार की योजना है और क्या उड़ीसा सरकार की तरफ से इस तरह का सुझाव आया है कि उड़ीसा में टूरिस्ट्स को आकर्षित करने के लिए दिल्ली से भुवनेश्वर तक सीधे हवाई जहाज चलना चाहिए और कोणार्क में भी हवाई अड्डा होना चाहिए ?

डा० कर्ण सिंह : माननीय सदस्य ने पाट वन और पाट टू स्कीम का वर्णन किया, वह पहले तीसरी योजना में बनी थी लेकिन चतुर्थ योजना में पाट को काट दिया गया। चतुर्थ योजना में सिर्फ पाट वन हैं जोकि स्टेट्स और सेन्ट्रल स्कीम्स हैं। जहाँ तक कोणार्क का प्रश्न है, वहाँ पर हवाई अड्डा बनाना उचित नहीं होगा क्योंकि हमारे विशेषज्ञों ने बताया है कि उसके समीप

हवाई अड्डा बनाया जायेगा तो वायब्रेशन्स से सम्भव है कि वह बहुत सुन्दर इमारत गिर जाये। लेकिन भुवनेश्वर से कोणार्क तक पहुँचने के लिए रास्ता है। और पुरी से कोणार्क जो समुद्र के साथ एक रास्ता चल रहा है उसके लिए भी एक योजना है लेकिन उस पर बहुत धनराशि लगेगी और हम उसको चला सकेंगे या नहीं, यह हमें देखना पड़ेगा।

SHRI BISWANATH ROY : Leaving aside matters concerning particular States and places of historical and religious importance, may I know whether the Government of India have undertaken any survey of the whole country for selecting new centres, especially with natural attractions, which might attract foreigners to this country ?

DR. KARAN SINGH : I clarified in reply to an earlier question our approach to this problem. The facilities that are available at places where tourists go compare unfavourably with facilities available by international standards. Therefore, first of all our task should be to improve the facilities at places where the tourists are going at present before we start tackling new areas, with a few exceptions like Kovalam and winter sports projects. So, we are not trying to develop new areas; we should begin with to develop the facilities in existing areas.

SHRI BRIJ RAJ SINGH—KOTAH : The hon. Minister is very keen to improve such facilities. What is he doing to provide tourists alternative accommodation so that they spend more nights in India ? If we get 100 tourists and they can spend two nights instead of one, it is as good as having 200 tourists. In that respect, I should like to know why he is not including the Eastern part of Rajasthan, particularly Kotah, where the beautiful river Chambal flows and which is the only place in the world where you can see wild life by boats ? What is he doing to develop that part ?

DR. KARAN SINGH : It is true that we want to have foreign tourists stay here as long as possible in India. The first step I have taken in respect of Kotah is to put it on the air map of

India. That is the first prerequisite; for further development of the infrastructure in Kotah, I shall seek the hon. Members personal co-operation.

SHRI BRIJ RAJ SINGH KOTAH : I shall be happy to do so but the air service is only a non-scheduled service.

SHRI KAMALANATHAN : The people of Tamil Nadu had been pressing for an airport at Salem. The new steel plant is also coming up and there is a hill-station Yercaud nearby. Will the Minister consider the suggestion to have an airport at Salem ?

DR. KARAN SINGH : The suggestion had been made many times. Now that a steel plant is also coming up, perhaps it is a matter which must have a fresh survey; I shall get a survey undertaken.

SHRI S. M. SOLANKI : Is the Minister aware of the fact that Nalsarovar near Ahmedabad is a place where birds from Pakistan, Russia and China, Iran and other parts of the world come and it is a very interesting place ?

MR. SPEAKER : They are tourist birds.

SHRI S. M. SOLANKI : I request the Minister to have a hotel for the tourists and I also request him to visit that place and see things for himself.

DR. KARAN SINGH : Does he want a hotel for those birds ? I shall consider his suggestion.

SHRI C. K. BHATTACHARYYA : In Midnapore district of Bengal we have got a beautiful beach at Digha and till now that beach had been used by individuals for taking their aeroplanes coming and going from Calcutta. May I ask the hon. Minister whether he has any proposal for giving an air connection to that place from Calcutta because it is so near Calcutta and people might come and go back in a day. This is the question which Mr. Samar Guha was trying to ask.

DR. KARAN SINGH : Digha has been included by the West Bengal Government in its fourth plan for tourism

development for accommodation and beach facilities.

As far as the air services are concerned, as I said earlier, we are extremely tight at present with our air services. We may not be able to provide it in the near future. But I will certainly keep the hon. Member's suggestion in mind. (*Interruption*)

श्री राम सेवक यादव : अध्यक्ष महोदय, जिन मंत्रालयों पर बहस नहीं हुई है उन पर आप एक एक शीट नोटिस क्वेश्चन मन्जूर करवा देते तो काम चल जाता और इस प्रश्न पर इतना समय न लगता।

WRITTEN ANSWERS TO QUESTIONS

RECOMMENDATION OF WORKING GROUP ON FISCAL AND FINANCIAL INCENTIVES RE : ISSUE OF LICENCES FOR STARTING INDUSTRIES IN BACKWARD AREAS.

*1561. **SHRI S. KUNDU :** Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether the Working Group on Fiscal and Financial incentives for starting industries in backward areas had recommended that no licences should be issued for establishment of certain new industrial units in certain demarcated areas and, if so, whether Government have accepted the recommendations; and

(b) if not, the reasons therefor ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) (a) and (b). The Working Group on Fiscal and Financial Incentives for starting industries in backward areas (Wanchoo Committee) has, among other things, recommended certain disincentives for over-crowding of industries in already developed zones. A further recommendation in this regard was that no licences should be issued for the establishment of new units in certain demarcated areas of Bombay, Calcutta, Delhi and Madras and also for

expansion of existing units in these congested areas particularly of Bombay and Calcutta. No final decision has, however, yet been taken on the subject.

CONCESSION FOR SETTING UP INDUSTRIES IN BACKWARD AREAS

*1563. SHRI BEDABRATA BARUA : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether Government had decided in 1967 to give 10 per cent subsidy on the capital and income-tax relief for 5 years in case an industry is located in a backward area;

(b) whether it is a fact that the above decision was later reversed at the instance of the National Development Council; and

(c) whether Government have accepted the decision of the National Development Council to the exclusion of the earlier Cabinet decision ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) (a) to (c). Attention of the Hon'ble Member is invited to the provisions of clause (xx) of Rule 41(2) of the Rules of Procedure and Conduct of Business in the Lok Sabha.

EXPENSES ON ELECTIONS

*1568. SHRI SHRI CHAND GOYAL : Will the Minister of LAW AND SOCIAL WELFARE be pleased to state :

(a) the total expenses incurred by Government in conducting the General Elections of 1967 for Parliament as well as for State Assemblies, separately;

(b) whether there is a demand that Government should bear the expenses of all candidates who manage to save their security deposits;

(c) the total expenses likely to be incurred on all such candidates provided Government allow this expense to the

maximum permissible limit allowed by law; and

(d) whether Government have considered the above proposal and, if so, the result thereof ?

THE MINISTER OF LAW AND SOCIAL WELFARE (SHRI GOVINDA MENON) : (a) The total expenses incurred by the Government in conducting the general elections to the House of the People and the State Legislative Assemblies in 1967 was Rs. 10,95,33,772. As the elections were held simultaneously to both the House of the People and State Legislatures, separate figures are not available. This expenditure was shared between the Centre and State on 50 : 50 basis.

(b) The Government has no information on this matter.

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

GOVERNMENT'S WARNING TO RE-ROLLING MILLS TO KEEP PRICES OF PRODUCTS AT REASONABLE LEVEL

*1570. SHRI MAYAVAN :

SHRI N. R. LASKAR :

SHRI DHANDAPANI :

SHRI CHENGALRAYA NAIDU :

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

(a) whether it is a fact that Government have warned the steel re-rolling mills to keep the prices of their products at reasonable level and that otherwise Government will be forced to take other measures;

(b) whether in spite of the warning, the re-rolling mills have not taken any action; and

(c) if so, what other measures are being considered to keep the prices at reasonable level ?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL & HEAVY ENGINEERING (SHRI K. C. PANT) : (a) No, Sir. In an informal

exchange of views with representatives of the Re-rollers, however, Government's concern over the rising prices of their products was conveyed to them.

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

LOSS INCURRED BY H.M.T. LTD.

*1571. SHRI JAI SINGH :

SHRI HARDAYAL
DEVGUN :

SHRI YAJNA DATT
SHARMA :

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

(a) whether it is a fact that the Hindustan Machine Tools Limited has been sustaining colossal loss ever since its inception;

(b) whether it is also a fact that the loss is primarily attributable to the lack of requisite managerial skill in the said undertaking;

(c) if so, whether Government propose to associate private management with the said undertaking with a view to making the undertaking viable; and

(d) if not, the reasons therefor ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) No, Sir. Hindustan Machine Tools have made profits in 11 out of 13 years of their working.

(b) No, Sir. Due to an unprecedented fall in demand for machine tools arising out of the general problem of under utilisation of capacity in the Engineering Industry for the last two to three years, the off take of the products of Hindustan Machine Tools has not been satisfactory. Consequently, the Company had to carry a large stock of machine tools. In order to avoid further accumulation of stocks, the Company had also to restrict production. This situation resulted in a loss to the

Company in its machine tool manufacturing operations.

(c) On the Board of Directors of Hindustan Machine Tools, the Company has four non-official Directors two of whom are senior executives from the private sector.

(d) Does not arise.

ISSUE OF LICENCES TO BIRLA AND TATA GROUPS FOR STARTING INDUSTRIES

*1572. SHRI SHIVA CHANDRA JHA : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether it is a fact that the Birla and Tata groups have applied for licences, within the last two months, for starting industries;

(b) if so, for how many and for which industries, separately; and

(c) the response of Government to those applications ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI A. F. AHMED) : (a) to (c). Three applications for setting up of New Industrial Undertakings have been received during the last two months (March and April, 1970) from companies belonging to the Birla Group; none has been received from the Tata Group of companies. The three applications received from the Birla Group relate to manufacture of certain chemicals, gear cutting tools and cotton seed and other edible oils and cakes. These applications are under examination in the light of the changes in licensing policy announced recently.

DISPLAY OF RESERVATION CHARTS ON RAILWAY PLATFORMS

*1573. SHRI N. SHIVAPPA :

SHRI G. Y. KRISHNAN :

Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that the

lists showing reservations of 2-tier and 3-tier Sleeping berths and Third Class sitting accommodation are not displayed on the platforms before the trains enter the platforms and are also not legibly written or typed when displayed:

(b) if so, the steps proposed to be taken in the matter; and

(c) whether Government are considering any proposal to establish Complaint Cells in this regard on important Railway Stations?

THE MINISTER OF RAILWAYS (SHRI NANDA): (a) and (b). Instructions exist that lists showing reservations in all classes of accommodation should be legibly written or typed and should be displayed prominently on the platform well in advance of the scheduled departure of the train. These instructions are generally being followed by Railways. The position will be reviewed further with a view to ensuring strict compliance.

(c) No, Sir. There are, however, arrangements for receiving and dealing with such complaints.

TRAVEL BY RAIL OFFICERS' FAMILIES ON METAL PASSES IN SALOONS

1574. SHRI LOBO PRABHU: Will the Minister of RAILWAYS be pleased to refer to the reply given to Starred Question No. 864 on the 7th April, 1970 regarding grant of full Travelling and Daily Allowances to Officers using Railway Saloons and state:

(a) the considerations which weighed with the Railway Board in permitting Railway Officers to take with them their families including dependent children while travelling on Metal Passes and also using the Saloons called as Inspection-Carriages;

(b) whether in addition to the family, the Railway Officers can carry a number of servants free besides the Attendant detailed on duty and, if so, the reasons therefor;

(c) whether these Railway Officers also get a number of Privilege Passes and P.T.Os. and, if so, the number thereof;

(d) whether in view of the present shortage of accommodation in trains in almost all the Classes and the mounting rise in the number of such Officers, the Railway Board would consider the desirability of reducing the number of Privilege Passes and P.T.Os. and also withdrawing the facility of free travel by the families and domestic servants on Metal Passes and in Saloons; and

(e) if not, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI NANDA): (a) to (e). The travel concessions to various classes of Railway servants as they stand today are the product of a century old evolutionary process since the inception of the Railways themselves. This privilege of railway servants is in consonance with international practice on railways and indeed in other transport undertakings like the airlines, shipping companies, roadways, etc.

2. In the background of this tradition, travel concessions to railway servants have formed almost a part of their service conditions and as such, organisations of railway servants look upon this as a matter of right and are very sensitive about any question of modification of this concession to their disadvantage.

3. The character of the duties of a gazetted Railway officer is such that he has to travel on railways frequently on duty. For this purpose, a metal pass is issued to each gazetted railway officer, which he can use only for duty journeys. It entitles its holder to travel on duty in the ordinary train service or in an Inspection Carriage and covers the officer's family and two attendants in III class.

4. The Railway officers have to be out on line on field inspection duty frequently and have to tour extensively in areas under their jurisdiction. These tours are undertaken by them on duty solely in the interest of railway working, particularly for ensuring maintenance of safety standards of all installations, permanent way etc. It, therefore, becomes necessary to permit officers to take their families and servants with them on duty journeys, if they so desire,

as they have to spend sometimes many days at a stretch at out-stations during enquiries and line inspections and at places where there is no facility for boarding and lodging. Thus, the use of inspection carriages by Railway Officers is a necessity particularly at places where no Rest Room and Catering facilities have been provided. Also this privilege has been in vogue from the time Railways started running in the country.

5. For non-duty journeys, Railway Officers are entitled to privilege passes and Privilege Ticket Orders at prescribed scales viz. 6 sets of passes and 6 sets of privilege ticket orders per annum.

6. Government look upon the grant of travel concessions to Railway servants not as a loss, but as something to which they are legitimately entitled to. If they are deprived of any of their existing privileges, there is no doubt that this would result in considerable amount of frustration at a time when their continued enthusiasm and loyalty are so necessary to enable the nation to fulfil its task in the transportation field.

7. As this House have already been informed, the whole question of the use of Inspection Carriages is being re-examined with a view to restricting it to minimum compatible with essential needs.

CASE REGISTERED BY C.B.I. AGAINST SHRI RAMNATH GOENKA

*1575. SHRI RABI RAY : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether it is a fact that the C.B.I. registered a case against Shri Ramnath Goenka on the 14th February, 1970;

(b) if so, the details thereof; and

(c) what steps Government have taken in the matter ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) to (c).

The C.B.I. have registered a case on the 14th February, 1970 against Shri Ramnath Goenka under Section 120B (Criminal conspiracy), read with Section 409 (criminal breach of trust) and 477A (falsification of accounts) of the Indian Penal Code.

मताधिकार की आयु कम करना

*1576. श्री ओम प्रकाश त्यागी :

श्री न० रा० देवधरे :

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

(क) क्या यह सच है कि विद्यार्थियों में राजनीतिक जागृति की भावना का शीघ्र विकास हो रहा है ;

(ख) यदि हां, तो क्या सरकार मताधिकार की आयु को 21 वर्ष से घटा कर 18 वर्ष करने के बारे में विचार करेगी ;

(ग) शिक्षा के महत्व को ध्यान में रखते हुए क्या सरकार मैट्रिकुलेट विद्यार्थियों को मताधिकार देने के बारे में विचार करेगी चाहे उनकी आयु कुछ भी हो; और

(घ) यदि नहीं, तो उसके क्या कारण हैं।

बिधि तथा समाज कल्याण मंत्री (श्री गोबिन्द मेनन) : (क) यह विवादग्रस्त बात है।

(ख) जी, नहीं।

(ग) जी, नहीं।

(घ) इस प्रस्तापना को स्वीकार करने का अर्थ मैट्रिक पास छात्र मतदाताओं और अन्य मतदाताओं के बीच विभेद करना होगा। ऐसा विभेद सार्वजनिक व्यस्क मताधिकार की विचारधारा के प्रतिकूल है।

बिभिन्न रेलवे में अनुसूचित जातियों तथा अनुसूचित आदिम जातियों के व्यक्तियों द्वारा रिक्त पदों को भरा जाना

*1577. श्री मोलू प्रसाद : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) प्रत्येक रेलवे में क्षेत्रवार तथा क्षेत्रीयवार गत तीन वर्षों में पृथक-पृथक सीधे मर्ती करके तथा खुली प्रतियोगी परीक्षाओं द्वारा कितने पदों पर अनुसूचित जातियों, अनुसूचित आदिम जातियों तथा अन्य जातियों के व्यक्तियों की नियुक्ति की गई ; और

(ख) इस बारे में पूर्ण व्यौरा क्या है ?

रेल मंत्री (श्री नन्दा) : (क) और (ख). सूचना इकट्ठी की जा रही है और सभा-पटल पर रख दी जायेगी।

LICENSING OF NEW FACTORIES FOR PRODUCING CONCRETE FROM FLY-ASH

*1578. SHRI HIMATSINGKA : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether a Madras factory is producing cellular concrete from fly-ash (waste material) produced at the Power Stations in the country;

(b) the total annual production of this waste material at different Power Stations and how far it will be utilised by the said Madras factory for production; and

(c) whether some more factories to produce such concrete are proposed to be licenced and if so, the details of the proposal and the steps taken in this regard so far ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) The factory is expected to go into production by the end of 1970.

(b) The present annual production of fly ash at different power stations is of the order of 3.5 million tonnes which may increase to the level of 8 million tonnes per annum in near future. The estimated consumption of fly ash by this factory will be about 1 lakh tonnes per annum.

(c) As this is not one of the scheduled industries, it is not subject to licensing.

LOAN TO ENGINEERS FOR SETTING UP INDUSTRIES

*1579. SHRI DEVINDER SINGH GARCHA : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether it is a fact that there is a scheme under which an unemployed Engineer can get, without any security, Rs. 2 lakhs from Government for setting up a plant on the basis of hire-purchase system;

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

(c) the number of unemployed Engineers who have availed of this facility, State-wise; and

(d) the number of unemployed Engineers, State-wise, whose requests are still pending with Government ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) and (b). A scheme for financing craftsmen and qualified entrepreneurs was initiated by the State Bank of India in July, 1967. The amount of accommodation available under this scheme to any one entrepreneur is restricted to Rs. two lakhs; where more than one qualified entrepreneur is associated with the project, the limit can be raised to Rs. three lakhs. An entrepreneur who has a worthwhile project and possesses experience and/or technical know-how, integrity and ability to make the enterprise work successfully is eligible for assistance under this scheme. No security is insisted upon but the entrepreneur has to hypothecate the assets proposed to be acquired from the loan.

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

CLASH BETWEEN GANGMEN AND PERSONNEL OF R.P.F. AT BURDWAN

*1580. **SHRI RAM KISHAN GUPTA :**

SHRI RAGHUVIR SINGH SHASTRI :

Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that several Railway Gangmen were killed and injured in a clash between Gangmen and the Railway Protection Force personnel at Burdwan Railway Station on the 15th April, 1970;

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

(c) whether the matter has been investigated into ?

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

(b) 2 Gangmen were killed. 29 Gangmen and 4 members of the Railway Protection Force sustained injuries.

(c) On the complaints filed by an Assistant Diesel Driver, Burdwan, and a Sub-Inspector of the R.P.F., Burdwan, two cases have been registered by the Police and the C.I.D., West Bengal are conducting the investigations.

ASBESTOS PLANT IN MADHYA PRADESH

*1581. **SHRI G. C. DIXIT :** Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether there is any proposal to set up a plant for the production of asbestos in Madhya Pradesh;

(b) if so, the main features of the proposal and the location of the proposed Plant; and

(c) the estimated cost thereof ?

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

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

PURCHASES FROM INDUSTRIAL UNITS BY STATES

*1582. **SHRI VIRENDRA KUMAR SHAH :** Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether he is aware that some State Governments given preferences to industrial units in their respective States while making purchases on State account;

(b) if so, the names of the State Governments which give such preferences and the extent of such preferences;

(c) whether Government will obtain all the necessary details from the various State Governments and furnish them to the House; and

(d) the stand of the Central Government with regard to giving such preferences ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) to (d). Government is aware that some State Governments give preference to Industrial units in their respective States while making purchases on State account. Government is considering the position arising from such system practised by the State Governments. Details of preferences accorded by the State Governments are being collected and will be placed on the Table of the House.

REGISTRATION WITH ELECTION COMMISSION OF POLITICAL PARTIES TO CONTEST ELECTIONS

*1583. **SHRI JUGAL MONDAL :** Will the Minister of LAW AND SOCIAL WELFARE be pleased to state :

(a) whether Government have since considered the proposal to make a law

under which all political parties will have to get themselves registered with the Election Commission to contest elections in the country; and

(b) if so, the decision taken in this regard?

THE MINISTER OF LAW AND SOCIAL WELFARE (SHRI GOVINDA MENON) : (a) The Government has no such proposal under consideration.

(b) Does not arise.

SHORTAGE OF TYRES AND TUBES

*1584. **SHRI ARJUN SINGH BHADORIA :**

SHRI K. N. PANDEY :

Will the Minister of **INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS** be pleased to state :

(a) whether it is a fact that the production of all kinds of tyres and tubes in the country is far below the normal requirements resulting in acute shortage of the commodity;

(b) whether it is due to the fact that the production of rubber in the country has been extremely slow; and

(c) if so, whether Government have investigated the reasons therefor?

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

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

RAISING OF RESOURCES TO MEET RAILWAY TARGETS FOR 1973-74

*1585. **SHRI R. K. AMIN :** Will the Minister of **RAILWAYS** be pleased to state :

(a) whether it is a fact that the targets set for 1973-74 for 265 million tonnes of freight traffic and 2700 million originating passengers have been finally accepted by him;

(b) if so, the financial investment required to achieve these targets; and

(c) the manner of raising these resources in each year?

THE MINISTER OF RAILWAYS (SHRI NANDA) : (a) The total originating freight traffic anticipated in 1973-74 is about 265 million tonnes. The estimated increase in non-suburban passenger traffic during the Fourth Plan period is 23%. However the funds allotted to the Railways are sufficient to cater for only 265 million tonnes of originating traffic in 1973-74 and 20% increase in non-suburban passenger traffic over the Plan period. These targets have been accepted subject, however, to their being reviewed periodically in consultation with the Planning Commission and the Economic Ministries concerned, so as to make timely adjustments.

(b) The total outlay provided in the Plan for the Railways is Rs. 1525 crores.

(c) The Fourth Plan for the Railways has been approved on the understanding that, out of the total expenditure of Rs. 1525 crores, Rs. 585 crores will be made available from the General Resources and the balance Rs. 940 crores will be found by the Railways themselves. This is inclusive of Rs. 525 crores from the Railways' contribution towards the Depreciation Reserve Fund during the Plan period. Within this broad framework, allocations are proposed from year to year depending upon the availability of resources and the requirements.

However in view of the present stringent position of Railway finances, the extent to which funds can be found from Railways' resources is being re-appraised.

EXPORT OF STEEL TO DEVELOPING COUNTRIES

*1586. **SHRI VALMIKI CHOUHDARY :** Will the Minister of **STEEL AND HEAVY ENGINEERING** be pleased to state :

(a) whether it is a fact that Government are considering to maintain export

of primary steel—semis, billets, and pig iron—to developing countries even at the cost of internal demands;

(b) if so, the details thereof; and

(c) the names of countries from which pressing demands for these items have been received?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL & HEAVY ENGINEERING (SHRI K. C. PANT) : (a) and (b). Government's policy is to regulate the exports of pig iron, semi finished steel or finished steel so as to strike a rational balance between the domestic demand, the earnings of foreign exchange through exports, and the maintenance of cordial economic relations particularly with neighbouring friendly developing countries.

(c) The largest demand at present for Indian pig iron and ingots is from Japan. There are demands for billets from several countries including Nepal, Ceylon, Thailand, Mauritius and Iran.

ASHRAM SCHOOLS IN STATES

*1587. SHRI BENI SHANKER SHARMA : Will the Minister of LAW AND SOCIAL WELFARE be pleased to state :

(a) whether it is a fact that the cost of construction of Ashram Schools, run by certain States under Centrally aided programmes, is very high as compared to other traditional schools and as a result of this many of the States are unable to have more schools of this type;

(b) if so, the reasons thereof; and

(c) the details of these schools in different States?

THE MINISTER OF STATE IN THE MINISTRY OF LAW AND IN THE DEPARTMENT OF SOCIAL WELFARE [DR. (SHRIMATI) PHULRENU GUHA] : (a) and (b). The Ashram type of schools specially set up for the Scheduled Tribe children are residential schools with vocational bias. The inmates are provided free board

and lodging, education and medical facilities. Therefore, the cost of establishment and running of Ashram schools is more than that of other ordinary schools. Ashram schools are set up under the State sector programme by the State Governments/Union Territory Administrations depending upon the availability of funds.

(c) The information has been called from the State Governments/Union Territory Administrations and will be laid on the Table of the House as soon as it is received.

IMPROVEMENT IN SETTING UP NEW INDUSTRIAL CONCERNS

*1588. SHRI S. R. DAMANI : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether there has been any visible improvement in the coming up of new industrial concerns since the announcement of the new policy; and

(b) if so, in what industries this is noticed and how many parties have approached Government for issuing licences and the action taken thereon?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) and (b). The new Licensing Policy was announced only on 18-2-1970. It is too early to make an assessment of the impact of the new policy on the establishment of new industrial concerns. However, during the last two months after the announcement of the new Licensing Policy (*viz.* March & April 1970), 123 applications were received for setting up of New Industrial Undertakings. These applications were for industries such as Automobile Tyres & Tubes, Paper, and Pulp, Sugar, Tractors and Agricultural Equipments, Marine Diesel Engines, Ammonium Sulphate, Caustic Soda, Vanaspathi etc. During the corresponding period in 1969, the number of such applications was 98.

SHORT SUPPLY OF SWEET OIL TANK WAGONS AT RAICHUR (SOUTH CENTRAL RAILWAY)

*1589. **SHRI S. A. AGADI** : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that sweet oil tank wagons are in short supply at Raichur on the South-Central Railway;

(b) if so, what action has been taken in the matter;

(c) what is the average monthly demand and supply of these wagons since last one year; and

(d) the action taken for meeting the demand of the exporters of sweet oil ?

THE MINISTER OF RAILWAYS (SHRI NANDA) : (a) During the peak season, some delay occurs in meeting the indents for despatch of sweet oil tanks but the demand is met in full over a period.

(b) Assistance is given from the petroleum tanks wagon fleet to meet the peak demand.

(c) The average monthly demand at Raichur during the year 1969-70 was 53, the minimum demand being 19 and the maximum 81. The demands were met almost fully.

(d) The following action is taken for meeting the demand of exporters of sweet oil :—

- (i) Continued efforts are made to maximise utilisation of the available tank wagon fleet.
- (ii) Co-operation of the trade is requested in reducing heavy detention to loaded tank wagons at the destination awaiting release.
- (iii) Tank wagons from other areas are supplied to the extent feasible.
- (iv) The sweet oil tank wagon fleet is supplemented by petroleum tank wagon which after cleaning are used for despatch of vegetable oil.
- (v) Export traffic in vegetable oil is also given higher priority.

LIVING CONDITIONS OF HILLY TRIBES AND SCHEDULED TRIBES OF HILLY AREAS OF TAMIL NADU

*1590. **SHRI K. RAMANI** : Will the Minister of LAW AND SOCIAL WELFARE be pleased to state :

(a) whether the attention of Government has been drawn to the worst living conditions of the Hilly tribes and Scheduled Tribes belonging to Valayar Forest and Thalavadi hills of Coimbatore District in Tamil Nadu;

(b) if so, the action taken by Government to improve their living conditions by giving land, drinking water facilities and work to the unemployed; and

(c) if no action has been taken in the matter, the reasons therefor ?

THE MINISTER OF STATE IN THE MINISTRY OF LAW AND IN THE DEPARTMENT OF SOCIAL WELFARE (DR. (SHRIMATI) PHULRENU GUHA) : (a) to (c). The information has been called for from the State Government and will be laid on the Table of the Sabha when received.

RECRUITMENT OF ENGINEERS THROUGH U.P.S.C.

9291. **SHRI S. D. SOMASUNDARAM** : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that the U.P.S.C. is recruiting Engineers for the Central Services Class II who have obtained less than 40 per cent and 30 per cent marks;

(b) if so, whether Government consider that those Engineers who have obtained less than 50 per cent marks in the U.P.S.C. examination are not meritorious and well-qualified; and

(c) whether Government propose to reduce the percentage of direct recruitment of the Central Engineering Services Class I and abolish altogether the Central Engineering Services Class II since low calibre candidates come in, due to mass recruitment ?

THE MINISTER OF RAILWAYS

(SHRI NANDA) : (a) and (b). Presumably the Hon'ble Member is referring to recruitment of Engineers to certain Central Services/pösts, Class II, by the method of Competitive examinations conducted by the Union Public Service Commission. The Rules for these examinations lay down that the Commission have discretion to fix qualifying marks in any or all the subjects of the Examination. Such qualifying marks prescribed by the U.P.S.C. for these services from time to time are treated as confidential by the Commission. This being so, Government are not in a position to express any opinion in this regard.

(c) There is no proposal to reduce the percentage of recruitment to Central Engineering Service Class I. There is, however, a proposal under consideration to stop direct recruitment to Central Engineering Service Class II and Central Electrical Engineering Service Class II on considerations other than on account of alleged low calibre of candidates.

HARASSMENT OF HARIJANS IN PUNJAB

9292. SHRI BABURAO PATEL : Will the Minister of LAW AND SOCIAL WELFARE be pleased to state :

(a) whether a study team of the Punjab Pradesh Congress Committee visited Shahidgarh village near Patiala some time ago to study the conditions of Harijans living there;

(b) if so, the salient details of their findings;

(c) whether it is a fact that the police there act as "Silent spectators", when Harijans are subjected to all sorts of harassment; and

(d) if so, the steps taken by the Union Government to ameliorate the sufferings of the Harijans in these areas and if no steps have been taken, the reasons therefor ?

THE MINISTER OF STATE IN THE MINISTRY OF LAW AND IN THE DEPARTMENT OF SOCIAL WELFARE (DR. (SHRIMATI)

PHULREGU GUHA) : (a) to (d). The State Government have been addressed in the matter. Their reply is awaited.

DEMAND AND PRODUCTION OF SCOOTERS

9293. SHRI BABURAO PATEL : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) the total annual demand for scooters during the last three years;

(b) the total number of Scooters manufactured annually during the last three years, market-wise with names of manufacturers;

(c) the total of advance orders booked with dealers, make-wise and the amount of advance money taken against them;

(d) the names of manufacturers who have sought permission to increase production and to what extent and the reasons why the sanction has been delayed in each case;

(e) whether it is a fact that licences to import some essential parts like the carburettor etc. are not given to the manufacturers thus crippling production; and

(f) the justification for a factory in public sector when the expansion possible in present private sector is not permitted ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) No information is available about the precise demand for scooters during each of the last three years.

However, the extent of demand for scooters during the last 3 years can be gauged from the following figures of orders pending with the various dealers of scooters in the country :—

Date	Pending Orders
31st March, 1967	about 1,86,000
31st March, 1968	about 2,05,000
31st March, 1969	about 2,19,000

(b) The total number of scooters years, make-wise with names of manufacturers is as under :—

S. No.	Name of the firm	Production		
		1967-68	1968-69	1969-70
1.	M/S Enfield India Ltd., Madras (Fantabulus)	850	581	289
2.	M/S Automobile products of India, Ltd., Bombay (Lambretta)	14,842	17,909	22,466
3.	M/S Bajaj Auto Ltd., Poona (Vespa)	7,724	21,119	29,299
4.	M/S Escorts Ltd., Faridabad (Rajdoot)	—	—	192
TOTAL :		33,416	39,609	52,246

(c) The number of orders for scooters pending with the various dealers in the country as on the 31st March, 1970 is as under—

Lambretta	84,883
Vespa	1,76,933
Fantabulus	Negligible.
Rajdoot	Sale of these scooters on commercial basis has not yet started.

Under the provisions of the Scooters (Distribution and Sale) Control Order, 1960, each order for a scooter is required to be supported by a Post Office Security Deposit Amount of Rs. 250/-.

(d) In response to the Public Notice issued on 24th October, 1969 inviting applications for the grant of industrial licences for the manufacture of scooters based on indigenous designs and materials, Messrs. Bajaj Auto Ltd. and Messrs. Automobile Products of India Ltd. have applied for expansion of their capacity for the manufacture of scooters (including three wheelers) to 1,00,000 and 60,000 nos. per annum respectively. Applications of these firms are being considered along with similar applications received from other parties in response to the Public Notice.

(e) No, Sir.

(f) In order to bring about a better balance between demand and supply and to create healthy competition, Government have decided to set up a project in the public sector for the manufacture of scooters.

C.B.I. CASE AGAINST M/s. ASIAN CABLES

9294. SHRI BABURAO PATEL :
Will the Minister of INDUSTRIAL

DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether it is a fact that according to the C.B.I. there is a *prima facie* case for obtaining licences in excess of their requirements against M/s. Asian Cables and 13 other firms;

(b) if so, the names of these firms and the amount of excess involved in each case with nature of article, quality and value;

(c) whether it is a fact that allegations have been made against the Director General of Technical Development and other Officers of his Ministry that they conspired with the fourteen firms to give them excessive supplies which were sold in the black market and huge illegitimate profits were made;

(d) if so, the names of those who accused these persons and the steps taken to investigate the charges; and

(e) if no investigation has been made in the matter the reasons therefor?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) to (c). The allegations of misuse of imported raw materials by M/s. Asian Cables and some other firms in the Cable Industry are still under investigation by C.B.I., whose report is awaited.

INDUSTRIES IN MADHYA PRADESH

9295. SHRI BABURAO PATEL :
Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) the particulars of new industries

started in Madhya Pradesh during the last three years and the amount of capital invested in them;

(b) the number and value of labour employed in the above industries year wise; and

(c) the number and nature of new big and small industries proposed for that State in public and private sectors in the Fourth Five Year Plan with the total capital investment?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) to (c). The required information is being collected and will be laid on the Table of the House.

DEVELOPMENT OF SMALL SCALE INDUSTRIES

9296. SHRI BABURAO PATEL: Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state:

(a) the exact increase in the number of small scale industries during the three years ending 1969 and their gross output in rupees in 1966 and 1969;

(b) the number of small scale industries which have gone out of business or are surviving with great difficulties because of some shortage or other during the last three years; and

(c) the practical steps taken by Government to help the small scale industries and increase their production?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) The number of registered units during 3 years ending 1969 increased by 53,000, the number being 1,71,240 at the end of 1969. The gross output of small scale industries is estimated to have increased from Rs. 3017 crores in 1966 to Rs. 3670 crores in 1969.

(b) and (c). Since the small scale sector is a "free" sector, the exact num-

ber of units which have gone out of business or are surviving with difficulty is not known. The Government are however taking every practicable steps to help small scale units in respect of supply of scarce raw materials, credit facilities, procurement of machinery etc, to enable them to increase their production.

PARTICIPATION IN EQUITY SHARE CAPITAL OF SALEM STEEL PLANT

9297. SHRI DEVINDER SINGH GARCHA: Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state:

(a) whether the Tamil Nadu Chief Minister has represented to the Prime Minister that the Tamil Nadu Government should be allowed to participate in the equity share capital of the Salem Steel Plant;

(b) if so, whether Government have since considered this matter and, if so, the result thereof;

(c) whether similar request has been made by any other State Government; and

(d) if so, the details thereof?

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

(b) The matter is still under Government's consideration.

(c) No, Sir. Prime Minister has not received such a request from any other State.

(d) Does not arise.

ALLOTMENT OF SCOOTERS TO GOVERNMENT EMPLOYEES

9298. SHRI S. D. SOMASUNDARAM: Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to refer to the reply given to Unstarred Question No. 6239 on the 14th April, 1970 and state:

(a) whether it is a fact that Officers engaged predominantly on field duties

are treated at par with the Medical Officers and personal staff attached to the Officers of the status of Joint Secretary and above, in the matter of allotment of Scooters; and

(b) whether it is also a fact that different seniority lists are maintained in the case of Medical Officers and personal staff attached to Officers of the status of Joint Secretary and above, while no separate list is maintained in respect of Officers engaged predominantly on field duties and, if so, the reasons therefor and the details thereof?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) and (b). Applications received from Government Officers for allotment of scooters from out of the Central Government quota are sorted out and arranged in chronological order in seven different categories according to the nature of their duties and pay drawn by them. These categories include *inter alia* (i) Field Duty Officers drawing basic pay between Rs. 500/- and Rs. 899/- (ii) Field Duty Officers drawing basic pay between Rs. 300/- and Rs. 499/- (iii) Medical Officers and (iv) Personal Staff attached to officers of the status of Joint Secretary and above. A separate quota has been fixed for each category and every quarter allotment is made to officers in each category upto the quota earmarked for that category.

PRODUCTION CAPACITY OF NEW STEEL PLANTS AT SALEM, VISAKHAPATNAM AND HOSPET

9299. SHRI ESWARA REDDY : Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state :

(a) whether any tentative estimates have been made with regard to the proposed steel plants at salem, Visakhapatnam and Hospet;

(b) if so, the details thereof; and

(c) what are the types of products to be made at these steel plants and what

is the estimated production capacity of each of these plants?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI MOHD. SHAFI QURESHI) : (a) to (c). Details of the cost, the product-mix and the capacity of each of the proposed new steel plants will be known only after the feasibility Report for each of them is prepared.

EXPANSION OF BARODA STATION (WESTERN RAILWAY)

9300. SHRI NARENDRA SINGH MAHIDA : Will the Minister of RAILWAYS be pleased to state :

(a) whether his Ministry is aware that the need for having an additional Platform and opening up of the western side of Baroda station on the Western Railway, has been acutely felt since long, while at present only eastern side is open;

(b) whether there is considerable development of Baroda city on the western side of the Railway station and a number of housing societies have built up houses and new ones are coming up;

(c) whether there is heavy rush of passenger traffic on one side of the station, which creates congestion for both passenger and vehicular traffic; and

(d) whether plans and estimates for the expansion of Baroda Station have been prepared and, if so, whether the station would be expanded before the electrification is done?

THE MINISTER OF RAILWAYS (SHRI NANDA) : (a) Yes. In respect of providing additional platform only.

(b) There is alround development in Baroda city.

(c) No.

(d) Plans are under finalisation for provision of additional facilities at the station. The actual implementation of the proposals would depend on the traffic justification and availability of funds.

CLOSURES OF COMPANIES IN GUJARAT

9301. SHRI NARENDA SINGH MAHIDA : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) the number of Companies functioning in Gujarat till date;

(b) the number of new companies set up during 1969-70;

(c) the number of Companies liquidated during the last three years; and

(d) the total investments made by all the aforesaid companies ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) One thousand two hundred and twenty-four companies limited by shares and registered under the Companies Act, were at work as on 31-3-1970 in Gujarat State.

(b) During the year 1969-70, one hundred and forty-four companies limited by shares were registered under the Companies Act, in this State.

(c) Eighty-one companies were reported during the last 3 years viz., 1967-68, 1968-69 and 1969-70 to have ceased functioning in the state.

(d) The total assets of companies at work as on 31st March, 1969 in Gujarat State are estimated at Rs. 998.8 crores.

The authorised capital of companies registered in 1969-70 amounted to Rs. 21.0 crores.

The paid up capital of companies which ceased to function during the years 1967-68 to 1969-70 amounted to Rs. 1.32 crores.

SETTING UP OF A TRACTOR FACTORY IN GUJARAT

9302. SHRI NARENDRA SINGH MAHIDA : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether a final decision has since

been taken to set up a Tractor factory in Gujarat;

(b) if so, the location thereof; and

(c) whether this will be in public sector ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) No proposal for setting up a tractor factory in Gujarat has been under the consideration of Government. The question of a final decision in this regard does not, therefore, arise.

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

ALLOTMENT OF IRON AND STEEL TO GUJARAT

9303. SHRI NARENDRA SINGH MAHIDA : Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state the total quantity of iron and steel allotted for Gujarat during 1968-69 and 1969-70, separately ?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI MOHD. SHAFI QURESHI) : The allocation of steel to Gujarat State for the year 1968-69 and 1969-70 is as follows :—

BP Sheets (thinner than	G. P Sheets	G. C Sheets
20 G.)	609	771
439	901	2373
822		

सरकारी कार्यालयों और विभिन्न सरकारी संस्थानों को माल सम्भरणकर्ताओं के रूप में स्वीकृत सूची में दर्ज कंपनियों और फर्मों

9304. श्री बंश नारायण सिंह : क्या औद्योगिक विकास, आन्तरिक व्यापार तथा समवाय-कार्यमंत्री यह बताने की कृपा करेंगे कि :

(क) उन लिमिटेड तथा अन्य कंपनियों के नाम क्या हैं जिनके नाम स्वीकृत सूची

में दर्ज हैं और जो विभिन्न मंत्रालयों और भारत सरकार के कार्यालयों जिनमें प्रति-रक्षा संस्थान और रेलवे शामिल हैं, को माल सप्लाई करते हैं ; और

(ख) व्यापार आरम्भ करते समय प्रत्येक फर्म की कितनी पूंजी थी और इस समय प्रत्येक फर्म की कितनी पूंजी है ?

औद्योगिक विकास आंतरिक व्यापार तथा समवाय-कार्य मंत्री (श्री फखरुद्दीन अली अहमद): (क) और (ख): जानकारी इकट्ठी की जा रही है और सभा पटल पर रख दी जाएगी ।

कलकत्ता में बिड़ला जूट मिल्स के प्रबन्ध निदेशक की गिरफ्तारी

9305. श्री डेवेन सेन : क्या औद्योगिक विकास, आंतरिक व्यापार तथा समवाय-कार्य मंत्री यह बता ने की कृपा करेंगे कि :

(क) क्या यह सच है कि बिड़ला साथ समूह की 114 फर्मों से सम्बन्धित महत्वपूर्ण दस्तावेजों और फाइलों को जानबूझ कर गुम करने में महायत्ना प्राप्त करने के लिये एक पुलिस अधिकारी को 1000 रुपये की रिश्वत देने के आरोप में बिड़ला जूट मिल के प्रबन्ध निदेशक को 24 मार्च, 1970 को गिरफ्तार किया गया था ;

(ख) क्या यह भी सच है कि बिड़ला साथ समूह में 114 फर्मों में सम्बन्धित आवश्यक दस्तावेजों और फाइलों को अन्य स्थान पर भेज दिया है ; और

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

औद्योगिक विकास, आंतरिक व्यापार तथा समवाय कार्य मंत्री (श्री फखरुद्दीन अली अहमद): (क) से (ग) : पश्चिमी बंगाल सरकार से प्राप्त सूचनानुसार कलकत्ता उच्च न्यायालय ने एक अन्तरिम व्यादेश जारी किया है जिस में उन्होंने स्थानीय प्राधिकारियों को निदेश दिया है कि वे बिड़ला कार्यालय के

प्रांगण में घटना डाले तथा पत्रोंल्लंघन करने वाले सभी व्यक्तियों को वहां से हटाने के लिये तुरन्त अभ्युपाय किये जायें और इस प्रांगण में सीमा उलंघन, रोकना अथवा बन्द रखने के कार्यों को रोकने के लिय उचित कार्यवाही की जाये। राज्य सरकार से यह भी पता चला है कि बिड़ला के अधिकारियों ने पुलिस की सहायता से 24-25 मार्च, 1970 की मध्य रात्रि को कागजात हटा लिये हैं। अभिकथित है कि हटाये जाने की कार्यवाही के अन्त में बिड़ला की एक फर्म के प्रबन्ध निदेशक श्री घिरानो ने हटाये जाने की कार्यवाही का निरीक्षण करने वाले पुलिस आयुक्त को 1000 रुपये की घूस देने का प्रयत्न किया जिस पर आयुक्त ने उसे तत्काल गिरफ्तार कर लिया। श्री घिरानी के विरुद्ध अभियोग दर्ज कर लिया गया है और इस की जांच की जा रही है। श्री घिरानी को बाद में जमानत पर रिहा कर दिया गया।

सरकार ने बिड़ला उद्योगों का कलकत्ता स्थित कुछ कार्यालयों के बन्द किये जाने तथा उन कार्यालयों से कागजात को स्थानान्तरित करने के विषय में पश्चिमी बंगाल सरकार से विस्तृत रिपोर्ट मांगी है।

INHUMAN TREATMENT OF INMATES OF
KASTURBA HOME, LAJPAT NAGAR,
NEW DELHI

9306. SHRI B. K. DAS CHOWDHURY : Will the Minister of LAW AND SOCIAL WELFARE be pleased to state :

(a) whether it is a fact that the inmates of the Kasturba Home, Lajpat Nagar, New Delhi, are often treated inhumanly by the Management of the Home;

(b) whether it is also a fact that the Chowkidar of the said Home very recently even manhandled some of the inmates in collusion with the staff of the Management; and

(c) if so, the action taken by Government to stop such maltreatment to these

ill-fated displaced persons in distressed position ?

THE MINISTER OF STATE IN THE MINISTRY OF LAW AND IN THE DEPARTMENT OF SOCIAL WELFARE (DR. SHRIMATI PHUL-RENU GUHA) : (a) No, Sir.

(b) and (c). No, Sir. There has been no case of manhandling or maltreatment of the inmates of the Home by the management in the recent past. However, for the enforcement of the rules a chowkidar on duty had to bring back an inmate to the Home who tried to sneak out of the premises without permission.

MEASURES FOR PRISON REFORMS

9307. SHRI N. K. SOMANI :
SHRI S. K. TAPURIAH :

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

(a) whether Government are contemplating any measures for prison reforms and amending laws relating to correctional services;

(b) if so, the broad outlines of the same; and

(c) when some legislation is likely to be introduced in Parliament in this respect ?

THE MINISTER OF STATE IN THE MINISTRY OF LAW AND IN THE DEPARTMENT OF SOCIAL WELFARE (DR. SHRIMATI PHUL-RENU GUHA) : (a) to (c). The subject of prison reforms belongs to sphere of responsibility of the State Governments. The Central Government through the Central Advisory Board on Correctional Services guides State Government on changes required in the concerned prison legislations from time to time. At present there is no proposal to amend the existing legislation on the subject.

PRINTING OF HEALTH WARNING ON CIGARETTE PACKETS

9308. SHRI YASHPAL SINGH : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether cigarette manufacturers have been requested to print a health warning on cigarette packets;

(b) if so, what is their reaction; and

(c) whether any legislation on the subject is contemplated ?

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

(b) Does not arise.

(c) No, Sir.

INDIA'S STEEL INDUSTRY

9309. SHRI RAJ DEO SINGH : Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state :

(a) whether it is a fact that India's Steel Industry is more than 50 years old and by now sufficient expertise must have been achieved;

(b) if so, the reasons why foreign collaboration is being sought now and then; and

(c) whether the dictum "Country's problems must be solved by its own people" is not worth adopting in view of a large number of unemployed Engineers in the country ?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI MOHD. SHAFI QURESHI) : (a) to (c). Yes, Sir. A good deal of expertise has been achieved, but that does not mean that there are no gaps in the know-how, or that there is no need to keep in touch with the latest developments in steel technology by suitable agreements with foreign parties who have attained proficiency in certain lines. The new steel

plants are proposed to be manned entirely by Indian personnel and planned and engineered by Indian experts. There is no proposal for any foreign collaboration in regard to any of the new plants, but the Indian consultancy organisations have been allowed to fill in the gaps in their know-how and to keep abreast of the latest developments by agreements with competent parties.

MEMORANDUM SUBMITTED TO PRIME MINISTER BY MEMBERS OF LEGISLATIVE ASSEMBLY OF MAHARASHTRA

9310. SHRI DEORAO PATIL : Will the Minister of LAW AND SOCIAL WELFARE be pleased to state :

(a) whether the Prime Minister has received any memorandum from the Adivasi Members of the Legislative Assembly from Maharashtra State regarding the Scheduled Castes and Scheduled Tribes Orders (Amendment) Bill, 1967 and containing objection to the inclusion of new committee in the Second Schedule; and

(b) if so, the action taken thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF LAW AND IN THE DEPARTMENT OF SOCIAL WELFARE (DR. SHRIMATI PHUL-RENU GUHA) : (a) A memorandum regarding the Scheduled Castes and Scheduled Tribes Orders (Amendment) Bill, 1967, containing objection to inclusion of new communities in the second schedule was received.

(b) The whole question of revision of lists of Scheduled Castes and Scheduled Tribes was considered by the Joint Committee of both the Houses of Parliament and the report of the Committee is before the House.

तकनीकी जानकारी के लिए रायल्टी का भुगतान

9311. श्री ओम प्रकाश त्यागी : क्या औद्योगिक विकास, आन्तरिक व्यापार तथा समवाय-कार्य मंत्री यह बताने की कृपा करेंगे

कि :

(क) विदेशों से प्राप्त तकनीकी जानकारी के लिये रायल्टी का भुगतान करने के सम्बन्ध में सरकार की वर्तमान नीति क्या है और इस का भुगतान किस प्रकार किया जाता है ;

(ख) क्या यह सच है कि सरकार की नीति वर्तमान अन्तर्राष्ट्रीय नीति से भिन्न है ;

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

(घ) वर्ष 1969 में तकनीकी जानकारी प्राप्त करने के सम्बन्ध में सरकार की उपर्युक्त नीति का क्या परिणाम निकला था ?

औद्योगिक विकास आंतरिक व्यापार तथा समवाय-कार्य मंत्री (श्री फखरुद्दीन अली अहमद) : (क) आधुनिक किस्म के उत्पादनों के क्षेत्र में उन्नत विदेशी टेक्नालाजी का आयात अन्य बातों के साथ रायल्टी के भुगतान के आधार पर किया जाता है। ऐसे प्रत्येक मामले पर आयात की जाने वाली जानकारी की आवश्यकता को दृष्टि में रखते हुए उसके गुणावगुणों के आधार पर विचार किया जाता है। जो बातें ध्यान में रखी जाती हैं वे ये हैं कि देश में कितना मजबूत औद्योगिक आधार बन चुका है, अपने देश में निर्मित वस्तुओं का निर्यात बढ़ाने तथा देश में अनुसंधान व परामर्श संबंधी सुविधाओं तथा सेवाओं के विकास की कितनी आवश्यकता है।

(ख) और (ग) : सब बातों को देखते हुए सरकार की वही नीति है जिसका अनुसरण अन्य देशों में किया जाता है।

(घ) 1969 में सरकार द्वारा उद्योग के विभिन्न क्षेत्रों में विदेशी सहयोग के 135 आवेदन-पत्र मंजूर किये गये जबकि 1968 में 132 आवेदन-पत्र मंजूर किये गये थे।

छोटे बच्चों को भिक्षावृत्ति के लिये विकलांग बनाना

9312. श्री जनेश्वर मिश्र : क्या विधि तथा समाज कल्याण मंत्री यह बताने की कृपा करेंगे कि :

(क) इस समय देश में भिखारियों की संख्या कितनी है ;

(ख) क्या सरकार को ऐसे गिरोहों की जानकारी है जो भिक्षावृत्ति के लिये छोटे बच्चों को विकलांग बनाते हैं; और

(ग) यदि हां, तो ऐसे गिरोहों को समाप्त करने के लिये सरकार का विचार क्या कार्यवाही करने का है ?

विधि मंत्रालय और समाज कल्याण विभाग में राज्य मंत्री [डा० (श्रीमती) फूलरेणु गुह] : (क) हाल में कोई राष्ट्रीय सर्वेक्षण नहीं किया गया है। अलबत्ता, 1961 की जनगणना रिपोर्ट के अनुसार भिखारियों अथवा आवारों के रूप में वर्गीकृत किए गए व्यक्तियों की संख्या 961793 थी।

(ख) और (ग) : बच्चों को अगवा करने और उनका भिखारियों के रूप में उपयोग के सभी पहलुओं पर विचार करने के लिए अगस्त, 1968 में एक विशेषज्ञ समिति स्थापित की गई थी। उक्त समिति द्वारा बच्चों को अगवा करने के अपराधों के सम्बन्ध में 1964-67 के वर्षों के लिए एकत्रित की गई आधार सामग्री के अनुसार भिक्षावृत्ति के प्रयोजन के लिए अगवा किए गए बच्चों को विकलांग करने के किसी मामले की सूचना नहीं मिली थी।

ACQUISITION OF LAND FOR PRECISION INSTRUMENTS FACTORY IN KERALA

9313. SHRI VISWANATHA MENON :

SHRI A. K. GOPALAN :

SHRI K. RAMANI :

SHRI P. P. ESTHOSE :

Will the Minister of INDUSTRIAL DEVELOPMENT,

TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether any land was acquired by the Kerala Government in 1962 by using emergency provision, from several tenants and the land was handed over to the Government of India for setting up a precision instruments factory;

(b) if so, the total acres of land acquired;

(c) whether it is also a fact that this land has now been handed over by the Instruments factory authorities to others;

(d) if so, to whom the land has been handed over and the reasons therefor; and

(e) whether Government would consider to return the land to the original owners, if the land is not required for setting up the factory ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) and (b) In 1962, the Government of Kerala acquired 588.22 acres of land at Palghat. Of this, 586.10 acres were handed over in 1966 to Instrumentation Limited, a public sector undertaking, for establishment of the Mechanical Instruments Plants.

(c) and (d) It has been decided to postpone the implementation of the Palghat unit of Instrumentation Limited during the Fourth Five Year Plan period. Accordingly, at the request, of the Government of Kerala, the land allotted for the Mechanical Instruments Plant at Palghat has been leased by the Company to the Co-operative Sugar Mills, Chittur, for the cultivation of sugarcane subject to the condition that the land would be returned to the Company when required. The land would thus be utilised for some useful purpose and the temporary lease would enable the society to work economically by increasing its sugarcane supply.

(e) The whole position with regard to the setting up of the Mechanical Instruments Plant at Palghat will be reviewed further towards the end of the Fourth Plan period.

विदेशी तकनीकी जानकारी का आयात

9314. श्री ओम प्रकाश त्यागी : क्या औद्योगिक विकास, आंतरिक व्यापार तथा समवाय-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) गत तीन वर्षों में प्रत्येक वर्ष में तकनीकी जानकारी के आयात के लिये भारत ने विभिन्न देशों को (देश-वार) कितनी विदेशी मुद्रा का भुगतान किया है ;

(ख) क्या यह सच है कि अन्य देशों से आयातित तकनीकी जानकारी समूचे देश की सम्पत्ति का अंग नहीं बनती अपितु किसी फर्म अथवा कम्पनी विशेष की सम्पत्ति बन जाती है जिसके परिणामस्वरूप उससे अपेक्षित लाभ नहीं उठाया जा सकता ;

(ग) क्या यह भी सच है कि विभिन्न कम्पनियां किसी विशेष प्रकार की तकनीकी जानकारी के लिए रायल्टी दे रही हैं ; और

(घ) यदि हां, तो क्या सरकार का विचार एक ऐसी नीति बनाने का है जिसके अनुसार विदेशों से आयातित तकनीकी जानकारी किसी फर्म विशेष की निजी सम्पत्ति न बन जाये बल्कि वह समस्त राष्ट्र की सम्पत्ति बने ?

औद्योगिक विकास, आंतरिक व्यापार तथा समवाय-कार्य मंत्री (श्री फखरुद्दीन अली अहमद) : (क) सभा पटल पर रखा जाता है। ग्रन्थालय में रख दिया गया। देखिये संख्या LT 3477/70]

(ख) और (घ). सामान्यतः भारतीय फर्मों द्वारा प्राप्त विदेशी तकनीकी जानकारी उसी फर्म की होती है जिसने इसे खरीदा है। हां, सरकार इस बात का सुनिश्चय करना चाहती है कि करार में ऐसी व्यवस्था है कि विदेशी सहयोगकर्ता सहित सभी संबंधित पार्टियों द्वारा आपस में सहमत शर्तों और उपबन्धों के अनुसार जो कि सरकार की स्वीकृति अधीन होती है यह आवश्यक होना

चाहिए कि अन्य भारतीय पार्टियों को ऐसी तकनीकी जानकारी के लिए उप लाइसेंस दिये जा सकें।

(ग) जी, हां। पहले ऐसे कुछ मामले हुए हैं जिसमें विभिन्न भारतीय फर्मों को उसी या उसी किस्म की निर्मित की जाने वाली वस्तु के लिए तकनीकी जानकारी के आयात की अनुमति दी गई थी। हां, ऐसे सभी मामले उसी समय पर मंजूर नहीं किये गये थे। फिर भी बार-बार ऐसी टेकनालाजी (प्रौद्योगिकी) के आयात को रोकने के विचार से, सरकार यह सुनिश्चित करना चाहती है कि विदेशी पार्टियों के साथ समन्वित आधार पर बात चीत की जानी चाहिए जबकि देश में उसी वस्तु के निर्माण के लिये उसी समय काफी संख्या में नए एककों को स्थापित करने का विचार हो।

RECOVERY OF RENT FROM STAFF UN-AUTHORISEDLY OCCUPYING FLATS IN RAILWAY COLONY, KHURDA ROAD (SOUTH-EASTERN RAILWAY)

9315. SHRI S. KUNDU : Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 1816 on the 30th July, 1968 regarding multistoreyed buildings at Khurda Road Railway colony and state :

(a) how much rent Government have recovered from the staff who had unauthorised occupied the flats in the Khurda Road Railway Colony of the South Eastern Railway;

(b) whether while realising such penal rent, a discrimination had been made among the employees and whether any such specific allegation has come to the notice of the Railway authorities particularly of the Divisional Superintendent, Khurda Road and, if so, the main points of such allegations and what steps have been taken to undo the wrong;

(c) whether any responsibility has been fixed against the officers for non-allotment of multistoreyed building at the Khurda Road Colony and, if so, the progress of such proceedings; and

(d) if not, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI NANDA) : (a) The allotment of 27 units was regularised in March 1968, and the balance 27 units in October 1968; and normal rent recovered from all the occupants upto date.

In respect of unauthorised occupation, prior to March/October, 1968, Rs. 8458 has so far been recovered.

(b) No.

(c) No.

(d) The quarters could not be allotted due to unauthorised occupation. Hence, the question of fixing responsibility for non-allotment does not arise.

OPENING OF STOCK YARDS FOR IRON AND STEEL BY HINDUSTAN STEEL LTD. IN ORISSA AND RAJASTHAN

9316. SHRI S. KUNDU : Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state :

(a) whether there is a proposal to open any stock yards for iron and steel by the Hindustan Steel Ltd. in Orissa and Rajasthan;

(b) if so, the location thereof and the time when they are likely to be opened;

(c) when the decision in this regard was taken by Government and the Hindustan Steel Ltd.;

(d) whether any Officer of the Hindustan Steel Ltd. visited Bhubaneswar and Kota in this connection and, if so what is the outcome of his visit and whether any report has been submitted to Government or/and the Hindustan Steel Ltd.;

(e) whether the said Officer met the representatives of Government and small industries associations or chambers, as the case may be, at these two places and, if so, what were the topics discussed; and

(f) if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI MOHD. SHAFI QURESHI) : (a) to (c). Hindustan Steel Limited have already opened a stockyard at Bhubaneswar in Orissa

which commenced deliveries with effect from March, 1970. The decision to open this stockyard was taken in July, 1969. A proposal to open a stockyard at Kota in Rajasthan is now under consideration and a decision in this regard will be taken shortly by HSL. Government approval is not necessary for this.

(d) to (f). Before deciding upon the location of the stockyard Hindustan Steel Officers always visit different places considered suitable for opening the stockyard. Officers, while visiting the possible locations, always undertake discussions with various Government Agencies and local industries to find out the market potential and other relevant information required for taking a decision about opening a stockyard at a particular site. After these visits, reports are submitted and decisions taken on the basis of the recommendations. With regard to Bhubaneswar and Kota also, this procedure was followed.

INCREASE IN BEGGARY

9317. SHRI S. KUNDU : Will the Minister of LAW AND SOCIAL WELFARE be pleased to state :

(a) whether the number of beggars in India, particularly in Metropolitan cities, has increased during the last three years and, if so, the number thereof;

(b) whether any study has been made to find out the reason of such rise in the number of beggars and, if so, when this study was made and what are its main observations;

(c) if no study has been made in this regard whether Government propose to make such a study; and

(d) the facilities which are provided to rehabilitate and resettle such beggars and the amount spent for it during the last three years?

THE MINISTER OF STATE IN THE MINISTRY OF LAW AND IN THE DEPARTMENT OF SOCIAL WELFARE (DR. (SHRIMATI) PHULRENU GUHA) : (a) to (d). The requisite information is being collected from the concerned State Governments and will be laid on the Table of the House as soon as received from them.

चौथी पंचवर्षीय योजना में अनुसूचित जातियों तथा अनुसूचित आदिम जातियों के कल्याण के लिए नियत राशि

9218. श्री वंश नारायण सिंह :

श्री राम स्वरूप विद्यार्थी

श्री ओम प्रकाश त्यागी :

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

(क) चौथी पंचवर्षीय योजना में अनुसूचित जातियों तथा अनुसूचित आदिम जातियों के आर्थिक, सामाजिक तथा शैक्षिक

विकास के हेतु सरकार ने प्रत्येक राज्य के लिये कितनी राशि मंजूर की है ; और

(ख) इस राशि के उपयोग के लिये चालू की जाने वाली योजनाओं का राज्य-वार व्यौरा क्या है ?

विधि मंत्रालय और समाज कल्याण विभाग में राज्य मंत्री (डा० श्रीमती) फूलरेणु गुह) : (क) और (ख). योजना आयोग ने चतुर्थ पंचवर्षीय योजना की काला-वधि (1969—74) में पिछड़े वर्गों के कल्याण के लिए प्रत्येक राज्य में निम्नलिखित परिव्यय अस्थायी रूप से निश्चित किए हैं :—

क्रम संख्या	राज्य का नाम	राज्य क्षेत्र	केन्द्रीय क्षेत्र	जोड़
(1)	(2)	(3)	(4)	(5)
(रुपये लाख की राशियों में)				
1. आन्ध्र प्रदेश		600.00	302.80	902.80
2. असम		500.00	440.00	940.00
3. बिहार		590.00	580.25	1170.25
4. गुजरात		400.00	507.00	907.00
5. हरियाणा		200.00	19.50	219.50
6. जम्मू तथा काश्मीर		60.00	32.00	92.00
7. केरल		150.00	65.75	215.75
8. मध्य प्रदेश		1200.00	954.50	2154.50
9. महाराष्ट्र		598.00	547.25	1145.25
10. मैसूर		500.00	105.25	605.25
11. नागालैंड		—	117.00	117.00
12. उड़ीसा		385.00	588.50	973.50
13. पंजाब		200.00	45.00	245.00
14. राजस्थान		365.00	186.75	551.75
15. तामिल नाडु		850.00	263.25	1113.25
16. उत्तर प्रदेश		720.00	377.75	1097.75
17. पश्चिम बंगाल		425.00	239.00	664.00

राज्य क्षेत्र तथा केन्द्र द्वारा प्रवर्तित कार्यक्रमों के अन्तर्गत आने वाली योजनाओं का व्यौरा निम्नलिखित है:—

(क) राज्य क्षेत्र योजनाएं

योजनाओं का आकार तथा सार राज्यों में भिन्न-भिन्न है। अलबता, मोटे तौर से इस

कार्यक्रम के अधीन राज्यों द्वारा बनाई गई तथा कार्यान्वित की गई योजनाएं निम्नलिखित हैं :—

1. शिक्षा :

(1) मेट्रिक-पूर्व छात्रवृत्तियां तथा बर्जाफे ;

- (2) दूधन/परीक्षा फीसों से छूट ;
- (3) शैक्षिक उपकरणों की व्यवस्थाएं ;
- (4) मध्याह्न भोजन की व्यवस्था ;
- (5) आश्रम स्कूलों की स्थापना ;
- (6) स्कूलों तथा छात्रावासों के भवनों के निर्माण के लिए अनुदान ।

2. आर्थिक विकास :

- (1) भूमि तथा सिंचाई की सुविधाओं की व्यवस्था ;
- (2) बैल, कृषि के औजार, बीज तथा खाद प्रदान करना ;
- (3) कुटीर उद्योगों का विकास ;
- (4) सहकारिता ;
- (5) संचार साधनों का विकास ;
- (6) स्थान परिवर्तक खेतीहरों को बसाना ;
- (7) मुगियां, भेड़ें, सूअर, बकरियां इत्यादि प्रदान करना ।

(3) स्वास्थ्य, आवास तथा अन्य :

- (1) चिकित्सा सुविधाएं ;
- (2) जल प्रदाय योजनाएं ;
- (3) मकानों तथा मकानों के लिए जमीनों की व्यवस्था ;
- (4) कानूनी सहायता की व्यवस्था ; तथा
- (5) राज्य स्तर पर काम करने वाली गैर-सरकारी एजेंसियों को अनुदान ।

(ख) केन्द्र द्वारा प्रवर्तित कार्यक्रम :

- (1) मैट्रिक-उपरान्त छात्रवृत्तियां ;
- (2) लड़कियों के होस्टल ;
- (3) जीवन-वृत्ति योजना, जिस में परीक्षा-पूर्ण कोचिंग शामिल है ।
- (4) आदिम जातीय विकास खण्ड ;
- (5) सहकारिता जिसमें विपणन-एवं-उपभोक्ता सहकारिताएं तथा वन सहकारी संस्थाएं शामिल हैं ।

- (6) अनुसंधान, प्रशिक्षण तथा मार्ग-दर्शी परियोजनाएं ;
- (7) मेहतरों, संमार्जकों, इत्यादि के काम करने की तथा रहने-सहने की परिस्थितियों में सुधार ।
- (8) विमुक्त, खानाबदोश तथा अर्ध-खाना बंदोश आदिम जातियों का कल्याण ।

मुजफ्फर नगर तथा मेरठ (उत्तर प्रदेश) के हरिजनों के कल्याण के लिए नियत धन राशि तथा दी गई सुविधाएं

9319. श्री बंश नारायण सिंह

श्री नारायण स्वरूप शर्मा :

श्री रघुबीर सिंह शास्त्री :

श्री ओम प्रकाश त्यागी :

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

(क) चौथी पंचवर्षीय योजना में सरकार ने मेरठ तथा मुजफ्फर नगर, उत्तर प्रदेश में हरिजनों के कल्याण के लिये कुल कितनी राशि स्वीकृत की है ;

(ख) इस सम्बन्ध में योजना का व्यौरा क्या है ;

(ग) क्या यह सच है कि उपरोक्त कमिश्नरी के 90 प्रतिशत हरिजन अपने बच्चों को अपने साथ भट्टों (किल्स) में, जहां वे काम करते हैं, ले जाते हैं और इस प्रकार वे अपने बच्चों को शिक्षा नहीं दे सकते हैं ;

(घ) यदि हां, तो क्या सरकार का विचार अनिवार्य प्राथमिक शिक्षा योजना के अन्तर्गत अनुसूचित जातियों के बच्चों की शिक्षा के लिये व्यवस्था करने का है ; और

(ङ) क्या सरकार का विचार वहां कुछ कुटीर उद्योग स्थापित करने का है ताकि इन कारखानों आदि में अधिक से अधिक संख्या में हरिजनों को रोजगार दिया जा सके ; और यदि हां, तो इस सम्बन्ध में प्रस्तावित योजना का व्यौरा क्या है ?

विधि मंत्रालय और समाज कल्याण विभाग में राज्य मंत्री (डा० श्रीमती) फूलरेणु गुह): (क) से (ङ). यह जानकारी राज्य सरकार से एकत्रित की जा रही है तथा प्राप्त होते ही उसे सभापटल पर रख दिया जाएगा।

उत्तर प्रदेश में अनुसूचित जातियों तथा अनुसूचित आदिम जातियों के उद्धार का कार्यक्रम

9320. श्री बंश नारायण सिंह :

श्री राम स्वरूप विद्यार्थी :

श्री ओम प्रकाश त्यागी :

श्री नारायण स्वरूप शर्मा :

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

(क) क्या यह सच है कि पहली तीन पंचवर्षीय योजनाओं में उत्तर प्रदेश की अनुसूचित जातियों तथा अनुसूचित आदिम जातियों को इतना लाभ नहीं पहुंचा जितना उन्हें पहुंचना चाहिये था ;

(ख) यदि हां, तो क्या सरकार ने चौथी पंचवर्षीय योजना में उत्तर प्रदेश में अनुसूचित जातियों और अनुसूचित आदिम जातियों के आर्थिक, सामाजिक तथा शिक्षा सम्बन्धी विकास के लिये कोई विशेष कार्यक्रम बनाया

है जिससे इस सम्बन्ध में पहली तीन योजनाओं की कमी पूरी हो जाये ; और

(ग) यदि हां, तो उसका व्यौरा क्या है ; नहीं, तो इसके क्या कारण हैं ?

विधिमंत्रालय और समाज कल्याण विभाग में राज्य मंत्री (डा० श्रीमती) फूलरेणु गुह) : (क) नहीं, श्रीमान । अनुसूचित आदिम जातियों को 1967 में उत्तर प्रदेश में सूचीबद्ध किया गया था । अलबत्ता, उनके कल्याण के लिए योजनाएं द्वितीय तथा तृतीय पंचवर्षीय योजनाओं के दौरान शुरू की गई थी, जिन पर क्रमशः 7.00 लाख रुपये की तथा 100.00 लाख रुपये से भी अधिक रुपये की राशि खर्च की गई थी । इसी प्रकार नीचे दिए गए अनुसार अनुसूचित जातियों के कल्याण पर प्रत्येक योजना की कालावधि में खर्च बढ़ गया था :—

प्रथम योजना	242.72 लाख रुपये
द्वितीय योजना	537.67 लाख रुपये
तृतीय योजना	706.38 लाख रुपये

(ख) और (ग). चतुर्थ पंचवर्षीय योजना की कालावधि में अनुसूचित जातियों तथा अनुसूचित आदिम जातियों के कल्याण पर नीचे दर्शाए अनुसार 1745.80 रुपये की राशि खर्च की जाएगी :—

(रुपये लाख की राशियों में)

	राज्य क्षेत्र	केन्द्रीय क्षेत्र	गैर-योजना	जोड़
(मैट्रिक-उपरान्त)				
अनुसूचित जातियां	598.50	240.30	767.00	1605.90
अनुसूचित आदिम जातियां	71.50	62.45	6.05	140.00
कुल जोड़:				1745.80

चतुर्थ योजना में शुरू की जाने वाली योजनाओं को दर्शाने वाला एक विवरण

सभा पटल पर रखा जाता है । [ग्रन्थालय में रख दिया गया देखिये संख्या LT—3478/70]

चौथी पंचवर्षीय योजना में मेरठ (उत्तर प्रदेश) के हरिजनों के कल्याण के लिये नियतन

9321. श्री वंश नारायण सिंह:

श्री राम स्वरूप विद्यार्थी :

श्री ओम प्रकाश त्यागी :

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

(क) सरकार ने उत्तर प्रदेश की मेरठ कमिशनरी के हरिजनों के कल्याण के लिये चौथी पंचवर्षीय योजना में कुल कितनी राशि मंजूर की है ;

(ख) क्या यह सच है कि गत तीन पंचवर्षीय योजनाओं में हरिजनों की आर्थिक एवं सामाजिक स्थिति और उनको दी जाने वाली शिक्षा सम्बन्धी सुविधाओं में जितना सुधार होना चाहिए था, उतना नहीं हुआ ; और

(ग) चौथी पंचवर्षीय योजना में मेरठ कमिशनरी के हरिजनों की स्थिति में सुधार करने के लिये बनाई गई इस योजना का ब्यौरा क्या है ?

विधि मंत्रालय और समाज कल्याण विभाग में राज्य मंत्री (डा० श्रीमती) फूलरुण गृह): (क) और (ग). यह सूचना राज्य सरकार से एकत्रित की जा रही है और उसे उपलब्ध होते ही सभा के पटल पर रख दिया जाएगा ।

C.B.I. INQUIRY AGAINST FIRMS

9322. SHRI SURAJ BHAN :
SHRI SHARDA NAND :

SHRI KANWAR LAL
GUPTA :

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

(a) the names and addresses of the firms against whom C.B.I. inquiries are going on; and

(b) the dates when the Industrial Development and Company Affairs De-

partment referred these inquiries to C.B.I. in each case and on what grounds ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) and (b) The required information in respect of companies under investigation by the C.B.I. at the instance of the Ministry of Industrial Development, Internal Trade & Company Affairs is being collected and will be laid on the Table of the House.

MAINTENANCE OF ROADS NEAR HAZRAT NIZAMUDDIN AND DELHI CANTT. RAILWAY STATIONS

9323. SHRI BAL RAJ MADHOK : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that certain roads pass through the Railway land near Hazrat Nizamuddin and Delhi Cantt. Railway Stations;

(b) whether it is also a fact that the responsibility for their maintenance does not lie with the Delhi Municipal Corporation; and

(c) if so, what steps have been taken by the Railway authorities to keep them in shape through proper repairs ?

THE MINISTER OF RAILWAYS (SHRI NANDA): (a) Yes, one at Nizamuddin station and three at Delhi Cantt. station.

(b) Yes, but only for the portion of the road falling within railway limits.

(c) Regular repairs are being carried out to maintain the portion of the roads falling within Railway limits in good condition.

ECONOMIC ANARCHY IN STATES HAMPERING INTERNAL TRADE

9324. SHRI BAL RAJ MADHOK : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether it is a fact that different State Governments are tending to move towards economic anarchy in their industrial and trade policies;

(b) whether it is also a fact that this trend is creating unnatural and unnecessary hurdles in the free flow of internal trade in the country; and

(c) if so, the steps taken by Government to check this unhealthy trend?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) No, Sir. But some State Governments are giving preferences to the products manufactured in their territories.

(b) and (c) This matter is under correspondence with the State Governments concerned.

DIESELISATION OF INDIAN RAILWAYS

9326. SHRI R. K. BIRLA : Will the Minister of RAILWAYS be pleased to state :

(a) whether any proposal has been formulated under the Fourth Plan to put the use of diesel on Railways in place of coal;

(b) if so, the details thereof;

(c) what is the annual production of diesel engines at present; and

(d) what is the target of production of diesel engines under the Fourth Plan?

THE MINISTER OF RAILWAYS (SHRI NANDA): (a) and (b) The Railway Development programme provides for the progressive use of diesel traction over high density routes. Diesel traction was in operation over 20,000 route kms on the Indian Railways at the beginning of the Plan. This programme is proposed to be extended to cover an additional 3,000 route kms during the Plan period, the details of which are being worked out.

(c) During the year 1969-70, the Diesel Locomotive Works, Varanasi produced 58 broad gauge and 24 metre gauge main line diesel locomotives and the Chittaranjan Locomotive Works 31 broad gauge diesel shunters.

(d) During the Fourth Five Year Plan both the factories together are expected to produce 430 broad gauge, 218 metre gauge, 10 narrow gauge main

line diesel locomotives and 160 broad gauge diesel shunters.

ADDITIONAL TRAIN BETWEEN DELHI AND AMBALA

9327. SHRI YAMUNA PRASAD MANDAL :

SHRI S. M. KRISHNA :

Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that there is no mail or passenger train between Delhi and Ambala via Panipat between 08.30 hours and 13.00 hours;

(b) whether it is also a fact that passenger have to face a great hardship in getting accommodation in the Flying Mail at 13.00 hours after such a long gap;

(c) whether it is further a fact that passenger have made suggestions several times to run another train between Delhi and Ambala during these hours to minimise the rush of passengers; and

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

THE MINISTER OF RAILWAYS (SHRI NANDA): (a) No. Air Conditioned/Paschim Express leaving New Delhi at 11.40 hours is available 5 days a week before the departure of Flying Mail ex New Delhi at 12.50 hours.

(b) No.

(c) Yes.

(d) Introduction of any additional train on Delhi-Ambala section is at present not possible for want of capacity on this section which has a single line and is fully saturated with trains.

रेलवे मंत्रालय में काम करने वाली महिलाएं

9328. श्री जगेश्वर यादव : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) उनके मंत्रालय में विभिन्न पदों पर श्रेणीवार कार्य करने वाली महिलाओं की संख्या अलग-अलग कितनी है ; और

(ख) उनके मंत्रालय में किस उच्चतम पद पर महिला अधिकारी नियुक्त की गई है ?

रेलवे मंत्री (श्री नन्दा) : (क) रेल मंत्रालय में 62 महिला कर्मचारी कार्य कर रही हैं, जिनके श्रेणीवार पद नीचे बताये गये हैं :—

राजपत्रित-पद

1. सहायक आर्थिक सलाहकार	1
2. वरिष्ठ अनुसंधान अधिकारी	1
3. अनुभाग अधिकारी (हिन्दी)	1

अराजपत्रित (श्रेणी - 3)

1. सहायक	10
2. उच्च श्रेणी लिपिक	2
3. निम्न श्रेणी लिपिक	26
4. स्टैनोग्राफर	3
5. स्टोनो-टाइपिस्ट	5
6. साइफर असिस्टेंट	2
7. साइफर आपरेटर	2
8. टैलीफोन आपरेटर	3
9. स्वागत अधिकारी	2

श्रेणी (— 4)

1. झाड़ूवाली	2
2. सफाई वाली	2

(ख) रेल मंत्रालय में सर्वोच्च पदासीन महिला अधिकारी सहायक आर्थिक सलाहकार के रूप में कार्य कर रही हैं, जिसका पद क्रम 1100-1400 रुपये है ।

रायबरेली में कारखाना

9329. श्री जगेश्वर यादव : क्या औद्योगिक विकास, आंतरिक व्यापार तथा समवाय-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या उत्तर प्रदेश के रायबरेली जिले में कुछ कारखाने स्थापित करने के सम्बन्ध में हाल में सुझाव प्राप्त हुए थे और यदि हां, तो उनका व्यौरा क्या है ;

(ख) क्या उपरोक्त आधार पर कारखाने स्थापित करने के लिये अधिकारियों द्वारा सर्वेक्षण कार्य पूरा किया जा चुका है लेकिन इन कारखानों को स्थापित करने के लिये अब तक कोई काम आरम्भ नहीं किया गया है; और

(ग) यदि हां, तो उसके क्या कारण हैं ?

औद्योगिक विकास, आंतरिक व्यापार-तथा समवाय-कार्य मंत्री (श्री फखरुद्दीन अली अहमद) : (क) से (ग). सूचना इकट्ठी की जा रही है और सभा पटल पर रख दी जाएगी ।

उत्तर रेलवे के बछरावन स्टेशन पर हावड़ा-अमृतसर मेल का रुकना

9330. श्री जगेश्वर यादव : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या उत्तर रेलवे के लखनऊ तथा राय-बरेली स्टेशनों के बीच बछरावन स्टेशन पर हावड़ा अमृतसर मेल को रोकने की व्यवस्था के सम्बन्ध में सरकार को कुछ सुझाव प्राप्त हुए हैं ;

(ख) यदि हां, तो उन पर क्या कार्यवाही की गई है और यदि कोई कार्यवाही नहीं की गई है तो इसके क्या कारण हैं, और

(ग) क्या उपर्युक्त स्टेशन पर मेल ट्रेन को रोकने की व्यवस्था की जायेगी जिससे तेज रफ्तार वाली इस गाड़ी से यात्रा करके जनता का समय बच जाये ?

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

(ख) सवाल नहीं उठता ।

(ग) बछरावन स्टेशन पर लम्बी दूरी के स्वल्प यातायात को देखते हुए 5 अप/ 6 डाउन हवड़ा-अमृतसर मेल गाड़ियों को वहां ठहराने का औचित्य नहीं है ।

H.E.C. MACHINERY FOR PROPOSED STEEL PLANTS IN THE SOUTH

9331. SHRI YASHPAL SINGH : Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state :

(a) whether it is a fact that the Heavy Engineering Corporation, Ranchi will not be able to supply machinery for the proposed three steel plants in South India;

(b) if so, whether it is proposed to diversify the production programme of the Corporation to fulfil the needs of the three plants; and

(c) by what time the machinery would be required and the time when it would be made available by the Heavy Engineering Corporation, Ranchi ?

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

(b) Does not arise.

(c) These details are yet to be worked out. Heavy Engineering Corporation will draw up a list of equipment which could be manufactured by them for the new plants and prepare a programme of production taking into consideration their capacity and commitments. This will be taken into account in finalising the programme of construction of the Steel Plants.

DEPARTMENTAL SELECTION OF COM- PUTER IN BARODA HOUSE (NOR- THERN RAILWAY)

9332. SHRI SHRI CHAND GOYAL :
SHRI VIDYA DHAR BAI-
PAI :

Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that departmental selection for the post of Computer was held in Baroda House in November, 1969 during office time;

(b) whether it is also a fact that the room in which the selection was conducted was not a large one and was

packed fully with the regular employees;

(c) whether it is further a fact that regular employees and examinees were put on the same table to work and solve their papers respectively and regular employees were helping their colleagues with the instructions of invigilators;

(d) whether those declared qualified in written test belong to the drawing office except one; and

(e) if so, what action is contemplated to rectify the irregularities ?

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

DURATION OF TEMPORARY POSTS OF OFFICERS ON RAILWAYS

9333. SHRI VIDYA DHAR BAI-
PAI : Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 3965 on the 24th March, 1970 regarding fixation of seniority of Railway officers and state :

(a) the duration of 'purely temporary posts' against which the so-called temporary officers have been recruited;

(b) whether it is likely that the so-called 'temporary posts' can continue even for a period of 30 years which is the normal span of service career of a government official; and

(c) if so, what would be the fate of temporary officers.

THE MINISTER OF RAILWAYS (SHRI NANDA) : (a) appointments of temporary officers were not made against any particular posts. Actually, their services have been utilised to fill temporary posts sanctioned from time to time for varying periods for new construction projects and other requirements.

(b) Such temporary posts, sanctioned for execution of specified projects or other requirements, exist only till the completion of the projects etc. for which the posts are created. These temporary posts are essentially of short durations.

(c) Temporary officers are entitled to be considered for permanent appoint-

ment to the respective Class I Services against a specific yearly quota of vacancies set aside for that purpose. They are also eligible to be considered for officiating promotion to the Senior Scale viz. Rs. 700—1250.

RESERVATION MADE FOR SHRI JYOTI BASU FOR TRAVELLING FROM CALCUTTA TO PATNA

9334. SHRI SITARAM KESRI : Will the Minister of RAILWAYS be pleased to state :

(a) whether reservation was for Shri Jyoti Basu alone or also for his family and/or friends when he was travelling from Calcutta to Patna on the 31st March, 1970; and

(b) the number of persons travelling with him ?

THE MINISTER OF RAILWAYS (SHRI NANDA) : (a) and (b). One first class lower berth in a four berthed compartment was reserved for Shri Jyoti Basu ex-Howrah to Patna Jn. by 11 Up Howrah-Delhi Express leaving Howrah on 30-3-1970 and not on 31-3-1970. Besides Shri Basu, three other passengers had reservations in the same compartment from Howrah. The requisition for reservation for Shri Jyoti Basu was for himself only.

INTERODUCTION OF PASSENGER TRAIN BETWEEN THANA BIHPUR AND KATIHAR (NORTH EASTERN RAILWAY)

9335. SHRI SITARAM KESRI : Will the Minister of RAILWAYS be pleased to state :

(a) whether any representation has been received for introducing a passenger train from Thana Bihpur to Katihar (North Eastern Railway) in the morning and Katihar to Thana Bihpur in the evening to facilitate the large number of passengers who go to Katihar daily; and

(b) if so, the action taken thereon ?

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

(b) Introduction of an additional train between Thana Bihpur and Katihar has

not been possible for want of capacity over the section, especially Karhagola Road-Kataresh single line section, because the section is very intensively utilised with traffic for and from Northeast Frontier Railway which serves strategic areas of Assam, NEFA etc.

ANNUAL GRANTS TO D.S. COLLEGE AT KATIHAR

9336. SHRI SITARAM KESRI : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that the Railways have been giving annual grants to a College at Gauhati on the ground that a large number of children of the Railway employees study in the college;

(b) whether the Railways would consider giving similar aid to the D.S. College, Katihar where a large number of Railway-men's children are studying; and

(c) if not, the reasons thereof ?

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

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

SECURITY ARRANGEMENTS MADE FOR SHRI JYOTI BASU AT PATNA STATION

9337. SHRI SITARAM KESRI : Will the Minister of RAILWAYS be pleased to state :

(a) the class in which Shri Jyoti Basu had been travelling when he arrived at Patna on the 31st March, 1970;

(b) whether the train arrived in time or was it late;

(c) whether the incident took place in the Railway premises or outside; and

(d) whether the Railway Police had intimation about Shri Basu's arrival and, if so, the nature of security arrangements made in this connection ?

THE MINISTER OF RAILWAYS (SHRI NANDA) : (a) First Class.

(b) The train was late by 13 minutes.

(c) In Railway premises.

(d) No.

डी० आर० यू० सी० सी० रेलवे प्रयोक्ता समिति, कोटा डिविजन के लिए सदस्यों का नामनिर्देशन

9338. श्री शारदानंद : श्री ऑफ़िसर लाल बेरबा : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि डी० आर० यू० सी० सी० रेलवे प्रयोक्ता समिति कोटा डिविजन में कुछ सदस्य ऐसे हैं जिनका कोटा डिविजन से कोई सम्बन्ध ही नहीं है ;

(ख) क्या यह भी सच है कि कुछ सदस्य कलकत्ता तथा कानपुर में रहते हैं और कुछ अन्य सदस्यों के खिलाफ भ्रष्टाचार के आरोप हैं और फिर भी उन्हें इस समिति का सदस्य मनोनीति किया गया है ताकि उन्हें इस समिति के सदस्यों के रूप में भारी सुविधाएँ मिल सकें, और

(ग) ऐसे सदस्यों का चयन करके रेलवे बोर्ड को क्या लाभ पहुंचेगा ?

रेलवे मंत्री (श्री नंदा) : (क) जी नहीं ।

(ख) कोटा मंडल की रेल उपयोगकर्ता परामर्श समिति में दो संसद् सदस्य हैं, जिनके निवास स्थान बम्बई और कलकत्ता में हैं । इन सदस्यों को संसदीय कार्य मंत्री ने संसद् का प्रतिनिधित्व करने के लिए नामित किया है ।

एक सदस्य ऐसे भी हैं, जिनके विरुद्ध यह रिपोर्ट की गयी थी कि पश्चिम रेलवे की क्षेत्रीय रेल उपयोगकर्ता परामर्श समिति का सदस्य होने के नाते, 1965 में उनको जो कार्ड-पास दिया गया था, उसका उन्होंने दुरुपयोग किया । इस सदस्य को कोटा मंडल की रेल उपयोगकर्ता परामर्श समिति में प्रतिनिधित्व दिया गया है ।

(ग) जहां तक संसद्-सदस्यों का प्रश्न है, उन्हें सम्पूर्ण रेल-प्रणाली की सामान्य पृष्ठभूमि को ध्यान में रखते हुए नामित किया जाता है । जहां तक दूसरे सदस्य का प्रश्न है, वे जिस उत्साह और लगन से सार्वजनिक कार्य में जुटे रहते हैं उससे लाभ उठाने की आशा की जाती है ।

LOCK-OUT IN H.E.C. RANCHI

9339. SHRI D. N. PATODIA : Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state :

(a) whether lock-out has been resorted to in the various units of the Heavy Engineering Corporation at Ranchi;

(b) the number of units which have been affected by the lock-out;

(c) the causes for the same;

(d) the total loss in production in each unit as a result thereof; and

(e) Government's attitude in this regard ?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI MOHD. SHAFI QURESHI) : (a) No, Sir, A lock out has been resorted to by Ancillary Industries Units which are not part of H.E.C., but concern the State Government;

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

TECHNICAL PERSONNEL FOR NEW STEEL PLANTS

9340. SHRI D. N. PATODIA : Will the Minister of STEEL AND HEAVY ENGINEERING be please to state :

(a) whether Government have made any assessment about the extra employment potentiality that will be created as a result of the setting up of the three steel plants in the South; and

(b) if so, the break-up of the different categories of technical personnel and the agency through which they will be recruited ?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI MOHD. SHAFI QURESHI) : (a) and (b). Assessments regarding the extra employment potential to be generated by the setting up of the proposed new steel plants will be made in the Detailed Project Reports for each of the plants, the preparation of which will be taken in hand shortly.

**SLOW GROWTH OF INDUSTRY DUE TO
THREAT OF NATIONALIZATION**

9341. **SHRI D. N. PATODIA** : Will the Minister of **INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS** be pleased to state :

(a) whether it is a fact that the growth of industry in the country is being hampered because of the repeated threat of nationalisation of some industry or the other;

(b) whether the representatives of the industry have suggested that the issue of nationalisation of industry should be considered only at a national level and frequent references to it should not be allowed to impede the growth of industry and prevent fresh investments into the industrial sector; and

(c) if so, Government's reaction in this regard ?

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

(b) and (c). Various views have been expressed by representative interests on the issue of nationalisation of industries. Government's industrial policy is governed by the Industrial Policy Resolution 1956, with such reorientation as it has received by recent changes such as the modifications in industrial licensing policy and Government's desire to expand the role of the public sector. The question of nationalisation of any industry has to be examined in the context of the facts and circumstances relating to it.

**अमृतसर से सहारनपुर हो कर दिल्ली को
विद्युत गाड़ी**

9342. **श्री महाराज सिंह भारती** : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि अमृतसर से दिल्ली को बरास्ता सहारनपुर विद्युत गाड़ियां चलाने की एक दीर्घ कालीन योजना है और यदि हां, तो यह योजना कब तक क्रियान्वित की जायेगी, और

(ख) उपरोक्त बात को ध्यान में रखते हुए सहारनपुर और गाजियाबाद के बीच की लाइन को कब तक दुहरी कर दिया जायेगा ?

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

(ख) इस समय इस लाइन को दुहरी करने का कोई विचार नहीं है।

**PERCENTAGE OF POSTS OF SUB-HEAD IN
ACCOUNTS DEPARTMENT AT AJMER
AND DELHI (WESTERN RAILWAY)**

9343. **SHRI RAM SWARUP VIDYARTHI** : Will the Minister of **RAILWAYS** be pleased to state :

(a) what is the percentage of the posts of Sub-Head in various offices of the Accounts Departments of the Western Railway at Ajmer and Delhi;

(b) whether the present percentage operated in all the aforesaid offices in uniform and in keeping with the Award of the Sankar Saran Committee as accepted by Government; and

(c) if not, the reasons for the same and when Government propose to correct the deficiency ?

THE MINISTER OF RAILWAYS (SHRI NANDA): (a) to (c). Sankar Saran *Ad Hoc* Tribunal did not recommend any percentage for creation of the posts of Sub-Heads in scale Rs. 210—380(AS) for the Accounts Department.

**IMPLEMENTATION OF RAILWAY BOARD'S
ORDERS FOR PROMOTION TO CLERKS
GRADE I, TRAFFIC ACCOUNTS OFFICE,
AJMER**

9344. **SHRI RAM SWARUP VIDYARTHI** : Will the Minister of **RAILWAYS** be pleased to state :

(a) whether the benefit of promotion envisaged in the Railway Board's letter No. E(NG) 69/PM1/20, dated the 25th July, 1969 has been fully and completely extended to all the staff who had once officiated in the higher grades i.e. Clerks Grade I continuously for more than three years especially in respect of the Traffic Accounts Office, Ajmer;

(b) what types of promotions if any, enjoyed by the staff continuously for three years, have been permitted to be

excluded from the effect of the aforesaid letter;

(c) whether the staff, who have been denied by the Deputy Chief Accounts Officer (TA), Ajmer the benefit of the aforesaid letter on account of part (b) above, are now proposed to be promoted; and

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

THE MINISTER OF RAILWAYS (SHRI NANDA): (a) (i) In the Traffic Accounts Office, Ajmer, the benefit of promotion has been extended to all staff who officiated as Clerk Grade I in their regular line for more than 3 years continuously.

(ii) Information regarding implementation of the orders in Accounts Department of the Railways is being collected and will be laid on the Table of the Sabha.

(b) In the Traffic Accounts Office, Ajmer staff erroneously promoted as Clerk Grade I due to wrong fixation of seniority and reverted subsequently on correct fixation of seniority.

(i)(b) Staff who officiated as Clerk Grade I on Construction/Projects or out of their regular line.

(ii) Information in respect of other Railways is being collected and will be laid on the Table of the Sabha.

(c) and (d). No. These staff are not entitled to the benefit for promotion as Clerk Grade I under the extant rules.

DEVALUATION FROM TIME LIMIT REGULATIONS RE. SENIORITY OF CLASS III STAFF (WESTERN RAILWAY)

9345. SHRI RAM SWARUP VIDYARTHI: Will the Minister of RAILWAYS be pleased to state:

(a) what is the time limit upto which the allotted seniority in the initial grade/cadre can be changed in respect of Class III non-Gazetted staff;

(b) whether this time limit has been adhered to *mutatis mutandis* by the Traffic Accounts Office in the Western Railway; and

(c) whether deviation from the time limit regulations laid down in the Western Railway Establishment Manual is duly authorised and if so, what is the nature of such deviation?

THE MINISTER OF RAILWAYS (SHRI NANDA): (a) There is no such time limit.

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

DECLINE IN PRODUCTION OF STEEL IN PRIVATE SECTOR

9346. SHRI JAI SINGH:

SHRI HARDAYAL DEVGUN:

SHRI YAJNA DATT SHARMA:

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

(a) whether it is a fact that the production of steel in the private sector has registered a sharp fall during the year 1969-70 over the previous year's production;

(b) if so, the reasons therefor;

(c) whether any difficulties which account for the shortfall have been brought to the notice of the Government and, if so, the nature thereof; and

(d) the steps taken to bolster up the private sector in regard to steel production?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI MOHD. SHAFI QURESHI): (a) Production of saleable steel in Tata Iron & Steel Company Limited declined from 1.465 million tonnes in 1968-69 to 1.440 million tonnes in 1969-70. In the case of Indian Iron & Steel Company Limited, production of saleable steel declined from 0.656 million tonnes in 1968-69 to 0.568 tonnes in 1969-70.

(b) In the case of TISCO, the decline was due mainly to the Coke Ovens being down for repairs, and in the case of IISCO to poor industrial relations.

(c) Government are aware of the problems of the Steel Plants.

(d) While Government would be pleased to render all reasonable assistance that can be expected of them, it is for the Steel Plants themselves to overcome the difficulties referred to in part (b) above.

REPAIR OF MOSQUES IN AHMEDABAD
DAMAGED DURING COMMUNAL DISTUR-
BANCES

9347. SHRI B. K. DASCHOW-
DHURY :

SHRI S. K. TAPURIAH :
SHRI MUHAMMAD
SHERIFF :

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

(a) whether the Central Wakf Council requested the Central Government and the Gujarat Government to arrange for repairs to the mosques damaged during the communal disturbances in Ahmedabad last year;

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

(c) the policy of Government in the matters ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) and (b). The Central Council in its meeting on 11-4-70 decided to make a request but no such request has actually been made so far.

(c) Law and order is a State subject. Decisions on matters relating to breach of law and order are taken and implemented by State Governments concerned. Repair of such damaged mosques is done by the State Government or different State Wakf Boards. The Central Government is normally concerned with those which have archeological or historical importance.

PRODUCTION OF STEEL

9348. SHRI S. K. TAPURIAH :
SHRI GADILINGANA
GOWD :

SHRI S. R. DAMANI :

Will the Minister of STEEL AND

HEAVY ENGINEERING be pleased to state :

(a) whether it is a fact that the supply position of steel is apprehended to be difficult due to growing demand at home and pressing needs of the neighbouring countries;

(b) whether Government have realised that the under-utilisation of the capacity of the manufacturing units is the root cause or what are the other reasons for it; and

(c) how much steel is required to be imported during this year to meet the demands of certain steel consuming industries at home ?

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

(b) One of the reasons for the shortage is that some of the steel plants are producing well below their rated capacity. The spurt in demand, consequent on the end of the recession and the resurgence of the country's economic activity has also contributed to the shortage.

(c) Even pending precise estimation of requirements to be imported, action is being taken. The first order for import of over 34,000 tonnes of scarce categories has already been placed by Hindustan Steel Limited to meet the requirements of Engineering Export Sector and shipments have also started arriving. They have also been authorised to import steel worth Rs. 11.5 crores for meeting the requirements of the Small Scale Sector as well as the Engineering Export Industries. The import licences held by various actual users for scarce categories of steel have also been enhanced in value to enable them to import larger quantities.

LEAVE RESERVE AND REST GIVER STAFF
IN SIGNAL AND TELECOMMUNICATION
DEPARTMENT

9349. SHRI CHANDRIKA PRASAD:
Will the Minister of RAILWAYS be pleased to state :

(a) whether the Railway Administration failed to maintain the proper

strength of 'Leave Reserve Staff' and 'Rest Giver Staff' in the Signal and Telecommunications Department of the Indian Railways e.g. for 101 Khalasis under the signal Inspector (East), Northern Railway, Delhi only 6 Leave Reserve and one Rest Giver Khalasi are posted which is far below the strength prescribed by the Railway Board, with the result that staff does not get timely leave and weekly rests;

(b) whether similar position regarding shortage of Leave Reserve and Rest Giver Staff is existing for the Signal and Telecommunications staff all over the Indian Railways; and

(c) if so, what action the Administration proposes to take in this matter and when?

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

ACCEPTANCE OF RECOMMENDATION OF RAILWAY ACCIDENTS INQUIRY COMMITTEE RE. OFFICE BEARERS OF UNIONS

9350. SHRI CHANDRIKA PRASAD: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railway authorities have accepted in principle the recommendation made by the Railway Accidents Inquiry Committee, 1968 *vide* para 25 of Part II of the report regarding the office bearers of the unions;

(b) if so, whether there is any such staff association or Union existing over the Indian Railways which has the leadership of the Railwaymen and no office bearers from outside; and

(c) whether any action has been taken by the Railway administration to encourage their own policy?

THE MINISTER OF RAILWAYS (SHRI NANDA): (a) to (c). This para of the report referred to, contains only an observation by the Committee that the actual leadership including all office bearers of railway trade unions should come from the railwaymen themselves and the Committee desisted from

making any concrete recommendations on this point, in view of the problem having been under consideration in a wider context by the National Commission on Labour in para 132(a) of their 'main conclusions and recommendations' stated that there should be no ban on non-employees holding positions in the executives of the unions. In view of this no change in the *status quo* with regard to policy in the matter of recognition of unions is necessary although it has always been Government's desire that the affairs of the Railway Trade Unions should be managed by Railway employees themselves.

IMPLEMENTATION OF HOURS OF EMPLOYMENT RULES FOR ELECTRICAL SIGNAL MAINTAINER/MECHANICAL SIGNAL MAINTAINERS

9351. SHRI CHANDRIKA PRASAD: Will the Minister of RAILWAYS be pleased to state:

(a) how many posts of the Electrical Signal Maintainers/Mechanical Signal Maintainers Grade Rs. 175—240 over the Northern Railway and how many over all the Indian Railways have been re-classified under the Hours of Employment Rules of Railways on the instructions issued by the Railway Board *vide* letter No. E(LWA) 66/HER/28, dated 26/27 September, 1969;

(b) how much time it will take for the implementation of the above mentioned instructions of the Railway Board for all the exists posts over the Indian Railways for the above categories; and

(c) what action the Railway authorities are going to take to grant relief to the categories of Electrical Signal Maintainers/Mechanical Signal Maintainers Grade Rs. 175—240 due to prevent wrong classification?

THE MINISTER OF RAILWAYS (SHRI NANDA): (a) to (c). On some of the Railways, the classification already allotted under the Hours of Employment Regulations to the Electrical Signal Maintainers/Mechanical Signal Maintainers Gr. Rs. 175—240 is in accordance with instructions issued *vide* Board's letter No. E(LWA)66/HER/28, dated 26/27-9-69, while on others

every effort is being made to complete the job analysis of the workload of the above categories of staff so that reclassification may be effected wherever justified. Since it is a voluminous job, it is bound to take sometime.

INCREASE IN PERCENTAGE OF UPGRADING OF POSTS OF TRAIN CLERKS

9352. SHRI BHOGENDRA JHA : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government have come across demands of the Trains Clerks, e.g. increasing the percentage of upgrading from 4 to 14 per cent, absorption as Guards Grade 'C', eligibility for selection and promotion to all transportational posts, revision of grades, put up by the All India Trains Clerks' Association; and

(b) if so, Governments' reaction thereto ;

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

(b) A statement showing the main demands of the Trains Clerks and Government's reaction thereto is laid on the Table of the House. [*Place in Library.* See No. LT-3479/70]

CASE AGAINST CHARGEMAN, MANSI STATION FOR THEFT OF RAILWAY PROPERTY

9353. SHRI BHOGENDRA JHA : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that at the Mansi station of the Samastipur Division (North Eastern Railway), a case of theft of Railway property against a Chargeman is under enquiry by the R.P.F. Inspector;

(b) whether the Chargeman has not yet been suspended or transferred and on the contrary a Khalasi has been ordered to be transferred, which hampers enquiry because the said Khalasi is a prosecution witness in the theft case; and

(c) if so, whether it is proposed to suspend the accused Chargeman and rescind the transfer order of the Khalasi

at least till the case is fully disposed of?

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

(b) The enquiry is still under progress. The question of suspension/transfer of the Chargeman does not arise at this stage. The Khalasi, was, however, transferred for other reasons.

(c) Does not arise.

TRANSFER OF ASSISTANT STATION MASTER, SIGNAL DEPARTMENT, SAMASTIPUR (NORTH EASTERN RAILWAY)

9354. SHRI BHOGENDRA JHA : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that several complaints of corruption were made against the Assistant Station Master (Signal Department), Samastipur including assaults on employees, litigation etc;

(b) whether the officer was ordered to be transferred last year by the Divisional Superintendent, Samastipur but up to now he has somehow evaded the transfer; and

(c) if so, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI NANDA): (a) No complaint of corruption has been received against any Signalling staff of Samastipur. However, a representation was received on 30-3-1970 by the Divisional Superintendent, Samastipur alleging that two Electric Signal Maintainers (and not Assistant Station Masters) had assaulted a Trolleyman and a Khalasi. The same is being looked into.

There is, however, no information regarding any litigation started by any party.

(b) and (c). One of the Electric Signal Maintainers at Samastipur Junction was ordered to be transferred in May 1969, by the Divisional Signal & Telecommunication Engineer, but on the employee's representation, the orders were cancelled in July 1969, on compassionate grounds.

REHABILITATION OF ASHOK PAPER MILLS LTD., DARBHANGA

9355. **SHRI BHOGENDR JHA :** Will the Minister of **INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS** be pleased to refer to the reply given to the Unstarred Question No. 6317 on the 14th April, 1970 regarding rehabilitation of the Ashok Paper Mills Ltd., Darbhanga and state :

(a) whether information with regard to parts (b) and (c) of the aforesaid question has since been ascertained, and if so, the details thereof and Government's reaction thereto;

(b) whether in view of the delay of about 1½ to 2 years in shifting and installing the Paper Plant in Assam, it is proposed to start production of paper from the imported pulp at the present installed site and shift only pulp machine to Assam; and

(c) if not, the reasons for not resuming production within 4 months from the imported pulp ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) Yes, Sir. The Government of Bihar has intimated that some M.L.As. and M.Ps. have expressed resentment at a meeting held recently in Darbhanga and that they are opposed to the shifting of these machines. The State Government have further reported that steps are being taken to implement the scheme approved by the Calcutta High Court and that the new Board of Directors has been constituted.

(b) and (c). The rehabilitation of the Ashok Paper Mills is the concern of the Government of Bihar who are doing it in collaboration with the Government of Assam. No such proposal has been received from either of the two State Governments.

रेलवे पर बकाया राशि वसूल करने के लिये सहरसा के गाई द्वारा मुकदमा दायर करना

9356. **श्री गुणानन्द ठाकुर :** क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि पूर्वोत्तर रेलवे के कुछ कर्मचारियों ने प्रशासकों द्वारा निराश किये जाने के पश्चात बकाया राशि का भुगतान पाने के लिये सहरसा (पूर्वोत्तर रेलवे) के जोनल अधिकारी के पास प्रार्थना पत्र दिया था; ;

(ख) क्या यह भी सच है कि सहरसा के एक गाई ने बकाया राशि की वसूली के लिये सहरसा के मुंसिफ की अदालत में मुकदमा दायर किया है जिसके परिणामस्वरूप बकाया राशि के भुगतान में देरी किये जाने के संबंध में रेलवे कर्मचारियों की वृत्ति के कारण रेलवे की अदालती सुनवाई में हजारों रुपये खर्च करने पड़ेंगे ;

(ग) क्या यह उचित नहीं होगा कि रेलवे को होने वाली हानि दोषी कर्मचारियों द्वारा वहन की जाय; और

(घ) इस संबंध में सरकार का क्या कार्यवाही करने का विचार है ?

रेलवे मंत्री (श्री नन्दा) : (क) से (घ) . सूचना इकट्ठी की जा रही है और रुभा पटल पर रख दी जायेगी ।

सहरसा पूर्वोत्तर रेलवे में रलयथ निरीक्षक के अधीन पटरी पर काम करने वालों (गंगमन) को सवियों की बर्दियां सप्लाई करना

9357. **श्री गुणानन्द ठाकुर :** क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि पूर्वोत्तर रेलवे के समस्तीपुर डिवीजन में सहरसा के रलयथ निरीक्षक के अधीन कार्य करने वाले 50 प्रतिशत पटरी पर काम करने वालों (गंगमन) को कई वर्षों से सवियों की बर्दियां सप्लाई नहीं की जा रही हैं यद्यपि उन्हें ये बर्दियां सप्लाई की जानी चाहिए; और

(ख) यदि हां तो, तो इस संबंध में सरकार का क्या कार्यवाही करने का विचार है ?

रेलवे मंत्री (श्री नन्दा) : (क) जी नहीं ।
(ख) सवाल नहीं उठता ।

PROFIT EARNED BY BHADRAVATI STEEL PROJECT

9358. **SHRI GADILINGANA GOWD** : Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state :

(a) whether the Bhadravati Steel Project is likely to earn profits in the future; and

(b) if so, the details thereof and to what extent ?

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

FIRE IN GOODS WAGONS ON LUDHIANA-AMBALA LINE

9359. **SHRI GADILINGANA GOWD** :
SHRI CHENGALRAYA NAIDU :

Will the Minister of RAILWAYS be pleased to state :

(a) whether any enquiry was held in the matter of fire in goods wagons on the Ludhiana-Ambala line on the 14th April, 1970; and

(b) if so, the details thereof and the approximate loss suffered by the Railways in this respect ?

THE MINISTER OF RAILWAYS (SHRI NANDA) : (a) and (b). No such accident took place on 14-4-70. However, on 13-4-70 two open wagons of goods train No. D24 Down which were loaded with Bhabar grass caught fire between Ludhiana and Dhandari Kalan stations on Ludhiana-Ambala Cantt. section of Northern Railway. *Prima facie* the fire was caused by a cigarette end thrown carelessly by some one while the train was passing under the over bridge. There was no damage to railway property.

REPRESENTATION BY THE BIRLAS AGAINST INVESTIGATION BY INQUIRY COMMISSION INTO THEIR AFFAIRS

9360. **SHRI SHIVA CHANDRA JHA** : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether it is a fact that the Birla firms have made any representation to Government not to proceed with the investigation against them by the Inquiry Commission; and

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

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

(b) Does not arise.

NATIONALIZATION OF COCA COLA MFG. COMPANY

9361. **SHRI SHIVA CHANDRA JHA** : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether Government are planning to nationalize the Coca Cola Manufacturing Company in India;

(b) if so, when; and

(c) if not, the reasons therefor ?

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

(c) At present Government do not find sufficient justification for nationalising the Coca Cola Manufacturing Company in India.

USE OF INSPECTION CARRIAGES BY RAILWAY OFFICERS AND I.A. & A.S. OFFICERS WORKING AS DEPUTY CHIEF AUDITORS/CHIEF AUDITORS ON RAILWAYS

9362. **SHRI LOBO PRABHU** : Will the Minister of RAILWAYS be pleased to refer to the reply given to Starred Question No. 864 on the 7th April, 1970

regarding grant of full Travelling and Daily Allowances to Officers using Railway Saloons and state :

(a) the result of the re-examination of the use of inspection carriages by the Railway Officers and those of the I.A. and A.S. working as Deputy Chief Auditors/Chief Auditors on the Railways, compatible with the present need to ensure economy in expenditure and to provide more accommodation to the travelling public;

(b) the categories of Railway Officers who are entitled to travel in A.C.C. either while travelling on duty or on payment of 1/3rd of the difference between the 1st Class and A.C.C. fare and the consideration for which this facility is provided; and

(c) whether he would lay on the Table of the House a copy of the relevant rules or orders issued by the Railway Board in this behalf in the pre-Independence days and thereafter which are in force at present ?

THE MINISTER OF RAILWAYS (SHRI NANDA): (a) A statement is laid on the Table of the House. [Placed in Library. See No. LT-3480/70].

(b) Only Officers of the administrative rank are entitled to travel on duty journeys free in ACC. Other officers also on duty journeys, if they so desire, can travel in ACC by paying 1/3rd the difference between I class and ACC. All officers for non-duty journeys have to pay this prescribed difference, if they desire to travel in ACC.

Consequent to the abolition of the old I class accommodation on Indian Railways w.e.f. 1-4-1955 the old II class was re-classified as the present I class and the difference in fares between the present I class and the ACC had increased considerably more than that between the old I class and the ACC.

(c) Copy of the orders issued in the pre-Independence days is not available at this stage. Copies of the orders now in force are laid on the Table of the House. [Placed in Library. See No. LT-3480/70].

जातिवाद को समाप्त करने के उपाय

9363. श्री ओम प्रकाश त्यागी : क्या विधि तथा समाज कल्याण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार को पता है कि तामिलनाडु सरकार ने राज्य से जातिवाद को समाप्त करने के लिये अन्तर्जातीय विवाह को प्रोत्साहन दिया है ;

(ख) क्या सरकार का विचार अन्य राज्य सरकारों से भी अपने राज्यों से जातिवाद को समाप्त करने के लिये उचित कार्यवाही करने का है ?

(ग) यदि हां, तो इस प्रस्ताव को किस प्रकार कार्यान्वित किया जायेगा ; और

(घ) यदि नहीं, तो इसके क्या कारण हैं ?

विधि मंत्रालय और समाज कल्याण विभाग में मंत्री (डा० (श्रीमती) फूलरेणु गुह): (क) हां ।

(ख) से (घ). कुछ अन्य राज्यों ने भी अन्तर्जातीय विवाहों को बढ़ावा देने के लिये वित्तीय तथा अन्य बढ़ावे देने शुरू कर दिये हैं । राज्य सरकारें अस्पृश्यता उन्मूलन से संबंधित समस्या को हल करने की चेष्टाएँ कर रही हैं ।

DERAILMENT OF ENGINE AND A COACH OF DELHI BOUND UPPER INDIA EXPRESS BETWEEN DILDAR NAGAR AND MOGHUL SARAI (EASTERN RAILWAY)

9365. SHRI V. NARASIMHA RAO : Will the Minister of RAILWAYS be pleased to state :

(a) whether the engine and a coach of the Delhi bound Upper India Express from Calcutta derailed on the 15th March, 1970 between Dildar Nagar and Mughal Sarai Stations of the Eastern Railway;

(b) if so, the number of persons injured as a result thereof;

(c) whether inquiries into the cause of the accident have been completed; and

(d) if so, the details thereof ?

THE MINISTER OF RAILWAYS (SHRI NANDA): (a) One 3rd class coach marshalled 6th from the train engine of train No. 13 Up Upper India Express derailed between the Up Main Starter and Advanced Starter Signals of Dildar Nagar station on 15-3-70. The train engine did not derail.

(b) No one was killed or injured.

(c) and (d). According to the finding of the inquiry committee the accident was due to mechanical defect in the affected coach, for which the train examiner who had carried out the schedule maintenance repair of this coach earlier has been held responsible.

BROAD-GUAGE LINE FOR NABADWIP-KRISHNANAGAR RAILWAY LINE

9366. SHRI DEVEN SEN : Will the Minister of RAILWAYS be pleased to state whether Government are contemplating conversion of the Nabadwip-Krishnanagar Railway line from Metre-guage to Broad-guage in order to facilitate marketing of handloom products of Nabadwip and neighbouring areas and to provide for transport facilities to intending pilgrims of vai-hnab religion in the neighbourhood ?

THE MINISTER OF RAILWAYS (SHRI NANDA): There is no proposal at present under consideration for the conversion of the Nabadwip-Krishnanagar N. G. line into B.G.

सरकार द्वारा हाथ में बना हुआ कागज तथा अन्य वस्तुओं की खरीद

9367. श्री नगेश्वर द्विवेदी : क्या औद्योगिक विकास, आंतरिक व्यापार तथा समवाय-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) पिछले तीन वर्षों में केन्द्रीय सरकार द्वारा अपने प्रयोग के लिये कितने मूल्य का हाथ में बना हुआ कागज खरीदा गया, और

(ख) केन्द्रीय सरकार अपने प्रयोग के लिये खादी ग्रामोद्योग आयोग तथा इसके द्वारा संगठित संस्थाओं से कौन कौन सी वस्तुएँ खरीदती है ?

औद्योगिक विकास, आंतरिक व्यापार तथा समवाय-कार्य मंत्री (श्री फखरुद्दीन अली अहमद) : (क) जानकारी नीचे दी गई है :

वर्ष	क्वार्टिंग बांड पेपर	योग (रु० लाखों में)
1966-67	1.87	1.87
1967-68	—	—
1968-69	1.06	1.765
1969-70	0.43	0.35

(ख) खादी, साबुन (अखाद्य तेलों से बने) दियासलाई तथा हाथ में बना बागज ।

SECURITY DEPOSITS FOR SCOOTERS HELD BY POST OFFICES AND BANKS

9368. SHRI HIMATSINGKA : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) the total amount of deposits held by the Post Offices and Banks in connection with the advance booking of scooters and cars as on the 31st March, 1970;

(b) whether the amount of these deposits from prospective scooter purchasers is sufficient to set up another scooter manufacturing unit; and

(c) the amount of interest earned by Government on account of these deposits during 1968-69 and 1969-70 ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) The number of orders for scooters and cars pending with the various dealers in the country as on the 31st March, 1970 and the 31st December 1969 respectively is as under :—

Scooters	..	about 2,62,000 Nos.
Cars	..	ab ut 66,400 Nos.

Under the provisions of the Scooters (Distribution and Sale) Control order, 1960, each order for scooter is required to be supported by a Post Office Deposit Amount of Rs. 250. Likewise, under

the provisions of the Motor Cars (Distribution & Sale) Control Order, 1959, each order for car is required to be supported by a Post Office Deposit Amount of Rupees 2,000.

The total amount of deposits held in the Post Offices on the above date would come to about Rs. 20 crores

(b) Yes, Sir.

(c) An interest of 3% per annum is payable on the Post Office Saving Bank Deposit Accounts to the depositors. Information about the amount of interest, if any, earned by Government on such deposits by investing the deposit amounts elsewhere during the years 1968-69 and 1969-70 is not available.

APPOINTMENT OF COMMISSION UNDER MONOPOLIES AND RESTRICTIVE TRADE PRACTICES ACT, 1969

9369. **SHRI DEVINDER SINGH GARCHA :**

SHRI VALMIKI CHOUDHARY :

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

(a) the time by which the Commission envisaged under the Monopolies and Restrictive Trade Practices Act, 1969 will start functioning; and

(b) the various points of criticism mentioned by some Members of Parliament recently in this regard?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) and (b). Some Members of Parliament wanted to know the reasons for the delay in setting up the Monopolies and Restrictive Trade Practices Commission under the Monopolies and Restrictive Trade Practices Act, 1969. The Government expect that the Act may be brought into force in June, 1970 and the Commission constituted under the Act about the same time.

CONTRIBUTION OF NATIONAL INDUSTRIAL DEVELOPMENT CORPORATION IN SETTING UP OF INDUSTRIES

9370. **SHRI DEVINDER SINGH GARCHA :**

SHRI VALMIKI CHOUDHARY :

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

(a) whether Government are aware that the National Industrial Development Corporation Ltd. has failed to make any appreciable contributions during the last sixteen years either in setting up or in the execution of major industries in the public and private sectors;

(b) whether Government are considering to wind up the said Corporation; and

(c) if so, the details thereof?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) to (c). The National Industrial Development Corporation Limited was established in October, 1954, and its functions, as approved by Government, mainly required the Corporation to be an instrument for securing a balanced and integrated development of industries in both the private and public sectors. Its object was primarily to be the development of industries, particularly those which are necessary to fill up gaps in the industrial structure so as to achieve better coordination of progress in different fields. In order to carry out its functions, the Corporation would try to build up a corps of competent technical managerial staff.

During the period of its functioning so far, the Corporation, in keeping with the above mentioned requirements, had initiated studies and development efforts in respect of the following major projects, which came into existence :—

(i) Foundry and Forge Plant (now under the Heavy Engineering Corporation),

- (ii) Heavy Machine Building Plant (now under the Heavy Engineering Corpn.).
- (iii) Heavy Machine Tools Plant (now under the Heavy Engineering Corporation).
- (iv) Coal Mining Machinery Plant (Mining and Allied Machinery Corporation).
- (v) Intermediates Plant (now Hindustan Organic Chemicals Ltd.).
- (vi) Photo Films Project (Hindustan Photo Films Manufacturing Company Ltd.).
- (vii) Carbon Black Project:
In respect of this Project negotiations were arranged between a US firm and an Indian firm in the private sector.
- (viii) Pyrites Project :
(Pyrites, Phosphates and Chemicals Ltd.).
- (ix) Synthetic Rubber Project (now in the Private Sector).
- (x) Anti-biotics Project.
- (xi) Synthetics and Drugs and Surgical Instruments Plant (now under the Indian Drugs and Pharmaceuticals Ltd.).

The Corporation had also undertaken design and engineering activities in respect of the following major projects :—

- (i) Bharat Heavy Plates and Vessels Ltd., Vizagapatnam.
- (ii) Grinding Machine Tools Plant (now Machine Tool Corporation of India, Ajmer).
- (iii) Machine Diesel Engine Plant, Ranchi.
- (iv) Resin and Turpentine Factory, Bilaspur.
- (v) Instrumentation Ltd., Kota.
- (vi) Korba Alumina Project.

To be able to design and engineer complex projects, the Corporation has had to develop the necessary capabilities by building a competent technical staff covering *inter alia* the area of consul-

tancy, which has grown greatly in importance in the context of the developments in the Indian economy over the years. In fact, the consultancy work it has done has helped in the utilisation of indigenous talent and also otherwise contributed greatly in the drive for Import Substitution, which has become an important development in India's industrialisation.

Recently, however, Government has received the 63rd (4th Lok Sabha) Report of the Committee on Public Undertakings, which has among other things observed that the Corporation's role is not such as to justify an independent existence, and that the desirability of allowing the Corporation to continue should be reviewed. This Report is now under Government's consideration.

RESTRICTIONS ON BOOKING OF GOODS TO NEW DELHI DUE TO WAGON GLUT IN GOODS SHED AT NEW DELHI

9371. SHRI DEVINDER SINGH GARCHA :

SHRI VALMIKI CHOUDHARY :

Will the Minister of RAILWAYS be pleased to state :

(a) whether Government have imposed restrictions on goods booking to New Delhi because of a wagon glut in the New Delhi Goods Shed;

(b) if so, whether Government have ascertained the reasons therefor; and if so, the details thereof ?

(c) the number of wagons locked up in the New Delhi Goods Shed; and

(d) by what time the situation will ease ?

THE MINISTER OF RAILWAYS (SHRI NANDA): (a) Yes, Sir. Booking of general goods traffic to New Delhi was restricted from 6-4-1970 to 9-4-1970 and from 21-4-1970 to 30-4-1970.

(b) and (c). Yes, Sir. Due to sudden spurt in the receipt of loaded traffic at New Delhi and the inability of the trading public to release wagons and remove

the consignments expeditiously, there was heavy accumulation of loaded goods wagons for New Delhi. As against the average release of 130 wagons daily, the average left over of loaded wagons was over 300 daily. The trade was not able even to remove the goods unloaded expeditiously. The removal of goods from the goods shed was only 144 wagons daily against an average daily left over of 288 wagons on ground. The position was notified to the trade through a press note appearing in the *Statesman* and *Times of India* on 14-4-1970, but there was no improvement. Hence booking had to be restricted temporarily.

(d) The restriction was over on 1-5-1970 and booking of goods traffic to New Delhi is free since then.

OVERHEAD BRIDGE AT BANAPURA (CENTRAL RAILWAY)

9372. SHRI G. C. DIXIT : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that extension of the overhead bridge at the Banapura Station (Madhya Pradesh) has been abnormally delayed; and

(b) if so, the steps Government propose to take for an early completion of the above mentioned bridge?

THE MINISTER OF RAILWAYS (SHRI NANDA): (a) No such work is in progress nor is there any proposal for extending the foot over-bridge.

(b) Does not arise.

बुरहानपुर स्टेशन (मध्य रेलवे) पर पुल का विस्तार

9373. श्री गं० च० दीक्षित : क्या रेलवे मंत्री बुरहानपुर (मध्य रेलवे) पर पुल के विस्तार के बारे में 7 अप्रैल, 1970 के अतारंकित प्रश्न संख्या 5438 के उत्तर के संबंध में यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि बुरहानपुर रेलवे स्टेशन के ऊपरी पुल का विस्तार सम्भव नहीं है क्योंकि विस्तार की स्थिति में तीसरी श्रेणी का विश्रामालय एक सार्वजनिक पथ बन जायेगा;

(ख) क्या पुल के विस्तार के लिए ऐसी किसी योजना को क्रियान्वित करना किसी भी तरह से सम्भव है ताकि लोगों को उक्त पुल पर पहुँचने के लिये तीसरे दर्जे के विश्रामालय में से न गुजरना पड़े ;

(ग) यदि हाँ, तो क्या सरकार ऐसी योजना स्वीकार करेगी जिसमें तीसरे दर्जे के विश्रामालय को सार्वजनिक पथ नहीं बनाया गया हो; और

(घ) यदि नहीं, तो इसके क्या कारण हैं ?

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

(ख) से (घ) . फिर भी, केवल जनता के उपयोग के लिये निक्षेप कार्य के रूप में एक स्वतंत्र नये ऊपरी पैदल-पुल की व्यवस्था की जा सकती है जिसका पूरा प्रारंभिक और आवर्ती खर्च प्रायोजक विभाग, अर्थात् राज्य सरकार या नगरपालिका को देना होगा, और सरकार ऐसी योजना स्वीकार करेगी जिसमें यात्रियों की असुविधा दूर होती हो ।

इटारसी रेलवे स्टेशन पर जलपान गृह

9374. श्री गं० च० दीक्षित : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि इटारसी रेलवे स्टेशन पर पांच प्लेटफार्म हैं और प्लेटफार्म नं० 4 और 5 को छोड़ कर शेष सभी प्लेटफार्मों पर शाकाहारी तथा मांसाहारी चाय स्टाल, काफी हाउस और भोजनालय हैं ;

(ख) क्या यह भी सच है कि प्लेटफार्म नं० 4 और 5 पर केवल एक शाकाहारी चाय स्टाल है और इन प्लेटफार्मों पर उतरने वाले अधिकांश यात्रियों की आवश्यकताओं को पूरा करने के लिये यह पर्याप्त नहीं है ;

(ग) यदि हाँ, तो क्या इस बात को ध्यान में रखते हुए कि सभी गाड़ियाँ इन प्लेटफार्मों पर आती हैं, सरकार का विचार इन प्लेटफार्मों पर एक अन्य मांसाहारी चाय स्टाल खोलने का है; और

(घ) यदि नहीं, तो इसके क्या कारण हैं ।

रेलवे मंत्री (श्री नन्दा) : (क) इटारसी स्टेशन पर पांच प्लेटफार्म हैं । इन प्लेटफार्मों पर निम्नलिखित भोजनालय और स्टाल मौजूद हैं:—

प्लेटफार्म नं०

(1) शाकाहारी भोजनालय	1
(2) सामिष भोजनालय	1
(3) फल का स्टाल	1
(4) चाय और काफी का स्टाल	1, 2 और 3
(5) सामिष भोजन, चाय और काफी का स्टाल	1, 2 और 3
(6) चाय, काफी और मिठाई का स्टाल	4/5

(ख) चाय, काफी और मिठाई का स्टाल केवल प्लेटफार्म नं० 4 और 5 पर है और शाकाहारी और सामिष भोजनालय के जो वर्तमान ठेकेदार हैं, वे प्लेटफार्मों पर गाड़ियों के पहुँचने पर यात्रियों, को मांग करने पर, भोजन तथा भोजन सूची की सामग्री देने की व्यवस्था करते हैं । शाकाहारी और सामिष भोजनालय के ठेकेदार गाड़ियों के समय, प्लेटफार्म नं० 4 और 5 पर भोज्य वस्तुएं भी बेचते हैं । समूची गाड़ी का फेरा लगाने के लिये खोमचे वालों की संख्या बढ़ा कर तथा उपयुक्त जगहों पर अतिरिक्त मेजों की व्यवस्था करके, प्लेटफार्म नं० 4 और 5 पर भोजन देने के स्थानों की संख्या बढ़ा दी गयी है । प्लेटफार्म नं० 4 और 5 पर यात्रियों की भोजन आदि की मांगों को पूरा करने के लिये यह प्रबंध पर्याप्त समझा गया है ।

(ग) और (घ). सबाल नहीं उठता ।

DEMAND FOR COLLEGE AT KHURDA ROAD (SOUTH EASTERN RAILWAY) 9375. SHRI CHINTAMANI PANIGRAHI : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Railway Administration has received representations for the opening of a College at Khurda Road on the South Eastern Railway or for running a night college there in the existing school building; and

(b) whether Government are taking any steps in that direction ?

THE MINISTER OF RAILWAYS (SHRI NANDA) : (a) and (b). The information is being collected and will be placed on the table of the Sabha.

अनुबंध 3-क की परीक्षा में अनुसूचित जातियों तथा अनुसूचित आदिम जातियों के उम्मीदवारों को छूट

9376. श्री मोलहू प्रसाद : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या अनुसूचित जातियों तथा अनुसूचित आदिम जातियों को अनुबंध 3-क की परीक्षा में अकों में छूट दी गई है ;

(ख) यदि हां, तो छूट किस सीमा तक दी गयी है और 1957 से 1969 तक प्रत्येक रेलवे में कितने कर्मचारियों को इससे लाभ हुआ है ;

(ग) क्या यह भी सत्य है कि लेखा विभाग में अनुबंध 2-क और 3-क की विभागीय परीक्षा करने के पश्चात सैकड़ों कर्मचारी पिछले पांच अथवा 6 वर्षों से अपनी पदोन्नति की प्रतीक्षा कर रहे हैं ;

(घ) यदि हां, तो इस बारे में रेलवे बोर्ड की क्या प्रतिक्रिया है ; और

(ङ) अधिकारियों के पदों का दर्जा बढ़ाये जाने के पश्चात भी गरीब क्लर्कों के पदों का, संगणकों के लाये जाने के कारण जिनकी पदोन्नति की भावी सम्भावनायें खत्म हो गई हैं, दर्जा न बढ़ाये जाने के क्या कारण हैं ?

रेलवे मंत्री (श्री नन्दा) : (क) और (ख). यद्यपि अनुसूचित जाति तथा अनुसूचित आदिम जातियों के उम्मीदवारों को परीक्षा में अंक देते समय छूट या डील नहीं बरती जाती तथापि

परीक्षा में प्रदर्शित उनकी योग्यता की उच्च-स्तर पर, सावधानीपूर्वक, पुनरीक्षा की जाती है।

(ग) कुछ रेलों पर अपेंडिक्स II ए और अपेंडिक्स III ए परीक्षाओं में उत्तीर्ण कर्मचारी पिछले 5-6 वर्षों में पदोन्नति की प्रतीक्षा कर रहे हैं।

(घ) और (ङ). संगणकीकरण के कारण प्रभावित संवर्गों में काम करने वाले लिपिक वर्गीय कर्मचारियों की पदोन्नति के अवसरों को पूर्णतः सुरक्षित रखा गया है। इसके अलावा, रेलों के जो अराजपत्रित कर्मचारी दो वर्ष या इससे अधिक समय से अपने वेतनमानों के अधिकतम पर रुके हुए हैं या रुक जाएंगे उन सभी को व्यक्तिगत वेतन के रूप में राहत देने के आदेश जारी कर दिये गये हैं। इस तथ्य को देखते हुए कि सरकार ने एक नया वेतन आयोग नियुक्त कर दिया है, इस सम्बन्ध में सरकार का इस समय और कोई कार्रवाई करने का विचार नहीं है।

दक्षिण पूर्व रेलवे के रेलपथ निरीक्षकों तथा सहायक रेलपथ निरीक्षकों की एसोसियेशन के कर्मचारियों की रेलवे मंत्री से भेंट

9377. श्री रामावतार शास्त्री : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि पूर्व तथा दक्षिण पूर्व रेलवे के रेलपथ निरीक्षकों तथा सहायक रेलपथ निरीक्षकों की स्टाफ एसोसियेशन का एक प्रतिनिधिमण्डल अप्रैल में उनसे मिला था ;

(ख) क्या एसोसियेशन की ओर से उनको ज्ञापन प्रस्तुत किया गया था और यदि हां, तो उसका व्यौरा क्या है ;

(ग) क्या सरकार ने उनकी मांगों पर विचार किया है ; और

(घ) यदि हां, तो उसके क्या परिणाम निकले हैं ?

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

(ख) जी हां, मांगें मुख्यतः इस संबंध

में थीं:—

(i) रेलपथ निरीक्षकों के वेतनमानों का संशोधन करना और उनका पदक्रम पढ़ाना, और

(ii) रेलपथ कर्मचारियों को भण्डार सम्बन्धी जिम्मेदारियों से छुटकारा दिलाना।

(ग) और (घ) . जहां तक वेतनमानों के संशोधन के सम्बन्ध में उपर्युक्त (i) का सम्बन्ध है अब एक वेतन आयोग स्थापित किया जा चुका है, जो निःसंदेह रेलपथ कर्मचारियों सहित सभी कोटि के कर्मचारियों के वेतनमानों और मेवा सम्बन्धी स्थितियों की जांच करेगा।

जहां तक भण्डार सम्बन्धी काम के बोझ का प्रश्न है इस मामले पर विचार किया गया है और रेलपथ निरीक्षकों के अधीन भण्डार बलक नियुक्त करने के अनुदेश दिये जा चुके हैं। इन अनुदेशों को कार्यान्वित किया जा रहा है। साथ क्रमशः मण्डल भण्डार डिपो भी स्थापित किये जा रहे हैं।

अखिल भारतीय अनुसूचितवीय कर्मचारी एसोसिएशन के प्रतिनिधि मण्डल की रेलवे मंत्री से भेंट

9378. श्री रामावतार शास्त्री : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि अखिल भारतीय अनुसूचितवीय कर्मचारी एसोसियेशन की ओर से एक प्रतिनिधिमण्डल 14 अप्रैल, 1970 को उनसे मिला था ;

(ख) क्या उक्त प्रतिनिधिमण्डल ने उनको एक ज्ञापन प्रस्तुत किया था ;

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

(घ) उस पर सरकार की प्रतिक्रिया क्या ?

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

(ख) और (ग). बातचीत के दौरान प्रतिनिधिमण्डल ने, 13-4-70 को संघ के 14वें वार्षिक सम्मेलन में पारित प्रस्ताव में उल्लिखित दो भागों का जिक्र किया अर्थात्

(1) संघ को मान्यता देना और (2) लिपिक वर्गीय कर्मचारियों के संवर्ग में पदोन्नति की सरणियां बढ़ाकर इन कर्मचारियों को ऊंचे पदक्रम में लाना ।

(घ) इन मांगों पर पहले ही विचार हो चुका है । सरकार की यह नीति नहीं है कि कर्मचारियों की कोटियों की सीमित संख्या के आधार पर संगठित संघों को मान्यता दी जाय । जहां तक कर्मचारियों को उच्च पदक्रम में लाने का प्रश्न है, केवल लिपिक वर्गीय कर्मचारियों के मामले में अलग से कारवाई नहीं की जा सकती । एक वेतन आयोग स्थापित किया गया है जो निस्संदेह अन्य कर्मचारियों के साथ-साथ इस कोटि के कर्मचारियों की सेवा सम्बन्धी स्थितियों पर विचार करेगा ।

अखिल भारतीय गाडं परिषद के प्रतिनिधि मण्डल की रेलवे मंत्री से भेंट

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

(क) क्या यह सच है कि अखिल भारतीय गाडं परिषद् का एक प्रतिनिधि मण्डल अग्रैल में उनसे मिला था ;

(ख) यदि हां, तो उक्त प्रतिनिधिमण्डल में शामिल होने वाले व्यक्तियों के नाम क्या हैं ;

(ग) प्रतिनिधिमण्डल द्वारा उनके साथ किन विषयों पर बातचीत की गई ;

(घ) क्या सरकार ने उनके द्वारा उठाये गये प्रश्नों पर विचार किया है ; और

(ङ) यदि हां, तो उन पर सरकार की क्या प्रतिक्रिया है ?

रेलवे मंत्री (श्री नन्दा) (क) जी हां, 7-4-70 को ।

(ख) इस प्रतिनिधि मंडल का नेतृत्व डा० एल० एम० सिन्घा और अन्य व्यक्तियों ने किया था ।

(ग) प्रतिनिधि मंडल ने रेल मंत्री के समक्ष गाडों की शिकायतें रखी थीं, जिनमें मुख्य रूप

से निम्नलिखित विषयों का उल्लेख किया गया था:—

(i) पदोन्नति संबंधी संभावनाएं ।

(ii) वेतनमान ।

(iii) मीलभत्ता ।

(iv) नैदानिक आधार पर निचली कोटि में काम पाने वाले कर्मचारियों को समाहित करना ।

(v) परिचालक कमरों की दशा ।

(vi) ब्रेक यानों की अवस्था और

(vii) संघ को मान्यता देना ।

(घ) जी हां ।

(ङ) प्रश्न के भाग (ग) के उत्तर में उल्लिखित विभिन्न विषयों के संबंध में स्थिति इस प्रकार है :—

(i) गाडों के विभिन्न पदक्रमों में पदों के वर्तमान वितरण में किसी परिवर्तन पर विचार करना सम्भव नहीं पाया गया है ।

(ii) वेतनमानों के संबंध में अन्य कर्मचारियों की किसी एक कोटि के वेतनमानों में सामान्य संशोधन पर विचार नहीं किया जा सकता । इसके अलावा हाल ही में एक वेतन आयोग स्थापित किया गया है जो अन्य कर्मचारियों के साथ-साथ निस्संदेह गाडों के सम्बंध में भी विचार करेगा ।

(iii) विभागीय समिति की रिपोर्ट को देखते हुए और मजदूर संघों के परामर्श से रनिंग भत्ते की दरों में संशोधन किया गया था और 1-12-68 से इसे क्रियान्वित कर दिया गया था ।

(iv) जैसा कि प्रतिनिधि मंडल ने बताया, यह सही है कि ड्राइवरों के लिये निर्धारित दरें, गाडों के लिये अनुमेय दरों की अपेक्षा अधिक हैं, लेकिन इस प्रकार की सापेक्षता हमेशा से विद्यमान रही है ।

- (v) नैदानिक आधार पर निचली कोटि में वैकल्पिक नौकरियों में रखे गये कर्मचारियों का वेतन निर्धारित करने के संबंध में पहले से पर्याप्त हिदायतें हैं। फिर भी, इस प्रश्न पर विचार किया जा रहा है।
- (vi) परिचालक कमरों की दशा में सुधार करने के लिये हर सम्भव प्रयास किया जा रहा है। यह मांग रखी गयी थी कि रनिंग कर्मचारियों के अलावा अन्य कर्मचारियों को परिचालक कमरों में आराम करने की अनुमति नहीं दी जानी चाहिए। इस प्रकार कोई नियम बनाना सम्भव नहीं है, लेकिन इन परिचालक कमरों के उपयोग के लिये रनिंग कर्मचारियों को प्राथमिकता दी जायेगी।
- (vii) रेलों से कहा गया है कि ब्रेकयानों में कुछ आशोधन किये जाने चाहिए ताकि यात्रा में वे अधिक आराम-देह रहें।
- (viii) कोटि के आधार पर गठित संघों को मान्यता देने के प्रश्न पर बार-बार विचार किया गया है और सरकार की यह नीति नहीं है कि कोटि के आधार पर गठित संघों को मान्यता दी जाये।

SALEM STEEL PROJECT

9380. SHRI VIRENDRAKUMAR SHAH : Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state:

(a) whether his attention has been drawn to a report in the Hindu dated the 21st March, 1970 under the caption, "P.M.'s Green Signal to Salem Plant: State Can Go Ahead with Work";

(b) whether it is a fact that the Prime Minister has told the Tamil Nadu Government to proceed with the Salem Steel Project;

(c) if so, whether the green signal has been given with the concurrence of the Planning Commission; and

(d) if the reply to part (b) above be in the negative whether he has drawn the attention of the Tamil Nadu Government to the said news item with a request that the wrong impression created by it be corrected officially?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI MOHD. SHAFI QURESHI) : (a) Government have since seen the news item.

(b) No, Sir. The Prime Minister has said nothing beyond her statement in the Lok Sabha on the 17th April, 1970, announcing the Government's decision to set up three new steel plants, and this decision was not conveyed to the Tamil Nadu Government in March, 1970, as implied in the newspaper report dated 20th March, 1970.

(c) Does not arise.

(d) No, Sir, it was not considered necessary.

PRODUCTION OF STEEL BARS AND RODS

9381. SHRI VIRENDRAKUMAR SHAH : Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state :

(a) the production of steel bars and rods, and wire rods by the main steel producers, secondary producers and rerollers, separately, in the last three years ending March, 1970;

(b) the estimated production of the above items, year-wise, in the next four years; and

(c) the quantity and value of export of steel bars and rods and wire rods by the main steel producers and re-rollers, separately, in 1969-70 and the estimates for the same in the next four years?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI MOHD. SHAFI QURESHI) : (a) The following table gives the figures of production

of bars, rods and wire rods for the last three years :—

(In '000 tonnes)

1967-68	Bar	Rods	Total
1. Main producers	646.1	126.1	772.2
2. Secondary Producers	17.8	50.5	68.3
3. Billet Re-Rollers	280.7	213.2	493.9
4. Scrap Re-Rollers	37.8	89.0	126.8
Total	982.4	478.8	1,461.2
1968-69			
1. Main Producers	676.3	176.7	853.0
2. Secondary Producers	18.9	33.2	52.1
3. Billet Re-Rollers	300.0	223.5	523.5
4. Scrap Re-Rollers	38.0	89.0	127.0
Total :	1,033.2	522.4	1,555.6
1969-70..			
1. Main Producers	780.5	285.0	1,065.5
2. Secondary Producers	27.2	15.6	42.8
3. Billet Re-Rollers	287.1	172.9	460.0
4. Scrap-Re-Rollers	37.5	88.5	126.0
Total	1,132.3	562.0	1,694.3

N.B. : (1) Separate Statistics in respect of Production of Wire Rods & Rods in Coils' are not maintained. The production of Wire Rods and Rods in Coils' are included in the production of Rods.

(2) The production figures for the year 1969-70 may be taken as provisional since the production of the defaulting units have been estimated.

(b) The estimated production for 1970-71 for bars and rods is 1.55 million tonnes and that of wire rods 360,000 tonnes. This is based on the Budgeted production for the current year of both bars and rods by the integrated steel plants and the availability of saleable billets by them to be rolled by the re-rollers. On an assumption of an optimum utilization of 90% of the installed capacity in the integrated steel plants for the production of bars, rods and wire-rods as well as saleable billets, the production level likely to be reached for bars, rods and wire rods is about 2.3 million tonnes (excluding that from Re-rollable scrap). It may however, take a couple of years before this production is reached.

(c) During 1969-70 exports of bars, rods and wire rods by the main producers and re-rollers amounted respectively to 109,732 tonnes (Rs. 696 lakhs) 229,807 tonnes (Rs. 1,704 lakhs). No firm estimates of exports for the next four years have been made so far. It may, however, be pointed out that the Steering Group for Iron and Steel has envisaged an export of 2 lakh tonnes of bars and rods and 30,000 tonnes of wire rods in 1973-74. Since creation of additional capacity for semis has lagged behind as compared to what was anticipated and since demand has picked up to a greater extent export of this order may not materialise.

PRODUCTION OF BILLETS BY MAIN
STEEL PRODUCERS

9382. SHRI VIRENDRAKUMAR SHAH : Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state :

(a) the plant-wise estimated production of billets by the main steel producers in the next four years for internal consumption and for sale, separately; and

(b) whether he feels that the estimated production of saleable billets would be sufficient to meet the demand for the same and, if not, the steps taken to augment production of saleable billets during the Fourth Plan period ?

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

(b) No, Sir. During the Fourth Plan period, provision has been made to increase the capacity for billets production by 680,000 tonnes under the Bhilai Expansion Programme. Even then, the entire demand for billets may not be satisfied. Encouragement is also being given for the setting up of electric furnace—continuous casting plants for augmenting the production of billets.

विधि मंत्रालय द्वारा अनुदित अधिनियम
सांविधिक नियम या आदेश आदि

9383. श्री मोलहू प्रसाद :

श्री अर्जुन सिंह भदौरिया :

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

(क) क्या यह सच है कि विधि मंत्रालय के अनुवाद अनुभाग द्वारा केन्द्रीय अधिनियमों का अनुवाद किया जा रहा है; और

(ख) यदि हाँ, तो नवम्बर, 1964 से लेकर दिसम्बर, 1969 तक कितने अधिनियमों, सांविधिक नियमों अथवा आदेश का अनुवाद किया गया ?

विधि मंत्रालय और समाज कल्याण विभाग में उपमंत्री (श्री मु० युनुस सलीम) : (क) केन्द्रीय अधिनियमों के हिन्दी अनुवाद तैयार करने में वे अनुवादक सहायता करते हैं जो राजभाषा (विधायी) आयोग में काम करते हैं। इन्हें अन्तिम रूप देने का काम आयोग के हिन्दी प्रारूपकारों द्वारा इस आयोग की हिन्दी यूनिट के सदस्यों के अधीक्षणों में किया जाता है।

(ख) नवम्बर, 1964 से दिसम्बर, 1969 तक जिन अधिनियमों, कानूनी नियमों और आदेशों का अनुवाद इस आयोग द्वारा किया गया, उन की संख्या इस प्रकार है:—

(i) अधिनियम	134
(ii) नियम	101
(iii) आदेश	11

REHABILITATION OF ASHOK PAPER
MILLS LTD., DARBHANGA

9384. SHRI BHOGENDRA JHA : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to refer to the reply given to Unstarred Question No. 6317 on the 14th April, 1970 regarding the rehabilitation of Ashok Paper Mills Ltd., Darbhanga and state :

(a) whether with a view to immediately start production of paper, the Central Government would allow the Government of Bihar or the management of Ashok Paper Mills Ltd., to import pulp on rupee payment basis and if so, the details thereof;

(b) whether Government would allow import of some machine parts to change bagasse-based sugar mills in North Bihar to coal-based to release bagasse for paper pulp and if not, the reasons therefor;

(c) whether he had written to a Member of Parliament vide D.O. No. I.I III-17(53)/68 dated the 26th August, 1969 that the Central Government would examine the feasibility of Government taking over the Ashok

Paper Mills Ltd., as soon as any Central Government scheme for the manufacture of paper is approved; and

(d) if so, whether any examination for its take over has been or is being made and, if not, the reasons therefor?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL

TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) The rehabilitation of the Ashok Paper Mills is the concern of the Government of Bihar who are doing it in collaboration with the Government of Assam. No such proposal has been received from either of the two State Governments.

(b) Government will consider any such proposal on merits, if and when received.

(c) Yes, Sir.

(d) In view of the fact that the Governments of Bihar and Assam have already drawn up a scheme for the rehabilitation of Ashok Paper Mills Ltd. which has been approved by the Calcutta High Court, the question of consideration of any proposal for taking over this Mill by the Central Government at this stage does not arise.

DISTRIBUTION OF IRON AND STEEL
BY HINDUSTAN STEEL LTD.

9385. SHRI S. KUNDU : Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state :

(a) the various items, quantity and variety of iron ore and steel products and scraps supplied by the office of the Hindustan Steel Ltd., at Calcutta to firms registered under and/or recommended by the Director of Industries of different States during the last one year;

(b) the names of such firms or proprietors;

(c) the names of the officers of the Hindustan Steel Ltd., office at Calcutta (Sales Division) who are posted there for more than two years and the dates of their posting;

(d) whether Government are aware that due to long tenure of service in these posts, a vested interest grows which leads to corruption; and

(e) if so, what remedies Government are planning to do away with such vested interests?

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

Generally, Small scale industries and scrap re-rollers are registered with State Directors of Industries and Hindustan Steel Ltd. supply them practically the entire rate of products produced by them such as flat products, structurals bars and rods, pig iron, alloy steel, scrap, tinplate etc. As regards the number of such firms and parties and the quantity of the different items supplied to them, the collection of the information will take a long time and the result achieved will not be commensurate with the labour involved.

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

(d) and (e). These are matters of internal administration within the competence of Hindustan Steel Ltd. to decide without reference to Government. In taking these decisions Hindustan Steel Ltd. have to balance the consideration referred to in part (d) of the Question with the need for continuity, experience and expertise.

RESTRICTION ON MOVEMENT OF WILLOW CLEFTS BY JAMMU AND KASHMIR GOVERNMENT

9386. SHRI SHIVA CHANDRA JHA : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether it is a fact that the Jammu and Kashmir Government have restricted the movement of Willow Clefts to the Cricket Bat manufacturers of India;

(b) whether this particular timber, needed for the Cricket Bat manufacturers is being used as fuel in Jammu and Kashmir; and

(c) if so, the steps taken by Government to get these Willow Clefts for the development and expansion of the Cricket Bat manufacture in India and with what success?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) to (c). According to the available information the J. & K. Government has imposed ban on the movement of willow clefts outside the State. It was after a protracted negotiation that the State Government agreed to release a minimum quota of not more than 20,000 willow clefts per year for the manufacture of cricket bats for export. This quota is being utilised for only export production and not for sale for the local market. As this wood is cheap enough the same is reported as being used for fuel and the forest Department supplies nearly 45,000 to 50,000 maunds of willow wood. The State Government have been approached by the Export Promotion Council to release at least 5,000 maunds of timber for the manufacture of clefts and they have agreed to this proposal in principle. The matter, is, however, still under further negotiation.

The Sports Goods Export Promotion Council, an agency set up to promote and organise export of sports goods have been exploring the possibilities of augmenting supplies of Willow clefts from J. & K. State through permanent arrangements with the suppliers.

SETTING UP OF STEEL PLANT BY TISCO IN AFRO-ASIAN COUNTRIES

9387. **SHRI SHIVA CHANDRA JHA :** Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state :

(a) whether it is a fact that the Tata Iron and Steel Company is going to set up any steel plant in Afro-Asian countries; and

(b) 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.

REQUIREMENT OF HARDWARE FOR CHEMICAL PLANTS

9388. **SHRI K. N. PANDEY :** Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether it is a fact that Government have decided not to import hardware required for big and sophisticated chemical plants but to meet its requirement by encouraging the heavy engineering industry in India; and

(b) if so, the details thereof?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) and (b). In so far as equipment required by the Chemical industries is concerned, normally, import of machinery items, which are made in the country, meeting the specifications and the delivery required by the user industries, is not allowed Indigenous manufacturers are in a position to supply complete plants like Sulphuric Acid Plant, Superphosphate plant, Water Treatment Plant, Solvent Extraction Plant, Alcohol Plant etc. and also individual items of equipment such as Pressure Vessels, Heat Exchangers, Columns, Mixers etc. required by the Chemical, Fertilizer, Petrochemical, and Pharmaceutical Industries.

SEWING MACHINE FACTORIES

9389. **SHRI K. N. PANDEY :** Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) the names of Sewing Machine

factories, their location, the capital invested in each, the names of the directors and collaborators of each and the annual production of each in quantity and value;

(b) the licensed capacity and the actual production in the Fourth Plan and the reason why production targets were not fulfilled; and

(c) the amount of foreign exchange allowed annually to each unit during the last three years and the names of major components imported by them ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) A Statement containing the requisite information is laid on the Table of the House. [*Placed in Library. See No. LT-3481/70.*]

(b) The licensed capacity and the actual production of Sewing Machines in the Organised Sector at the end of the Third Five Year Plan was 5,99,200 Nos. and 4,30,000 Nos. respectively. The reasons for the short fall in production were due to non-availability of imported raw materials/components, shortage of foreign exchange and inadequate supply of indigenous raw materials.

(c) A Statement giving the requisite information is laid on the Table of the House. [*Placed in Library. See No. LT-3481/70.*]

SETTING UP OF A CARBON PLANT AT HALDIA

9390. SHRI K. N. PANDEY : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether it is a fact that the West Bengal Government have recommended to the Central Government an application for licence to an Indian firm for setting up a Carbon Plant at Haldia with foreign collaboration; and

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

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) and (b). Two schemes were received from M/s. India Carbon Ltd., Calcutta who are at present having collaboration with a foreign party, for setting up of units at Haldia for manufacture of Calcined Anthracite Coal and Calcined Petroleum Coke. Both the schemes were supported by the State Government of West Bengal.

The scheme pertaining to Calcined anthracite coal has been approved in principle and the terms of the foreign collaboration are under consideration. It has however not been possible to approve the party's scheme for the manufacture of Calcined Petroleum Coke as the capacity already approved in this line is considered sufficient to meet the anticipated requirements by 1975-76.

19 सितम्बर, 1968 को हुई हड़ताल में दक्षिण रेलवे के कर्मचारियों का भाग लेना

9391. श्री हुकुम चन्द कछवाह : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) 19 सितम्बर, 1968 की हड़ताल में भाग लेने के कारण दक्षिण रेलवे में कितने कर्मचारियों को निलम्बित किया गया ;

(ख) निलम्बित किये गये कर्मचारियों में से कितने कर्मचारियों को इस बीच पुनः काम पर नियोजित किया गया है और कितने कर्मचारियों को अभी तक पुनः काम पर नहीं लगाया गया है; और

(ग) कितने कर्मचारियों के विरुद्ध इस समय न्यायालय में मुकदमे चल रहे हैं और कितनों को बरखास्त किया गया है ?

रेलवे-मंत्री (श्री नन्दा) : (क) 286 ।

(ख) सभी मुअ्तिल कर्मचारियों को ड्यूटी पर इस बात का ख्याल किये बगैर वापस ले लिया गया है कि उनके विरुद्ध लगाये गये आरोपों के संबंध में अदालत निष्कर्षों के आधार पर या उनके विरुद्ध अगर कोई विभागीय कार्य-

बाही की गयी हो तो उसके पूरे होने पर उनके खिलाफ कौन सी अनुशासनिक कार्रवाई की जायेगी ।

(ग) 15-2-70 को 29 कर्मचारियों के विरुद्ध अदालत में मामले चल रहे थे । किसी कर्मचारी को बर्खास्त नहीं किया गया है ।

19 सितम्बर, 1968 को हुई हड़ताल में पूर्वी रेलवे के कर्मचारियों का भाग लेना

9392. श्री हुकुम चन्द कछवाय : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) 19 सितम्बर, 1968 की हड़ताल में भाग लेने के कारण पूर्व रेलवे में कितने कर्मचारियों को निलम्बित किया गया;

(ख) निलम्बित किये गये कर्मचारियों में से कितने कर्मचारियों को इस बीच पुनः काम पर नियोजित किया गया है और कितने कर्मचारियों को अभी तक पुनः काम पर नहीं लगाया गया है; और

(ग) कितने कर्मचारियों के विरुद्ध इस समय न्यायालय में मुकदमे चल रहे हैं और कितनों को बर्खास्त किया गया है ?

रेलवे-मंत्री (श्री नन्दा) : (क) 150 ।

(ख) सभी मुअत्तल कर्मचारियों को ड्यूटी पर इस बात का ख्याल किये बगैर वापस ले लिया गया है कि उनके विरुद्ध लगाये गये आरोपों के सम्बन्ध में अदालती निष्कर्षों के आधार पर या उनके विरुद्ध अगर कोई विभागीय कार्यवाही की गयी हो तो उसके पूरे होने पर उनके खिलाफ कौनसी अनुशासनिक कार्रवाई की जायेगी ।

(ग) 15-2-70 को 88 कर्मचारियों के विरुद्ध अदालत में मामले चल रहे थे । किसी कर्मचारी को बर्खास्त नहीं किया गया है ।

19 सितम्बर को हुई हड़ताल में मध्य रेलवे के कर्मचारियों का भाग लेना

9393. श्री हुकुम चन्द कछवाय : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) 19 सितम्बर, 1968 की हड़ताल में भाग लेने के कारण मध्य रेलवे में कितने कर्मचारियों को निलम्बित किया गया ;

(ख) निलम्बित किये गये कर्मचारियों में से कितने कर्मचारियों को इस बीच पुनः काम पर नियोजित किया गया है और कितने कर्मचारियों को अभी तक पुनः काम पर नहीं लगाया गया है; और

(ग) कितने कर्मचारियों के विरुद्ध इस समय न्यायालय में मुकदमे चल रहे हैं और कितनों को बर्खास्त किया गया है ?

रेलवे-मंत्री (श्री नन्दा) : (क) कोई नहीं; मध्य रेलवे में कोई हड़ताल नहीं हुई थी ।

(ख) और (ग). सवाल नहीं उठना ।

19 सितम्बर, 1968 को हुई हड़ताल में पश्चिम रेलवे के कर्मचारियों का भाग लेना

9394. श्री हुकुम चन्द कछवाय : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) 19 सितम्बर, 1968 की हड़ताल में भाग लेने के कारण पश्चिम रेलवे में कितने कर्मचारियों को निलम्बित किया गया ;

(ख) निलम्बित किये गये कर्मचारियों में से कितने कर्मचारियों को इस बीच पुनः काम पर नियोजित किया गया है और कितने कर्मचारियों को अभी तक पुनः काम पर नहीं लगाया गया है; और

(ग) कितने कर्मचारियों के विरुद्ध इस समय न्यायालय में मुकदमे चल रहे हैं और कितनों को बर्खास्त किया गया है ?

रेलवे-मंत्री (श्री नन्दा) : (क) 10 ।

(ख) सभी मुअत्तल कर्मचारियों को ड्यूटी पर इस बात का ख्याल किये बगैर वापस ले लिया गया है कि उनके विरुद्ध लगाये गये आरोपों के सम्बन्ध में अदालती निष्कर्षों के आधार पर या उनके विरुद्ध अगर कोई विभागीय कार्यवाही की गयी हो तो उसके पूरे होने पर उनके खिलाफ कौनसी अनुशासनिक कार्रवाई की जायेगी ।

(ग) 15-2-70 को 4 कर्मचारियों के विरुद्ध अदालत में मामले चल रहे थे। किसी कर्मचारी को बर्खास्त नहीं किया गया है।

19 सितम्बर, 1968 कोई हड़ताल में पूर्वोत्तर रेलवे के कर्मचारियों का भाग लेना

9395. श्री हुकम चन्द कछवाय : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि:

(क) 19 सितम्बर, 1968 की हड़ताल में भाग लेने के कारण पूर्वोत्तर रेलवे में कितने कर्मचारियों को निलम्बित किया गया ;

(ख) निलम्बित किये गये कर्मचारियों में से कितने कर्मचारियों को इस बीच पुनः काम पर नियोजित किया गया है और कितने कर्मचारियों को अभी तक पुनः काम पर नहीं लगाया गया है; और

(ग) कितने कर्मचारियों के विरुद्ध इस समय न्यायालय में मुकदमे चल रहे हैं और कितनों को बर्खास्त किया गया है ?

रेलवे मंत्री (श्री नन्दा) : (क) 388।

(ख) सभी मुअ्तल कर्मचारियों को ड्यूटी पर इस बात का ध्यान किये बगैर वापस ले लिया गया है कि उनके विरुद्ध लगाये गये आरोपों के सम्बन्ध में अदालती निष्कर्षों के आधार पर या उनके विरुद्ध अगर कोई विभागीय कार्यवाही की गयी हो तो उसके पूरे होने पर उनके खिलाफ कौनसी अनुशासनिक कार्रवाई की जायेगी।

(ग) 15-2-70 को 13 कर्मचारियों के विरुद्ध अदालत में मामले चल रहे थे। किसी कर्मचारी को बर्खास्त नहीं किया गया है।

विभिन्न वस्तुओं के उत्पादन में कमी

9396. श्री बिबेन सेन : क्या औद्योगिक विकास, आंतरिक व्यापार तथा समवाय-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि जूतों, कपड़े

से निमित, वस्तुओं मोटर पुजों, चमड़ा, खमूर (फर) तथा पटसन का उत्पादन पिछले वर्षों के उत्पादन की तुलना में नियमित रूप से कम होता जा रहा है; और

(ख) यदि हां, तो उपरोक्त वस्तुओं के उत्पादन को बढ़ाने के लिये सरकार का क्या कार्यवाही करने का विचार है ?

औद्योगिक विकास, आन्तरिक व्यापार तथा समवायकार्य मंत्री (श्री फखरुद्दीन अली अहमद) : (क) से (ख). जानकारी इकट्ठी की जा रही है और सभा-पटल पर रख दी जाएगी।

CULTIVATION ON RAILWAY LAND

9397. SHRI N. R. DEOGHARE : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that the Indian Railways own land for cultivation purposes;

(b) if so, the area of such land and States where it is situated;

(c) the area of land actually cultivated; and

(d) the income derived from cultivation during the last three financial years ?

THE MINISTER OF RAILWAYS (SHRI NANDA) : (a) No. However surplus cultivable railway land in the station yards, railway colonies and along the railway line is licensed for 'Grow More Food' purposes, if there is demand for the same.

(b) and (c). A statement giving details is attached. Information is not compiled State-wise but Railway-wise.

(d) Approximately Rupees thirteen lakhs for the three years from 1965-66 to 1967-68, for which information is readily available.

Statement

Railways	Extent of cultivable land handed over to the State Governments for GMF purposes on 31-3-1968.	Extent of cultivable land directly allotted by the Railways	
		To outsiders	To Railways employees *
Central	4,293.00	131.95	481.44
Eastern	9,981.88	8.42	3,150.00
Northern	1,253.00	857.00	816.00
N.F.	18,203.55	15.00	13,173.00
Northeast Frontier	3,470.36	1,276.78	3,584.05
Southern	2,027.57	226.29	792.48
South Central	2,951.89	243.82	1,329.17
South Eastern	2,255.08	1,489.32	1,459.35
Western	405.80	229.09	939.34
C.L.W			300.00
D.L.W	..		80.00
I.C.F.	56.62
	44,839.13	4,477.67	26,161.45

**SETTING UP OF A LAMP MFG. COMPANY
AT RAE-BARELI**

9398. **SHRI P. M. SAYEED :**
SHRI CHANDRA SHEKHAR SINGH :

Will the Minister of **INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS** be pleased to state :

(a) whether it is a fact that he had inaugurated the annual conference or a seminar of the Indian Lamp Manufacturers' Association, a body affiliated to the Bengal National Chamber of Commerce and Industry in the year 1969;

(b) whether the President of the said Association is interested as promoter of a company to set up a lamp manufacturing company at Rae-Bareli;

(c) whether the said President has been accorded special privileges in the matter; and

(d) if so, the reasons therefor ?

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

addressed the open session of the Indian Lamp Factories Association in August, 1969.

(b) An application under the I.D.R. Act has been received from Shri Tapan K. Roy of Calcutta, as promoter for a company, to set up a factory for manufacturing. Incandescent (including Miniature types, gas-Discharge and Fluorescent) Lamp making machineries, accessories and spare parts at Rae Bareli in U.P. (and not for the setting up of a lamp manufacturing company). Subsequently, the promoter has applied for a change of location of the new industrial undertaking from Rae Bareli to Bangalore.

(c) and (d). The application is still under consideration and the question of the applicant being shown any special privilege does not arise.

INDUSTRIES IN TUMKUR

9400. **SHRI K. LAKKAPPA :** Will the Minister of **INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS** be pleased to state :

(a) whether it is a fact that the Prime Minister had sent a letter to his Ministry

about two years back about starting of one industry in Tumkur Town, Mysore State, as it was promised by the then Prime Minister Jawaharlal Nehru, and on the strength of a letter addressed by the Member of the Constituency to the present Prime Minister;

(b) if so, the action Government have taken in the matter; and

(c) if not, whether Government would consider that one Centrally sponsored Industry is located at Tumkur, to meet the challenge of the unemployment ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT INTERNAL TRADE AND COMPANY AFFAIRS SHRI F. A. AHMED) : (a) to (c). Information is being collected and will be placed on the Table of the House.

RESOLUTION SENT BY MAHARASHTRA ADIVASI M.L.As. REGARDING RECOGNITION OF SCHEDULED TRIBES

9401. SHRI DEORAO PATIL : Will the Minister of LAW AND SOCIAL WELFARE be pleased to state :

(a) whether Government are in receipt of the Resolution or a copy of the Resolution passed on the 20th November, 1969 by the Adivasi M.L.As. from Maharashtra requesting Government to recognise only those tribes as Scheduled Tribes, which were recognised on the basis of their social status, geographical contiguity, culture and education in the year 1950; or prior to that by the British Government; and

(b) if so, the action taken thereon ?

THE MINISTER OF STATE IN THE MINISTRY OF LAW AND IN THE DEPARTMENT OF SOCIAL WELFARE (DR. (SHRIMATI) PHULRENU GUHA) : (a) Yes.

(b) The whole question of revision of lists of Scheduled Castes and Scheduled Tribes was considered by a Joint Committee of both the Houses and the Committee's report is before the House.

MEMORANDUM SENT BY ADIVASI M.L.As. FROM MAHARASHTRA REGARDING INCLUSION OF CERTAIN TRIBES IN LIST OF SCHEDULED TRIBES

9402. SHRI DEORAO PATIL : Will the Minister of LAW AND SOCIAL WELFARE be pleased to state :

(a) whether the Adivasi M.L.As. from Maharashtra have sent a memorandum dated the 20th October, 1969 regarding the objections to new proposals for inclusion in the List of Scheduled Tribes in the State of Maharashtra; and

(b) if so, whether Government will lay a copy of the memorandum on the Table of the House ?

THE MINISTER OF STATE IN THE MINISTRY OF LAW AND IN THE DEPARTMENT OF SOCIAL WELFARE (DR. (SHRIMATI) PHULRENU GUHA) : (a) Yes.

(b) The memorandum was addressed to the Joint Committee on the Scheduled Castes and Scheduled Tribes Orders (Amendment) Bill, 1967. The Committee's Report is already before the House.

MEMORANDUM SENT BY MEMBERS OF PARLIAMENT FROM MAHARASHTRA REGARDING SCHEDULED CASTES AND SCHEDULED TRIBES ORDERS (AMENDMENT) BILL

9403. SHRI DEORAO PATIL : Will the Minister of LAW AND SOCIAL WELFARE be pleased to state :

(a) whether Government are in receipt of a memorandum dated the 24th December, 1969 sent by Members of Parliament from Maharashtra along with :

(i) the resolutions passed on the 20th November, 1967 by the Adivasi M.L.As. from Maharashtra; and

(ii) the memorandum dated the 20th October, 1969 sent by Adivasi M.L.As. of Maharashtra regarding the Scheduled Castes and Scheduled Tribes Orders (Amendment) Bill; and

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

THE MINISTER OF STATE IN THE MINISTRY OF LAW AND IN THE DEPARTMENT OF SOCIAL WELFARE (DR. (SHRIMATI) PHULRENU GUHA) : (a) Yes.

(b) The memorandum dated 20th October, 1969 was addressed to the Joint Committee on the Scheduled Castes and Scheduled Tribes Orders (Amendment) Bill, 1967. It was about the list of Scheduled Tribes in Maharashtra and was mainly against the inclusion of some communities.

DEVELOPMENT OF RAILWAY IN MAHARASHTRA

9404. SHRI DEORAO PATIL : Will the Minister of RAILWAYS be pleased to state :

(a) whether the proposal for the development of Railway in Maharashtra under the Fourth Five Year Plan has been made by the Maharashtra Government and, if so, the details of the proposal; and

(b) the decision taken thereon ?

THE MINISTER OF RAILWAYS (SHRI NANDA) : (a) and (b). Representations have been received from the Government of Maharashtra for construction of several new lines in that State during the Fourth Plan. Due to shortage of funds it is not possible to consider all the proposals for construction. However it has been decided to undertake, in 1970-71, survey for a new line from Apta to Mangalore.

MOVEMENT OF WAGONS OF A GOODS TRAIN WITHOUT ENGINE ON S.C. RAILWAY

9405. SHRI RAM AVTAR SHARMA : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that nearly thirty wagons of a Goods train raced for a distance of nearly six miles without an engine between Godamgura and Mailaram stations on the Secunderabad-Wadi Section of the South Central Railway;

(b) whether Government have ordered any investigation in the matter; and

(c) whether any action has been taken against persons found responsible for this ?

THE MINISTER OF RAILWAYS (SHRI NANDA) : (a) Yes, the accident occurred on 20-4-1970.

(b) Yes.

(c) Suitable action will be taken against the defaulting staff, if any, on finalization of the inquiry.

BIFURCATION OF M/s. ITHAD MOTOR TRANSPORT (P) LTD.

9406. SHRI JAGESHWAR YADAV : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether it is a fact that M/s. Ithad Motor Transport (P) Limited was bifurcated into two Companies viz. Group 'K' and Group 'V' some years back;

(b) whether it is also a fact that before bifurcation, the Company had sold some more shares to those persons who were already shareholders of the Company;

(c) whether the Court while ordering bifurcation also passed orders to the effect that the increase in number of shares will not be recognised and the shareholders will be returned their share money by the two Companies viz. Group 'K' and Group 'V' in the proportion of 9 : 7;

(d) whether Group 'V' Company has not paid the share money of some of the share-holders while making payment to the relatives of the Manager/Directors etc.;

(e) if so, the reasons therefor; and

(f) the action being taken by Government in this regard ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) The order dated 12-5-61 of the Delhi High Court visualises bifurcation of the company into two companies.

(b) As per the records maintained in the office of the Registrar of Companies, Delhi no return was filed to show that there was such allotment of shares to the existing shareholders.

(c) The copy of the Court order filed with the Registrar of Companies, Delhi contains no such indication.

(d) to (f). In the records of the Registrar of Companies, Delhi no information is available in this regard.

CENTRE'S OFFER OF COMPENSATION TO STATES FOR INTRODUCING PROHIBITION

9407. SHRI VALMIKI CHOUDHARY :

SHRI DEVINDER SINGH GARCHA :

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

(a) whether Government's offer to the State Governments regarding compensating half the loss incurred by them towards the introduction of prohibition has not been acceptable to them;

(b) if so, the names of these States;

(c) whether they have given any counter proposals for compensation; and

(d) if so, the details thereof and Government's reaction thereto ?

THE MINISTER OF STATE IN THE MINISTRY OF LAW AND IN THE DEPARTMENT OF SOCIAL WELFARE [DR. (SHRIMATI) PHULRENU GUHA] : (a) to (d). Statement indicating the reaction of State Governments to the offer is laid on the Table of the House. [*Placed in Library.* See No. LT-3482/70].

RESTRICTION REGARDING PRESCRIPTION OF COSTLY DRUGS FOR RAILWAY EMPLOYEES IN T.B. SANATORIA

9408. SHRI GEORGE FERNAUDES : Will the Minister of RAILWAYS be pleased to state :

(a) whether there are standing instructions issued to the T.B. Sanatoria with beds reserved for the Railway employees that costly drugs and medicines should not be prescribed for the

Railway employees suffering from T.B.;

(b) if so, the purpose behind these instructions;

(c) whether he would direct the Railway Board to immediately withdraw these instructions; and

(d) if not, the reasons therefor ?

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

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

AUDIT OBJECTION re. : MISUSE OF RAILWAY REST HOUSES ON THE SOUTHERN RAILWAY

9409. SHRI GEORGE FERNANDES : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Chief Auditor of the Southern Railway had about two years ago pointed out the misuse of the Railway Rest Houses by the Railway Officials while not on duty or while on transfer;

(b) if so, what was the exact nature of the irregularity pointed out;

(c) whether it is a fact that the Chief Engineer, Southern Railway has failed to reply to this audit objection; and

(d) if so, the reasons therefor ?

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

(b) to (d). Do not arise in view of reply to (a) above.

GOODS MANUFACTURED BY HINDUSTAN STEEL LIMITED

9410. SHRI BENI SHANKER SHARMA : Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state :

(a) the quantity and value of goods manufactured by the Hindustan Steel Limited, Plant-wise, during the years 1966-67, 1967-68 and 1968-69;

(b) the quantity and value of goods exported, if any, with the names of countries to which exported during the said period;

(c) the quantity and value of goods sold to the Government concerns and other private individuals in the country, separately, during the same period;

(d) the net profit or loss during the above years; and

(e) in case it is a continuous process of loss, the reasons therefor and the ways and means that have been thought

of to counteract the same ?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI MOHD. SHAFI QURESHI) : (a) The quantity and value of the main saleable goods manufactured by the Hindustan Steel Ltd., Plant-wise, during the years 1966-67 to 1968-69 is given below :—

Plant	Pig iron for sale	Saleable Steel	Amonium Sulphate	(Quantity in 000* tonnes) (value in Rs./million)	
				Calcium Amm. Nit- rate (20.5 % N ₂)	Value
Bhilai					
1966-67	549	1328	22		1100
1967-68	656	1252	21	—	1202
1968-69	591	1344	27		1205
Rourkela					
1966-67	58	683	0.7	188	752
1967-68	64	640	7.0	190	788
1968-69	147	773	14	236	1066
Durgapur					
1966-67	201	550	10		485
1967-68	278	527	10	—	511
1968-69	375	560	10	—	630
Alloy Steels					
1966-67	—	2.42	—	—	15
1967-68	—	6.6	—	—	19
1968-69	—	23.7	—	—	44

(b) During the period 1966-67 to 1968-68, HSL exported 2.1 million tonnes of Iron & Steel and 4,000 tonnes of By-products valued at Rs. 818.63 million. The countries to which exports were made during this period are indicated in the attached statement.

(c) The quantity of pig iron and steel despatched to Government departments, stockists (including HSL stock-yards) and

others during the years 1966-67 to 1968-69 was as under :—

	(in 000* tonnes)		
	Govt.	Stockists	Others
	Govt. depart- ments	Stockists Including HSL stock yards	Others
Pig Iron	216	233	1112
Steel	2119	1163	3307

The information as to the value of despatches sector-wise is not readily available, is being collected and will be laid on the Table of the House.

(d) Hindustan Steel Ltd. sustained a loss of Rs. 229.39 million in 1966-67, Rs. 401.19 million in 1967-68 and Rs. 399.17 million in 1968-69.

(e) The various factors responsible for the loss of Hindustan steel Ltd. had been indicated in the pamphlet "Performance of Hindustan Steel Ltd." laid on the Table of the House on 5th April, 1968. The measures undertaken to contain and reduce the loss and to increase the efficiency of the plants as mentioned in the pamphlet referred to above are being pursued. Concerted efforts are also being made to step up production and to remove as speedily as possible the various difficulties standing in its way. This should help improve the working results of the Company. In fact, it is expected that as compared to the preceding two years, the loss of the Company during the year 1969-70 would be substantially lower.

STATEMENT

Abudhabi	Ghana
Afganistan	Hongkong
Argantina	Indonesia
Australia	Iran
Bahrein	Iraq
Bulgaria	Italy
Burma	Japan
Cambodia	Jordan
Ceylon	Kenya
Dalai	Kuwait
Dammam	Malayasia
Doha	Mauritius
Dubai	Newzealand
Egypt	Singapore
Formosa	South Arabia

South Korea	U. S. A.
Sudan	U. S. S. R.
Thailand	Yugoslavia
Turkey	Zambia
U. K.	South Vietnam

WIDENING OF UNDER-BRIDGE IN NIZAMABAD TOWN (ANDHRA PRADESH)

9411. SHRI M. N. REDDY : Will the Minister of RAILWAYS be pleased to state :

(a) the progress made with regard to widening of the under-bridge in Nizamabad Town in Andhra Pradesh;

(b) the estimated cost and the construction agency; and

(c) what proportion of the cost is being borne by the Railways and how much time it would take for the completion of the work after its commencement ?

THE MINISTER OF RAILWAYS (SHRI NANDA) : (a) No progress could be made with regard to widening of the road under-bridge at Nizamabad as the Nizamabad Municipality have neither communicated their approval to the plan nor deposited the estimated cost so far even though the detailed estimate was sent by the Railway to the Municipality as early as January, 1969.

(b) The estimated cost of the work is about Rs. 2 lakhs and no construction agency has been fixed in view of (a) above.

(c) The entire cost is to be borne by the Nizamabad Municipality and the work will take about 9 months to complete after its commencement.

DISPARITY BETWEEN TEMPORARY OFFICERS AND DIRECTLY RECRUITED CLASS I OFFICERS WITH REGARD TO FUTURE PROMOTION

9412. SHRI VIDYA DHAR BAJPAI : Will the Minister of RAILWAYS be pleased to state :

(a) whether there is any difference in the pay scales, nature of duties and responsibilities of temporary officers and directly recruited Class I Officers on the Railways; and

(b) if not, reasons for vast disparity between two sets of Officers with regard to their future promotion ?

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

(b) The temporary officers were recruited through Union Public Service Commission on the basis of *ad-hoc* selection for filling purely temporary posts, whereas directly recruited Class I Officers were recruited through Union Public Service Commission against permanent vacancies in the Class I cadre on the basis of open competitive examination.

Promotion to higher grades is made on the basis of seniority-*cum*-suitability within the Service. The Temporary Officers do not belong to the Class I Service but are eligible for consideration for appointment to the Service against an annual quota determined in consultation with the Union Public Service Commission. After appointment to the Service they become eligible for promotion in accordance with their seniority and suitability. However, even as temporary Officers they are eligible for temporary promotion to Senior Scale.

LEAVE RESERVE STAFF IN SIGNAL AND TELECOMMUNICATIONS DEPARTMENT

9413. SHRI DEVEN SEN : Will the Minister of RAILWAYS be pleased to state :

(a) what is the strength of the Electrical Signal Maintainers Grade I, II and III, Mechanical Signal Maintainers Grade I, II and III and Inspectors of Signal and Telecommunications De-

partment in the Delhi and Bikaner Divisions;

(b) what is the strength of Leave Reserve staff existing in each category mentioned above what is the strength of Leave Reserve staff required as per rules;

(c) whether it is a fact that the existing strength of Leave Reserve staff in the above mentioned category is much less than that required under the rules and also similar position is existing all over the Indian Railways in Signal and Telecommunications Department; and

(d) what steps the Administration proposes to take to recoup this shortage of Leave Reserve staff and when ?

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

YARDSTICK FOR POSTING AND EQUITABLE DISTRIBUTION OF WORKLOAD OF EMPLOYEES IN SIGNAL AND TELECOMMUNICATIONS DEPARTMENT

9414. SHRI DEVEN SEN : Will the Minister of RAILWAYS be pleased to state :

(a) whether some yardstick approved by the Railway Board exists for the posting and equitable distribution of workload of the employees of Signal and Telecommunications department on the Indian Railways;

(b) if not, the reason why such a yardstick has not been evolved so far especially when the Signalling and Telecommunications system is an important section directly linked with the efficiency and safety of Rail traffic and has expanded a lot in recent years; and

(c) whether the Railway authorities intend providing an approved yardstick for the Signal and Telecommunications Department and, if so, when it is likely to be announced ?

THE MINISTER OF RAILWAYS (SHRI NANDA) : (a) to (c). For determining the strength and jurisdiction of the maintenance staff of the Signal and Telecommunication Department,

the individual zonal Railways are already following their own yardsticks which take into consideration local conditions and quantum and type of equipment. In order, however, to bring about a certain measure of uniformity in these yardsticks, the Railways have been given further guidelines based on the maintenance requirements of latest equipment.

SHORTAGE OF BILLETS FOR RE-ROLLING MILLS IN TAMIL NADU

9415. SHRI K. RAMANI : Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state :

(a) whether it is a fact that there is a shortage of billets for supply to the re-rolling mills in Tamil Nadu;

(b) whether Government have received any complaints from the owners of the re-rolling mills;

(c) if so, the details thereof and the action taken by Government in the matter; and

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

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI MOHD. SHAFI QURESHI) : (a) to (d). The supply position of billets is acute because of increase of demand without a corresponding increase in production. As the present production is not sufficient to meet even one shift capacity of Registered Re-rollers, it has not been possible to meet the requirements of the Re-rolling Mills. Complaints have therefore been received from several Re-rolling mills, including those of Tamil Nadu, about inadequacy of allocation and non-receipt of billets to the extent of allocations. Efforts are being made to step up production and dispatches from the Steel Plants. Recently, the position was reviewed and a revised policy has been adopted for equitable distribution of the available quantity of billets to all the Registered re-rollers.

CRITERIA FIXED FOR GUARD INCHARGE OF A TRAIN

9416. SHRI ISHAQ SAMBHALI : Will the Minister of RAILWAYS be pleased to state the criteria in details fixed for a Railway servant to work independently as a Guard Incharge of a train ?

THE MINISTER OF RAILWAYS (SHRI NANDA) : Although the question is not quite clear, the hon. Member presumably desires to know the conditions to be fulfilled by a Railway servant for appointment as a Guard. Recruitment is made as Trainee Guard by direct recruitment to the extent of 22% of the vacancies in the lowest grade of Guard. On successful completion of the training, they are posted to work independently as Guards. The remaining vacancies are filled by promotion/posting of staff in the various Transportation and Commercial categories (such as Commercial Clerks, Ticket Collectors, Trains Clerks, Yard Staff and Brakesmen) and they are also given some training as necessary to make them fit to work as a Guard.

LEAVE RESERVE IN CATEGORY OF GUARDS ON RAILWAYS

9417. SHRI ISHAQ SAMBHALI : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that 24 per cent Leave Reserve have been sanctioned in the category of Guards which too has not been implemented *in toto* by certain Railways;

(b) whether it is also a fact that the All India Guards Council had requested to pay minimum 150 Kms to such Guards who are not booked for want of any vacancy and are made to sit idle for the same vacancy with no compensation of a day's average mileage *i.e.* 150 Kms;

(c) if so, what action is being taken to protect their minimum day's kilometrage; and

(d) if no action is being taken, the reasons therefor ?

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

PROCEDURE FOR SELECTION TO CLASS II POST OF ASSISTANT SIGNAL AND TELECOMMUNICATIONS ENGINEERS ON NORTHERN RAILWAY

9418. SHRI RAJDEO SINGH : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that the procedure adopted for Class II selection for the post of Assistant Signal and Telecommunications Engineers in the Northern Railway was different from the procedure of other Railways e.g. Central and Western Railways etc., and whether some procedure is prescribed for this selection by the Railway Board;

(b) if so, what is that procedure and if not, whether the Railway authorities propose to issue instructions in this regard;

(c) whether the Railway authorities have noticed any pamphlet on behalf of some 'Sufferers' showing their frustration, suspecting some favouritism in recent selection of the above post on the Northern Railway and whether the Railway authorities also received some complaint in this regard;

(d) if so, the action taken in the matter;

(e) whether some improvements in the procedure of selections on the lines of University examinations of UPSC are being considered to eliminate the chances of malpractices; and

(f) if so, what measures the authorities propose to take and when ?

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

(c) Yes.

(d) These are being investigated.

(e) No. With the approval of the UPSC a uniform selection procedure has already been laid down.

(f) Does not arise.

UNIFORMITY OF LAW FOR RELIGIOUS ENDOWMENTS OF ALL FAITH

9419. SHRI MRITYUNJAY PRASAD : Will the Minister of LAW AND SOCIAL WELFARE be pleased to state :

(a) whether we have achieved complete uniformity in Law, so far as limitation by time and payment of court fees and other court processes are concerned for religious endowments of all denominations, professing various religious faiths;

(b) whether there are discriminations in favour of and against endowments made by persons professing various faiths and, if so, the details thereof and the reasons for discrimination;

(c) whether Government intend to abolish such discrimination and, if so, by when; and

(d) if not, the reasons thereof ?

THE DEPUTY MINISTER IN THE MINISTRY OF LAW AND IN THE DEPARTMENT OF SOCIAL WELFARE (SHRI M. YUNUS SALEEM) :

(a) (i) *Limitation* : The Limitation Act, 1963 applies to all the cases but in the case of causes of action for possession of immovable property belonging to wakf which had arisen between 14-8-47 and 7-5-54, the period of limitation has been extended upto 31st December, 1970 by the Public Wakf (Extension of Limitation) Act, 1959 as amended by Act 9 of 1969.

(ii) *Court fees* : Different provisions obtain in different States.

(iii) *Court process* : The provisions of the Code of Civil Procedure, 1908 govern all cases and hence there is general uniformity. However, it is open to High Courts to make amendments to the rules contained in the First Schedule to the said Code. But the High Courts cannot make rules or amendments of a discriminatory nature in exercise of this power.

(b) The Public Wakf (Extension of Limitation) Act, 1959 was passed because of the fact that several Muta-wallis had migrated to Pakistan consequent no partition and no one was avail-

able in a number of cases to detect cases of unlawful occupation of wakf properties or to take action for recovery of possession of such properties. By the amendment Act 9 of 1969, the period had to be extended upto 31st December, 1970 because there was a large number of cases in which action for recovery of possession had to be taken.

(c) The special period of limitation under the Public Wakf (Extension of Limitation) Act, 1959 cannot be regarded really as amounting to any discrimination because of the special circumstances justifying the extended period of limitation in cases covered by that Act. In any case the period of extension will expire on 31st December, 1970.

(d) Does not arise.

INSPECTION OF NATIONAL SMALL SCALE INDUSTRIES CORPORATION LTD. BY STAFF INSPECTION UNIT

9420. SHRI RAMAVATAR SHASTRI : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether it is a fact that the Staff Inspection Unit of the Ministry of Finance, while inspecting the National Small Scale Industries Corporation Ltd., confined its studies only to the lower grade staff and did not examine the strength of higher grade staff; and

(b) if so, the reasons for not examining the set up at the higher level ?

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

(b) Does not arise.

CHARTER OF DEMANDS FROM EMPLOYEES' UNION OF NATIONAL SMALL SCALE INDUSTRIES PROTOTYPE PRODUCTION AND TRAINING CENTRE

9421. SHRI RAMAVATAR SHASTRI : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether it is a fact that a charter of demands was submitted by the Employees' Union of the National Small Scale Industries Prototype Production and training Centre;

(b) whether it is also a fact that a committee was appointed to rationalize the various grades of the employees; and

(c) if so, the results thereof ?

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

(b) A Committee was appointed by the N.S.I.C. to consider revision of the existing recruitment and promotion rules and to make recommendations.

(c) The matter is under the consideration of the Board of Directors of the N.S.I.C.

DIFFERENCE IN METHOD OF PROMOTION OF JUNIOR CLERK TO SENIOR CLERK IN ACCOUNTS DEPARTMENTS AND OTHER DEPARTMENTS OF RAILWAYS

9422. SHRI BHALJIBHAI PARMAR : Will the Minister of RAILWAYS be pleased to state :

(a) whether there is any difference in the method of promotion in the Accounts Departments and other Departments of the Railways from Junior Clerk to Senior Clerk; and

(b) if so, the reasons therefor ?

THE MINISTER OF RAILWAYS (SHRI NANDA) : (a) Yes. In the Accounts Department, 25% of the vacancies of Clerks Grade I in scale Rs. 130-300(Rs) are filled up by promotion of clerks Grade II(Rs. 110-180) on the basis of seniority-cum-suitability and the remaining vacancies are filled up by promotion of Clerks Grade II who qualify in the Appendix II Examination conducted by the Department. Clerks Grade II in Departments other than Accounts are promoted as Clerks Grade I on the basis of seniority-cum-suitability to the extent of 90% of the vacancies; the remaining 10% of the vacancies are filled up by departmental

competitive examination limited to Clerks Grade II.

(b) In the Accounts Department, an adequate knowledge of financial and Accounts rules and regulations is required for Senior Clerks. This is tested by Appendix II-A examination.

DIFFERENCE BETWEEN COMPETITIVE AND QUALIFYING APPENDIX II-A EXAMINATION

9423. SHRI BHALJIBHAI PARMAR : Will the Minister of RAILWAYS be pleased to state :

(a) whether Appendix II-A examination of the Accounts Department is considered as qualifying or competitive for the purpose of promotions of employees belonging to the Scheduled Castes and Scheduled Tribes;

(b) if it is not treated as competitive examination the reasons therefor; and

(c) the fundamental difference between competitive and qualifying examination ?

THE MINISTER OF RAILWAYS (SHRI NANDA) : (a) Appendix II-A is a qualifying examination for the purpose of promotion above Grade II of the clerical staff of the Accounts Department including the staff belonging to the Scheduled Caste/Scheduled Tribes.

(b) As the objective is only to test whether the candidate possesses fair knowledge of rules and procedures, a competitive examination is not considered necessary.

(c) while a qualifying examination seeks only to test whether the candidates have attained the requisite standard and no preference is given to rank or order of merit, in a competitive examination, only such number of candidates as are necessary to fill the requisite number of vacancies are selected in *order of merit*.

PROMOTION OF SCHEDULED CASTE AND SCHEDULED TRIBE EMPLOYEES AGAINST RESERVATION QUOTA ON THE BASIS OF APPENDIX II-A EXAMINATION

9424. SHRI BHALJIBHAI PARMAR : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that Appendix II-A examination is considered as qualifying for the purpose of promotions of the Scheduled Caste and Scheduled Tribe employees;

(b) whether this procedure leaves no scope or provision for the Scheduled Castes and Scheduled Tribes to get promotion in the Accounts Department against reservation quota as exists in other Department;

(c) whether such procedure is anomalous and discriminatory; and

(d) if so, the steps taken by the Administration to remove such anomaly and discrimination ?

THE MINISTER OF RAILWAYS (SHRI NANDA) : (a) Yes, it is so for all Grade II clerks (including those belonging to Scheduled Castes and Scheduled Tribes).

(b) Promotion upto the rank of Sub-head are made on the basis of *inter se* seniority from amongst the qualified employees and there is no reservation quota for these posts, which are non-selection posts.

(c) No.

(d) In view of the reply to part (c), no action has to be taken by the Administration.

SCHEDULED CASTE AND SCHEDULED TRIBE EMPLOYEES IN ACCOUNTS DEPARTMENT OF WESTERN RAILWAY

9425. SHRI BHALJIBHAI PARMAR : Will the Minister of RAILWAYS be pleased to state :

(a) how many employees belonging to the Scheduled Castes and Scheduled Tribes are working in the unit of Baroda, Dohad, Ratlam and Kotah, category-wise and what is their percentage in the

Accounts Department of the Western Railway in each of the categories;

(b) whether due percentage is given to the Scheduled Caste and Scheduled Tribe employees in the vacancies filled in each of the categories; and

(c) if there is any deficiency, what action is taken to fill up the vacancies ?

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

SHORTAGE OF NYLON POWDER IN SMALL SCALE PLASTIC UNITS

9426. **SHRI K. RAMANI :** Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether it is a fact that there is a shortage of Nylon Powder for supply to the Small Scale plastic industrial units;

(b) whether Government had taken any steps to supply enough Nylon powder to these units; and

(c) if so, the details of the quantity supplied during the first quarter of 1970 ?

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

(b) Does not arise.

(c) The Small Scale industrial units were allowed Actual Users' import licences during 1969-70. No actual supply is made to them by the Government of India.

FOREIGN ASSISTANCE IN DESIGNING NEW STEEL PLANTS

9427. **SHRI S. R. DAMANI :** Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state :

(a) whether it is a fact that India is now self-sufficient in the matter of designing steel plants to be set up in future;

(b) the agencies which are now doing this work, both Indian and foreign and

the payments made to them during the last three years; and

(c) whether the establishment of three new Steel Plants recently announced by the Prime Minister will receive foreign assistance in designing and if so, on what terms ?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI MOHD. SHAFI QURESHI) : (a) Yes, Sir. With the steps taken by Government to fill in the gaps in the know-how and to keep abreast with the latest developments abroad in steel technology, Indian consultants are now competent to design modern steel plants.

(b) The Agencies now doing consultancy work are Central Engineering and Design Bureau of Hindustan Steel, Dasturco and Gipromex of USSR. The amount paid to them during the last three years is being ascertained and will be placed on the Table of the House.

In addition, M/s. Atkins & Company and M/s. Kuljian are also in the field rendering services in the private sector. The precise nature of such services and the amounts paid to them are not available with Government.

(c) The three new steel plants are proposed to be planned and engineered by the Indian consultants, though it is open to the latter to draw upon the knowledge available to them under agreements with foreign parties.

SUSPENSION OF WORK ON HASSAN-MANGALORE RAILWAY LINE AND WITHHOLDING OF PAYMENT TO CONTRACTOR

9428. **SHRI LOBO PRABHU :** Will the Minister of RAILWAYS be pleased to state :

(a) for how long the work on Reach X of the Hassan-Mangalore Railway line has been suspended and how long the completion of the project will be delayed thereby;

(b) the value of the estimate in the tender as accepted and as revised;

(c) what was the lowest tender in the fresh tenders which were called any why this was not accepted; and

(d) the total amounts due to the original contractor which were withheld and on what ground ?

THE MINISTER OF RAILWAYS (SHRI NANDA) : (a) The work in Reach X of the Hassan-Mangalore railway line has never been suspended. There are more than 10 tenders for different works in this section. Only one contractor out of them, M/s. V. L. Roche & Brothers did not commence their portion of the work and the contract awarded to them had to be cancelled and given to another contractor. However, no delay on account of this in the completion of the project is expected to arise.

(b) The value of the original accepted tender of M/s. V. L. Roche & Brothers was Rs. 30.35 lakhs. The value of the fresh accepted contract for reduced quantity of work is Rs. 23.44 lakhs.

(c) The value of the lowest tender was Rs. 22.92 lakhs but this could not be accepted as it did not conform to the Tender Conditions.

(d) As the railways may have to incur additional expenditure on account of the abandonment of the contract by M/s. V. L. Roche & Brothers, sufficient amount from the firm is being withheld to meet this extra expenditure in terms of the Contract Conditions. The actual amount to be withheld is yet to be assessed.

SMALL SCALE ENGINEERING UNITS IN COIMBATORE

9429. **SHRI K. RAMANI :** Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) the total number of Small Scale Engineering units in Coimbatore District;

(b) the kinds of goods produced by them;

(c) their total annual requirements of pig iron and of raw materials; and

(d) the steps taken by Government to maintain regular supply of raw materials to them ?

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

PAYMENT OF COMPENSATION TO PERSONS WHOSE LAND WAS ACQUIRED FOR CONSTRUCTION OF JARAUDA NARA STATION

9430. **SHRI LATAFAT ALI KHAN :** Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that some twelve or thirteen years ago a Railway station named Jarauda Nara was built on the Delhi-Saharanpur Section of the Northern Railway;

(b) whether any compensation has been paid to the owners whose lands had been acquired for the construction of the station buildings and staff quarters and, if not, the reasons therefor; and

(c) by what time Government would take a decision and pay the compensation ?

THE MINISTER OF RAILWAYS (SHRI NANDA) : (a) Jarauda Nara Station was built in 1963.

(b) and (c). Railway has placed full funds at the disposal of the State Government who are to make payment of compensation to the owners of the lands acquired for this station, but so far award has been issued by the State Government for only one acre. For the remaining 25.832 acres the award is pending with the State Government.

TRAVELLING TICKET EXAMINER OF KACHEGUDA (ANDHRA PRADESH)

9431. **SHRI TENNETI VISWANATHAM :** Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 4040 on the 16th December, 1969 regarding the Travelling Ticket Examiner of Kacheguda (Andhra Pradesh) and state :

(a) whether the Senior Vigilance Inspector in question was charged with taking his children unauthorisedly in a First Class Compartment on the 13th

February, 1969 and whether excess fare was collected from him;

(b) whether the Divisional Officer submitted any report about this incident;

(c) what was the action taken against the Senior Vigilance Inspector; and

(d) if no action was taken, the reasons therefor ?

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

(b) No. The Divisional authorities had only forwarded a copy of the report about the incident submitted by the Senior Ticket Collector.

(c) and (d) The complaint against the Senior Vigilance Inspector was investigated by the Vigilance Directorate of the Railway Board and the results of the investigation had been referred to the Central Vigilance Commission for advice. The Commission advised that the complaint against the Senior Vigilance Inspector had no substance.

AMENDMENT OF INDIAN BOILERS ACT

9432. **SHRI LAKHAN LAL KAPOOR :** Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether it is a fact that the Central Boilers Board has recommended certain amendments to the Indian Boilers Act;

(b) if so, the nature of the amendments suggested; and

(c) whether these amendments will have any adverse effect on the export trade of the country ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) At the recent meeting of the Central Boilers Board held at New Delhi from 25th to 28th March, 1970 the Board recommended certain amendments to the Indian Boiler Regulations, 1950, framed under the Indian Boilers Act, 1923, so as to bring these Regulations in greater

conformity with the I.S.O. Boiler Code prepared and published by the International Organization for standardization.

(b) The amendments suggested by the Central Boilers Board are in respect of (i) materials, design, construction and workmanship, testing and inspection in respect of boilers coming under the purview of Indian Boilers Act, 1923, and (ii) certification of boilers made in the country to fulfil the requirements of foreign code for export

(c) The amendments suggested in respect of the Boiler Regulations, and which are under consideration, are intended to boost exports.

COMMENT OF A U.S. ENGINEER ABOUT HIS VISIT TO INDIA TO CARRY OUT ENGINEERING JOB

9433. **SHRI K. LAKKAPPA :** Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether it is a fact that one U.S. Engineer, Mr. J. D. Edmunds of M/s. Western Knapp Engineering Company, has expressed that his visit to the country to carry out engineering job was unnecessary;

(b) the total amount spent on this foreign expert; and

(c) the steps taken to avoid such unnecessary visits of foreign experts for which technical know-how is available in the country ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) to (c). Information is being collected and will be placed on the Table of the House.

AUGMENTING OF TEACHING STAFF OF RAILWAY PRIMARY SCHOOL AT PURI

9434. **SHRI CHINTAMANI PANIGRAHI :** Will the Minister of RAILWAYS be pleased to state :

(a) whether his Ministry is aware that the Government of Orissa and the

Railway educational authorities, of South Eastern Railway though agreed to in principle to augment the teaching staff in the Railway Primary School at Puri, nothing has been done in this direction so far; and

(b) what steps Government have taken to augment the staff of this school so far ?

THE MINISTER OF RAILWAYS (SHRI NANDA) : (a) and (b). The information is being collected and will be placed on the table of the Sabha.

DEMAND OF CYCLE MANUFACTURERS FOR INCREASE IN PRICE OF BICYCLE

9435. **SHRI GEORGE FERNANDES :** Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether the manufacturers of bicycles have sought an increase in the price of bicycles;

(b) if so, the details thereof;

(c) whether Government propose to grant any increase in the price of bicycle; and

(d) if so, the details thereof ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) and (b). The Cycle Manufacturers Association of India have made a request for an increase in price of Rs. 16.00 per bicycle. They have stated that this increase has been necessitated on account of an increase in the price of raw materials and bought-out components.

(c) and (d). The request is under examination.

COCA COLA BOTTLING PLANTS

9436. **SHRI GEORGE FERNANDES :** Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) the total number of Coca Cola Bottling plants in India;

(b) whether more such plants are being put up;

(c) the terms of collaboration between the parent company in America and the Indian bottling agents; and

(d) whether Government would consider cancellation of collaboration agreement resulting in repatriation of profits in each non-essential sectors as aerated water ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) The total number of registered Coca Cola bottling Companies in India is twenty two.

(b) A few expansion proposals in this regard have been received.

(c) The agreements, if any, between the bottling Companies and the foreign company or its branch in India are not subject to Government's approval as these would not be in the nature of technical or financial collaboration. Coca Cola concentrates are manufactured by the Foreign Company's branch in India and supplied to the bottlers which are Indian Companies. Necessary investments for the operation of bottling plants are provided by the bottlers. They also provide marketing arrangements and are required to manufacture and bottle Coca-Cola according to quality and specifications.

(d) Does not arise.

POWERS VESTED IN OFFICERS TO GET RAILWAY LAND VACATED FROM UN-AUTHORISED OCCUPANTS

9437. **SHRI RAMSHEKHAR PRASAD SINGH :** Will the Minister of RAILWAYS be pleased to state :

(a) whether there is any system or rule in the Railways to get its land vacated from an unauthorised occupant;

(b) whether there is any Officer vested with authority to get unauthorised occupation vacated; and

(c) if the former lessee in a particular case does not vacate the plot and does not permit the legal occupant to occupy the plot, what is the remedy left to the

Railways to exercise its right in getting the real person occupy the land and how the Railway would realise its rent for the period of unauthorised occupation ?

THE MINISTER OF RAILWAYS (SHRI NANDA) : (a) Yes. Unauthorised occupants of Railway lands can be evicted under the Public Premises (Eviction of Unauthorised Occupants) Act, 1958.

(b) and (c). Some of the Gazetted Officers on the Zonal Railways are notified as Estate Officers under the above mentioned Act, by the Central Government. They are vested with powers for eviction of unauthorised occupants under the said Act. The offending parties are required to pay the rent and/or damages as assessed by the Estate Officer for the unauthorised use and occupation of railway land.

NON-PAYMENT OF RENT TO RAILWAY FOR PLOT NO. 2 AT CHUPRA RAILWAY STATION (NORTH EASTERN RAILWAY)

9438. SHRI RAMSHEKHAR PRASAD SINGH : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that Plot No. 2 at Chupra Jn. Railway Station in North Eastern Railway is in possession of the old lessee and he is enjoying the benefit of the land without paying any rent to the Railways or to the real lessee of Plot No. 2.

(b) whether it is also a fact that the Railway authorities of the North Eastern Railway have taken no steps so far to get this land vacated by the old lessee and to get it occupied by the real person;

(c) whether it is further a fact that in respect of this case, the old lessee has filed many suits in the court and all have gone against him, yet he is not vacating the plot and is using it himself and also through subtenants; and

(d) if so, how the Railways are arranging to get the land vacated from the old lessee and what steps are being taken to realise penal rent for the period this land was under the forceful and unauthorised occupation of the old lessee ?

THE MINISTER OF RAILWAYS (SHRI NANDA) : (a) Yes. This plot is under unauthorised possession of the old lessee.

(b) No. The Railway have already filed an eviction suit under Public Premises (eviction of unauthorised occupants Act of 1958 for evicting the unauthorised occupant.

(c) No. He has filed only one suit in the court of Munsif, Chapra, which is not yet decided.

(d) The Railway have filed an eviction case before the Estate Officer, N.E. Railway under Public Premises Act of 1958. Recovery of arrears of rent and damages will be effected from the old lessee as per decision in the eviction case, as and when this is decided.

13.21 hrs.

RE FIREMEN'S AGITATION ON SOUTHERN RAILWAY

SHRI NAMBIAR (Tiruchirappalli) : Sir, before you proceed to the next item I want to raise the question about the situation in the South in regard to the firemen's agitation in the Southern Railway. Many railway trains have been cancelled. I want to have some information about it from the Minister. I have already given a Calling Attention Notice.

SHRI G. VISWANATHAN (Wandiwash) : Many trains have been cancelled in Madras.

SHRI NAMBIAR : It is a very serious situation, and we should get a clarification from the Minister.

SHRI S. M. BANERJEE (Kanpur) : Let the Minister make a statement.

श्री अटल बिहारी वाजपेयी (बलरामपुर) :
अध्यक्ष महोदय, आपने मुझे इजाजत दी थी।
नियम 377 के अन्तर्गत

SHRI G. VISWANATHAN : Several trains have been cancelled in Madras. (*Interruption*).

Mr. SPEAKER : I had allowed him, but you had not met me. There is

[Mr. Speaker]

nothing on the agenda. Kindly sit down. This is a very bad practice. I do not approve of this practice of Members getting up abruptly.

13.22 hrs..

MATTER UNDER RULE 377

NATIONAL FOOD CONGRESS

श्री अटल बिहारी बाजपेयी (बलरामपुर) : नियम 377 के अन्तर्गत मैं आप की इजाजत से एक महत्वपूर्ण विषय सदन में उठाना चाहता हूँ : मुझे खुशी है कि कृषि तथा खाद्य मंत्री जी इस समय सदन में विराजमान हैं। अध्यक्ष महोदय, आप को पता होगा कि इस समय राजधानी में नेशनल फूड कांग्रेस का अधिवेशन हो रहा है। इस कांग्रेस का आयोजन कृषि तथा खाद्य मंत्रालय और कोई सोसायटी है—फीडम फ्राम हंगर कम्पेन—उस के द्वारा किया गया है। भारत के सभी राज्य उस कांग्रेस में भाग ले रहे हैं। लेकिन आज समाचार पत्रों से ज्ञात हुआ है कि

श्री शिव चन्द्र झा (मधुबनी) : अध्यक्ष महोदय, आप काल अटेंशन मंजूर कीजिये।

श्री अटल बिहारी बाजपेयी : लेकिन आज समाचार पत्रों से ज्ञात हुआ है कि पंजाब की सरकार ने उस कांग्रेस का बहिष्कार करने का निर्णय किया है। सदन जानना चाहेगा कि बहिष्कार के कारण क्या हैं, कौन सी उतेजना थी जिस के कारण पंजाब सरकार को उस कांग्रेस से अलग रहने का निर्णय करना पड़ा ?

अध्यक्ष महोदय, आप पंजाब से आते हैं, आप जानते हैं कि देश में खाद्योत्पादन बढ़ाने में पंजाब ने एक महत्वपूर्ण भूमिका का निर्वाह किया है। लेकिन शायद नई दिल्ली में कुछ ऐसी राजनीति चल रही है कि जो पंजाब की वर्तमान सरकार को रुष्ट करना चाहती है। मुझे पता लगा है कि पंजाब के नए मुख्य मंत्री दिल्ली में आये थे, वह प्रधान मंत्री जी

से मिलना चाहते थे। उन्हें तीन दिन प्रतीक्षा करनी पड़ी और जब मुलाकात हुई तो उस में सामान्य शिष्टाचार का भी प्रदर्शन नहीं किया गया। मैं कृषि तथा खाद्य मंत्री महोदय से जानना चाहूंगा कि उस कांग्रेस में पंजाब के भाग न लेने का कारण क्या है ? और पंजाब इस में भाग ले सके इस के लिये वह क्या कदम उठा रहे हैं ?

SHRI HEM BARUA (Mangaldai) : We have submitted a Calling Attention Notice on this particular subject All these can be treated as one motion.

MR. SPEAKER : Already there is a Calling Attention motion on it, I will admit it tomorrow and we will see.

(Interruption)

THE MINISTER OF FOOD AND AGRICULTURE (SHRI JAGJWAN RAM) : Since the point has been raised

Mr. SPEAKER : Tomorrow; a Calling Attention motion is already there. There is no use making a statement now.

(Interruption)

श्री अटल बिहारी बाजपेयी : अध्यक्ष महोदय, अगर मंत्री महोदय वक्तव्य देना चाहते हैं, तो क्या आपत्ति है ? कल आप ने गृह मंत्री महोदय को वक्तव्य देने दिया था।

अध्यक्ष महोदय : आप लेना चाहते हैं ?

श्री अटल बिहारी बाजपेयी : यह मेरी समझ में नहीं आया आप को या तो मुझे इजाजत नहीं देनी चाहिये थी या काल अटेंशन आप को ऐडमिट नहीं करना चाहिये था। तो अभी मुझे क्यों इजाजत दी अगर काल अटेंशन कल आ रहा है ? कल तक इस मामले में देर हो जायेगी क्यों कि कांग्रेस की बैठक कल खत्म हो रही है।

अध्यक्ष महोदय : मैं ने बताया कि काल अटेंशन है, मैंम्बर्स कह रहे हैं कि काल अटेंशन में दोनों बातें आ जायेंगी।

*Disturbances in
Maharashtra*

श्री अटल बिहारी वाजपेयी : जब आप ने मुझे मामला उठाने दिया और मंत्री महोदय सदन में कुछ कहना चाहते हैं

अध्यक्ष महोदय : जब काल अटेंशन मोशन है और आप का भी है तो दोनों बातें आ जायें, इस में क्या एतराज है ?

श्री स० मो० बनर्जी (कानपुर) : जब नियम 377 में आप ने परमीशन दी है तो मंत्री महोदय को जवाब देने दीजिये ।

श्री राम सेवक यादव (बाराबंकी) : अध्यक्ष महोदय, अगर मंत्री जी कुछ कहना चाहते हैं तो आप उन को कहने दीजिये ।

SHRI JAGJIWAN RAM : The matter has been raised. Either the matter should not have been permitted to be raised, or, if it has been raised it has been raised now - I would like to clarify it. The position is this. This year, for the first time, we are having the National Food Congress. We have invited people who have a standing in the country in their individual capacity and also representatives of the State Governments.

Mr. Gurnam Singh has been invited in his individual capacity.

SHRI HEM BARUA : He is neither an economist nor Chief Minister nor anybody else now.

SHRI JAGJIWAN RAM : He is a public man.

SHRI NATH PAI (Raipur) : Which public men qualify for this invitation ?

SHRI JAGJIWAN RAM. Those who have experience of food and agriculture and who have themselves done that. But that does not preclude the State Government, because he does not represent the State Government. That way, other people have also been invited who belong to some party other than the party in power in the State Government and I do not think any other State Government has taken objection to it. Perhaps this has arisen due to some

misunderstanding. It has been said that Mr. Gurnam Singh is going to preside over the conference. That is entirely incorrect because it is being presided-over by me. I am the President of the Congress. In my absence, the Minister of State will preside. Usually the practice in such conference is that they break into a number of sub-committees. Mr. Gurnam Singh will preside over one of the sub-committees. Last night, I think after that letter was received by the Minister of State, a reply has been sent. We have not released our reply to the press. He released his letter to the press before we received it. I am sure after our clarification, the misunderstanding under which he was suffering will be removed and I still appeal to him to attend the Congress.

SHRI NAMBIAR (Tiruchirappalli) : Is it so unimportant, Sir ? The have stopped in the south. There was an agitation due to the treatment meted out to the firemen after the 1968 strike. I would request you to call the Railway Minister and ask him to make a statement.

Mr. SPEAKER : Why don't you give something to me in writing ? (*Interruption*).

SHRI G. VISWANATHAN (Wandiwash) : I have given notice of a motion about it. (*Interruption*).

Mr. SPEAKER : There is a statement by the Minister and I do not think there is any use of a calling attention motion on this regarding Punjab (*Interruptions*).

13.28 hrs..

**RE : COMMUNAL DISTURBANCES
IN MAHARASHTRA**

SHRI M. MUHAMMAD ISMAIL (Manjeri) : I sent an adjournment motion yesterday with regard to the communal disturbances in Maharashtra. I have received telegrams from Bombay that the disturbances are spreading and that is confirmed by the newspapers this morning. You said yesterday that you will consider the question of admitting the adjournment motion. What we

[Shri M. Muhammad Ismail]

now find is, tomorrow you are allowing a discussion of short duration under Rule 193, on not only the present disturbances but on the whole gamut of communal disturbances in the country.

Mr. SPEAKER: Yesterday I said that I would put it before the Business Advisory Committee. There was some difficulty about it. The matter is important and urgent discussion is requested. But I very much doubted whether this subject, which was within the jurisdiction of the State Government could be discussed through an adjournment motion. I was very clear about it but still I wanted to be more sure. There was a calling attention notice also. I laid this before the Business Advisory Committee. There was a unanimous decision there that we will have a discussion under Rule 193 for three hours tomorrow and there will be enough opportunity. Where there has been a doubt about the admissibility, this has been the practice. There was a very genuine doubt in my mind. Therefore, we have fixed the discussion tomorrow.

SHRIMATI TARKESHWARI SINHA (Barh): I would like to submit that when riots took place in Ahmedabad a delegation of the Members of Parliament visited that place. I think what has taken place in Maharashtra is probably more serious than what has happened in Ahmedabad... (interruptions) Sir, you yourself know that a parliamentary delegation visited that area and it went a long way... (interruptions)

Mr. SPEAKER: I would request her to resume her seat. Now, papers to be laid on the Table.

13.30 hrs.

PAPERS LAID ON THE TABLE

NOTIFICATIONS AND RULES UNDER FORWARD CONTRACTS (REGULATION) ACT AND NOTIFICATION UNDER TRADE AND MERCANDISE ACT

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE

AND COMPANY AFFAIRS (SHRI BHANU PRAKASH SINGH): Sir, on behalf of Shri Raghunatha Reddy, I beg to lay on the Table:

- (1) A copy each of the following Notifications (Hindi and English versions) issued under section 6 of the Forward Contracts (Regulation) Act, 1952:
 - (i) S.O. 1192 published in Gazette of India dated the 26th March, 1970. [Placed in library. See No. LT-3471/70.]
 - (ii) S.O. 1193 published in Gazette of India dated the 26th March, 1970. [Placed in library. See No. LT-3472/70.]
- (2) A copy of the Forward Contracts (Regulation) Amendment Rules, 1970 (Hindi and English versions) published in Notification No. S.O. 1231 in Gazette of India dated the 4th April, 1970, issued under section 28 of the Forward Contracts (Regulations) Act, 1952. [Placed in library. See No. LT-3473/70.]
- (3) A copy of the Notification No. S.O. 1355 (Hindi and English versions) published in Gazette of India dated the 11th April, 1970, making certain amendment to Notification No. S.O. 2601 dated the 25th November, 1951, issued under section 5 of the Trade and Merchandise Marks Act, 1958. [Placed in library. See No. LT-3474/70.]

13.31 hrs.

BUSINESS ADVISORY COMMITTEE

FIFTIETH REPORT

THE MINISTER OF PARLIAMENTARY AFFAIRS, AND SHIPPING AND TRANSPORT (SHRI RAGHU RAMAIAH): I beg to move:—

"That this House do agree with the Fiftieth Report of the Business Advisory Committee presented to the House on the 11th May, 1970."

MR. SPEAKER : The question is :

"That this House do agree with the Fiftieth Report of the Business Advisory Committee presented to the House on the 11th 1970."

The motion was adopted.

13.32 hrs.

The Lok Sabha adjourned for Lunch till thirty minutes past Fourteen of the Clock.

The Lok Sabha re-assembled after Lunch at thirty-five minutes past Fourteen of the Clock.

[MR. DEPUTY-SPEAKER in the Chair]

UNIVERSITY GRANTS COMMISSION (AMENDMENT) BILL

AND

MOTION RE : ANNUAL REPORTS OF UNIVERSITY GRANTS COMMISSION—contd.

MR. DEPUTY-SPEAKER : The House will take up further consideration of the University Grants Commission (Amendment) Bill and the annual report of the University Grants Commission. Dr. Rao may continue his speech.

THE MINISTER OF EDUCATION AND YOUTH SERVICES (DR. V. K. R. V. RAO) : Sir, I had told the House yesterday something about the history of the events that led to the Government proposing this amendment to the Act which has already been passed by the Rajya Sabha. I was pointing out that a major recommendation of the Sapru Committee, subsequently examined by the University Grants Commission itself and by the Education Commission, and finally by Government and embodied in the amending Bill, which has been passed by the Rajya Sabha, related to

the composition of the University Grants Commission.

The original composition of the University Grants Commission was nine members of whom three were to be drawn from the body of Vice-Chancellors and one would be the Chairman of the Commission, the Chairman to be a whole-time and salaried member. The proposal now is that the membership of the Commission should be raised from nine to twelve. The twelve members are to consist of one Chairman, two officials of the Central Government, which is exactly what existed in the Grants Commission, five members who are to be selected from amongst officers or teachers of universities, and the remaining four, presumably, to be selected from business industry, commerce, law, other professions and eminent educationists. This is the new composition of the University Grants Commission that has been embodied in the Bill which has been passed by the Rajya Sabha.

I would like to say one or two words about this composition. In the original Bill there was no reference to five members being drawn from amongst those who are either officers or teachers of universities. This was an amendment which was moved in the Rajya Sabha by Shri Vaishampayan and, after discussion, accepted by Government and it forms part of the amending Bill. In regard to this there is an amendment given notice of by an hon. Member of this House wanting the word "officers" to be removed; in other words, if the amendment is accepted, these five people will be drawn from among those who are teachers of universities. I propose to accept that amendment when the amendment comes up before this House so that the five members will be drawn from amongst teachers of universities and not from officers and teachers.

I also propose to move an amendment myself to clarify the fact that this restricting clause on the composition applies to members when they are originally appointed. I am saying this because the Bill also provides for three full-time members in addition to the

[Dr. V. K. R. V. Rao]

Chairman and the full-time members will be salaried members; therefore, if we do not have this amendment, which I shall be introducing in this House, a situation might arise when the three whole-time members might all be drawn from the educational world, five people drawn from the teachers of universities, two officials and one Chairman, leaving only one person to represent the entire range of eminent educationists and industry, commerce, trade, agriculture and all the learned professions. Obviously, it is not the intention of the House or of the framers of the Bill. Therefore, I propose to move this amendment merely for the purpose of clarification.

I must also add that the Bill specifically excludes Vice-Chancellors and heads of institutions which are eligible for direct assistance from the University Grants Commission, from being members of the Commission. As I told the House yesterday, there was some controversy. On this, both the University Grants Commission and the Education Commission did not like the idea of imposing this restriction. In the House as well as in the considered opinion of the Government, it was felt that it would be but proper and fair from the point of view of giving a picture of utmost objectivity to the University Grants Commission that institutions which are directly benefited from the grant-giving activities of the U.G.C. should not be directly represented on the University Grants Commission, but the teachers of the universities can be represented. I am proposing to accept the amendment of removing the word "officers" and because Vice-Chancellors are not thereby definition and the heads of institutions are going to receive grants and, if the officers are to be brought in, it will create an anomalous position. That is why the five persons should be confined only to teachers from the universities.

Then, I may state in passing that it is an enabling clause and the Government has taken the power to appoint three persons out of these 11 persons, because the Chairman is already a full-time member, as full-time members. Again, after the Bill has been passed in

this House and then, because of amendments that we are accepting here, also in the other House and gets the assent of the President, it is my intention, if I continue in office, to suggest that full-time members should be appointed because, I believe, there are certain things which very badly require full attention and it is very difficult for the Chairman who is burdened with the entire work of the University Grants Commission to give that much attention. In particular, it is my intention that there should be one full-time member who will be merely responsible for looking after the students' welfare, students' activities and students' problems in the universities. The students' problems, as the House knows, have become extremely important. The university Grants Commission is a coordinating authority in this country. It has influence on the universities and it has also an influence on them by the power of giving grants, more than the influence of the Education Minister, and it will be a good thing if one of the Members were to concentrate attention, without of course being devolved from other responsibilities attached to the membership, on the subject of students' welfare and students' problems in universities.

It is also my intention—again, I want to make it clear if I continue in my office; I cannot bind my successor—that the second member also should be a whole-time member of the Commission...

SHRI RABI RAY (Puri) : It will be provided in the Bill.

DR. V. K. R. V. RAO : It is not in the Bill.

SHRI RABI RAY : It is a promise given to the House.

DR. V. K. R. V. RAO : You will know about it later.

I would like to propose this. The colleges constitute a very important part of the university complex. In fact, nearly 80 per cent, if not more, of the student-body of our country are the students of colleges. Of course, the colleges are affiliated to the universities.

But the universities also are, in a way, live bodies in themselves in so far as they have university departments. Some of them have university colleges and there is a possibility that the colleges may not get that full-time attention which is required on the part of the University Grants Commission. I must say, in all fairness, the University Grants Commission will concentrate on this matter in the course of 5-6 months and they are taking very keen interest in colleges. Very substantial grants have been made to a large number of colleges in the country for libraries, for hostel buildings, for staff quarters, for laboratory equipment and other activities. But all the same, I feel that since we have got more than 3,000 colleges in the country, it will be desirable if one of the members of the Commission were to devote whole time to looking after the affairs of the colleges which are both assisted or which seek assistance from the University Grants Commission.

I also propose, if I am able to do so, that the third full-time member should also be appointed—all these things have to pass the gamut of finance—from the point of view of the follow-up work of the Commission. I find the Commission has taken on itself a very large number of useful activities, covering a very wide range of activities, from revision of syllabus, review committees which go into the syllabus in different subjects and make suggestions for reviews, to looking after the needs of students and so on. And with regard to the large range of activities the Commission undertakes, I am not quite sure in my mind whether the Commission does have within itself at the present moment, within the existing membership, sufficiently comprehensive and adequate machinery for following up all the conditions on which grants are given to the various bodies and seeing to it that the fullest value is obtained from the money that is spent by the University Grants Commission for reform and maintenance of higher standards in the field of higher education. Therefore, it is my intention that once this Act is passed, then I would like to

exercise the power given by this enabling clause and suggest that three whole-time members be appointed one of whom would look after students' affairs, another would look after colleges and the third will look after what I have called the follow up work of the Commission. These three Members together with the Chairman who presides over the entire Commission and holds the scales even, plus the part-time members will make the University Grants Commission a much more competent and comprehensive and adequate body to solve the various and enormous and serious problems which we are facing in the field of higher education.

I would also like to draw the attention of the House to the fact that in its composition we are making, we are trying to give specific accommodation for industry, commerce, agriculture and other learned professions. It is felt that the University Education should not be run merely by academicians and there should be some closer liaison, some more intimate contact between those in charge of what we may call business of activity and those in charge of preparing people for operating in the business of activity. Therefore, the amending Bill makes specific provision for membership to be drawn from commerce, industry, agriculture and other learned professions in addition to education.

The other major change which the Bill makes relates to its functions. At the moment, as the House is aware, the University Grants Commission has, so to speak, two-fold functions. As far as the Central Universities are concerned, the University Grants Commission is responsible both for maintenance grants and development grants. Formerly, it was the Central Government which was directly responsible for the maintenance grants of the Central Universities. But, then, at some stage later it was decided that from the point of view of both academic functioning as well as for a proper planning of the activities of the Central Universities it would be better if the same body were to have the power of giving both the maintenance grants and the development grants to the universities. To-day the

[Dr. V. K. R. V. Rao]

budget of the University Grants Commission includes the maintenance grants and the development grants of the central universities as also their specific activities.

The other function of the University Grants Commission which in part coincides with the part of the Central Universities is in regard to development. The University Grants Commission finances the developmental activities of all universities in the country, not only the Central Universities but also of all the State Universities. All these Universities, for the purposes of development, for special purposes or general purposes, can come before the University Grants Commission and the University Grants Commission, if it thinks fit, can give them development grants. The University Grants Commission is even giving development grants to institutions which are very peculiar to this country and which we call 'Deemed Universities'. Certain institutions in our country are called Deemed Universities. These Deemed Universities get their maintenance grants from the Central Government. But, as far as the development grants are concerned, they fall in the same category as the Central Universities and the State Universities in so far as they can come before the University Grants Commission for special or general grants for the purposes of development. That, Sir, is the existing position.

Now it has been felt that taking the question of maintenance grants, a suggestion has been made and I have no doubt that the suggestion will be welcome if it could be implemented that the University Grants Commission should make itself responsible not only for the maintenance grants of the Central Universities but for the maintenance grants of all the State Universities. This suggestion was not accepted by the Government. Government felt that State Universities constitute a State subject and the burden of the responsibility of maintaining State Universities should fall squarely and unambiguously on the State Governments.

At the same time, it was felt, from the experience of the U.G.C. all over the

years that when development grants are made to the State Universities, very often, there is no guarantee that the developmental activities will be continued beyond the period for which the University Grants Commission makes the grant. Usually the U.G.C.'s developmental grants cover a period of 5 years and quite often the State Governments say they do not have the resources to pay their share of the development grants.

Sometimes the development grants were given on a matching basis and almost invariably for a period of 5 years and quite often the State Governments were not able to fulfil their part of the obligations, with the result that even though the university was fitted and qualified and could undertake the special or developmental activity, it was not possible for the University to undertake this kind of activity.

Also, in regard to these developmental activities there is one important aspect which I would like to mention, and the House is very familiar with. These are what are called Centres of Advanced Studies. As you know, in the course of the last 3 or 4 years the UGC has tried to establish what are called centres of excellence in different subjects in different universities, which are over and above the normal departments, where special attention could be paid to research, specialisation in post-graduate training etc., which could act as training people to become leaders and pace-setters in these different disciplines.

We have already 30 such centres of advanced study 17 in the field of natural sciences and 13 in the field of social sciences and humanities. And these are not confined to Central Universities; the bulk of them are to be found in the State Universities.

The University Grants Commission holds the opinion, with which I am in entire agreement, that these activities are not merely State activities. They are not concerned with particular region only. These Centres of excellence fulfil national purpose, they are not merely State purposes; and therefore it was

felt that it would be appropriate for the UGC to make itself responsible not only for giving the development grants for the special activities with which the UGC is prepared to entrust the State Universities, but also to give maintenance grants.

Now, this is a very important departure in principle because till now no maintenance grants at all were given to the State universities. Now, under this Bill, (as it has been accepted by the Rajya Sabha) the University Grants Commission will be empowered to give maintenance grants for special or general purposes for developmental activities which in its opinion the University is competent and well-fitted to undertake.

Now, that, Sir, is an important addition to its functions which do not exist before.

Then, the second addition which has been suggested is that in the case of the so-called Deemed Universities, it was found that there was lot of complication involved when one body gives the maintenance grants and another body gives the development grants and it is not possible to bring about proper planning in the working of the Deemed Universities, for the same reason, due to which the Central Government in the past divested itself of this function of giving maintenance grants to the central universities and passed on that function to the University Grants Commission. In a similar kind of way, the Amending Bill provides for power to the University Grants Commission to give maintenance grants also to deemed universities in special cases. The word 'special cases' has been put, I suppose, for some kind of safeguard. But generally, as far as my understanding is concerned, I think the Deemed Universities will come before the UGC for the maintenance grant.

SHRI NAMBIAR (Tiruchirapalli) : Why cannot you make them good universities? If they do not deserve, scrap them.

DR. V. K. R. V. RAO : I will come to that in a minute. Mr. Nambiar is a very patient man and I request him to

be a little more patient and I will come to the question he has raised.

Therefore, the major addition to the functions are these. This Bill enables them to give maintenance grants for the developmental activities of the State Universities over and above the developmental grants the State Universities receive from the University Grants Commission.

The other thing is, maintenance grants to be given to Deemed Universities over and above whatever development grants they receive in regard to their special activities, approved by the Commission.

Then, Sir, I will come presently to the point raised by Mr. Nambiar, which is covered by the Amendment by my friend Professor Madhok.

But before I come to that, I must explain the third important difference in the functioning of the University Grants Commission which has been suggested. The University Grants Commission, under the amending Bill, is now specifically prohibited from giving any assistance to the universities established by the State Governments without the previous approval or concurrence of the University Grants Commission and the Central Government.

Sir, this is not a very happy state of affairs. But, we have found by experience that due to various reasons, even the State Governments feel that, these being political bodies they are not always able to control. We find that a proliferation of universities was started without proper planning and without adequate resources. And we have, before us, in this country, to-day, a number of universities with very inadequate financial resources which are in great difficulties and they are causing a lot of unrest both among the staff and also their students. We wanted to stop that proliferation of universities and we wanted to make it clear that the State Governments wanting to have a university without the concurrence and the approval of the University Grants Commission and the Central Government,

[Dr. V. K. R. V. Rao]

must also simultaneously take upon it self the moral and the legal responsibility of meeting the entire requirements of the universities they propose to establish.

Therefore, in order to make this specific and clear, this has also been added in the amending Bill. The rest of the Bill is dealing with formal delegation of powers of the Chairman. Also I must add here that the University Grants Commission is now empowered to elect a Vice Chairman as at the moment there is only a Chairman and there is no Vice-Chairman. One of the full-time Members can be elected as a Vice-Chairman when the Chairman is on leave or is very busy with the other matters. Shri Nambiar and other friends have made a reference to make it a pucca organisation. These are the major features of the Bill that I want to say with regard to this Bill.

Before I pass on from the Bill, I want to make a very few brief remark about the University Grants Commission's Report. I would like to deal with that at the time of my reply. Prof. Madhok raised a question about the future university being permitted to be affiliated to the existing university or should be brought under a Central university.

Shri Nambiar, on the spur of the moment, also suggested as to why cannot we make these deemed universities as pucca universities. I know what is exercising the minds of the hon. Members Prof. Madhok and others. As far as his thinking is concerned, I am also rather allergic to the whole concept of the deemed universities. When these deemed universities come into existence, they are registered as such under the Societies' Registration Act, 1860 with a memorandum of association and so on and yet they are treated as deemed universities. Under the new Bill, when it is passed, they will come before the University Grants Commission both for maintenance and for developmental grants as the other universities in this country established by law whether of the Central Legislature or of the State Legislature.

So, it is not possible to accept the

amendment as has been suggested by Prof. Madhok. It is not possible to make them affiliate themselves to these universities. Nor is it possible to bring all universities under one umbrella. For example there are ever so many varying organisations like Jamia Milia Delhi, Kashi Vidya Pith, Gurukul University, Gujrat Vidya Pith and the Indian Institute of Science. I think the whole question of the sub-universities requires some examination in depth. And it is my intention in due course to appoint a small Working Group of experts who will go into the working of these universities and will make proposals as to whether we can really make them as proper universities so that they will come under the statutory legislative control either of the Centre or of the States or as the case may be. That is the position at the moment about these universities. I hope that with the assurance that I am giving, my hon. friend Shri Madhok will not press his amendment. He will not also say anything about the organisations which he has got in mind. He can tell me all that he wants about these organisations when the time comes. I hope he will be satisfied with the assurance that I have given and he will not press his amendment.

I am now in a strange position in moving two motions—one for the consideration of the Bill and the other that the annual reports of the University Grants Commission of 1965-66, 1966-67 and 1967-68 to be taken into consideration I really feel awfully shamed that in the year 1970 these reports are to be taken into consideration. (*Interruptions*) Government may or may not be ashamed but I am speaking here as the Minister for Education and I think that it is appropriate for the Ministers of Education from time to time to be a little ashamed of themselves.

15 Hrs.

SHRI NAMBIAR : Education is the centre of culture, and, therefore, this feeling must come.

DR. V. K. R. V. RAO : A proper sense of shame is part of culture.

I want to inform the House how this has happened. The report for 1965-66

was laid on the Table of the Lok Sabha on 29th March, 1967. Notice for consideration was given on the 17th May, 1967 itself, that is to say, a few weeks after the laying of the report on the Table of the House. Notice had been given seven times, and yet it was not possible for the Business Advisory Committee in their wisdom to find time for the consideration of this report.

AN HON. MEMBER : He can find fault with Shri Raghuramaiah.

DR. V. K. R. V. RAO : I find fault with nobody excepting myself. The report for 1966-67 was laid on the Table of the Lok Sabha on 3rd May 1968, and notice for consideration was given almost immediately, and notice for consideration had been given six times, and yet there was no time to take up that report. The report for 1967-68 was laid on the Table of the House on 14th March, 1969. Notice for consideration was given four times, and yet till today the House did not find it possible to take up this item.

SHRI NAMBIAR : We are not giving adequate attention to education.

Dr. V. K. R. V. RAO : I am very glad that the powerful and persuasive voice of Shri Nambiar has spoken and I hope that this powerful voice will be raised more frequently in this House so that proper priority may be given to education.

On the subject of the report, I am very anxious to hear the hon. Members, and I think that it will be more appropriate for me to speak at some length when I come to my concluding speech after all these matters have been discussed.

SHRI RABI RAY : Shri Shiva Chandra Jha says that the hon. Minister has already made his concluding speech also.

Dr. V. K. R. V. RAO : I am entirely in the hands of the House. I want to tell the House that while it is true that professors as a rule like to hear their own voices, yet, after I have become a Minister, I have been hearing my voice

so many times that even my professional inclination to hear my own voice is getting rather diminished in its enthusiasm.

As regard the functioning of the UGC, it has been looking after the maintenance and coordination of standards in higher education. It is a very vast term of reference, and under it many activities are covered. I shall just briefly mention some of these activities, without going into the details.

First of all, and most appropriately, we have the maintenance of academic standards, the making of up-to-date syllabi, the seeing to that what is taught is up-to-date and is taught in as up-to-date a manner as possible. For this purpose, the UGC had appointed a number of review committees consisting of eminent experts in the field. The reports of these committees have been sent to all the universities, and in a number of universities, action has been taken by them to reform and restructure their courses, syllabi and studies on the basis of the review committee's recommendations. Incidentally, the recommendations of the review panels of various disciplines will also have the indirect effect of introducing a certain element of standardisation, and, therefore, the maintenance of standards on a uniform basis in all the universities in this country.

Then, the UGC has been making development grants to the universities. These development grants have been made for purposes of libraries, laboratories, and for establishing new departments, for strengthening the staff and for increasing the number of professors, readers etc. etc.

Another thing which the UGC has done, and to which I attach very great academic importance, is the establishment of what has been called by its distinguished chairman as centres of academic excellence or advanced centres of study. These advanced centres of study have been established already; as I said before, there are 17 such in the field of natural sciences, and 13 in the field of social sciences; they are

[Dr. V. K. R. V. Rao]

scattered over a number of universities, and they have just been started, and yet, within the short period of time for which they have been working, we have reason to hope that they will really become pace-setters and leaders in bringing about innovation, research, and new ideas and new thinking in these various academic disciplines.

Then in order to make the general membership of the teaching profession familiar with upto-date theoretical teaching methods, the UGC has organised a number of summer institutes, especially science institutes. They have had a large number of such institutes; nearly 9,000 college teachers have been covered by this programme. They have also had summer science institutes for school teachers; about 12,000 school teachers have been covered. All these relate to the primary subject of academic standards, maintenance, development and promotion of good standards in the academic field.

The UGC has also been giving a considerable amount of thought to the vexed subject of examinations which has figured in this House and I have no doubt is going to figure again. Examination reform is one of the most important subjects. It is not academic subject, it has become a politically and socially explosive subject. The UGC has set up a number of committees. They have given several suggestions to various universities. Some of the universities have undertaken examination reform. Some have introduced what is called the semester system which means more periodic examinations without loading the student with a test on all the knowledge at the end of three years or four years, as the case may be.

In a number of universities, attempts are being made to introduce internal evaluation. The subject is still in a process of experimentation. I myself have the feeling that much more needs to be done on the subject of examination reform, particularly in the context of all that has been happening in recent

months in this country. I do hope through the UGC and also through the Central Advisory Board of Education we will see that some steps are taken which would be effective in dealing with this problem.

The House will be interested to know that the UGC has also tried to do something for teacher's welfare. As the House is aware, it was responsible for making suggestions to Government for improving the scales of pay of university teachers. These recommendations were accepted by Government and are being financed by the Central Government for a period of five years. The Commission has also been responsible subsequently for suggesting improvement in the grades and scales of pay of college teachers. There also the Central Government have agreed to meet 80 per cent of the expenditure. With the exception of three States, with whom we are in negotiation, most of the States have accepted this recommendation and this is put into effect more or less over the whole country. The Commission has been doing what it can by suggesting to Government many things for improvement.

The UGC has also been helping universities and colleges for establishing teacher's hostels and staff quarters for teachers. What has been done is not adequate to meet the requirements. Only Rs. 4 crores have been spent in the last 8-9 years for the purpose of staff quarters for teachers.

Then I come to the most important subject—student welfare. The UGC has also been making itself responsible for this. It has suggested, and Government have recognised, that education depends on laboratory, library, class room accommodation, on the quality of staff, on the welfare of the staff and of the students. For this purpose, they have initiated a number of programmes. In a number of universities, health centres have been opened for students. In a number of universities, student homes and non-resident student centres have been established.

Text-book libraries have been established in nearly 2,000 colleges in the The UGC makes a generous contribution to what is called student's aid fund through which grants are given to students in those colleges.

The House will be glad to know that this year the Government of India has provided a sum of Rs. 3 crores in the UGC's current budget for the purpose of student welfare. We hope that would be an annual feature over the Fourth Plan. We will see to it that the minimum needs of students by way of textbook libraries, study centres, day centres, hostel amenities and so on will be made available to the vast student population.

Lastly I come to the subject of student unrest. Naturally the UGC is also concerned with this problem of student violence, student discipline and so on. It has set up a number of committees which have analysed this problem. The UGC had other committees also. They have gone into the subject of the reasons for this unrest. It is also concerning itself with the subject of student participation in the governance of universities. This subject was raised in this House during the earlier discussion. In my inaugural address to the Vice Chancellors' conference which was held immediately I took charge as Education Minister, I mentioned it. A committee appointed by the UGC is now going in great detail into the subject of how one can provide 'for students' participation in the governance of universities, at what levels, in what manner and so on. The problem is a complicated one, but the UGC is siezed of it. They have also recommended to all universities that they should establish joint teacher-student councils where the teachers and students would meet to discuss their common problems. Finally, the UGC had also been promoting research in the problem of student unrest and already four studies had been commissioned for studying in depth the reasons and when this analysis becomes available I think it will help us arrive at an intelligent, imaginative and constructive approach to this problem.

SHRI NAMBIAR : Even without such research, I can say that it is due to unemployment.

DR. V. K. R. V. RAO : I hope Mr. Nambiar does not add to the unemployment problem by some of the activities for which he is not entirely irresponsible.

While the UGC and other educationists can do a great deal to deal with the problem of student unrest, we must never forget that students live in society and are bound to be influenced by society and they cannot be isolated and put into ivory towers where professors, vice-chancellors, UGC and Education Ministers might give them pills and doses by which they can make them healthy, intellectual and disciplined members of the community. Therefore, the problem of student unrest cannot be solved merely by educationists; society also has got to play its role. This House has a very important role to play in this matter and I take this opportunity to express my thanks for the attitude it took on one or two occasions when we discussed these matters. That had a very good effect on the student community in terms of maintenance of discipline and allaying student unrest. (Interruptions.) I should like to hear the views of the Members on the various steps to be taken. I commend the adoption of this Bill by the House. I move that the Bill be taken into consideration. Hon. Members may during the general discussion on the Bill also make their observations on the working of the UGC and I shall reply to them while I reply to the debate.

MR. DEPUTY-SPEAKER : I should like to remind the House that discussion is on both : the Bill and the three reports of the UGC. Five hours have been allotted for both.

Motions moved :

"That the Bill to amend the University Grants Commission Act, 1956, as passed by Rajya Sabha, be taken into consideration."

"That the Annual Reports of the University Grants Commission for the years 1965-66, 1966-67 and 1967-68, laid on

[Mr. Deputy Speaker]

the Table of the House on the 29th March, 1967, 3rd May, 1968 and the 14th March, 1969 respectively, be taken into consideration."

SHRI P. G. SEN (Purnea) : From what has fallen from the lips of the Minister of Education, it seems the whole department is confused. He says that this Bill was brought in the Rajya Sabha in 1966.

SHRI C. K. BHATTACHARYYA (Raiganj) : It came in 1966 and was passed but it lapsed and was brought up again in 1968.

SHRI P. G. SEN : I come to that. The statement says that it was originally placed before the Rajya Sabha and passed by the Rajya Sabha in August 1966 and lapsed on the dissolution of the Third Lok Sabha. What more can you say? It only shows the importance you attach to this Bill. The UGC Act was passed by this House in 1956. Then the University Grants Commission came into being. After that, there was a great grouse, and feeling, about education in the country and still it is continuing. There is no lessening of it. No one is satisfied with the mode of teaching, whether in the primary schools or in the colleges. They have brought in this Bill again now, after going through all the lacunae and all the defects. There was the Sapru Committee—Committee of Members of Parliament—headed by the late P. N. Sapru, and there was another review committee and all these things were gone into and then this Bill was put before the Rajya Sabha. May I ask the Minister in charge why this Bill lapsed, when this was passed by the Rajya Sabha? The Bill lapsed because the term of the Lok Sabha, the third Lok Sabha, terminated. Why did not the Government bring in an ordinance to keep it alive? The other day brought in an ordinance for the nationalisation of banks, the House was going to sit just three or four days later, and yet they could issue an ordinance for the nationalisation of banks. But they did not bring an ordinance for this measure and allowed it to lapse because the period of the third Lok Sabha terminated.

SHRI S. KANDAPPAN (Mettur) :

To give an opportunity to three eminent people, because it had to pass through three hands!

SHRI P. G. SEN : That is why he is feeling ashamed now. My point is this. No importance is being attached to education as such. So far as primary education is concerned, I can tell you one thing. There is none to ask the children that they should not hold their pen tightly. The other day, while I was in the Parliament Library, one of the employees in the Lok Sabha working in the Library was writing something. I asked him why he was holding the pen so tightly. He told me no one had told him up till now how to hold it. I put this question to some boys also: why do you hold your pen tightly? That is why you cannot write well.

The other day I was reading the autobiography of Gandhiji. So far as handwriting is concerned, Gandhiji says he wanted to correct his handwriting but he could not because, first of all, he had no time, and then he says it is the sign of imperfect education. Likewise, it is a sign of imperfect education that our students cannot write well. You ask anybody; any graduate; ask him to write a line or two and you will find what he is writing and how he is writing, though he is hankering for employment, for entry into service.

The other day I asked students why their handwriting is not good; when you ask for jobs, the main thing will be, you will have to write, and for that you require a good handwriting. So, when your ultimate aim is to secure a job, some employment, that employment will require that you should write and read well. But they cannot, because even teachers do not impress upon the students the necessity to write well. Further why should they insist on them to write well, to develop a good handwriting—A B C D or Ka, Kha, Ga, Gha—when they know that what the students are writing is anyway better than what the teachers themselves write? So, there is no question of good handwriting.

What I was going to say is that as time rolls on, they are not doing good

work in the field of education. I do not know; there is a lot of thinking about it. There was the Education Commission. Then there is this Bill. The Public Accounts Committee has pointed out one thing. In regard to the governance, I think the Government ought to have brought in some clause here in this Bill to empower the Central Government to make a review of the working of the University Grants Commission. But there is no clause like that. Up till now, from 1956 to 1970 there has been no review of its working. Now in last chapter of the fourth Parliament this Bill has been brought. So, there has been a lot of thinking. The Public Accounts Committee have said that Government ought to have gone in for a review of the working of the UGC, but in this Bill there is no clause which empowers the Central Government to review the working of the UGC. I find there are so many reports. We are going to discuss the UGC reports for 1966-67, 1967-68 and 1968-69. The Minister should incorporate some clause to empower the Central Government to have a review of the working of the UGC.

The Financial Memorandum says that the UGC will have a budget of Rs. 20 crores. The Bill was brought in 1968. So, the budget must have increased now. There are, I think, 70 universities in this country. If Rs. 20 crores is the budget of the UGC, what will be the fate of the universities? What about their development, maintenance, etc.? Those who know the working of the universities all say that Patna University, Calcutta University, etc. are going to collapse because they cannot pay the salaries to the teachers and staff.

The Public Accounts Committee have pointed out some other lacunae. UGC had to waive the rules and waive the recovery where overpayment has been made, because they could not realise the amount. Even utilisation certificates could not be produced by the UGC.

15.24 hrs.

[SHRI K. N. TIWARY *in the Chair*]
Delhi University, for instance, pur-

chased a press and that press had to incur losses to the tune of Rs. 3.47 lakhs from 1961 till 1968. Most probably the loss has increased further now.

On the question of the UGC giving grants to institutions outside the jurisdiction of the universities the name of the Institute of Economic Growth has been brought in. The question is whether this should be included within the meaning of "university."

Then it is seen that in the Banaras Hindu University machinery and equipments worth lakhs of rupees are lying idle for the last 10 to 15 years and yet the Commission was not even aware that they were lying idle. When this question was raised the Committee were told that there are not enough trained people available to handle them. When the purchase was already been made an answer is given that there are no persons to handle them.

In the case of the Annamalai university there are instances where the unspent grant has been utilized for the normal expenditure of the university. So, you can imagine how the affairs are going on. Then there are over-payments and the UGC has failed to recover the loans. No systemic accounts are maintained by the universities as per utilisation certificates. Only entries regarding receipts of grants for various schemes are made; there are no entries for expenditure and so the balance of the grant at the close of the year cannot be arrived at. Then, UGC gives grants to some colleges for three-year degree courses when, in fact, those institutions are not providing instruction for three-year degree courses.

By referring to all these irregularities and lapses I am not minimising the importance of the work done by the UGC. It consists of experienced and learned people who are doing a very good job. At the same time, the working of the UGC should be gone into. I think some provision should be made in the Act so that government will have power to review the work of the UGC.

Then I come to student unrest. It is a very sad commentary that students are making bombs in the universities.

[Shri P. G. Sen]

Whether it is the Presidency College or other colleges, the laboratories are being used by the students for manufacturing bombs. So far as the tackling of this problem is concerned, UGC has miserably failed.

The education that is imparted to the students in the schools and colleges is such that they have nothing to look forward to. There is no proper relationship between the teacher and the taught and the teachers are not respected. We are told : *Vidhya vinaye dadathi*. But where is *vinaya* now? Also : *Shrad-dhavan labhate gyanam*. But where is that *shraddha*? It is not seen anywhere.

The Ramakrishna Mission have taken up education as one of their activities and they have their institutions in Madras, Calcutta and Bihar which are doing a very good job. Many people want to send their wards to those institutions. It is a good thing that the number of the Commission's members has been increased from 9 to 12 so that you could accommodate people from other interests like engineering, law and medicine and they can be associated. I think if education is entrusted to such people who can command respect—there is dearth of such people—then only the salvation can come.

SHRI C. K. BHATTACHARYYA : Mr. Chairman, Sir, I thank the Minister of Education that at last it has been possible for him to find time to come to this House with all these reports along with the Bill. The Bill was discussed in the Rajya Sabha for two days—only the Bill itself—and here we are cabined and confined within five hours to discuss not only the Bill but also three reports of the University Grants Commission each of which should have deserved a separate discussion by itself. The result will be the speakers who speak will have to limit themselves either to the Bill or to the reports—Mostly, to the Bill and less to the reports because the Act is most vital thing which is agitating and attracting their attention. I will also proceed that way and the reports will be left to the care of the hon. Minister himself to make the best that he can do out of them.

The hon. Minister has stated that the amendment of the University Grants Commission Act which he has brought before the House is based on the Sapru Committee Report. I happened to be a member of that Committee and know how the Committee worked. The main objective of that Committee was that Education should be made a concurrent subject and if the Minister with his persuasion and eloquence could prevail upon the State Governments to agree to make Education a concurrent subject along with the Centre, I think, the people would have thanked him for all the time. The Committee recommended :

"We, therefore, recommend that university and higher education should be transferred from the State List to the Concurrent List retaining intact entry 66 in the Union List."

In this the Sapru Committee was not isolated. It had proceeded on the previous recommendation made by the Radhakrishnan Commission. The Radhakrishnan Commission had felt that Education should be made a concurrent subject and to that also there is reference in the Report itself that Education should be made a concurrent subject. But the Government could not find its way to accept that particular recommendation of the Radhakrishnan Commission and we now find difficulty in bringing about the coordination and maintenance of similar standards in different universities, between the different States and between the Centre and the States.

The object of the University Grants Commission Act was defined in Section 12 :

"Promotion and coordination of university education and for determination and maintenance of standards of teaching, examination and research."

This could not be effectively done unless Education was made a concurrent subject between the Centre and the States. The University Grants Commission has tried its best to have it done within the scope within which it has to work. But, I believe, it has not succeeded to the extent that it might have if education

was a concurrent subject and not a State subject.

Of course, the hon. Minister referred to the different activities of the UGC and what further activities are there in their contemplation. I believe, he will continue to be our Education Minister and will see that the contemplated actions are fulfilled and brought into effect to the good of the UGC and education.

The Sadler Commission was the first commission that was appointed to go into university education in India. Of course, its terms were confined only to the Calcutta University but it made recommendations which could be made applicable to all the universities in India. Along with the Montague-Chelmsford Reforms came Sir Phillip Hertog who submitted the Hertog Report. Then Sir John Sargent came who submitted a report. Then the Radhakrishnan Commission came and after that we had the last commission which cost us Rs. 16 lakhs, I do not know whether with any proportionate advantage to get out of it.

One thing remarkable in all these procedures is that before the recommendations of one commission are thoroughly put into effect or utilised, another commission is appointed. That is the difficulty which needs looking after. If there is any check or scrutiny to be made anywhere, it has to be made here.

I may refer to the recommendations of the Radhakrishnan Commission. One of the recommendations of the Radhakrishnan Commission was the three-years' degree course but to this day—the Education Minister, I believe, will agree with me—the three-years' degree course has not been adopted all over India. In some States they are still following the old system of intermediate and B.A., two years and two years. The Government of India, with all its efforts, could not persuade and prevail upon the Government of UP to come in line with the recommendations of the Radhakrishnan Commission. The Government of UP continued to put up its demands for money and ultimately that demand came to an extent where the Government of India just kept back

and UP was allowed to continue in its own way. That is a thinking which requires looking after.

The recommendations of the latest commission that we had were abridged by a committee appointed by Parliament. They just took up only some of its recommendations and made their own recommendations on the opinion that was given by the Education Commission. Even the recommendations of the Committee of Parliament have not been made effective up to the moment. That means a loss of money and energy where, I feel, we should have been more careful.

The hon. Minister has referred to some of the activities of the UGC about development grants and maintenance grants; in fact, this Amendment Bill touches mainly three sections—sections 5, 6 and 12. In section 5 it makes a notable omission. I shall draw the hon. Minister's attention to it. In section 5(3) there was a provision:—

“The Central Government shall nominate a member of the Commission, not being an officer of the Central Government or of any State Government, to be the Chairman thereof.

The provision that no officer of the Central or State Government could be made the Chairman of the Commission, has been omitted. I do not know whether the hon. Minister has looked at it from this point of view that there should not be any chance of a Government official becoming the Chairman of the Commission being nominated or appointed by the Central Government. I would request him to scrutinise this fact and assure the House that only an educationist will be the Chairman of the Commission, an assurance which his predecessor in office had to give to the members of Rajya Sabha when they raised the same question which I am raising now. In fact, when Dr. Sen gave that assurance in the Rajya Sabha, the Members of the Rajya Sabha wanted that Dr. Sen's assurance should be put in a statutory form. That was not done. In spite of that, if the assurance of the previous Education Minister stands, if it

[Shri C. K. Bhattacharyya]

is confirmed by Dr. Rao, I believe, surely, save an educationist no official can be appointed as the Chairman of this Commission.

My hon. friend, Shri P. G. Sen, was raising the question about the Central Government's authority on the U.G.C. I believe, under Section 26 of the Act, the Central Government has the power to issue directives to the U.G.C. though the Central Government has the power that power uptill now. The Central Government has that power which it has not used or put into effect. I believe, that may suffice.

Then, amendments to Section 12 are very material and also the addition of clause 27 where the delegation of powers is allowed to the Chairman and other officials. I do not know whether the delegation to other officials should be as proposed here, to its Chairman or any of the whole-time members or officers. This word "officers" creates an allergy in me. Since it is a body mainly of the educationists to look after educational matters, I believe, as the hon. Minister has suggested just now that he will remove the word "officers" from the other Section, he might think about it whether the word "officers" should remain here also so that the possibility of delegation of power of the Commission to an officer of the institution may not be there. It will be for him to bring it in line with the other suggestions that he has himself made. I only draw his attention to this.

Regarding the development grant, I would make a submission to him. These development grants at times put the universities in a very difficult position. They accept the development grant, set up the entire paraphernalia of a department appointing readers, lecturers, etc. and after five years or so, there is no knowing whether the State will come to their help, whether the U.G.C. will come to their help. They find themselves stranded. In fact, it happened in the Calcutta University. I believe, it was in Geology that readers found themselves stranded and the University could not renew their services because the period for the development grant had expired and the assurance from the State was

not coming that they would help the University with an equal amount of money. So, these matters require consideration. If the U.G.C. encourages a university to have a set-up in any subject, I believe, the U.G.C. should stand guarantee that the university will not be stranded for want of proper funds at the end of any period fixed in establishing the new set-up and other things.

Regarding the salaries of teachers, the U.G.C. gives money. But from my knowledge, I can say that the teachers do not get the money in time. One of the causes of the unrest amongst the teachers is that. It is not only amongst students.

At times, the unrest comes amongst the teachers also. Previously, it was limited to school teachers. Now, it has spread to university teachers also. They also lead processions. At times, they come to Delhi also. One of the teachers told me that he will be coming; he has not come....

SHRI HEM BARUA (Mangaldai) :
He will come; don't worry.

SHRI C. K. BHATTACHARYYA :
One of the causes of the unrest is that they do not get the money in time. The money given by the U.G.C. is not distributed in time so that they may get it along with their monthly salary. This, the University Grants Commission should see and the hon. Minister should also see.

He has referred to the students' unrest. That is a very delicate matter and I am not going into it. Regarding the hostels, I will request him to find out as to what the condition is in the hostels to-day. In fact, in yesterday's paper or to-day's paper, it was reported that the Police has raided the students' hostel of the Ballygunge Science College and found Naxalite material. The entire North Bengal University is closed. The University campus had become a working centre of the Naxalite movement. Out of the 450 acres of land that the University has got, only a small part of it is constructed upon and the entire university area is left at night for their work and

for their movement. That is the position. The Vice-Chancellor of the Calcutta University comes here at times. He was here, I believe, two or three days back. I will request the hon. Minister to talk to the Vice-Chancellor himself and ascertain from him as to what is the condition of the hostels in Calcutta. What is the condition of the Hardinge Hostel? What is the condition of Hazra Road hostel? What is the condition of Vidyasagar Hostel? What is the condition of Bangabasi College hostel? In fact all the colleges to which these hostels are attached now want to get rid of the hostels and they have approached the University that they should take over the hostels. The University also is not in a position to take them over. This matter requires an inquiry and I will request the hon. Minister to make that inquiry.

I do not know what has happened to the model Act that was to be framed by the University Grants Commission for adoption by the universities or to be followed by the universities. If it has been made, it should be circulated to the universities for their adoption. I will request him further that in the matter of working out the objective of the University Grants Commission itself, he should kindly think over again whether the proposal that was made by the Sapru Committee and was once attempted to be put into effect to bring about concurrence between the States and the Centre in the matter of education can be revived and examined again.

SHRIMATI SUSEELA GOPALAN (Ambalapuzha) : We are discussing a problem which vitally affects the entire social life of the country. The future of our country depends upon how we are moulding the entire educational system. Sir, it is an unfortunate fact that the entire educational system in our country is based on the same old colonial forms of education. There is dissatisfaction among the students. The standard of education is low and even among teachers there is great dissatisfaction.

Even after 22 years of our Independence, we could not change the medium

of instruction to the mother tongue. We could not so far give prominence to the regional languages. We are saying that the standard of education has fallen. We have to consider whether this has any relation with the medium of instruction. Even after 22 years of Independence we are discussing whether we should have Hindi or English as the medium of instruction as if the majority of the people are talking either Hindi or English. That is what we really think. That is not the real position. Regional languages dominate in various States. If we can give prominence and put that into practice that the medium of instruction is the regional language, then the standard of education can also be raised. What is taking place during the course of 10 or 12 years is this : They study in the regional languages in their school and when they join the college they have to follow another language. So, it means, they will have no knowledge either in the regional language, the mother tongue or in the other language. This is the position. So, this actually retards the progress of the students. At least now we have to think about it. Even we are thinking whether we should have Hindi or English. That is the main hurdle in the way of development of our Education. So, we have to think about this and evolve methods.

In this connection, I wish to say this, that there is not a single country in the whole world which after years of independence, has not included the mother tongue as the medium of instruction.

Secondly, coming to the problem of dissatisfaction among students after their education, what is it that we find? What is their future? Lakhs of people are coming out of their colleges and schools and they do not get employment. Of course, in a capitalist way of development, they cannot get employment. That is another aspect of it. But, under the present circumstances we have to see how our education can be channelised in such a way they get some employment and for this purpose, job-oriented education should be there. For that purpose in Secondary Education, we have to introduce the polytechnicalisation of the education. Because, now, the

[Shrimati Suseela Gopalan]

secondary stage, it is not a complete study. They think they can complete the study and so they want to go to the colleges and they think by this their problem could be solved. That is why there is such a great rush to the colleges. Thousands and thousands of students seek admission to the colleges. No hostels are there; no other facilities are there.

Therefore, what I feel is this : If we can reorganise our entire educational system and start this polytechnicalisation of education at the secondary stage level I think, that will help us a lot in the matter of solving the problem. The rest of them can come to higher education.

Thirdly, I want to point out one thing. I am really opposed to the entire conception of the present UGC. Centralisation is there in the Educational system and the UGC is centralising this collegiate education and I think this should not be there.

Our opinion is that the entire amount should be given to the States according to the proportion of the population and there should only be a coordinating centre. As UGC there should be a coordinating body or committee to look into the affairs of the entire country. The money should be given to the States and it should be a State subject, and the State should have more powers in this field. That is our opinion.

In this Bill itself we find a tendency for the Centre to wield more and more powers. It has been said that if they do not get the previous sanction of the U.G.C. or the Central Government, no university will get the grant. I do not know what is the justification for that. Even if a university satisfies the specifications of the U.G.C. what is the difficulty of giving a grant ? If the State Governments want to start University, they cannot do so, without the prior approval of the U.G.C. and the Central Government. This is the position. Therefore, more concentration of power is there in the hands of the Centre. That is what is meant by this Bill.

There is another danger in the Bill. There is a chance of more and more officials from Government getting into

the U.G.C. That is a danger which we see here. I think that there was a provision in the previous Bill that these officers would not be allowed to become the Chairman of the U.G.C. But, that is taken away under the present Bill. That means the Government wants the bureaucrats to wield more and more powers in the U.G.C. This will create more and more difficulties.

Coming to another problem, I say that we are facing in our institutions more and more of infiltration of foreign agents. What we are seeing to-day in universities is that in the name of Ford Foundation, and so many C.I.A. agencies, as many scholarships are being given to the students. Not only the aid is given to these institutions by these foreign agencies but more and more foreign personnel are also infiltrating in our institutions. Actually we are mortgaging our intellectuals to the foreign agencies. America is considering education as the fifth dimension of their foreign policy. They are taking the educational aid as part and parcel of their foreign policy. That means there is a very dangerous implication in the education field. And we are having more and more of these people in our educational institutions. We are talking of brain-drain. What is the use of speaking of all these things ? We shall not only lose our personnel but there is also a danger to the security of our country if such people are allowed to penetrate into the educational field in our country.

Coming to the educational institutions the conditions in the educational institutions are very pitiable in our country I know about my own State. There, even for getting admission for a pre-degree or B.Sc.—not only for engineering or medicine—we have to give Rs. 2,000 or 5,000 as a capitation fee. This is bigger even in the schools. Not only that. Even the teachers have to give Rs. 5,000 or 10,000 according to the category of the job to secure employment. I would like to ask the hon. Minister as to how he is going to restrict these things. The U.G.C. should take a stand that they will not give grants to those institutions which are taking capitation fees from the students

and the teachers. I would like to have a categorical reply from the hon. Minister as to whether he will see that these institutions which are taking capitation fees will not be given any grants from the U.G.C.

Likewise, the conditions of the teachers in our own State are not good. Teachers were taken on employment but after some time, they are sent out. As a result of this there were strikes and there were so many troubles last year in our State. The service conditions of these teachers in private institutions are not good. Actually, these private institutions are playing with the lives of these teachers. The Minister should do something in regard to these private institutions.

Now, I want to tell something about the Ernakulam University which the U.G.C. has approved. It has not been implemented. This was approved in 1966-67. It has not yet come into existence. At the earliest, the U.G.C. should give its consent for starting the Ernakulam University.

16.00 Hrs.

There is one other thing that I would like to point out. In the educational institutions, the students have an urge to learn more and more ideas. They want to know about all the political thoughts in the world. But at present, they are not having that opportunity, because only some distorted versions of the various political thoughts are given to them. We have proclaimed that our aim is the establishment of a socialistic society. So, the students must know what scientific socialism is. But only a distorted version of the scientific socialism is given to them at present in the universities.

I would like to ask the Education Minister whether he is prepared to make arrangements for teaching Marxian philosophy to the students, and whether Marx and Engels books be taught to them and not the distorted versions of the Marxian philosophy. Let the students be taught the books written by Marx and Engels. Since this is the age of socialism, the students must know what scientific socialism is. So, let him study Marx and Engels also. Let them study

Gandhian philosophy, but along with that, let them also study the Marxian philosophy. They must be given a chance to read Marx and Engels. Otherwise, only the distorted versions will reach them, and they will then take part in the Naxalite movements etc. (Interruptions) Why should hon. Members protest so much against it? They are learning so much about the Gandhian philosophy. So, why can they not study also Marxian philosophy? They must actually know what Marx and Engels say; otherwise, they will go behind all sorts of propaganda that is taking place and they will go behind the Naxalite movement. When they know what is real Marxism, then they will try to follow the actual marxian theory. So, I would like to plead with the hon. Minister that some such education also should be imparted to the students in the universities.

श्री रणधीर सिंह (रोहतक) : सभापति महोदय, डा० राव की तरफ से जो बिल पेश हुआ है और उस के साथ जो यूनिवर्सिटी ग्रांट्स कमीशन की 1965 से ले कर आज तक की जो रिपोर्ट पेश हुई है— भले ही लेट पेश हुई है लेकिन पेश हुई है— मैं उन की तारीफ में खड़ा हुआ हूँ। मैं इस सिलसिले में तफसील में नहीं जाना चाहता, सिर्फ चार पांच बातें कहूँगा और चाहूँगा कि डा० राव उन को नोट कर लें और अगर मुमकिन हो तो न सिर्फ तबज्जह दें बल्कि अमल भी करें।

पहली बात मैं यह कहना चाहता हूँ कि जो बिल पेश किया गया है उस में यह कहा गया है कि सेंट्रल गवर्नमेंट के रिप्रेजेन्टेटिव भी होंगे, टीचर्स के भी होंगे, आफिसर्स भी होंगे, साथ ही साथ इंडस्ट्रीज के भी होंगे, कामर्स के भी होंगे। यहां तक कि ऐग्रीकल्चर के लिये भी लिखा हुआ है कि उन के नुमाइन्दे भी होंगे, इंजीनियरों के नुमाइन्दे भी होंगे, लीगल लोग भी होंगे, लेकिन हमें कहीं यह नजर नहीं आया कि इस में स्टूडेंट्स और यूथ वेलफेयर के नुमाइन्दे भी होंगे। कहीं पर भी स्टूडेंट्स का नाम नहीं है। मैं इस बात को

[श्री रणधीर सिंह]

मानने के लिये तैयार नहीं कि स्टूडेंट्स इस यूनिवर्सिटी ग्रान्ट्स कमीशन के मेम्बर न बनें। 21 या 23 साल का नौजवान 100 साल पहले इतना बड़ा वजीर आजम बना जैसा शायद दुनिया में कोई नहीं हुआ। आज से बीस साल पहले 23 साल का नौजवान बरमा का प्राइम मिनिस्टर बनाया गया। मैं पूछना चाहता हूँ कि आखिर स्टूडेंट्स में कौन सी कमी है? उन में अकल की कमी है या तजुबों की कमी है या लियाकत की कमी है? मैं समझता हूँ कि यूनिवर्सिटी ग्रान्ट्स कमीशन में स्टूडेंट्स का नुमाइन्दा होना चाहिये।

मैं समझता हूँ कि टीचर्स का ही नहीं, स्टूडेंट्स का ही नहीं, एम्प्लॉयीज का नुमाइन्दा भी वहाँ होना चाहिये। एक एक यूनिवर्सिटी में कई कई हजार एम्प्लॉयीज होते हैं। रजिस्ट्रार से ले कर चपरासी तक उन का भी नुमाइन्दा कमीशन में जाना चाहिये। मैं इस बात को नहीं मानता कि उन का नुमाइन्दा रजिस्ट्रार है, या कोई प्रिंसिपल है या कोई यूनिवर्सिटी का प्रोफेसर है। जब आप ने ऐग्रीकल्चर का नुमाइन्दा लिया है, इंजीनियरों का नुमाइन्दा लिया है, लीगल लोगों का नुमाइन्दा लिया है, तब आखिर कौन सी मक्खी छींक गई है कि आप स्टूडेंट्स का नुमाइन्दा नहीं लेते? इधर आपको ध्यान देना चाहिये।

दूसरी बात आप देखें—चेयरमैन आप पांच साल के लिए रख रहे हैं और पांच पांच साल की दो टर्म्स के लिए वह और भी रह सकता है। लेकिन मेम्बर को आप तीन साल के लिए रख रहे हैं और दो बार तीन तीन साल के लिए उसको और रखा जा सकता है। अब अगर चेयरमैन दस साल के लिए रहता है तो मेम्बर छः साल के लिए ही रहेंगे। यह कैसा कोओर्डिनेशन है, यह मेरी समझ में तो आया नहीं है। चेयरमैन चलेगा पांच साल के लिए और मेम्बर चलेगा तीन साल के लिए। यह कैसा सिलसिला

आपने बनाया है? दुबारा चेयरमैन अगर चलता है तो वह तो चलेगा दस साल के लिए लेकिन मेम्बर अगर दुबारा रखा जाता है तो वह रहेगा छः साल के लिए। यह जो लैकुना है, इसकी तरफ आपका ध्यान जाना चाहिये।

मौजूदा जो तर्ज तालीम है, इसको आपको बदलना चाहिये। यह बाबू पैदा करता है। इससे काम नहीं चलेगा। छः महीने पहले मैं आपको एक देहात में ले गया था। आपको याद होगा कि आपने वहाँ एक बहुत सुन्दर भ्राषण दिया था। मैं आपको कोट करता हूँ। आपने कहा था कि देहात में कोई कालेज बनेगा तो वह बाबू बनाने वाला कालेज नहीं होगा बल्कि ऐसा कालेज होगा जो अच्छे किसान बनाएगा, अच्छे दस्तकार बनाएगा, अच्छे आर्टिजन बनाएगा, जहाँ से निकल कर लोगों को धंधा मिलेगा, गांव का डिबेलेपमेंट बढ़ेगा, काटेज इंडस्ट्रीज बढ़ेंगी और जिससे गरीब आदमी फायदा उठाएगा। वहाँ का आदमी बाबू नहीं बनना चाहेगा, आई० पी० एस० और आई० ए० एस० अफसर नहीं बनना चाहेगा। आपने कहा था कि अगर काम धंधों वाली तालीम वहाँ दी जाएगी तो आप उस में मदद करेंगे। किसानों की तालीम दी जाएगी तो आप मदद करें। मैं कहता हूँ कि अब वक्त आ गया है कि यह नारा लगाया जाना चाहिये कि शहरों में कालेज खोलना बन्द किया जाए। सेंचुरेशन प्वाइंट आ गया है। हर चीज के लिए शहर वाली बात नहीं होनी चाहिये। शहरों में कालेज खोलना एक लग्जरी बन गया है लेकिन देहातों के लिए वह एक डायरी नसैसीटी है। अब बिजली, सड़कें आदि देहातों में चली गई है। लेकिन होता क्या है? देहात वाले अगर स्कूल खोलना चाहे तो अपने पैसे से खोलें। शहरों में सरमायेदारों को कुछ भी पैसा नहीं देना पड़ता है। बड़े बड़े जो सेठ साहूकार हैं, बिड़ला आदि हैं उनको स्कूलों के लिए पैसा नहीं देना पड़ता है। लेकिन

देहात का एक हरिजन भी अगर होता है तो उसको सौ या पांच सौ रुपये चन्दे के प्राइमरी स्कूल या हाई स्कूल अगर खोलना होता है तो देने पड़ते हैं। अगर गांव वाले बिल्डिंग न दें तो स्कूल नहीं खुलता है, इकट्ठे हो कर स्टाफ क्वार्टर न बनाए तो स्कूल नहीं बनेगा या स्कूल नहीं खुलेगा, गांव के लोग इकट्ठे हो कर कालेज के लिए बिल्डिंग नहीं बनायेंगे तो कालेज नहीं खुलेगा लेकिन शहरों में कोई चीज की जरूरत नहीं, किसी चन्दे की जरूरत नहीं है। शहरों में क्या रजवाड़े रहते हैं और देहातों में छोटी कैटेगरीज के आदमी रहते हैं? यह डबल स्टैंडर्ड क्यों? शहरों में हर एक चीज मुफ्त क्यों शहरों में लोग एफोर्ड कर सकते हैं। वहां उनकी आमदनी देहात वालों की आमदनी से ज्यादा है। देहातियों की पर कैपिटल आमदनी बहुत कम है। देहातों में गरीब आदमी रहते हैं। शहरों में थोड़ा बहुत खाने पीने वाले रहते हैं। शहरों में कुछ अधिक ही है कम नहीं। यह जो सिस्टम है एजुकेशन का इसको आप बदलें। एजुकेशन बोकेशनल हो, टेक्नीकल हो, ऐसी हो जो काम धंधे दे। आर्ट्स की बात समझ में नहीं आती है। रिसर्च स्कालर कोई बनना चाहता है तो वह शहर में बने। देहातों में तो लोगों को वहीं रोजगार चाहिये। देहातों में नौ अच्छे लोहार चाहिये, अच्छे बढ़ई चाहिये, अच्छे तरखान चाहिये, छोटे छोटे धंधे वहां चाहिये ताकि हरिजन और बैक्वर्ड क्लासिस के लोग काम पा सकें। आई० आई० टी० के तर्ज के इंस्टीट्यूट आप वहां खोलें। वहां ट्रेनिंग पा कर उनको वहीं काम मिले। उनको कहा जाए कि वे वहीं गांवों में काम शुरू करें। किसानों के बारे में, एनीमल हस्बैंडरी के बारे में इंस्टीट्यूट आप देहातों में चलायें, शहरों में न चलायें। शहरों में आ कर ट्रेनिंग लेना देहात का आदमी, हरिजन, और किसान का बेटा एफोर्ड नहीं कर सकता है। गांव के आसपास दस मील वह साइकल पर आ सकता है। लेकिन शहरों में आ कर देहात का आदमी दो सौ रुपये माहवार

नहीं दे सकता है। अमीर का तो दे सकता है, रणधीर सिंह का बेटा तो दे सकता लेकिन आम गरीब किसान का बच्चा, मजदूर का बच्चा, हरिजन का बच्चा नहीं दे सकता है। तालीम को भी आपको सर्विस एट दि डोर करना चाहिये। चंडीगढ़ में, या दिल्ली में, या मद्रास में या कलकत्ता में या त्रिवेन्द्रम में जा कर देहात का आदमी तालीम हासिल करे, इतना वहां के लोगों का स्टैंडर्ड नहीं है। इस चीज को वे कर नहीं सकते हैं। आप की स्पीच की तरफ ही मैं आपका ध्यान दिलाना चाहता हूं। मैं इसलिए भी इसको कहना चाहता हूं कि पंजाब ने और हरियाणा ने इस तरह की स्कीमें आपके पास भेजी हैं। मैं नाम भी ले सकता हूं : पर्सनल वेस है, ऐसी बात भी नहीं है। आम सोसायटीज की तरफ से ये स्कीमें आपके पास आई हैं। जिस गांव की आबादी दस या पांच हजार है, यह कभी नहीं है कि उसकी जो आमदनी है, वह स्कूल पर खर्च कर दी जाए। आपने ऐसे गांव जिन की आबादी दस हजार है, वहां प्राफेशनल टैक्स, या इनकम टैक्स कैपिटल गेंज टैक्स लगा दिया है और इस लिहाज से उसको शहर मान लिया है। सरकार ने यह कानून बनाया है कि शहर से आठ दस मील के इलाके में जो गांव हैं, उन में कैपिटल गेन्ज टैक्स लग जायेगा। लेकिन कालेज शहर में ही बनेंगे, देहात में नहीं। यह बात नहीं चलेगी। पांच दस हजार की आबादी के जो गांव हैं, वहां सिर्फ स्कूल ही नहीं, बल्कि कालेज भी खोले जाने चाहिए। लेकिन वे बाबू तैयार करने वाले आर्ट्स कालेज न हों, बल्कि उन कालेजों में बोकेशनल ट्रेनिंग दी जाये, किसानों और हरिजनों के लड़कों को बीज, मल्टीपल क्रापिंग वगैरह खेती से ताल्लुक रखने वाले मुस्तलिफ कामों और सबजेक्ट्स की ट्रेनिंग दी जाये। उन को हायर-परचेज पर ट्रेक्टर दिये जायें और दूसरी जरूरी सहायित्तें मुहैया की जायें। मौजूदा तालीम दे कर तो गवर्नमेंट मुल्क में बेरोजगारी फैला

[श्री रणधीर सिंह]

रही है। एक नौकरी के लिए छः हजार दरखास्तें आती हैं। अगर गांवों में लड़कों को खेती और दूसरे कामों के बारे में मुफ्त तालीम मिलेगी, तो उन को वहीं रोजगार और धंधा मिलेगा और उन्हें एम्प्लायमेंट एक्सचेंज में अपना नाम लिखाने की जरूरत नहीं रहेगी।

आज सारे हिन्दुस्तान में टीचर्ज में बहुत डिससैटिसफ़ैक्शन है। मेरी स्टेट, हरियाणा, पंजाब और हिमाचल प्रदेश के टीचर सैटिसफ़ाइड नहीं हैं। पिछले दिनों यू० पी० में भी उन को ले कर झगडा उठा था। मैं समझता हूं कि सारे देश में यही हालत है। टीचर नेशन को बनाने वाला होता है, इस लिए गवर्नमेंट को उस की मांगों और जरूरतों की तरफ़ खास ध्यान देना चाहिए। गवर्नमेंट ने कोठारी कमीशन की कुछ सिफारिशों को पूरा किया है। लेकिन मेरा कहना यह है कि गवर्नमेंट श्री बनर्जी और दूसरे लाल झंडे वालों से घबरा कर मजदूरों की बात मान लेती है, क्योंकि वे लोग नारे लगाते हैं, जलूस निकालते हैं, घेराव करते हैं और जेल जाते हैं। अगर टीचर्ज भी ऐसा ही करने लगे, तो स्कूलों में कौन पढ़ायेगा? जिस तरह मजदूरों के लिए जायंट कनसल्टेटिव कमेटीज बनाई जाती हैं, उसी तरह टीचर्ज के लिए भी स्टेट और सेंट्रल लेवल पर बोर्ड बनाये जायें, जिस में गवर्नमेंट और टीचर्ज के नुमायेंदे हों। वे बोर्ड साल-ब-साल टीचर्ज की मांगों पर गौर करें, उन की जायज बातों को मन्जूर करें और हालात के मुताबिक उन की तन्ख्वाहां वगैरह में बढ़ोतरी करें। उन की तरफ़ से जो आरबिट्रेशन हो, वह गवर्नमेंट पर बाइंडिंग हो। जब मजदूर कोई एजीटेशन या हड़ताल करते हैं, तो थोड़ी तकलीफ़ होती है, लेकिन अगर स्कूल भी चार पांच दिन के लिए बन्द हो जायें, तो एजुकेशन को बहुत नुकसान पहुंचेगा। इस लिए यह निहायत जरूरी है कि मिनिस्टर

साहब टीचर्ज के मसलों की तरफ़ खास ध्यान दें।

जहां तक स्टुडेंट्स का ताल्लुक है, हालत उस हद तक पहुंच गई है कि गवर्नमेंट को उस में दखल देना चाहिये। तंग आमद बजंग आमद। कुछ लोग उन को बच्चे कहते हैं, लेकिन वे बच्चे नहीं, हमारे गुरु हैं। चाइल्ड इज द फादर आफ मैन। अगर मिनिस्टर साहब और गवर्नमेंट उन को ठीक नहीं करेंगे, तो वे उन को ठीक कर देंगे। गवर्नमेंट को हर एक अठारह साल के लड़के को राय का हक देना चाहिये। उन को कालेजों, यूनिवर्सिटीज और यूनिवर्सिटी ग्रांट्स कमीशन में, जो कि एजुकेशन के मामले में सुप्रीम कोर्ट की तरह है, काम चलाने का बराबर हक दिया जायें। गवर्नमेंट को न कम्युनिस्टों से डर लगता है और न नक्सलाइट्स से, लेकिन पता नहीं, उस को स्टुडेंट्स से क्यों डर लगता है। गवर्नमेंट उन को अच्छी किताबें और वज़ीफ़े वगैरह के बारे में छोटी मोटी रियायतें दे कर खुश करना चाहती है, लेकिन वे तो पावर में हिस्सा चाहते हैं। वे तो यह सोचते हैं कि क्या 85 साल के बूढ़े में ज्यादा दिमाग़ है और जवानों में दिमाग़ नहीं है। वे चाहते हैं कि समाज, सोसायटी, कालेजों और एडमिनिस्ट्रेशन में उन की पूछ हो, लेकिन सरकार ऐसा इन्तजाम नहीं करती है। स्टुडेंट्स के मुताल्लिक कोई बुनियादी तब्दीली करने के लिए मिनिस्टर साहब को फ़ौरी कदम उठाने चाहिए।

जहां तक इम्तहानों का ताल्लुक है, वह एक बिल्कुल बोगस धंधा है। उन में मास कापीइंग होता है। मैं और किसी की नहीं, अपने लड़के की बात बता सकता हूं। पैसे ले कर कापीइंग होती है, किताबें जेब में ले कर जाते हैं, दुनिया भर की चीटिंग होती है। सेमेस्टर सिस्टम आप ने बनाया वह ठीक है लेकिन आप इस को ले कर इस के ऊपर रिसर्च कीजिए। सारे देश में यह जो इम्तहान वाली बात है वह बिल्कुल बोगस

है। लड़का फर्स्ट आएगा तो सारे हिन्दुस्तान में वह काबिल माना जायगा चाहे नकल मार कर ही वह फर्स्ट क्यों न आया हो। तो इस चीज को आप देखें। और फिर नौकरियों में भी इस का असर पड़ता है। ऐसे-ऐसे बोगस आदमी इसी इम्तहान की वजह से नौकरियों में ले लिए जाते हैं और उन को नौकरियां मिल जाती हैं जब कि निहायत काबिल आदमी अगर वह इम्तहान के बक्त बीमार पड़ गए या और कोई बात हो गई तो वह पड़े रह जाते हैं। इसलिए इस इम्तहान वाली बात का कोई न कोई और हल आप निकालिए।

इस के बाद मैं यह कहना चाहता हूँ कि पोस्ट-ग्रेज्यूएट सेंटर आप ने रोहतक में दिया, बहुत अच्छी बात है। लेकिन ऐसे ऐसे सेंटर्स और कई खोलिए। और जगहों में पोस्ट ग्रेज्यूएट्स सेंटर्स दीजिए क्यों कि बी० ए० की कीमत तो आज वैसी ही हो गई है जैसे चार जमात पास की होती है। कोई कीमत बी० ए० की अब नहीं रहती। इसलिए आप रोहतक में गाजियाबाद में और दूसरी जगहों पर नज़दीक से नज़दीक पोस्ट ग्रेज्यूएट सेंटर्स दीजिए। सोनोपत में दीजिए, रोहतक में दीजिए और जो ऐसी जगहें हैं जहां दो-दो तीन-तीन कालेजेज हैं वहां दीजिए। और साथ साथ ला कालेजेज वह चाहते हैं। उस का इंतजाम भी कर दीजिए। मेडिकल कालेजेज कर दीजिए। पैसे लगेगे, यह ठीक है, लेकिन यह करना आवश्यक है। आप एजुकेशन को डी-सेंट्रलाइज करो। हर काम के लिए वह दिल्ली भागें, बम्बई भागें, यह देहात वाले अब बर्दाश्त नहीं कर सकते।

अभी मैं अलीगढ़ गया था, अलीगढ़ यूनिवर्सिटी का कोई बिल आया हुआ है, आप एजुकेशन मिनिस्टर हैं, आप से हमारा निवेदन है उसे एक्सपीडाइट करें, जल्दी से जल्दी उसे पास कराएं।

दूसरी बात मैं यह कहना चाहता हूँ कि आप बजीफे देते हैं। हमारे अच्छे से अच्छे, पढ़े लिखे बेहतर लड़के सब बाहर चले जा

रहे हैं। ब्रेन ड्रेन आज इस देश का सबसे अधिक हो रहा है। कोई अमेरिका जा रहा है, कोई कहीं जा रहा है। हमारे बेहतर साइंटिस्ट, इंजीनियर, बेहतरीन रिसर्च स्कालर सब बाहर जा रहे हैं। आप उन के लिए अच्छी नौकरी, अच्छी तनखाह, अच्छे माहौल का इंतजाम करें ताकि वह देश को न छोड़े।

एक यह बात मैं जरूर कहना चाहता हूँ कि यह जो प्राइवेट स्कूल और कालेज हैं यह दुकानें हैं, इनको बन्द कीजिए। प्राइवेट स्कूलों और कालेजों की दूकान को, इन की हट्टी को बन्द कर दीजिए। बी० टी०, बी० एड, वगैरह के जो यह कालेज हैं, इन में एक एक हजार रुपये यह दाखिले के लेते हैं और ऐसा पेट बड़ गया है इन का जैसे हमारे मोदी साहब का। मैं माफी चाहता हूँ, मेरा इशारा माननीय सदस्य की तरफ नहीं था। इन के पेट बड़े मोटे बन गए हैं। ठगाई कर के इन का पेट इतना मोटा हुआ है और वह ठगाई किस की करते हैं, गरीब हरिजनों की ठगाई करते हैं जो बेचारे पैसे दे नहीं सकते। उन से एक-एक हजार और पांच पांच सौ रुपए मांगते हैं। लड़कियों के दाखिले नहीं होते, उस के लिए भी वह पैसे मांगते हैं। आप इस का इलाज करिए। फिर इन में कोई जाट कालेज है, कोई बनिया कालेज है, कोई ब्रह्मण कालेज है, कोई अहीर कालेज है। देश का भट्ठा बैठा रखा है इन कालेजों ने। मैं जाट हूँ तो जाट कालेज में जाऊंगा। मैं वैश्य हूँ तो वैश्य कालेज में जाऊंगा। यह जातियों के नाम पर जो प्राइवेट इन्स्टी-ट्यूशंस चल रहे हैं यह भी देश का बहुत बड़ा डिसइन्टीग्रेशन कर रहे हैं। इन को आप टैकओवर कीजिए और खुद चलाइए। यहां के जितने मास्टर और स्टूडेंट्स हैं, इन को सब को मैनेजमेंट वाले अपना नौकर समझते हैं।

समापति महोदय, आप ने मुझे मौका दिया, इसके लिए मैं आप का बड़ा मशगूर हूँ और मुझे उम्मीद है कि मंत्री महोदय मेरी

[श्री रणधीर सिंह]

बातों पर गौर करेंगे और देश के हित को ध्यान में रख कर इनके ऊपर कुछ न कुछ अमल जरूर करेंगे।

श्री बलराज मधोक (दक्षिण-दिल्ली) : सभापति जी, यूनीवर्सिटी ग्रान्ट्स कमीशन की रिपोर्ट और यूनीवर्सिटी ग्रान्ट्स कमीशन का बिल बहुत दिनों की प्रतीक्षा के बाद सदन के सामने आया है। मंत्री महोदय ने अपने भावण में बहुत कुछ विस्तार से इस के बारे में कहा भी है। यूनीवर्सिटी ग्रान्ट्स कमीशन मुख्य रूप में देश के जो विश्वविद्यालय हैं, वे सुचारू रूप से चलें, उन के शिक्षा का स्टैंडर्ड ठीक हो, उन को जो साधन जुटाये जायें—उन के काम में कोआरडीनेशन हो—इस दृष्टि से बनाया गया था। इस को सेंट्रल गवर्नमेंट काफ़ी रुपया देती है, इस बजट में भी लगभग 30 करोड़ रुपये से ऊपर इस के लिये रखा गया है। वास्तव में शिक्षा का जो कार्य शिक्षा मंत्रालय को करना चाहिये, वह बहुत कुछ यूनीवर्सिटी ग्रान्ट्स कमीशन करता है।

मेरे सामने जो रिपोर्ट है, उस से स्पष्ट होता है कि देश में यूनीवर्सिटीज की तादाद बढ़ती जा रही है। 1968 के अन्त तक 70 यूनीवर्सिटीज हो गई थीं, अब शायद और बढ़ गई हैं। इन में से कुछ सेंट्रल यूनीवर्सिटीज हैं, जैसे दिल्ली, विश्वभारत, अलीगढ़, बनारस। कुछ स्टेट यूनीवर्सिटीज हैं और कुछ ऐसी यूनीवर्सिटीज हैं जिन को कहा गया है—इंस्टीचूशनल डीम्ड एज यूनीवर्सिटीज इन में से कुछ यूनीवर्सिटीज ऐसी भी हैं, जैसे इन्दिरा कला संगीत विश्वविद्यालय, जिस में कुल 111 विद्यार्थी हैं। वाराणसी संस्कृत विश्वविद्यालय—जिस में 647 विद्यार्थी हैं। कल्याणी यूनीवर्सिटी—1673 और रविन्द्र भारती, कलकत्ता—1350। इसी तरह से जो डीम्ड इंस्टीचूशनल हैं, इन में किसी में 400, किसी में 1000 विद्यार्थी हैं। मैं जानना चाहता हूँ कि इस प्रकार की

यूनीवर्सिटीज क्यों बनाई जा रही हैं? क्या हमारे पास जाया करने के लिये रुपया बहुत ज्यादा है? यह जो प्रोलीफ़ेशन हो रहा है—यह गलत है। इस से स्टैंडर्ड गिर रहा है, ठीक नहीं हो रहा है।

दो तरह की यूनीवर्सिटीज होनी चाहिये—एक ऐसी यूनीवर्सिटीज जो किसी विषय में स्पेशलाइज करें, जिन्हें हम सेंट्रल आफ एडवान्सड स्टडीज कह सकते हैं और बाकी एफिलिएटेड यूनीवर्सिटीज होनी चाहियें, उत्तर प्रदेश में एक-दो, पंजाब में एक, जिन के साथ सारे कालिजिज एफिलिएटेड हों और उन का एक स्तर बना कर रखे। स्वतन्त्रता से पहले कलकत्ता यूनीवर्सिटी के साथ सैकड़ों कालिजिज थे। पंजाब के साथ भी बहुत कालिजिज थे और उन का स्तर निश्चित रूप से आज से ऊंचा था। इसलिये हमें यूनीवर्सिटीज के प्रोलीफ़ेशन को बन्द करना चाहिये। हाँ, कुछ क्षेत्रों में जैसे पहाड़ी क्षेत्र, हैं, जहाँ सदियों में काम नहीं हो सकता है, बरफ़ पड़ती है, जैसे गढ़वाल का इलाका, नैनीताल का इलाका, जम्मू-काश्मीर का इलाका, वहाँ पर आप अलग विश्वविद्यालय खोलें, क्योंकि उन की विशेष परिस्थितियाँ हैं लेकिन सब जगह नई-नई यूनीवर्सिटीज खोलते जाना ठीक नहीं है, जैसे हमारे यहाँ राज्य सभा और विधान परिषदें हैं, उसी तरह का पिजरापोल इन को बना दिया गया है, कुछ लोगों को लगाने के लिये इन को खोला जाता है, पब्लिक पर बोझ डाला जाता है—यह गलत है, इस तरह के यूनीवर्सिटीज को नहीं खोला जाना चाहिये, जब तक कि कोई कम्पैलिग रीजन न हों।

दूसरी बात—जो सेंट्रल यूनीवर्सिटीज आपने बना रखी हैं, अब्बल तो इन की जरूरत नहीं है। जैसे दिल्ली है, अलीगढ़ और बनारस तो एक खास कारण से खोली गई थीं, उन को आप ने बनाये रखा है, लेकिन सब का स्टैंडर्ड अलग-अलग है। मैं जानना चाहता हूँ कि इन सब का एक ही स्टैंडर्ड

क्यों नहीं बनाया जाता, एक प्रकार का स्ट्रक्चर उन का बनना चाहिये। यह कहना कि अलीगढ़ यूनीवर्सिटी मुस्लिम कल्चर के लिए और बनारस यूनीवर्सिटी एक दूसरे कल्चर के लिये हैं गलत है। क्या कल्चर कम्प्यूनिटीज के लिये होता है? कल्चर किसी मजहब का नहीं होता है, कल्चर देश का होता है। सारा यूरोप ईसाई है, लेकिन जर्मन कल्चर अलग है, फ्रेंच कल्चर अलग है, इटालियन कल्चर अलग है। वेस्ट एशिया मुस्लिम है, लेकिन ईरान का कल्चर अलग है, टर्किश कल्चर अलग है, अरब कल्चर अलग है। भारत की एक संस्कृति है। जो कहता है कि अलीगढ़ मुस्लिम संस्कृति का केन्द्र है और बनारस किसी और चीज का केन्द्र है, वह देश को तबाह करने पर तुला हुआ है। इन सब यूनीवर्सिटीज के अन्दर एक ही पैटर्न होना चाहिए।

अभी मेरे भाई रणधीर सिंह कह रहे थे कि जाट कालिज बहुत बुरा है, वैश्य कालिज बहुत बुरा है, लेकिन उन्होंने यह नहीं कहा कि मुस्लिम यूनिवर्सिटी का नाम बहुत बुरा है, यह भी जाना चाहिये। वास्तव में बनारस के हिन्दू नाम से कुछ लोगों को चिढ़ है, लेकिन जो इतिहास के सिद्धार्थी हैं, वे जानते हैं जो हिन्दू है, वह इण्डियन है, जो इण्डियन है वह भारतीय है, फिर भी अगर अलीगढ़ से मुस्लिम नाम हटाने के लिये पाउण्ड-आफ़-फ्लेश चाहिये, तो बनारस से हिन्दू नाम हटा दीजिये, मुझे कोई एतराज नहीं है, लेकिन यह जाना चाहिये, सभी विश्वविद्यालय भारत के हैं। किसी एक यूनीवर्सिटी में एक सक्जैक्ट में स्पेशलाइज करें, दूसरे में दूसरे सक्जैक्ट में स्पेशलाइज करें, लेकिन उन का अलग अलग पैटर्न नहीं होना चाहिये, वरना ये यूनिवर्सिटीज देश में एकता पैदा करने के बजाय देश को तबाही की ओर ले जा रही हैं। यह अलीगढ़ यूनिवर्सिटी जो आजादी से पहले एंग्लो-मुस्लिम एलाएंस का अड़्डा थी, आज कम्प्यूनिस्ट-मुस्लिम एलाएंस का केन्द्र बन रही है और

देश की तबाही का रास्ता प्रशस्त कर रही है। अलीगढ़ और बनारस—इन दोनों यूनिवर्सिटीज के पीछे एक बैकग्राउण्ड थी, इन दोनों को मिक्स मत कीजिये। बनारस की बैकग्राउण्ड देशभक्ति पर आधारित थी। मालवीय जी ने देश भक्त पैदा करने के लिये उस को स्थापित किया था, लेकिन अलीगढ़ यूनिवर्सिटी अंग्रेजों के पिटठू पैदा करने के लिये बनाई गई थी। इन दोनों को एक तराजू में रखना गलत होगा। इस लिये मेरा अनुरोध है कि इन के लिये एक पैटर्न बनाइये, एक बिल लाइये, जो बनारस पर भी लागू हो, जो अलीगढ़ पर भी लागू हो और जो दिल्ली पर भी लागू हो। छोटी छोटी यूनिवर्सिटीज जो आपने बनाई हैं उनको आप मिला दीजिए और अधिक यूनिवर्सिटीज न खोलिए।

तीसरी इंस्टीट्यूशंस डीमंड टु बी यूनिवर्सिटीज हैं। अभी मन्त्री महोदय ने कहा कि इस बारे में कुछ मेरे अमेन्डमेन्ट्स स्वीकार नहीं कर सकते। उन्होंने कहा कि ये अलग अलग तरह की हैं। मैं मानता हूँ लेकिन कौन कौन सी हैं? इंडियन इंस्टीट्यूट आफ साइन्स, आई० सी० ए० आर०, इंडियन स्कूल आफ इन्टर्नेशनल स्टडीज या टाटा स्कूल आफ फंडामेंटल रिसर्च—ये इस प्रकार के इंस्टीट्यूशन्स हैं जो अलग रहें क्योंकि वे कुछ विशेष काम कर रहे हैं और उनका अपना एक स्थान है। या गुरुकुल कांगड़ी है वह किसी यूनिवर्सिटी के निकट नहीं है। लेकिन काशी विद्यापीठ और जामिया मिल्लिया, दिल्ली—ये क्यों यूनिवर्सिटीज बनीं? जामिया मिल्लिया, दिल्ली के अन्दर एक कालेज है। दिल्ली के अन्दर दो यूनिवर्सिटीज हैं। क्या आप इंडियन स्कूल आफ इन्टर्नेशनल स्टडीज जो कि इंस्टीट्यूशन्स डीमंड ऐंड यूनिवर्सिटी हैं, को नेहरू यूनिवर्सिटी के साथ एफीलिएट कर रहे हो या नहीं? अगर आप आई० आई० टी० को एफीलिएट कर रहे हो तो फिर जामिया मिल्लिया को क्यों नहीं कर सकते हो? मैं सभी को एफीलिएट करने की बात नहीं

[श्री बलराज मधोक]

कहता लेकिन जो यूनिवर्सिटीज के निकट हैं और जिसके अन्दर कोई विशेष बात नहीं है जैसे कि जामिया मिल्लिया, देशबन्धु गुप्ता कालेज या डी० ए० वी० है उनके लिए कह रहा हूँ। जहाँ डी० ए० वी० कालेज में दो हजार लड़कों के लिए आप पांच लाख खर्च करते हैं वहाँ जामिया मिल्लिया में एक हजार लड़कों के लिए आप बीस लाख रुपया खर्च करते हैं। अगर जामिया मिल्लिया को एक कालेज बना दें तो बीस लाख के औवरहेड चार्ज कम हो करके 5 लाख रह जायेंगे और इस तरह से जो 15 लाख बचेंगे उनसे दिल्ली के अन्दर दो तीन कालेज और खोले जा सकते हैं। इसलिए आप इस मामले में अपनी साम्प्रदायिक मनोवृत्ति छोड़िये, अपना कम्युनल एटीट्यूड छोड़िये। इस गवर्नमेंट की सारी एप्रोच कम्युनल है। शिक्षा में भी कम्युनलिज्म लाती है, फोरेन पालिसी में भी कम्युनलिज्म लाती है, हर मामले में कम्युनलिज्म लाती है। किसी भी प्रॉब्लम को ये कम्युनल एंगिल से ही देखते हैं। देश के हित और जनता के हित से नहीं देखते हैं। हम किसी भी प्रॉब्लम को कम्युनल एंगिल से नहीं देखते हैं बल्कि जनता और देश के हित को देखते हैं। जामिया मिल्लिया को अलग यूनिवर्सिटी बनाकर रखने तथा आई० आई० टी० को अलग यूनिवर्सिटी बनाकर रखने की क्या जरूरत है? जो नेहरू यूनिवर्सिटी बन रही है उसके साथ इनको एफीलिएट कर दो।

इसके साथ साथ आप कहेंगे कि इन यूनिवर्सिटीज में लड़के बढ़ रहे हैं। हाँ, लड़के बढ़ रहे हैं, शिक्षा बढ़ रही है लेकिन उसका इलाज ये नयी यूनिवर्सिटीज खोलना नहीं है। उसका इलाज यह है कि जैसे आपने कंसेन्सुस कोर्स शुरू किया है उसी तरह मैं आपको सुझाव दूंगा कि जो लड़के प्राइवेट इन्सट्रुक्शन देना चाहें उनको आप उस की सुविधा दीजिए। आप इतने कालेज खोलने के लिए कहाँ से रुपया लायेंगे? लड़के पढ़ना चाहते हैं, वे मेहनत कर सकते हैं और कई

लड़के तो ऐसे जहीन हैं जोकि दिन भर काम करने के बाद भी रात को घर में पढ़ सकते हैं बिना किसी की मदद के तो उनको आप सुविधा दें। आपने एग्जामिनेशन्स सेट किए हैं और वे अगर पास कर लेते हैं तो ठीक है। इस तरह से जो आपको बहुत से कालेज खोले पड़ रहे हैं और जिन पर इतना पैसा खर्च करना पड़ता है वह बच जायेगा और हजारों लड़कों को जो दिल्ली के बाहर जाना पड़ता है वे भी दिल्ली में ही अपने घर में बैठ कर पढ़ाई कर सकेंगे। इस तरह से जो बहुत सा टाइम और एनर्जी वेस्ट हो जाती है वह बच जायेगी। मैं यह बात सिर्फ दिल्ली के लिए ही नहीं कह रहा हूँ बल्कि सभी यूनिवर्सिटीज में प्राइवेट इन्सट्रुक्शन देने वालों को सुविधा मिलनी चाहिये। यह चीज बहुत ही आवश्यक है क्योंकि देश के अन्दर जो शिक्षा की मांग बढ़ रही है उसको आप नये-नये कालेज खोलकर पूरा नहीं कर सकते हैं।

इसके अतिरिक्त यूनिवर्सिटीज में चांसलर, वाइस चांसलर और प्रिंसिपल बनाने के लिए भी कोई आधार तय करने होंगे। आज गवर्नर राज्यों में यूनिवर्सिटी का चांसलर होता है चाहे उस स्टेट में पचास यूनिवर्सिटीज हो यह बात गलत है। आप कह दें कि राज्य-केन्द्र में जैसे लखनऊ यूनिवर्सिटी या भोपाल यूनिवर्सिटी में वहाँ का गवर्नर चांसलर होगा लेकिन सभी यूनिवर्सिटीज के चांसलर गवर्नर ही क्यों हों? देश के अन्दर और भी महा-पुरुष हैं, पब्लिकमेन हैं, रिटायर्ड हाईकोर्ट और सुप्रीमकोर्ट के जजेज हैं, चीफ जस्टिस हैं - वे भी हो सकते हैं। आज यूनिवर्सिटी के साथ खिलवाड़ किया जाता है। महारानी सिधिया जोकि मध्य प्रदेश की ही नहीं बल्कि देश भर की अतिसम्माननीय महिला हैं वे सागर यूनिवर्सिटी की कुलपति थीं और वहाँ बड़ा अच्छा काम हो रहा था लेकिन पोलिटिकल रीजन्स से आर्डिनेन्स लाकर उनको अलग कर दिया गया। क्या राज-

माता सिधिया कुलपति होने के योग्य नहीं हैं? वे बहुत से कुलपतियों से अधिक योग्य हैं। इसी तरह से वाइस चांसलर के मामले में उनके पीछे एकेडेमिक वैक्यू-उन्ड होना चाहिये। और उसके साथ-साथ उनका स्टैटस और प्रभाव होना चाहिए। आप बैकडोर से पोलिटीशियन्स को और ब्यूरोक्रेट्स को ले आते हैं, यूनिवर्सिटीज में वाइस चांसलर बनाकर, जिनका कोई भी मान और सम्मान नहीं होता है। इसी वजह से आज वहाँ पर इन्डिसिप्लिन बढ़ रही है और इसका बहुत बड़ा कारण वाइस चांसलर की गलत नियुक्ति ही है। इसी तरह से आप कालेज में जो प्रिंसिपल नियुक्त करते हैं उनमें भी ब्यूरोक्रेट्स भरते जा रहे हैं। किसी भी कालेज में कोई भी ऐसा प्रिंसिपल नहीं होना चाहिये जोकि एक अच्छा टीचर न हो। किसी भी प्रिंसिपल की तभी रेस्पेक्ट होगी जबकि वह एक अच्छा टीचर होगा। हर प्रिंसिपल कम से कम सात आठ घंटे एक हफ्ते में पढ़ाये। तभी उसकी रेस्पेक्ट हो सकती है। जो प्रिंसिपल पढ़ाता नहीं, जोकि ब्यूरोक्रेट है या केवल एडमिनिस्ट्रेटर है वह कालेज में डिस्सिप्लिन मेन्टेन नहीं कर सकता है। लड़के उसका आदर नहीं कर सकते हैं। इस बात पर भी यू० जी० सी० को विचार करना चाहिए।

दूसरी बात जो मैं कहना चाहता हूँ, स्टैन्डर्ड की बात कही गयी है कि यह स्टैन्डर्ड को मेन्टेन करेंगे और स्टैन्डर्ड के नाम पर इस देश के ऊपर अंग्रेजी लादी जा रही है। कोठारी कमीशन ने शिक्षा माध्यम को भारतीय भाषा बनाने की बात कही। इस पालियामेंट की कमेटी ने, जिस के अन्दर सभी दलों के नेता थे उन्होंने उस का समर्थन किया, इस सदन ने उस को सर्वसम्मत पास किया। मगर उस के बावजूद एक कानफेंस होती है यू० जी० सी० की ओर से वाइस-चांसलर्स की ओर यह कान्फेंस क्या कहती है?

"The conference considered the question of the place of regional languages in higher education and affirmed its conviction that energetic development of Indian languages and literature is vital for the promotion of higher education and national culture generally. The subject of change-over of medium of education to regional languages, the conference stressed, could only be considered as an integral part of a deliberate policy and plan with a view to improving the quality of education, promoting creativity and national integration and bringing education closer to the needs and aspiration of the community."

यह यहाँ कहा है। और आगे जा कर कहते हैं कि अभी हम चेंज ओवर नहीं कर सकते। अन्डर ग्रेजुएट कोर्स के लिए चेंज ओवर में पाँच से दस साल लगेंगे और हायर एजुकेशन के लिये चेंज ओवर का सवाल ही पैदा नहीं होता। मैं पूछना चाहता हूँ कि जो पालियामेंट का यूनानिमस डिसीजन था और जो कोठारी कमीशन की रिपोर्ट है, उसके बाव यह जो निर्णय है कि 10 साल तक चेंज ओवर नहीं करेंगे, हायर एजुकेशन में रीजनल लैंग्वेज नहीं लायेंगे, यह कहाँ तक न्याय संगत है! मैं कहना चाहता हूँ कि इस प्रकार के तर्क दे कर इस संसद के निश्चय की ओर सारे देश की अवहेलना आप कर रहे हैं। क्या आप समझते हैं कि स्टैन्डर्ड केवल अंग्रेजी से ही मेन्टेन हो सकता है? क्या आप यही समझते हैं कि वही आदमी अच्छा विचारक है, अच्छा विद्वान है, जो अंग्रेजी में सोचता और बोलता है? क्या अपनी भाषा में कोई बड़ा नहीं बन सकता? स्टैन्डर्ड को अंग्रेजी के साथ जोड़ना अन्याय करना है, अपनी मूर्खता का परिचय देना है और अंग्रेजी के अन्दर जो बैस्टड इंटरेस्ट है, उस का परिचय देना है।

मैं जानता हूँ डा० राव हिन्दी भाषा और क्षेत्रीय भाषाओं के विरोधी नहीं हैं। मगर जिस ढंग से यह मंत्रालय चल रहा है हो सकता है कि कुछ ब्यूरोक्रेट ऐसे हों जिन का

(श्री बलराज मधोक):-

अंग्रेजी में निहित स्वार्थ हो। वह आप को पीछे धकेल रहे हैं। माननीय त्रिगुण सेन ने जो दो वर्षों में काम किया था मुझे दुख के साथ कहना पड़ता है कि डा० राव के एक वर्ष के अन्दर उस पर पानी फिर गया है। जो परम्परायें माननीय त्रिगुण सेन ने कायम की थीं, जो नीतियां उन्होंने कायम की थीं, माननीय शिक्षा मंत्री जी आप उन पर दयानतदारी से अमल कीजिये, काम कीजिये और अपनी भाषाओं के बारे में जो पीछे हटने की बात है, इस को छोड़िये।

आगे इसी रिपोर्ट में कहा गया है कि यू० जी० सी० का काम है देश में शिक्षा और एकता का प्रसार करे, वह देश में एकता की भावना पैदा करे। मगर मैं पूछना चाहता हूँ कि यू०जी०सी० क्या ऐसा कर रहा है? यह तो उल्टा कर रहा है, यह तो नई क्लासेज पैदा कर रहा है जिस का सब से बड़ा कारण अंग्रेजी भाषा है। अंग्रेजी से देश में कभी भी एकता की भावना नहीं आ सकती है। देश की एकता देश की भाषाओं से होगी और देश की एक भाषा को राष्ट्र भाषा बनाने से और वह भाषा हिन्दी ही हो सकती है। मेरी भाषा हिन्दी नहीं है, मगर मैं जानता हूँ कि सिवाय हिन्दी के इस देश के अन्दर कोई राष्ट्रभाषा नहीं हो सकती। सारे देश के लिये एक टेक्नीकल डिक्शनरी होनी चाहिये ताकि सभी भाषाओं के अन्दर जो पुस्तकें लिखी जायें उन के अन्दर एक जैसे टेक्नीकल शब्द हों। और देश के अन्दर एक लिपि होनी चाहिये, और वह देवनागरी लिपि होनी चाहिये क, ख, ग, सभी भाषाओं में हैं केवल लिपि में थोड़ा अन्तर है। कई लोग कहते हैं कि रोमन ले आबो...

SHRI S. KANDAPPAN : I am sorry to interrupt Mr. Madhok but the Tamil alphabets are not like that.

श्री बलराज मधोक : Almost 90% part of the country has the same alphabet. इसलिये मेरा मुझाव है कि देश की एकता

और भावात्मक एकता के लिये जहां और बातें आवश्यक हैं वह शिक्षा के अन्दर एक रूपता लाना और देश भी भाषाओं के लिए एक लिपि लाना अत्यन्त आवश्यक है। रूस के अन्दर कई भाषायें हैं लेकिन लिपि उन की एक है। इसलिये लिपि को भाषा के साथ जोड़ना गलत है। हमारी सभी भाषायें नागरी लिपि में लिखी जा सकती हैं।

हमें विश्वविद्यालयों के अन्दर कुछ परिवर्तन करना चाहिये, हम अपनी शिक्षा के अन्दर वह चीजें लायें जो देश को जोड़ती हैं और वह है संस्कृत, देश की क्लासिक्स और एपिक्स। हमें अपने क्लासिक्स में से, एपिक्स में से, रामायण, महाभारत, कालिदास और हितोपदेश में से कुछ इस प्रकार के पौण्ड्र चुनने चाहिये जो देश के अन्दर सब को पढ़ाये जायें ताकि लोगों को कुछ नैतिक शिक्षा मिले, कुछ राष्ट्रीय शिक्षा मिले जिस से हमारी शिक्षा केवल विशिष्ट ही पैदा न करे बल्कि ऐसे लोग पैदा करे जिनके पांव अपनी जमीन पर हों और जो देश के लिये महान कार्य कर सकें।

फिर इस रिपोर्ट में कहा गया है कि यूनिवर्सिटी की आटोनामी होनी चाहिए, आटोनामी की बात कही गई है। मैं भी आटोनामी के पक्ष में हूँ। मगर यूनिवर्सिटी की आटोनामी का मतलब यह नहीं है कि हम उनको बिलकुल छूट दे दें। मैं समझता हूँ कि जो यूनिवर्सिटी की ग्रांट्स मिलती हैं उनका कितना दुरुपयोग होता है, इसका एक कमेटी विचार करे कि किस तरह जनता का रुपया बरबाद होता है, किस तरह जनता के रुपये के साथ खिलवाड़ किया जाता है। इसलिए आटोनामी का मतलब यह नहीं कि यू० जी० सी० एक बार रुपया दे दे और आखिरी बंद कर ले। यू० जी० सी० का अपना आडिट बोर्ड होना चाहिए जो यूनिवर्सिटीज के अंदर जाकर उनका आडिट करे। मैं समझता हूँ कि इससे यूनिवर्सिटी की आटोनामी पर कोई फर्क नहीं पड़ता। यह होना नितान्त आवश्यक है।

फिर इसमें स्टूडेंट वेलफेयर की बात कही गई है। नारे बहुत लगाये जाते हैं कि स्टूडेंट्स वेलफेयर होना चाहिये। मैं डा० राव से कहूंगा कि दिल्ली में आइ० आइ० टी० के अन्दर आपने पैलेस बना दिये, मगर पूसा इंस्टीट्यूट के अन्दर एक एक कमरे में चार-चार लड़के रहते हैं, बैठने की जगह नहीं। लड़कों को आप मीनिमम सुविधायें जो हैं, वह तो दें। एक तरफ आप कायम कर रहे हैं और दूसरी तरफ कई होस्टलों को पैलेस बना रहे हैं। मैं कहता हूं कि आप न तो उन्हें पैलेस दो, न गंदी कोठरी दो, उनको रहने की मीनिमम सुविधाएं मिलनी चाहिये। वहां पर होस्टल्स के अन्दर कुछ उनको एजुकेशनल फिल्म्स का, कुछ टेलीविजन का, इस प्रकार का प्रबन्ध हो जिससे उनका इंटरटेनमेंट भी हो और लड़कों का समय ठीक काम में लगे। केवल नारे लगाने से और यह कह देने से कि स्टूडेंट अनरैस्ट की समस्या दुनियां भर में है, हम क्या कर सकते हैं, काफ़ी नहीं होगा। हमारी समस्या दुनियां की समस्या से भिन्न है। यह जो इंडिसिप्लेन है, इसका मूल कारण बेकारी है, विद्यार्थियों को अपना भविष्य अंधकारमय दीखता है उसके कारण ये चीजें हैं। उनके पास जो खाली समय है उस को यूजफुली लगाना चाहिये। हम उनको काम देते नहीं। इस तरफ भी आप ध्यान दीजिये। इस काम में चन्द अधिकारियों यां चंद शिक्षकों की कमेटियों से काम नहीं चलेगा। देश में ऐसे लोग बहुत हैं जिनका सम्बन्ध शिक्षा से है और पब्लिक लाइफ से भी है। मगर आप उनको दूर रखते हैं, आपको उनसे डर लगता है। मैं कहना चाहता हूं इस पार्लियामेंट में कितने एम० पी० हैं जिनका शिक्षा से वास्ता है, मगर आपकी, किसी कमेटी में, आपके किसी भी काम में आपने कभी उनका सहयोग लिया है? यहां पर नेहरू यूनिवर्सिटी खुली, या और यूनिवर्सिटीज खुलती हैं, आपने किसी भी पब्लिक मैन का सहयोग लिया है? व्यूरोक्रेट डरते हैं कि अगर ये आयेंगे तो चूंक ये अन्दर की बात जानते

हैं, तो हमारी दाल नहीं गलेगी। और मैं कहना चाहता हूं राव साहब, आप भी शिक्षा शास्त्री हैं, मगर मिनिस्टर बनने के बाद आप अपने आपको भूल गए हैं और जिस ढंग से आप अबहेलना कर रहे हैं शिक्षा शास्त्रियों की पार्लियामेंट के अन्दर, यह उचित नहीं है। इसके बारे में आप पुनर्विचार करें।

एक चीज और कहना चाहता हूं अंत में। यह बिल आया है। बिल अच्छा है। आप यूनिवर्सिटी ग्रांट्स कमिशन को रिकंस्टीट्यूट करने जा रहे हैं, उसका पुनर्निर्माण करने जा रहे हैं। परन्तु इसके अन्दर दो कमियां हैं। जहां आपने यह कहा है कि टीचर्स आयेंगे और लोग आयेंगे, उसके अन्दर कुछ पब्लिक मैन भी होने चाहिए। हम लोकतंत्र हैं, लोकतंत्र के अन्दर जिनका हाथ पब्लिक की नब्ब पर है उनको आप नजर अन्दाज नहीं कर सकते आप शिक्षा को जनता से काट नहीं सकते, इसलिए कुछ भी हम चीज बनायें, उसमें जब तक इस प्रकार के लोग जिनका पब्लिक की नब्ब पर हाथ है उनको नहीं रखोगे तो वह वन-साइडेड हो जाएगा, उनका ऐटीट्यूड वन-साइडेड हो जाएगा और वह कभी ठीक निर्णय पर नहीं पहुंच सकते। इसलिए यू०जी०सी० का पुनर्गठन करते हुए इस बात पर भी विचार करें।

मैंने जो अमेंडमेंट दिया है, उस अमेंडमेंट के अन्दर मैंने कोई नई यूनिवर्सिटी खोलने की बात नहीं कही। मैंने कहा कि जो यूनिवर्सिटी कायम हैं और जहां वह डीमड यूनिवर्सिटीज हैं जो कोई विशेष काम नहीं कर रही, जैसे जामिया-मिलिया है या काशी विद्यापीठ है, उनको जरूर आप निकटवर्ती यूनिवर्सिटी से जोड़ दें। इसी प्रकार जहां आपकी यूनिवर्सिटीज हैं यह आवश्यक है कि वहां पर जो अन्य कालेज हैं, जैसे अलीगढ़ में चार और कालेज हैं और जो इस समय आगरा यूनिवर्सिटी से सम्बन्धित हैं, अलीगढ़ यूनिवर्सिटी से अफिलियेट होने चाहिए, बनारस के कालेज बनारस यूनिवर्सिटी से अफिलियेट होने चाहिए।

(श्री बलराज मधोक):—

वे सारे कालेज जो पांच-दस मील के रेडियस के अन्दर हों उनको वहां की यूनिवर्सिटी से जोड़ दिया जाए ताकि उनको लाभ मिल सके वहां की लाइब्रेरीज का, लेबोरेट्रीज का। दूसरे किसी भी यूनिवर्सिटी को अपने स्कूल चलाने की इजाजत नहीं होनी चाहिए। आज अलीगढ़ के स्कूल चलते हैं, बनारस के स्कूल चलते हैं, जामिया-मिलिया के स्कूल चलते हैं। स्कूलों का सिस्टम एक होना चाहिए। वह अपने-अपने बोर्ड से मातहत हों। किसी भी यूनिवर्सिटी को अपने स्कूल चलाने की, चाहे वह छोटे हों या बड़े हों, इजाजत नहीं होनी चाहिए। स्कूलों के रास्ते बहुत कुछ धांधली होती है, प्लूरिज्म होता है। लोकल के नाम पर अच्छे लड़कों को दाखला मिलने में रुकावट आती है।

हमारी यूनिवर्सिटीज का केंद्र बनना चाहिए, भारत के विकास का ही नहीं भारत के बाकी देशों के साथ सम्बन्धों का भी। हमारा पूर्व एशिया के साथ बड़ा निकट का सम्बन्ध है। आवश्यकता है कि हमारी यूनिवर्सिटीयों में थाई की चेयर हो, हमारी यूनिवर्सिटी में कंबोडिया की चेयर हो, हमारी यूनिवर्सिटी में नेपाल की चेयर हो, इंडोनेशिया की चेयर हो। यू०जी०सी० कोशिश करे कि इंडियन चेयर्स, संस्कृति की चेयर्स, इंडियन हिस्ट्री की चेयर्स उन मुल्कों की यूनिवर्सिटीज में भी हों। हम देखते हैं कि अफगानिस्तान में अपने प्रि-इस्लामिक पास्ट और अपनी संस्कृति, कल्चर के प्रति प्रेम पैदा हो रहा है। इसलिए अफगानिस्तान तथा पूर्व एशिया के देशों में इस प्रकार की चेयर्स स्थापित करके यू०जी०सी० न केवल भारत की एकता को बल दे सकता है, परन्तु अपने पड़ोसी देश बर्मा, नेपाल, लंका इत्यादि के साथ भी हमारी एकता को और सुदृढ़ कर सकता है। मैं आशा करता हूं कि मंत्री महोदय इन मुद्दाओं पर गंभीरतापूर्वक विचार करेंगे।

श्री ओंकार लाल बोहरा (चित्तौड़गढ़) :
सभापति महोदय, मैं शिक्षा मंत्री डा० राव

का धन्यवाद करता हूं कि उन्होंने विश्वविद्यालय अनुदान आयोग के संगोधन बिल के बहाने हम संसद् के सदस्यों को इस देश की शिक्षा समस्याओं के बारे में विशेषकर उच्च शिक्षा के बारे में विचार करने का एक अवसर प्रदान किया है।

श्रीमन्, विश्वविद्यालय की जो परम्परा है वह हमारे देश में नई नहीं है। जब हम नालन्दा विश्वविद्यालय और तक्षशिला विश्वविद्यालय की याद करते हैं तो अनायास ही हमारा मस्तक गौरव से ऊंचा हो जाता है और हम को याद आता है कि एक जमाने में अन्तर्राष्ट्रीय स्तर पर यह नालन्दा और तक्षशिला के अन्दर किस तरह से विद्यार्थी आते थे और हमारे देश की संस्कृति और हमारे देश की प्राचीन शिक्षाओं को ग्रहण करते थे। हमारा देश ज्ञान की दृष्टि से गुरू कहलाता था लेकिन कालान्तर में जाकर हमारी पराजित अवस्था का लाभ उठा कर धीरे-धीरे ह्रास आना शुरू हुआ और धीरे-धीरे वह परम्परा समाप्त हो गई। ब्रिटिश शासन काल के अन्दर एक नई शिक्षा पद्धति का प्रारम्भ हुआ। वह कैसे हुआ और किस तरीके से हुआ इस की कहानी को जाने बिना हम अपने विश्वविद्यालयों का जो स्तर है, आज हमारे विश्वविद्यालयों की जो स्थिति है उसमें सुधार नहीं कर सकते हैं।

अंग्रेजों ने जिस शिक्षा पद्धति का हमारे यहां विकास किया उस के पीछे उन की बुनियादी नीति यह थी कि वह इस देश में ऐसे आदमी तैयार करें जो आगे चल कर ब्रिटिश साम्राज्यशाही के खरबूदा हों और भारतीय संस्कृति और भारतीय जो परम्पराएं हैं उन से अलग हट कर पाश्चात्य देश की परम्पराओं को अपनायें और उन का शासन मजबूत करने का काम करें और उस ब्रिटिश साम्राज्यशाही की जो आधारशिलाएं हैं उन पर वे खड़े हों। पिछले जमाने में अर्थात् आजादी के पहले हमारे विश्वविद्यालय केवल आई० सी० एस० या नौकरशाही मनोवृत्ति के लोग पैदा

करते थे और यही कारण है कि हमारे विश्व-विद्यालयों में जब इस देश के नवयुवकों में एक राष्ट्रीय स्वाभिमान की चेतना आई तो बनारस विश्वविद्यालय का नाम उस सिलसिले में बड़े गर्व के साथ स्मरण करना चाहता हूँ। इतिहास इस बात का साक्षी है कि बनारस विश्वविद्यालय आज़ादी के आन्दोलन का प्रेरक केन्द्र बन गया था। वह हमारे राष्ट्रीय जागरण का स्रोत बन गया। उस ने इस देश के नौजवानों में एक आज़ादी की तड़पन पैदा कर दी थी। मैं कहना चाहता हूँ कि आज़ादी के पहले हमारे विश्वविद्यालय हमारी राष्ट्रीयता के प्रगाढ़ स्रोत थे, केन्द्र थे जिनमें कि देश को एक रोशनी मिलती थी और नये-नये नौजवान अपने अपने इलाकों में जाकर देश की आज़ादी के लिए प्रयत्न करने लगे थे। क्या कारण है कि आज हमारे देश के विश्व-विद्यालयों से जिधर से भी हम मुनें चिन्ता और परेशानियाँ ही हमारे सामने सुनने में आती हैं। आज गोरखपुर विश्वविद्यालय में, कलकत्ता विश्वविद्यालय में या उदयपुर विश्व-विद्यालय में और अन्य विश्वविद्यालयों में भी जिनके लिए इस पार्लियामेंट में, इस संसद् में हम ने उन के बारे में घंटों खर्च किये हैं, आज उन सभी विश्वविद्यालयों में एक तूफान, गड़बड़ी और अव्यवस्था का सा मंच रहा है। कहीं विश्वविद्यालय में पुलिस प्रवेश कर रही है, कहीं हड़ताल और प्रदर्शन चल रहे हैं, छात्रावास में पुलिस प्रवेश कर रही है, लड़कों ने बम फेंके हैं और न जाने और भी कितनी परेशानियाँ पैदा की हैं, उन तमाम गड़बड़ियों के पीछे मैं जानना चाहता हूँ कि आखिर वह क्या कारण है जिसकी वजह से हमारे देश के ज्ञान के जो सब से बड़े केन्द्र हैं, सब से बड़े जो विद्या विहार हैं आज वह हमारे लिए एक बड़ा सिरदर्द और चुनौती बने हुए हैं? मैं कहना चाहता हूँ कि इसकी जड़ में गये बिना हम चाहे कितने ही कमीशन बनायें, कितना ही उस का पुनर्गठन करें कोई कारगर नतीजा निकलने वाला नहीं है। जब तक हम बुनियादी बात को समझने की चेष्टा या उस को

हल करने की कोशिश नहीं करेंगे तब तक कुछ बनने वाला नहीं है।

कमिशन बहुत बनाये गये लेकिन क्या नतीजा निकला? शिक्षा मंत्रालय के अन्दर बड़े-बड़े दिग्गज बैठे हैं लेकिन देश की समस्याएँ पिछले बीस वर्षों में बजाय सुलझने के और अधिक उलझती ही गई हैं। हमारे भूतपूर्व राष्ट्रपति स्वर्गीय डा० राजेन्द्रप्रसाद ने, डा० राधाकृष्णन ने और जितने हमारे देश के शिक्षा-विद हैं सभी ने चिन्ता प्रकट की है। इन्होंने शासन में भाग लिया है इसलिए इसकी हम अवहेलना नहीं कर सकते। हमारे शिक्षा मंत्रियों ने और देश के शिक्षा शास्त्रियों ने बराबर चिन्ता व्यक्त की और माँग की है कि हमारे देश की वर्तमान शिक्षा पद्धति में आमूल चूल परिवर्तन होना चाहिए। हमारी बैल्यूज में हमारा जो मानदंड है जीवन के जो नैतिक मूल्य सामने आने चाहिए वह सामने नहीं आ रहे हैं। मुझे याद है कि स्वर्गीय पंडित नेहरू ने एक बार इलाहाबाद में कहा था कि हमारे विश्वविद्यालय ज्ञान की खोज के केन्द्र होने चाहिए। हमारे विश्व-विद्यालय मानवतावाद के केन्द्र होने चाहिए। हमारे विश्वविद्यालय ज्ञान के, सत्यों की नई खोज के और मानव मूल्यों के नये विकास की खोज में अपनी शक्ति खर्च करें। यह उस समय उन्होंने कहा था। लेकिन मैं आप से पूछना चाहता हूँ कि इन पिछले दस बीस वर्षों में हमारे विश्वविद्यालयों ने क्या यह रूप हमारे सामने प्रस्तुत किया है? और अगर नहीं किया है तो क्या इसके लिये जिम्मेदार केवल छात्र हैं, केवल वह विद्यार्थी हैं जो नक्सलाइट बन रहे हैं, केवल वह विद्यार्थी हैं जो असन्तुष्ट हैं और परेशानियाँ पैदा कर रहे हैं? मैं कहना चाहता हूँ कि इस की जड़ में हमारी बुनियादी बातें हैं, हमारी कमजोरियाँ हैं। मगर हमारा शिक्षा मंत्रालय अभी इस बात को समझने की चेष्टा नहीं कर रहा है। जब तक हम मानव मूल्यों को सामने नहीं रखेंगे, मानव मैटीरियल के द्वारा बुनियादी तरह से चरित्र निर्माण की तरफ ध्यान नहीं देंगे, तब तक मुझे

[श्री ओंकार लाल बोहरा]

इस है कि हम अपने विश्वविद्यालयों से वह प्रतिभावन छात्र नहीं दे सकेंगे जो देश का नव-निर्माण कर सकते हैं, राष्ट्र का जागरण कर सकते हैं और नये समाज-निर्माण की तैयारी कर सकते हैं।

अगर इस देश को आगे बढ़ना है, इस देश के करोड़ों लोगों को विकास करना है, चाहे कृषि क्षेत्र में हो या विज्ञान के क्षेत्र में हो, शिक्षा के क्षेत्र में हो, तो इस देश के सर्वांगीण विकास के अन्दर अगर कोई पीढ़ी सब से ज्यादा काम करेगी और अगर कोई पीढ़ी है जिस पर जिम्मेदारी है तो वह हमारे विश्वविद्यालयों में पढ़ने वाले आज के नौजवान हैं, जो कल के भारतीय नेता होंगे, भारतीय शासन प्रणाली को सम्भालेंगे, भारत के विभिन्न क्षेत्रों में काम करेंगे। लेकिन क्या काम करेंगे, कैसे काम करेंगे? आज वह फ्रस्ट्रेटेड हैं, आज वह भ्रान्तियों के शिकार हैं। जब आप उन को सर्टिफिकेट देते हैं उस के बाद वह दर-दर, गली-गली घूमते हैं, उन्हें काम नहीं मिलता। मैं समझता हूँ कि हमारे शिक्षा मंत्रालय की जिम्मेदारी है कि हमारी शिक्षा विद्यार्थियों के लिये फलदायी हो, हमारे विश्वविद्यालयों के विद्यार्थियों को, प्रतिभावन छात्रों को शिक्षा प्राप्त करने के बाद निराश हो कर विदेशों को न जाना पड़े, उन्हें यहां काम मिले। लेकिन उन को काम देने की हम ने कोई व्यवस्था नहीं की।

इसके अतिरिक्त आज विश्वविद्यालयों का संचालन ऐसे हाथों में है, जिन के दिमाग आज से पचास साल पुराने हैं, जिन के दिमाग अंग्रेजी जमाने के ट्रेन्ड दिमाग हैं, ऐसे पुराने डीन और बाइस चांसलर हैं जो नये जमाने की फ्रीलिंग को, हमारी चेतना को, जिस के अन्दर एक नया सामाजिक परिवर्तन आया है, देश के अन्दर नई राष्ट्रीय जागृति आई है, समझने में असमर्थ हैं। अगर आप दमन से, डंडे से या अनुशासन से इस समस्या को हल करने का प्रयास करेंगे तो वह कदापि हल नहीं होगी।

आज एक जबर्दस्त माहौल हिन्दुस्तान के अन्दर नई पीढ़ी में चालू हुआ है, और वह उन ऊँचे दर्जों के विद्यार्थियों के माध्यम से फूट रहा है जो कालेजों में पढ़ते हैं। और यह क्रान्ति हमारे देश में आ रही है जो विश्वविद्यालयों के माध्यम में, वहां के छात्रों के माध्यम में हम को एक चुनौती दे रही है।

आज शिक्षा के माध्यम की बात होती है। आज अंग्रेजी का स्तर बहुत गिर गया है, लेकिन हम अंग्रेजी से चिपके रहना चाहते हैं। कौठारी आयोग में शिक्षा मंत्रालय में, संसद् में शिक्षा शास्त्रियों ने एक स्वर से मांग की थी कि हमारे विश्वविद्यालयों में शिक्षा की माध्यम जो हों वह केवल हमारी भारतीय भाषायें होनी चाहियें। मेरा जोर कोई हिन्दी विशेष पर नहीं है। हिन्दी हमारी राष्ट्र भाषा है और आज नहीं तो कालान्तर में हम उस को स्वीकार करेंगे यदि हिन्दी वालों ने उदारता-पूर्ण नीति में काम लिया। लेकिन मैं जोर देना चाहता हूँ कि चाहे तमिल हो, चाहे गुजराती हो, चाहे मराठी हो, जब तक हमारी भारतीय भाषाय माध्यम नहीं बनेंगी और उस में अच्छी से अच्छी पुस्तकों का निर्माण नहीं होगा तब तक हम अपने विश्वविद्यालयों के अन्दर प्रतिभावान छात्रों का विकास नहीं कर सकेंगे।

मैं एक बात और कहना चाहता हूँ। हमारे विश्वविद्यालयों में आज की शिक्षा का स्तर इतना गिर गया है कि हमारे विद्यार्थी स्वयम् मायूस हो रहे हैं। हमारे पुराने शिक्षा-विद् इस की चर्चा करते हैं। लेकिन क्या इस के लिये शिक्षक या शिक्षा के क्षेत्र में काम करने वाले अधिकारी जिम्मेदार नहीं हैं? मैं कहना चाहता हूँ हम ने अपने शिक्षकों के साथ सामाजिक न्याय नहीं किया है। नई पीढ़ी के शिक्षक आज आचार्य बन कर आते हैं, नई पीढ़ी के लोग आज महाविद्यालयों और विश्वविद्यालयों में शिक्षकों का काम करते हैं। अपने काम करने के ढंग से उन को कोई अपसर नहीं मिलता। हमारे पुराने बिचारों के

जो नौकरशाह लोग हैं वह हमारी शिक्षा पर हावी हो रहे हैं। उस का कारण यह है कि विश्वविद्यालयों के ढांचे में कोई परिवर्तन नहीं हो रहा है आज हमारी नई पीढ़ी देश के नव-निर्माण के लिये जो कुछ चाहती है वह विश्वविद्यालयों से प्राप्त नहीं हो रहा है। इसीलिये आज असन्तोष का ज्वर बढ़ रहा है और हम उस को नियन्त्रित करने के लिये बढ़ते हैं तो युवकों में असन्तोष होता है, छात्रों में असन्तोष होता है। इस को आप चुनौती के रूप में लें। जब तक हमारे शिक्षा-शास्त्री और जिम्मेदार पदों पर बैठे हुए लॉग मिशनरी भावना से, समर्पण की भावना से नहीं लेंगे, तब तक केवल कमीशन के निर्माण से हम इन समस्याओं को हल नहीं कर सकेंगे।

अन्त में मैं कहूँगा कि आज विश्वविद्यालय की शिक्षा देश में चर्चा का विषय बन गई है। इस के सम्बन्ध में कई बातें हैं जो मैं कहना नहीं चाहता हूँ, लेकिन इतना अवश्य कहना चाहता हूँ कि आज विश्वविद्यालयों में शिक्षकों की आर्थिक स्थिति अच्छी नहीं है, कोठारी आयोग के आधार पर हम ने शिक्षकों का दर्जा नहीं बढ़ाया है, उन की सामाजिक स्थिति अच्छी नहीं हुई है। साथ ही साथ छात्रों को जो सुविधायें मिलनी चाहियें, छावावास की सुविधायें, पुस्तकालयों की सुविधायें, वह आज भी अधूरी हैं। हमारे पास रुपया आना चाहिये। केन्द्र और राज्यों के जो झगड़े हैं वे समाप्त होने चाहियें। राज्य का यह विषय होते हुए भी मैं यह चाहता हूँ कि हमारी शिक्षा का जो रूप है, वह एक रहना चाहिये और उस पर आपका नियंत्रण रहना चाहिये। तभी राष्ट्रीयता की दृष्टि से और राष्ट्र को भावात्मक दृष्टि से एक बनाने में हम मददगार साबित हो सकते हैं।

मैं फिर कहना चाहता हूँ कि जो पब्लिक स्कूल हैं, जो निजी स्कूल और कालेज हैं, जो किसी जाति विशेष द्वारा या धर्म विशेष द्वारा चलाए जा रहे हैं, उनका जल्दी से जल्दी राष्ट्रीयकरण किया जाना चाहिये। ऐसा

अगर किया गया तो शिक्षा की दृष्टि से हम एक कदम और आगे बढ़ेंगे और राष्ट्र के विकास में मदद मिलेगी। उस अवस्था में समान शिक्षा समान स्तर पर सब को देने में हमें मदद मिलेगी।

इन शब्दों के साथ मैं आपका शुक्रगुजार हूँ कि आपने मुझे थोड़ा सा समय बोलने के लिये दिया।

DR. M. SANTOSHAM (Tiruchendur) : The Minister was profusely apologetic for having placed the annual report of three different years at the same time before this House for review. He seemed to be very happily ashamed over it; but, although it is a difficult thing for Members to go through three annual reports together at the same time there is also an element of hidden blessing in it in the sense that it gives us an opportunity to study the working of the University Grants Commission in its continuity for three continuous years.

What was a contemplation in 1966 of the University Grants Commission should have become a matter of fulfilment in 1967. What was fulfilment in 1967 should have brought about some kind of achievement in 1968. But, going through these reports, as far as I can see, I find that these three reports are totally dissociated and it is not possible to make out by going through all the three reports that there had been any continuous process of improvement in the working of the University Grants Commission.

Sir, Higher Education centres in our country are situated in a wide geographical area and are governed by so many universities of different patterns and these universities are all autonomous bodies. It is all very good and right that university education centres should be autonomous bodies, but when these autonomous bodies are scattered all over the place, the responsibility of the Ministry of Education at the Centre and that of the University Grants Commission become all the more greater because of the need to undertake the res-

(Dr. M. Santosham)
possibility of coordinating the educational activity which is spread all over the country, and this responsibility rests with the UGC and with the Central Ministry of Education.

If Education has to serve any common purpose at all in this country it should have been necessary for the UGC to lay down, first and foremost, the national objective of the educational system in this country. We find in the Annual Reports here and there scattered statements about the objectives of higher education in this country, but I find there is no particular chapter where the national objectives of education are stated. There is no continuity also in the three annual reports regarding the achievement of the objectives.

Granting that you have got different objectives, if the object of higher education is to provide employment for people, there, we have failed. If the objective is to fill up our country with self-employed technicians, there too, we have failed. If the intention of higher education is to produce unity and integration in this country, there also, we have failed.

So, in every possible field of national objective, whatever it may be, our education has proved a terrific failure. So, at this stage, it is necessary for us to wake up and think in terms of the pattern of education that could be adopted by different universities, and in all these there is to be one binding common pattern aimed towards national integration. I higher education cannot produce national integration in this country nothing else can produce national integration.

Because of the linguistic provinces our country has been reduced to the shape of a scrambled egg. Everybody realises that the forces of disintegration are raising their ugly heads everywhere every now and then. Our river water disputes and inter-state border disputes are a matter of everyday occurrence and I am quite sure that the local prejudices, prides and the local jealousies of various regions are on the increase day after day and it is, therefore necessary

that there must be a common pattern in education which should be able to bind our students' minds together towards a one nation outlook. I heard the other Members saying that education should be imparted in regional languages. It is well and good arguing that education can be imparted best in the regional languages. The people can learn the subjects in their mother tongue easier and they can develop their knowledge easier. It is very necessary that for the purpose of evolving one single pattern of education for the country, he should be able to make the people express themselves in one common language, so that we may be able to get them together in a symposium or in a conference where the people of higher education belonging to different areas can sit together and discuss among themselves. Imagine the situation twenty years later, if all our universities are going to teach various subjects like Science and Social Studies in different regional languages. After twenty years, if we are going to have a symposium of the learned people of this country on any particular subject, just imagine what kind of a pandemonium it is going to be there. If in twenty different languages the translation system is going to be arranged, by permutation and combination I cannot readily work out the arithmetic—it is necessary that we should have chambers which should be filling up practically the entire city of New Delhi. That will be the difficulty. Therefore, the only bridge at present which is connecting one region with another region in the matter of thinking and in the matter of pattern of expression is the English language. And to just blow out that only linking bridge will be the most derogatory step, and that would be the first step towards disintegration of the country into various pieces which we have now made it into.

The great fancy for calling Hindi as the national language and therefore certain universities entirely calling themselves as Hindi universities and teaching in Hindi, as a result of this, immediately retaliation comes out and you find the Madurai University has now an-

nounced that it will call itself an entirely Tamil University. I cannot imagine what will be the fate of those students who study in Tamil University entirely in the Tamil medium their subjects or Science and Social Studies. I do not know what they will do. They will be actually frogs in the well if they are going to learn the entire thing in Tamil.

Therefore it is necessary that the extremists of both sides should get together and think in terms of the practical difficulties.

SHRI S. KANDAPPAN : In Tamil Nadu we are very cautious about this.

DR. M. SANTOSHAM : I know. It is necessary when people are studying in the regional languages, it is essential, if there are six questions or nine questions in an examination, that the students must be able to answer at least three questions in English, so that their own subjects they can teach in terms of English and so that they will be able to express themselves in English. Then only there can be an expansive knowledge which will go on expanding. (*Interruption*). If I use my language and speak to you on my subject in my language, you will not understand.

Therefore, the purpose of education, the university-level education should be such that the university should be actually a laboratory where the minds of our young men and our young women must be cultured in such a way that the future citizens at least in our country should be able to have a sort of homogeneous thinking and homogeneously working society. If that society is not to be built now, it cannot be built hereafter.

Therefore, the responsibility of the Minister of Education is not a very ordinary thing. Posterity will blame you if you are going to adopt some measure by which this country is going to separate itself into various cubicles in different parts of the country, posterity will blame you that the cause of the disintegration of this country and the cause of the ruin was the Education

Minister who was sitting on the destinies of the education of our younger children in this State.

Here I would like also to talk about the University Grants Commission's endeavour to do student services. In various fields they have made efforts to improve the hostels, to improve the laboratories, to improve the libraries and so on. But in spite of all that, student unrest is still on the increase.

MR. CHAIRMAN : Will the hon. Member continue tomorrow ? Let us now take up Discussion under Rule 193 on the air crash of the Chief Test Pilot of the Hindustan Aeronautics Limited.

Shrimati Sharda Mukerjee.

17 hrs.

DISCUSSION RE. AIR CRASH OF CHIEF TEST PILOT HINDUSTAN AERONAUTICS LTD.

SHRIMATI SHARDA MUKERJEE (Ratnagiri) : Mr. Chairman, Sir, I would like to express my gratitude to a large number of Members of the House who have evinced interest on the discussion of this subject. This discussion concerns the air crash resulting in the death of Group Captain Das, the Chief Test Pilot of HAL at Bangalore on the 10th January, 1970. On the 11th January, 1970, some of the press reports mentioned that Group Captain Das was killed while flying the HF-24 jet aircraft on a routine flight. However, what is well known is that he was testing the advanced version of the HF-24 known as HF-24-1-R. We do not know whether the new engine had been fully cleared and whether this model of the HF-24-1-R had been certified as air-worthy. How is it then that such misleading reports came in the press ?

A few days ago, that is, on the 1st May, 1970, there was a report in *The Statesman* :

"The Bangalore Division of Hindustan Aeronautics Ltd. has done it again. It has added one more feature to

[Shrimati Sharda Mukerjee]
its cap with the successful test-flight of
HF-24 Mach 1 Trailer."

Who is to say whether this model of the HF-24 was actually the same as the one flown by Group Captain Das? Or was it that Group Captain Das was testing a re-heated Orpheus 703 engine? What the Government have done is that they have publicly honoured Group Captain Das with a Padma Vibhushan, but privately, they have dishonoured him with the most serious indictment—the indictment of negligence.

To a pilot, the esteem of his colleagues in life or death is worth much more than a bagful of these badges and medals. If Group Captain Das has been indicated by the inquiry committee of negligence, then I must say that equally, the Government also stands and must stand indicated of injustice...

SHRI NAMBIAR (Tiruchirappalli) :
Dereliction of duty.

SHRIMATI SHARDA MUKERJEE :
Of injustice.

There are certain doubts regarding the inquiry committee. Who were the judges and who were the witnesses? As you know, in such departmental inquiries, the witnesses and the judges are both of the concerned department. In this case, the Ministry of Defence and the Hindustan Aeronautics Ltd. Yet, the HAL is a public sector undertaking and this 'plane was a product of that undertaking.' Why then this secret military inquiry? That is what I would like to know.

The important fact alleged to have emerged from this inquiry is—because such things do not remain secret in the service—that Group Captain Das's air crash was caused mainly by the fact that the canopy was not properly locked by him. This is totally untenable and unbelievable in the case of a pilot of the standing of Group Captain Das, a man who was long-experienced in flying and of outstanding ability.

What are the alleged findings of the inquiry committee? The committee is said to have found that the canopy not

being locked, turbulence would have developed in a jet aircraft, and this would have resulted in the engine stalling. Secondly, the committee is said to have found that the ejection cartridge had been fired, but the committee assumes that the ejection cartridge was fired on impact of the aircraft. In other words, what the committee implies is that Group Captain Das failed to eject himself out of the plane, which he could have done, and thus he could have avoided being killed and that he must have realised that the plane was not gaining height. Therefore, whichever way you look at it, the blame is squarely put on Group Captain Das, and nothing is attributed to structural defects or mal-functioning of any part of the aircraft.

Let the House remember that what we are discussing today involves not a single accident of an air crash resulting in the death of a pilot, but the question of justice to scores of young men serving in the air force. Let us demand that justice be done to those whose voices are muted by death and to thousands of others still in the service.

Let me put before the facts as I know them, firstly, facts concerning Group Capt. Das, secondly facts concerning the HF-24. Group Capt. Das was a renowned pilot whose ability was recognised all over the world. I shall quote to you from a letter he wrote to me in 1961 when he joined the HAL as their Chief Test Pilot. He wrote to me on the 26th June, 1961. That was the occasion when he flew the HF-24 for the first time. He said therein :

"For some years, I had been a test pilot in the IAF. Last month I went to England and France to fly some supersonic planes. I flew the Mirage in France at double the speed of sound. I came back to India. On the 11th I took over the duties of Chief Test Pilot at HAL. On the 17th June, I flew the HF-24 for the first time. The inaugural flight was on the 24th. You might have seen the news in the papers. These two great days were great days in the history of Indian aviation, to

(Disc.)

HAL and IAF. Needless to say, they were great days in my life as well.

In this hour of happiness and achievement, I "feel I must personally write to you to tell you that thanks to your late husband's hard work and determined effort against tremendous opposition, we are about to get a real front-line plane in the IAF in the near future which will be on equal par with any foreign product."

I need say no more about the patriotism and ability of this man. As far back as 1961, he had already flown a plane at twice the speed of sound. Further, Group Capt. Das was one of the few Asian pilots to have participated at the Farnborough Show when he displayed the Gnat. Is any further testimony required of his ability? Can you believe that a man of this experience would neglect the first duty of a pilot and leave open the canopy of a jet plane?

It is true, as the papers said, that he was on routine flight. But it was not routine in the sense you would understand it. But it was a flight, though not the first flight, of HF-24-1-R. Equally it is true that he had complained on a number of occasions of the malfunctioning of the locking system of the canopy.

Secondly, any pilot of experience would be able to confirm that it is next to impossible that the ejection cartridge would get fired on impact of the aircraft with the ground. Therefore, what must have happened is this, that Group Capt. Das did fire the ejection cartridge, but it did not work, because the aircraft showed that there was just a slight scratch in the canopy. I would request the Minister to inquire into this

17.09 HRS.

[SHRI SHRI CHAND GOYAL *in the Chair*]

Is this possible? If the ejection cartridge had been fired while the aircraft was in flight, would it have just left a slight scratch on the canopy?

Secondly, this aircraft had been under development since 1956. One would

like to know how was this decision taken to equip the air frame, which is already 15 years old, with a modern Mach 2 engine.

The crux of the point is this.

Was this a political decision? or was it a decision at the instance of qualified technicians? If so, which technicians?

SHRI NAMBIAR: Is it only this plane that had that engine? Or is it that the others also had the same type of engines?

SHRIMATI SHARDA MUKERJEE: HF-24 which he flew in 1961 did not have this, this had the Orpheus 703. This was a new version and the air frame was old; the engine was new.

Secondly, if it was a decision of the technicians was there any attempt made to ascertain whether this air frame of an obsolete aircraft could be matched to an advanced modern plane with Mach II capacity? HF-24 has had a very tortuous history; it has been coloured by high politics and international pressure tactics. This is made quite clear from his letter to me as far back as 1961 when he talked of hard work and determined against tremendous opposition.

Government in their wisdom appointed two committees—the Tata Committee in 1963 and later the Subramaniam Committee. But one has sadly to admit that the full reports of these committees have never been made available to Parliament or the public; an abridged or summary version of the Subramaniam report was available; it is not the full version; I have seen the summary version about a year and half ago... (*Interruptions.*) In Britain you heard of Lord Powden's Committee. This report was made available to every body; it was discussed in public and in Parliament. What is wrong in this, especially when you are manufacturing planes even for civilian uses—for example the Avro 748, is this not a matter where you should have a true assessment of what is going on in the aircraft industry? Therefore, I request the hon. Members in the House that they join me

[Shrimati Sharda Mukherjee]

in demanding that first of all the full text of these two reports be placed before the House. Secondly, there should be a new committee appointed to enquire into the manufacture and development of indigenous planes. What is more, that committee should have as its chairman a man of high esteem, a man who will inspire confidence among the people, especially in the Air Force. There should also be qualified technicians on it. I may add that those technicians should not in any way be associated with the Ministry of Defence. Thirdly, there should be some Members of Parliament on it. Above all, the chairman must not be a political person or a person who hopes to hold political office in the future. Why do I say so? Take for instance the management of the HAL. This has been managed by Service Officers through the years. One can understand this happening at the beginning. Now it has been in existence for years and even today it is managed by Service Officers. It is no gain to the industry and it is a loss to the service. First of all they have no managerial, production or design experience or experience in handling labour. The HAL Division at Bangalore is having constant trouble with labour. They have no experience of cost accounting and such sophisticated matters. These officers are posted on deputation and therefore, at best, they can only have a temporary interest. The most important point is this. The users cannot be the suppliers also. So, you have the present trend of phenomenal expenditure and negligible output and the risk of sub-standard aircraft for the Air Force and the facts about them will always remain suppressed as they had been in the case of Group Capt. Das's crash. Today, your aircraft industry has undertaken supposedly very vast responsibilities. You have the Avro-748 which, as I said before, is being manufactured at Kanpur, and it is being used for civilian purposes. You have the Mig-21 and HF-24 and the Gnat and so on.

Let me put to you the human angle of it. Do you know what was the salary

of Group Captain Das when he died? His salary was only Rs. 2,000 plus Rs. 500. This man was a test pilot in 1961. That is all that he got. What do you give to your IAC pilots? What is the usual amount? It is approximately about Rs. 6,000. The other day, when Group Captain died, he was 49 years old. Now, Sir, it is well known that by the time a man is 35 to 38 years old, he is past the age of flying a Mach I or Mach II aircraft. It might be said that Air Chief Marshal Arjun Singh flew a Mig-21 on the day he retired. But it was not a test flight. That is the main thing. It was not a test flight. Why was the Group Captain kept there? Could he not have been utilised somewhere else?

There was a news item that he was going to be appointed as Deputy General Manager two days after he actually crashed. But this is totally unfounded. (Interruption) He was to be appointed, when he died two days before. But it is totally unfounded. I found that before he died he was told that there was no such thing in the offing.

Then, his widow is not going to get any pension. You know that a test pilot has to be heavily insured and the Government has to bear this insurance. All that she is going to get is Rs. 1,25,000; no pension at all.

In conclusion, I would like to say that the House can assess the sort of system which perpetrates this diabolic injustice and which shelters and protects inefficiency and muddle-headedness of a number of people who are occupying comfortable, cushy jobs, while young, patriotic people of ability are pushed to the wall and are ultimately sometimes sacrificed.

MR. CHAIRMAN : Please conclude.

SHRIMATI SHARDA MUKERJEE:

Sir, this is a system which succeeds in suppressing facts by appointing committees whose express function is to simply exonerate the guilty and to condemn the innocent, and that is why the whole country is today erupting with violence and anarchy because of this double-standard which the Government maintains. We want the country to progress, to progress especially in the

(Disc.)

direction of self-reliance where equipment of the Armed Forces is concerned. But to achieve this, let us have the courage to admit our mistakes and learn from them and then condemn. Therefore, let this House raise its voice in the name of justice and national security. Let us demand an impartial and objective enquiry into this whole matter of the aircraft industry and let the enquiry's findings be made known to Parliament and the public. This is not purely a military matter so that the Government should have no hesitation whatsoever in conceding to this.

The only fitting tribute that we can pay to this gallant man who sacrificed his life in the service of his motherland would be to see that his death was not in vain, as indeed I think it would be if the circumstances responsible for his aircraft crash were sought to be covered up. Sir, there is a strong and indefinable bond between those who serve in the Air Force, a bond which is woven through years of comradeship against a common and relentless enemy. The enemy is death by air crash. So, I say if Group Captain Das has died so that hundreds of young aircraft boys might fly in safety, then his death shall not have been in vain. But now, it is the duty of Parliament to see that we ensure safety of the young boys who are flying in the Air Force.

I appeal to the House to support me in making this demand, to enquire into the shortfalls and mistakes of this unfortunate system which has come into being and which will be disastrous to the morale of the Armed Forces of our country.

SHRI RANJEET SINGH (Khalilabad) : Sir, I add my voice to the powerful voice of my lady comrade. She has put the case across very beautifully. I would appeal to the Defence Minister because doubts have been raised in the House as well as in the press about the happenings in HAL and also about the capability of HF-24, and such doubts seep across the frontiers of the country. We know that we shall not be benefiting from the production of aircraft for our own Air Force unless we really become not only self-sufficient but are in a posi-

tion to export aircraft, especially such aircraft, good trainer aircraft or even military aircraft, to foreign countries. There is nothing wrong in selling military merchandise. After all, their *Gurus* are doing it. Every single advanced country is doing it. Therefore, we should have an eye on the export potential of our defence products. Therefore, I say that these doubts should be cleared and they can be cleared up only by an enquiry commission of the type suggested by Shrimati Sharda Mukerjee. The reason why Members of Parliament should be associated with it is that now Parliament is becoming more and more concerned with the defence affairs of the country. It is only the voice of the Members of Parliament which can dispel the doubts from the minds of the people at large. They are not ready to believe today a committee in which the Government has interest. Therefore, it is necessary to associate Members of Parliament. I would suggest not only two, but at least one member from each major party and group should be there.

So far as the findings of the Enquiry Committee which enquired into Group Captain Das's crash are concerned, there are two points. One is that he flew with the canopy not fully secured. It seems to me that this is a deliberate finding for one reason. It occurs to me that the court of enquiry had been given instructions to exonerate the designers, the manufacturers, and to put the blame on the pilot. Therefore, they put a point in their finding there, about which anybody knowing anything about aircraft, would immediately say, "this is wrong, puerile, foolish". Every pilot has got a flight check card. As soon as he gets into the canopy he makes those checks. Before he takes off, he makes those checks from the check card.

He might have had 20,000 hours of flying. Even then, he will not rely on his memory. He will take the card out and one by one he will read out each check and ensure that those checks are carried out. One such check is to secure the canopy. Moreover, in advanced aircraft, the canopy is of such a design that unless it is fully secured, there will be indications on the instrumental panel

[Shri Ranjeet Singh]

that the canopy is not fully secured. Therefore, to say that he flew with the canopy not fully secured is, I think, one of the most foolish statements that could have been made. I think this finding was deliberately given to show to the country that this is a false finding, a wrong finding, but we are under pressure to give such a finding. Such a finding has put the blame of the crash on the pilot and as the pilot was to blame for the crash, we have the phenomenon of his family not getting anything after his death. This is absolutely ridiculous. I would request the minister—after all, he was not responsible for the crash and he should not take it that we are criticising him. But he must also make a thorough enquiry into this. He might go through the flight check card and see whether this is one of the points he should have checked.

There are other matters arising out of it. Why should we continue with the HF-24 development? We are going in for MIG-21. I believe we are going in for some improvements in MIG-21. Both HF-24 and MIG-21 are fighter-interceptor aircraft. Under certain circumstances, they can be used for ground support role also. What is its great superiority that we should stick to an aircraft which we visualized about 13-14 years back when in this world design is changing so fast? And there are countries which are actually making an aircraft to last in their air force for only two or three years. The Soviets are not bothered about keeping an aircraft for a longer service in their air force. They kept their MIG-15 for three years; then they switched over to MIG-17 which they kept for two years; then they switched on to MIG-19 which they kept for four years and then they had MIG-21 in service for three years. Now they have gone to MIG-23 and then they will pass on to some MIG-24 or so. They are not interested in keeping an aircraft in service for a long time.

Here we are not only keeping it in service but we are trying to design it for fourteen years. And this adventure of Egyptian collaboration, where we asked them to make an E-300 Mach-2

engine for our aircraft, that particular venture or misadventure shows some very foolish thinking somewhere at the top regarding the designing and manufacturing of aircraft in this country. Who could ever think that a country could try to become self-sufficient in military aviation—if the air frame was designed here and the more sophisticated engine designed three thousand miles away in another country.

Now we have lost money on that and the worst thing is we have lost time on that. For the development of an engine for HF-24 we had paid I think, Rs. 2.4 crores to a British firm and, as pointed out in the PAC Report, that money has just gone down the drain. They said that unless we give the money they are not going to design it. So, we gave them some money. After that we said "we want this change". They wanted more money. We have paid them something like Rs. 2.4 crores and this whole amount has gone down the drain. This is the state of affairs with the Planning Division and that is why the Committee on Public Undertaking commented :

"It had not fully realized the complexities of production of this aircraft and made an optimistic estimate. HAL Production Planning Organisation needed to be changed."

This is the comment of people who have gone into it. What more do you want? Then there were allegations in an article by Dr. J. P. Chawla, one of our foremost technocrats. When these are casting doubts, why does the government not come out and say "we are clean and, therefore, we do not mind a committee probing into our affair". Or, if the government itself doubts that everything is not clear, then again it should say : let the committee go into it and find out where the bottleneck lies, where the fault lies, so that corrective measures can be taken.

After all, these all affect not only the procurement of a few aircraft, the production of a few aircraft, these affect the life of our pilots, and we have played about too much with the life of our servicemen. We have put them into battle under-armed; we have sent them to the

mountains under-clothed. Even now we are trying to give them weapons for political reasons. Therefore, for their morale too and their safety we should have this committee and the committee should go into every aspect of aircraft production, especially at HAL.

Now, another point that arises out of this is the training system. I would like to know from the hon. Minister what training system do they have for producing test pilots. Test pilots are not just picked out of any Tom, Dick and Harry. Major Ranjeet Singh or Natha Ram or somebody else cannot test fly these planes. Test pilots are something special. Test pilots are technocrats as well as pilots. They are engineers as well as pilots; then they should have flying experience under varied conditions on various aircraft. I would like to know from the Minister where are we training our test pilots? How many such test pilots have we trained? Or are we going to rely on just one or two test pilots? When Group Capt. Das died there was no other test pilot to take over from him. Certain planes had to be tested and for one month we had to wait because we did not have proper test pilots with us. We had not of pilots, no doubt. There was Air Marshal P. C. Lal who took upon himself the duties of a test pilot. But it should not be done. The person who is now Chief of Air Staff should not be asked to become a test pilot. Apart from the position there is the question of age. In supersonic speed the slightest change in the path of the aircraft, the slightest change in the straight path into a parabola induces in the pilot a pull of gravity that sometimes is six to eight times more than the normal gravity. There is black out. Therefore, the age limitation is always there for test pilots. I would like to know from the Minister as to where and how we are training our test pilots? How many of them have we got? We should not try to take shelter behind secrecy because there are certain very obvious things publicly known and the Defence Ministry says it is not in the public interest to disclose. Only the other day when I asked a question as to whether we had entered into an agreement for manufacture of an anti-tank guided mis-

sile with a foreign firm; if so, what was the name of the foreign firm, to which country did it belong and what was the production schedule; the answer given was : (a) Yes—meaning we have gone into an agreement with a foreign firm. As regards the name of the foreign firm it was stated that it was not in the public interest to disclose. We are signing an agreement with a foreign firm. It is no secret with them but it is a secret to the Members of this House. I do not understand the logic. Therefore, I would request the Minister to agree to a Committee to go into this question.

SHRIMATI SHARDA MUKERJEE : Group Capt. Das was in the habit of taxiing to the end of runway and then locking his canopy.

SHRI K. P. SINGH DEO (Dhenkanal) : Today we are discussing a resolution moved by Shrimati Sharda Mukerjee, one who knows the Air Force from inside out, who has been the first lady of the Air Force and who has spoken with a lot of feeling from a mother's heart about the death of a brilliant young flier, an outstanding Indian flier who has flown more than 4,000 hours, who has 35 years of magnificent flying career, who has more than 2,000 hours of production test flying and prototype test flying.

Then we heard Major Ranjeet Singh who has served in Air Force and Army and, as such, has a mate knowledge of the things he was talking about. As a layman I may say that it is not only just a pilot who has died but it is a patriot, somebody who has sacrificed his life and I would go further and say that in my opinion it amounts to pure murder because for the simple reason our development of the Hindustan Aeronautics Ltd. right from the beginning has been shrouded in mystery and doubts have raised in the Press, public and in the Parliament.

I would like to refer to the two reports—the Seventieth Report of the PAC of the Third Lok Sabha and the Eighth Report of the Committee on Public Undertakings of the Fourth Lok Sabha, which my hon. friend, Major Ranjeet Singh, referred to. Utter disregard has been shown by the management and the people at the helm of affairs right from

[Shri K. P. Singh Deo]

the ex-Defence Minister onwards whose handpicked men are still running the show, who are in key positions and who are perpetuating the wrong which has been carried on for so many years.

I do not have much time to go into the details of this. Hon. speakers, who spoke before me, have charged that there has been foreign pressure, international intrigue and politics, which have waylaid our aircraft industry. Major Ranjeet Singh also referred to how we lost Rs. 2.4 crores in trying to develop an engine and losing so many years. Even after that loss of Rs. 2.4 crores, the Soviets also promised to develop an engine for us for which they took more than five years and we lost another Rs. 2.8 crores on which the PAC has also reported.

Under these circumstances, when the reports of the Subramaniam and Tata committees have yet to see the light of the day, when a departmental inquiry has been held, when people have vested interests to guard and hide certain things, I would reiterate the demand made by Shrimati Sharda Mukerjee and Major Ranjeet Singh that a full judicial inquiry or a high-power committee in which Members of Parliament and other eminent citizens of the country should be represented, should go into this so as to remove doubts, put at rest the demoralising effect on the morale of our people in the Air Force as well as in the country and in Parliament, and put an end to the sordid affairs that are going on.

श्री शिव चन्द्र झा (मधुबनी) : कमेटी मुकर्रर करने का जो सुझाव दिया गया है उसका पता लगाने के लिए कि टैस्ट पायलट की किन सरकमस्टांसिस में मृत्यु हुई, उसका मैं समर्थन करता हूँ। इसकी पूरी जांच होनी चाहिये और उसको डिटेल् सामने आएँ उन से हम को भी अवगत कराया जाना चाहिये। इस चीज को सीक्रेसी के नाम पर छिपाया न जाए, यह मेरी प्रार्थना है।

आपने आज अखबारों में पढ़ा होगा कि अमरीका के मजदूर नेता श्री वाल्टर रूथर को प्लेन क्रेश में मृत्यु हो गई है। यह दुनिया के सभी मजदूरों के लिए दुख की बात है।

उसकी तमाम डिटेल्ज जांच के बाद अमरीकी जनता के सामने आ जायेंगी। वहां चाहे पायलट गुजरा हो या मुसाफिर गुजरे हों, तमाम जो डिटेल्ज होती हैं, जनता के सामने आ जाती है। लेकिन मुझे दुख है कि हमारे यहां इस तरह नहीं किया जाता है। हमारे यहां इस तरह की कोई मशीनरी नहीं है कि अगर कहीं प्लेन क्रेश हो, उस में चाहे पायलट मरे या मुसाफिर मरें या क्रियू मरें उसकी तमाम डिटेल्ज हमारे सामने आ जाएं। मैं यह इसलिए कह रहा हूँ कि आपको याद होगा कि श्री होमी भाभा एक प्लेन क्रेश में मरे थे। कई बरस पहले यह दुर्घटना हुई थी। यह दुघटना यूरोप में हुई थी और वहीं वह गुजरे थे, इसको मैं मानता हूँ। लेकिन मैं जानना चाहता हूँ कि क्या अभी तक कोई रिपोर्ट जांच की आपके पास आई है कि किन सरकमस्टांसिस में उनकी मृत्यु हुई, किस तरह में प्लेन क्रेश हुआ, क्या यह सेबोटॉज की वजह से तो नहीं हुआ? जहां तक मुझे मालूम है सरकार के पास इस तरह की कोई कमेटी नहीं, कोई मशीनरी नहीं जो इन तमाम बातों की जांच करके जो रिपोर्ट हो, वह हमारे सामने लाए। यह बहुत ही दूख की बात है। सरकार के पास एक सैटल मशीनरी होनी चाहिये जो जब कभी क्रेश हो और जिस में चाहे पायलट की मृत्यु हो या मुसाफिरों की हो, या क्रियू की हो उसकी जांच किया करें। अभी जो जांच कमेटी मुकर्रर की जाएगी वह जांच करने के बाद डिसाइड हो जाएगी। लेकिन मैं एक परमानेंट मशीनरी की मांग कर रहा हूँ जोकि ज्यों ही क्रेश हो, उसकी जांच करे और सीक्रेसी की बात न उठाई जाए और जो भी रिपोर्ट हो वह जनता के सामने आए।

मैं कहना चाहता हूँ कि जांच तीन बातों को सामने रख कर दी जाए। एक तो इन्टरनल कंस्ट्रक्शन की बात है। उन्होंने ओबसोलीट एयरक्राफ्ट की बात उठाई है। यह कितने दुख की बात है कि एयरक्राफ्ट की बनावट अच्छी न हो और इस तरह के एयरक्राफ्ट इस्तेमाल किए जायें। ये सरकारी

कारखानों में बनाये जाते हैं। आप यह भी देखें कि 26 जनवरी को हवाई जहाजों का प्रदर्शन होने वाला था। लेकिन वह इसलिए नहीं हो सका कि मौसम खराब था और उसके पहले एयर क्रीश हो चुका था। क्या हमारे प्लेन ऐसे हैं कि इतनी सी मौसम की खराबी के कारण फ्लाई-पास्ट में भाग नहीं ले सकते हैं? यह बहुत दुख की बात है। तो फिर हमारे प्लेन आंधी और तूफान में कैसे उड़ान करेंगे? प्लेन की इन्टर्नल बनावट की जांच करते समय इस बात पर भी नज़र रखनी चाहिए।

इस के अलावा सैबोटेज की संभावना पर भी विचार करना चाहिए। जब डा० भाभा की मृत्यु हुई थी, तो यह बात उठी थी कि कहीं सैबोटेज के कारण तो उन के प्लेन की दुर्घटना नहीं हुई। वह एक बड़े ऐटमिक साइंटिस्ट थे। इसलिए यह सवाल भी उठाया गया कि कहीं उस दुर्घटना में बाहर के किसी आदमी का तो हाथ नहीं है लेकिन इस संबंध में कोई बात प्रकाश में नहीं आई। हमें जांच करते समय सैबोटेज का भी खयाल रखना होगा।

जहां तक हमारे पायलट्स का संबंध है, हम को उन पर नाज़ है। पाकिस्तान के साथ लड़ाई के समय हमारे नौजवान पायलट्स ने जिस तरह नैट्स से शत्रु के हवाई जहाजों का मुकाबला किया, वह एक गर्व की बात है। लेकिन एनक्वारी के समय हमें अपने पायलट्स की उम्र, तंदरुस्ती और काम करने की परिस्थितियों की जांच करनी चाहिए।

केवल इसी दुर्घटना की जांच करना पर्याप्त नहीं होगा, बल्कि भविष्य में जो भी एयर-क्रीश हों — उन में पायलट्स की मृत्यु हो या मुसाफिरों की — एक पर्मानेंट मैशिनरी के द्वारा उन की तफ़सील में जा कर इन सब पहलुओं को जांच की जाये। सरकार तथ्यों को छिपाने की कोशिश न करे, बल्कि उन को सदन के सामने लाये। ताकि हम

उन के आधार पर भविष्य के लिए कोई कदम उठा सकें या योजना बना सकें।

SHRI SAMAR GUHA (Contai) : Mr. Chairman, Sir, Mrs. Mukerjee has done, I should say, a national service by raising this question in this House. We all tried our Questions, Short Notice Questions and Call Attention Notices but we failed. But she persisted and, as it was expected of her, because of her personal association with the first Indian Air Marshal Mukerjee, we have seen how by her persisting in it, ignoring all sorts of criticisms, she could get this motion before this House today.

We have lost one of the most brilliant pilot India ever produced, I should say, in the form of late Group-Captain Das who had many feathers in his cap as one of the most capable and courageous pilot. It is very extra-ordinary that in the inquiry it has been said that it was due to the failure of locking of the canopy that the tragedy or the crash occurred. It is on record that Group-Captain Das, not once, several times complained to the authorities that an automatic arrangement should be there so that if locking of the canopy fails, there should be a red glow, as a danger signal. That was not done. It is also there that Group Captain Das several times made suggestions that there should be an automatic arrangement for ejection. That was also not done. Had it been done so, perhaps, this tragedy would not have occurred. If what they have said is true which I don't think so that such an experienced, such a brilliant, pilot could even fail to lock the canopy, even if that was done, a signal would have been there and the tragedy would not have occurred. Even if the canopy failed, if an automatic ejection system was there, he could jump out, bale out, of the plane. But now you will be shocked to know, after his tragic death—because certain expenditure was to be incurred, it was not done—they have now introduced an automatic system for locking up of the canopy for low-flying ejection.

I want to know from the Defence Minister whether it is not a fact that the person in whom you trusted to enquire into the cause of the tragedy. Group-

[Shri Samar Guha]

Captain Suri, failed, in 1961, to fly HF 24, whether it is not a fact that as a result of that, he was replaced by Group Captain Das and whether it is not a fact that it was only Group Captain Das who succeeded in that. Even so I want to know from you, the person who failed, who was replaced by him—naturally, human elements are there; the question of rivalry and other things are there—must show some cause also as to why Group Captain Das failed. That is, I should say, it was not an inquiry at all. It was a farce of it. The discredited person must be replaced by a more efficient and capable pilot and he is allowed to inquire into the matter. But then again what is strange? The first evidence has to be taken from nobody; it has to be taken from the wife of Captain Das. But here evidence was not taken. I would not dilate on other aspects. I would say that this is a matter not of the loss of one brilliant pilot only; it is a matter which concerns our future pilots who should have confidence in the defence machinery. We ask them to undertake testflying. Therefore, don't consider it as an individual case. For other pilots who will be working as test pilots as also manoeuvre all other Indian aircraft, you should really undertake such an inquiry which will create confidence in the minds of not only the people of India but also in the minds of other pilots in the Defence Department. Therefore, I will agree with Mrs Mukerjee that it is a concern not only of this House but it is the concern of the entire nation. So far as the Committee to inquire into the incident is concerned, a non-Departmental committee should be constituted with technicians—I quite agree, not from the Defence Ministry—and with Members of Parliament and that Committee should be presided over either by a Supreme Court Judge or an eminent High Court Judge.

Sir, it is almost cruel, I would say, that the Government wanted to deny the elements of compassion in the form of compensation to the bereaved family. Why, because it was his fault? The device for automatic locking of the canopy, the device for the automatic ejection was

made—by whom? Whose fault is it? I would ask. We should point out that man who is guilty. The designer is the man who is guilty in indirectly killing him. He did not give credence to his suggestion. Therefore, it is not only cruel but it will also be demoralising to future test pilots and also to the other aircraft men in many of our Defence installations if the Government deny the elementary right in the form of giving compensation and a non-departmental committee presided over by a Judge is a must that this Government will have to comply with.

SHRI BRIJ RAJ SINGH—KOTAH: (Jhalawar) : After all this galaxy of great experts and the time taken, I don't think I will take more time of the House. But I shall ask what were the findings of this crash? From what we know, the plane took off and crashed soon after. It is inconceivable to any person who knows a little bit of aeronautics that mere not securing of the canopy would cause a crash. A crash can only happen be cause of power failure. Sir, there is an article here by a reputed technocrat who says that the findings are that the left engine failed and that is why the HF-24 crashed.

We know how HAL is working.. We also know how the Chief Designer was selected. What were his qualifications before he was selected? Was he really competent enough to be selected for the post that he now holds?

These are questions that make the House very much concerned about these matters and the way the HAL is running.

I would suggest to the Minister to keep in mind the bad record of having certain unqualified service officers running the show of Defence Research and Development Organisation. If this House is seized of this problem of probing into the question of how our entire Research and Development is organised, how HAL's running is to be geared up, I think it will be doing a national service.

Besides this, I want to point out one thing. The Tata Committee Report has not been placed before the House, at least, not to my knowledge. The Subramaniam Committee report is put out to

us as a summary, as if we are a bench of little children and we cannot read the full edition of it. Only we are given the abridged edition. It is not even available in the library. We wanted to go through it.

These are various things which perturb the hon. Members of this House and we demand that proper enquiry should be made into this crash. Why has it crashed? Why this test pilot had to lose his life?

Also, I would like to know as to what is the Government's policy with regard to the pay of a test pilot. I would like to know what other countries pay to their test pilots and whether they belong to the services or not.

Sir, the test pilot performs a hazardous job. They have to test new planes, they have to test new modifications in them, and they have to be absolutely in a state of perfect physical and mental health, with proper reflexes for reactions. Their life is very hazardous. They should get better pay.

The hon. Member Shrimati Sharda Mukerjee said that the test pilot Group Capt. Das was only getting Rs. 2,500 whereas the Boeing pilots who fly for Air India and Indian Airlines pilots who fly the Caravelles are getting more than Rs. 4,000. This I think this is certainly a matter of great discrepancy and it needs certainly to be gone into.

A doubt had been raised in our minds as to why this frivolous little canopy is being held over our heads as the cause for this crash. I hope the Minister will answer all the points raised by me.

THE MINISTER OF DEFENCE, AND STEEL AND HEAVY ENGINEERING (SHRI SWARAN SINGH): Mr. Chairman, Sir, I would first like to give the Honourable House the facts as I have got and thereafter only I will try to answer some of the points that have been raised by the hon. Members.

Sir, I need hardly say that I very much regret that the HF-24 I.R. Prototype crashed on the 10th January, 1970. This prototype had been flying since March, 1969 and had done nine flights

before it crashed. It was most unfortunate that in the crash both the aircraft and the pilot were lost. Gr. Capt. Das was one of our ace pilots and his death is really a national loss. He had been flying the HF-24 aircraft since 1961 and had contributed a great deal to its development.

In view of the seriousness of the matter, the Government decided that a Board of Investigation should be appointed by it and I would like to clarify that this Board of Investigation or Board of enquiry was not constituted by the H.A.L., who were the manufacturers of this aircraft that was flown. But, it had been constituted by Government although the normal practice is that it is the manufacturer who would constitute the Board of Enquiry. Here, the Board of Enquiry was appointed by Government and was asked to investigate....

SHRI RANJEET SINGH : Here who was the manufacturer? Was it not the Government?

SHRI SWARAN SINGH : H.A.L. is an autonomous body. The Board of Investigation was asked to investigate and determine the circumstances and causes of the accident and other allied matters. The Board consisted of as many as ten members and I would like to give their names. They are :—

- (i) Air Cdre. R. L. Suri who was the Presiding Officer.

SHRI RANJEET SINGH : There is no Air Commander.

SHRI SWARAN SINGH : Probably the hon. Member might have heard me as Air Commander. Actually I meant Air Commodore. The other members are :—

- (2) Gp. Capt. R. J. Hermon, I.A.F. Member.
- (3) Gp. Capt. S. N. Roychowdhary, Director, GTRE, Member.
- (4) Wg. Cdr. K. Yadav, I.A.F., Director, GTRE, Member.
- (5) Wg. Sdr. S. P. Varma, I.A.F., Member.

[Shri Swaran Singh]

- (6) Shri S. K. Sahiar, Representative, DTD&P (Air), Member.
- (7) Shri S. C. Das, H.A.L. (Design Deptt.), Member.
- (8) Shri Guru Dutt, H.A.L. (Design Deptt.), Member.
- (9) Shri R. Varadarajan, C.R.E. (Aircraft), Member.
- (10) Shri V. R. Sinha, C.R.E. (Engines), Member.

This was an expert body of eight senior officers—they were all technicians who came from the Users'—Manufacturers'—Department and Designs Organization and the Engine Manufacturing Department and from the Directorate of Training.

SHRI SAMAR GUHA : Who was there to decide whether the designing and everything was all right?

SHRI SWARAN SINGH : You may have some doubts and I may have some doubts in such matters. But, in a matter like this, it will be a wrong approach to think like that. I shall say all these are experts in designs. They are independent officers.

SHRI RANGA (Srikakulam) : They are not independent.

SHRI SWARAN SINGH : I have mentioned the names of the officers drawn from the Air Force.

SHRI RANJEET SINGH : They are all from H.A.L.

SHRI SWARAN SINGH : There are as many as five or four officers from the Air Force. And then, there was a Director of Training. I would appeal to the hon. Members not to have this kind of approach that the senior officers of the Air Force are responsible for training. And the senior officers who belong to the designs Department and the aircraft manufacturing side and the aircraft engine development side—all of them—conspired and tried to white-wash the affair! This will not be a correct approach because all these persons are interested in ensuring and seeing that the right causes of the unfortunate crash should be known. So, why should they be interested in not finding out the

correct cause of the accident? And why should there be any doubt?

SHRI NAMBIAR : It is easy to find fault with a dead man and with a dead machine and get themselves saved.

MR. CHAIRMAN : Will the hon. Members kindly hear the hon. Minister?

18 Hrs.

SHRI SWARAN SINGH : There is no question of making any suggestion of the type that anybody was interested either to cover up the fault of anyone or anyone was trying to find any excuse for this accident. Is it suggested that these people belonging to the Air Force who were interested in seeing that the 'plane that is developed is the right type of plane' and who were very much interested in ensuring this, were interested in not finding out the real fault? The manufacturers were equally anxious to ensure that there was no fault left in the manufacturing programme which should remain undetected.

I would plead that the basic approach which has been highlighted by some hon. Members is not correct. They start with this presumption as if after the happening of this unfortunate incident, this unfortunate crash, anybody was interested in not finding the real reason. I do not see any basis for this fear, and I would appeal to hon. Members not to view it from that angle.

I would like to give very briefly the report of the Board of Investigation. The report of the Board of Investigation has been received by Government. On the basis of evidence available, the board has come to the conclusion that the canopy was left unlocked inadvertently by the Chief Test Pilot, and the port engine also flamed out due to a combination of distorted flow at the intake caused by the open canopy and fast opening of the throttle....

श्री रवि राय पुरी : मरने के बाद दोबारा मार रहे हैं।

SHRI SWARAN SINGH : I would like to remind hon. Members that without knowing the reasons given by the Board of Investigation and without knowing the result of the inquiry of the

investigating team, they should not rush to conclusions. . .

SHRI SAMAR GUHA : This is a very farcy report.

SHRI BRIJ RAJ SINGH—KOTAH: We also know something about flying. We have also done some flying. We are not children to whom this kind of information could be bandied about that the canopy was open and, therefore, this happened.

SHRI RANJEET SINGH : If the canopy was shot off in war, would it have crashed ?

SHRI BRIJ RAJ SINGH—KOTAH: Does he mean to say that a pilot cannot fly without a canopy ? I have seen a "Seahawk" take off from the "Vikrant" without a canopy and it landed in Cochin most comfortably.

SHRI SWARAN SINGH : The Maharajkumar of Kotah may be a pilot and he may be an expert, but I am not, and I have to go by the advice that I receive from my experts. I would appeal to him that we should view it objectively.

SHRI BRIJ RAJ SINGH—KOTAH: This is not objective.

SHRI SWARAN SINGH : They are criticising the report of a body of experts.

SOME HON. MEMBERS : We are entitled to criticise.

SHRI SWARAN SINGH : They are entitled to criticise; I do not dispute their right, but I am entitled to press my point of view. . .

SHRI SAMAR GUHA : We want him to be objective. For that purpose, we want an objective inquiry by a non-departmental man and on whom there cannot be cast any reflections.

SHRI SWARAN SINGH : I would like, first of all, to complete the report that has been given to Government about this. It was further mentioned that the power available was thus inadequate to sustain the level flight. This conclusion has been reached after carrying out certain wind-tunnel tests.

The Board of Investigation has also given the following possible reasons as to why the pilot did not make any attempt to jettison the canopy or eject :—

- (a) HF-24-I-R aircraft was the only prototype of its type; it is likely that the pilot attempted to save the aircraft by force-landing.
- (b) pilot's awareness of the proximity of Marathahalli village very near the flight path of the aircraft.
- (c) pilot's awareness that releasing the fully open canopy is likely to damage the control surfaces and aggravate the emergency since the thrusters are not available to clear the canopy away from the aircraft.

The Board has also stated that the investigations reveal that even if the pilot had attempted to jettison the canopy, this would not have been possible from the fully open position. The Board of Investigation has recommended that a red light indication should be provided so that the pilot can find out whether the canopy. . .

SHRI RANJEET SINGH : If it was not there, then it was a serious matter.

SHRI SWARAN SINGH : . . . had been locked or not. I am giving the House all the information that I have. If they have any further comments, they can make them afterwards.

SHRI RANJEET SINGH : We are not blaming him.

SHRI SWARAN SINGH : I do not take it as any blame on me or on anybody else. But even those who are not here are entitled to be judged objectively, and whatever is the information available should be known to the House.

It is only thereafter that we can form an opinion.

SHRI RABI RAY : Why not agree to another committee ?

SHRI SAMAR GUHA : Why as the flight allowed without making the arrangement for that automatic glow ?

SHRI RANJEET SINGH : Why does he think that the committee we have suggested is going to put the blame on those who inquired into it?

MR. CHAIRMAN : He has not answered that.

SHRI SWARAN SINGH : It is very tempting for me also to enter into a running dialogue and take each question raised, but I would not indulge in it. I would first give you the basic information thereafter, if there are questions, I am prepared to answer them.

Another recommendation is that the design of the canopy should be such that its hood sheers off at air loads corresponding to a speed of 120 knots.

Several other recommendations have been made covering procedure for flight development and trials. The report of the team of investigation is under consideration. The House will, however, agree that a certain amount of risk is involved in all development flights. In the present case, the engines were test flown after necessary clearance had been given by a committee duly constituted for this purpose. This answers one of the queries raised as to why was a test flight permitted at all. No test flight is permitted unless a committee consisting of all the concerned experts goes into every aspect and it is only after they give the clearance that any particular test flight is undertaken. That procedure had been gone through in this case also before the actual test flight took place.

All the same, deficiencies are noticed in the course of development flying from time to time and corrective action taken. This is how development work is done everywhere. It is important to note that engines developed by the Gas Turbine Research Establishment have been flying in HF-24 Mark 1A since Sept. 1964 and even the prototype which crashed had flown 9 times earlier. Between these two aircraft, the engines had already flown 260 times.

On the test bed, the engine has been running for about 2,000 hours.

I must express regret for this unfortunate accident. We are fully conscious of the seriousness of the matter. I would like to assure the House that we would very carefully examine the recommendations of the board of investigation and take all measures to prevent accidents during prototype development to the extent possible.

Having given this basic information, I would now like to touch upon some points raised. Some hon. members had indicated that there could be sabotage. Here is the report of the investigating committee consisting of experts before me.

AN HON. MEMBER : Nobody suggested sabotage.

SHRI SWARAN SINGH : What could be the sabotage, what could be its nature, who could be concerned in it, who would be interested in it—this is a matter which has to be gone into. I fail to understand what *prima facie* suggestion or doubt has been raised that should create the feeling or suspicion that there could be sabotage (*Interruptions*).

SHRI C. K. BHATTACHARYYA : Let the hon. Minister answer Mrs. Mukerjee's questions first.

SHRI SWARAN SINGH : So far as her questions are concerned, a large numbers of them have been answered by the report of the investigation team. They have gone into all those aspects and their report is before the Government.

SHRIMATI SHARDA MUKERJEE : Will you lay it on the Table?

SHRI SWARAN SINGH : I shall consider it after getting expert opinion on that report. I shall get it examined further with all the expertise that is available and if there are any further points that arise as a result of that investigation, I shall get it probed further. Raising doubts—a layman's reaction as mentioned by some hon. Members—without any basis and without any cogent evidence is not fair. Just raising a doubt and throwing the onus on the other side is not just.

In regard to the general questions about the functioning of the HAL, discussions on P.A.C. report or the report of the Committee on Public Undertakings, there are well-known procedures how these reports are dealt with. In this particular case, a discussion was raised on a specific instance where one of our bright and brilliant test pilots met an unfortunate end. We regret this very much and I share the sentiments so feelingly expressed in this House.

About compensation, I should like to say, that a sum of Rs. 1.25 lakhs had been paid to the dependents. This is the insurance amount on a policy for which premium was paid by the HAL. Money can compensate only upto a certain point in such cases. The loss to his family and to the country is great indeed.

SHRI RANJEET SINGH : The normal pension paid to an officer who dies on duty should be paid to his family.

SHRIMATI SHARDA MUKERJEE : She should get Rs. 500 a month.

SHRI SWARAN SINGH : I shall go into that aspect. As I said the HAL paid the premium on this policy. It is only to cover such unfortunate cases that they had taken upon themselves the responsibility to pay the premium so that if the unfortunate incident took place, as in this particular case, some immediate amount should be made available to the family and the dependents. That payment has been made; if it has not been made, it will be made.

About pension and other retirement benefits, the family will certainly get what is due under our rules. I cannot make a statement just now about it. If there is any discretion that is to be exercised, it will be in favour of granting those benefits rather than for blocking them. I am fully in tune with the sentiments of sympathy that had been expressed on the floor of this House by the hon. Members.

It has been suggested by the lady Member who raised this discussion, supported by several other hon. Members, that it is a case in which there should be an independent Committee presided over

by either some high court judge or some other outstanding public man to go into the various circumstances of the case. A case of this nature is concerned with highly technical matters and in such matters, it is those people who are familiar with the problems, those who are

AN HON. MEMBER : Assisted by technicians.

SHRI SWARAN SINGH : ... in the know of things, who know as to what type of problem is involved. . . (Interruption)

SHRI SAMAR GUHA : In all such enquiry committees, they are presided over by judges.

SHRI RANJEET SINGH : Defence is a very technical matter. How is he heading it ?

SHRI SWARAN SINGH : I am not heading an enquiry.

श्री रवि राय : क्या पहले एयर फ़ोर्स में जजों ने हाई पावर एन्क्वारी में हेड नहीं किया है ? मंत्री महोदय ऐसा तर्क क्यों देते हैं ।

SHRI SWARAN SINGH : In this particular case, ten experts belonging to different wings, who know their jobs, have sat on this enquiry and their report is before us. I have already given the assurance that the recommendations, the findings of this Committee, would be carefully scrutinised with such further technical bias, with such technical knowledge as Government can muster, and in the light of that, if any investigation is necessary, any further enquiry is necessary, we will certainly undertake it, but I cannot see any useful purpose will be served by constituting another court of enquiry or another enquiry presided over by a high court judge to enquire into a matter which is essentially technical and which is a matter of very great importance. I would like to assure the hon. Member that there is no politics in this; *prima facie* there is no foreign hand and it will be a poor approach for us if in the case of any tragedy, any diffi-

[Swaran Singh]

culty, we start seeing a foreign hand in such matters. It was a case in which our own experts, our technocrats and engineers, our technicians have been associated in evolving this prototype. It is all our Indian test pilots who have been flying all this time. HF-24 is already in squadron service and our pilots are very happy about its performance. (Interruption) So, I am opposed to holding an enquiry of the type which has been suggested by the hon. Member.

SHRI SAMAR GUHA : Sir, on a point of order. Nobody in this House used the word 'sabotage' or 'foreign hands'. Is it right on the part of the Defence Minister to try to introduce something new, when he is answering the points made by Members in this House? Is it fair on the part of the Minister?

SHRI SWARAN SINGH : Prof. Samar Guha was not present through-out; the Chairman would bear me out that several hon. Members had mentioned this word. (Interruption)

SHRI BRIJ RAJ SINGH—KOTAH: You can go through the records.

SHRI SWARAN SINGH : We can check the record. (Interruption)

MR. CHAIRMAN : Mrs. Mukerjee, did you mention that?

SHRI SWARAN SINGH : Sir, are we to cross-examine here?

SHRIMATI SHARDA MUKERJEE : I said "international pressure tactics."

I remember my words : international pressure tactics.

SHRI RANJEET SINGH : I did not use the word "sabotage". I think that the Minister is mixing up the point with the enquiry on the crash of the *Kashmir Princess*.

SHRI SWARAN SINGH : Therefore, I would like to say that if there is any insinuation or suggestion that there is any foreign pressure, it is not correct. What could be the foreign pressure in a matter like this? Which could be the foreign agency which could induce us to develop this prototype and create a situation where one of our test pilots flies? I absolutely fail to understand what is the relevance of this foreign insinuation or pressure.

SHRIMATI SHARDA MUKERJEE : Kindly read the reports of your own Parliamentary Committees—Public Accounts Committee and the Committee on Public Undertakings.

SHRI SWARAN SINGH : They are there, but now we are concerned only with the unfortunate incident. We should not bring into this debate other general wider questions which can be discussed separately, about which I can give information in greater details, but this limited discussion was on a specific issue, relating to this unfortunate incident. I have already given the information and said that an investigating team has gone into it and there is nothing further that can be done or should be done and no useful purpose would be served by appointing another committee.

18.21 Hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Wednesday, May 13, 1970/Vaisakha 23, 1892 (Saka).