

Seventh Series, Vol. IX, No. 3

Thursday, November 20, 1980
Kartikeya 29, 1902 (Saka)

LOK SABHA DEBATES

Fourth Session
(Seventh Lok Sabha)



LOK SABHA SECRETARIAT
NEW DELHI
Price: Rs., 50,00

CONTENTS

No. 3, Thursday, November 20, 1980/Kartika 29, 1902 (Saka)

Contents

Oral Answers to Questions :

*Starred Questions Nos. 41 to 46 and 48 1-32

Written Answers to Questions :

Starred Questions Nos. 47 and 49 to 60 32-47

Unstarred Questions Nos. 401 to 502 and 504 to 600. 47-227

Papers Laid on the Table 227-37

Calling Attention to Matter of Urgent Public Importance—

Reported decision of the Government to increase the prices of certain life-saving drugs and shortage of some of these drugs in the market. 237-56

Shri Nawal Kishore Sharma 238-39,
241-43

Shri Dalbir Singh 239-41

Shri Ramavtar Shastri 247-51

Committee on Private Members' Bill and Resolutions—

Ninth Report 257

Chit Funds Bill-Introduced 257

Matters Under Rule 377—

(i) U.S. Courts decision to send a swindler to serve her sentence in India :

Shri Bapusaheb Parulekar 257-58

(ii) Production of salt in Orissa :

Shri Chintamani Panigrahi 258-59

(iii) Supply of CR sheets to Steel Manufacturers in Tamil Nadu :

Shri C.T. Dhandapani 259-60

(iv) Mica Industries in Bihar :

Shri R.L.P. Verma 260-61

(v) Steps to save the destruction of standing crops by pest infection in Munghyr and Patna districts of Bihar :

Shrimati Krishna Sahi 361

*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.

COLUMNS

(vi) Shortage of Essential Commodities in Tripura :

Shri Ajoy Biswas	261—62
----------------------------	--------

Bengal Chemical and Pharmaceutical Works Limited (Acquisition and Transfer of Undertakings) Bill	263—96
--	--------

Motion to consider—

Shri Chitta Basu	263—68
----------------------------	--------

Shri Bapusaheb Parulekar	268—72
------------------------------------	--------

Shri K. Mayathevar	272—75
------------------------------	--------

Shri Somnath Chatterjee	275—76
-----------------------------------	--------

Shri Rajnath Sonkar Shastri	276—79
---------------------------------------	--------

Shri P. C. Sethi	279—89
----------------------------	--------

Clauses 2 to 33 and 1	289—91
---------------------------------	--------

Motion to pass—

Shri P. C. Sethi	291, 294—96
----------------------------	----------------

Shrimati Geeta Mukherjee	291—93
------------------------------------	--------

Shri Ramavatar Shastri	293—94
----------------------------------	--------

Shri Mohammed Ismail	294
--------------------------------	-----

Shri Anand Gopal Mukhopadhyay	296
---	-----

High Court and Supreme Court Judges (Conditions of Service) Amendment Bill	296—328, 333—58
--	--------------------

Motion to Consider—

Shri P. Shiv Shankar	297—303
--------------------------------	---------

Shri Somnath Chatterjee	304—14
-----------------------------------	--------

Shri H. K. L. Bhagat	314—20
--------------------------------	--------

Shri K. Mayathevar	321—26
------------------------------	--------

Shri Xavier Arakal	326—28, 333—34
------------------------------	-------------------

Shri Bapusaheb Parulekar	334—41
------------------------------------	--------

Shri Virdhi Chander Jain	341—47
------------------------------------	--------

Shri Vijay Kumar Yadav	347—50
----------------------------------	--------

Shri Janardhana Poojary	351—54
-----------------------------------	--------

Shri A. Neelalohithadasan	354—58
-------------------------------------	--------

Assam Budget, 1980-81

Statement—presented	328—33
-------------------------------	--------

LOK SABHA DEBATES

1

LOK SABHA

Thursday, November 20, 1980/Kartika
29, 1902 (Saka)

The Lok Sabha met at Eleven of
the Clock.

[MR. SPEAKER in the Chair]

ORAL ANSWERS TO QUESTIONS

Social Cost-Benefit Study of Nava-Sheva Port

*41. PROF. MADHU DANDAVATE: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether a social cost-benefit study of the proposed port at Nava-Sheva, across the Bombay Harbour is being undertaken by the Port Trust on the suggestion of the Planning Commission;

(b) if so, whether this study will form part of the detailed project report;

(c) whether any time limit has been fixed for the submission of the project report; and

(d) when Government will give firm and final clearance to the project and start its work?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH): (a) Yes, Sir.

(b) The Social Costs-Benefit Study is not a part of the Detailed Project Report for the Nava-Sheva Project. It is a separate study being commissioned by the Bombay Port Trust.

(c) and (d) The Detailed Project Report is likely to be available by

2

August 1981, and so also the Social Cost Benefit Study. Thereafter, the question of sanctioning of the project could be considered. After the investment decision is taken, the work would be commenced.

PROF MADHU DANDAVATE: I would like to know from the hon. Minister whether it is not a fact that in 1979 the Planning Commission had already set up a working group which went into this problem in depth and found that at that time the capacity was 7.1 million tonnes and their projections in 1987-88 were supposed to be more than 11 million tonnes; and in view of that; they felt the necessity of Nava-Sheva Port. Is it also not a fact that separately the Ministry of Shipping and Transport carried out a survey and they also felt that there was the need of this Port? Whether it is not true that when the environmentalist approached the Prime Minister, actually the Prime Minister asked the concerned Ministry to stay preparation of the Project Report? Really speaking, is it not true that the environmentalists only objected to the location of the ONGC base; only on that basis, they objected. In view of this, what actually is the present situation, I would like to know from the Minister?

SHRI BUTA SINGH: The present situation in brief is that on the representation of the environmentalists, we pended the process which was going on for a short while to go into the various objections raised by the environmentalists. One being as mentioned by the hon. member about the location of ONGC platform. Now, at the moment, as mentioned in the main reply also, the

DPR is being commissioned and we hope to get the Detailed Project Report by the end of 1981. After that the investment decision will be taken and the work will be commenced.

PROF. MADHU DANDAVATE: In his original reply as well as in his reply just now he has said that after the Project Report and after the investment decision is taken, then only the work of the project would start. Now, in this connection, I would like to have a specific reply from the hon. Minister. On the suggestion of the Railway Ministry—I myself had made the suggestion—it was decided that the National Transport Committee be appointed to have an integrated attitude about all modes of transport. Fortunately, under the Chairmanship of Shri B. D. Pande, the Transport Committee was appointed. Is it not a fact that that Committee has unanimously recommended that to move the present congestion in the Bombay Port, Nava-Sheva Port should be taken up. As regards investment, he has said that when the investment decision is taken, the final project work will start. I have here with me the *Times of India* dated 22nd August, 1980, in which there was a small attempt on the cost benefit study of the report at Nava-Sheva. There it is mentioned that the Public Investment Bureau has already cleared the project. So, when it has appeared that the Public Investment Bureau has already cleared the investment, how is it that you said that after the investment decision is taken, then only the work of the project will be started? What are the facts?

SHRI BUTA SINGH: On the recommendation of the Pande Committee and subsequently after the clearance from the Cabinet, the Public Investment Board sanctioned the preparation of the Detailed Project Report. It is on that sanction we have now ordered a Detailed Project Report. It

is a normal procedure that first we get the sanction for preparing a Detailed Project Report. After that is available, the project itself is taken for getting investment sanctioned from PIB.

PROF. MADHU DANDAVATE: The answer is not clear. It has already appeared that the Public Investment Bureau has cleared the investment aspect; and you may go into the reply—that was given by your predecessor who, at that time, was holding the same portfolio. He has said that everything has been done already. A number of members on both sides of the House were unanimous on this issue and they were told that everything has been done and soon the work would be taken up. I do not know whether, when the Ministers change, decision also changes.

SHRI BUTA SINGH: There appears to be some confusion in the mind of the hon. Member. I say that there are two stages. In the first stage we get the sanction for the detailed project report; that has been done. The next stage is, after this report comes. There is no hitch; there is no problem. The project is cleared. These are various stages. The first stage is preparation of the detailed project report, that is being carried. By the end of 1981 we hope that this report will be available. After that the work will start; there is no problem.

SHRI A. T. PATIL: The hon. Minister spoke about the technical aspect of the final sanction. I should like to know as to what matters are taken into consideration for the purpose of final sanction because all the matters are already taken into consideration. Still, since the hon. Minister says that there is a technical part of the sanction, what things are taken into account for this final sanction?

SHRI BUTA SINGH: There is no technical obstacle or hindrance. The first thing for any project is to get

a detailed project report. Unless we have a detailed project report including drawings and other things, we cannot commence the work.

सत-अल-अरब जल मार्ग मे फैसे हुए
भारतीय जहाज

* 42. श्री केशवराव पारधी :
क्या नौकरहन और परिवहन मंत्री यह
बताने की कृपा करेंगे कि :

(क) क्या ईरान और इराक की सीमाओं को विभक्त करने वाले सत-अल-अरब जलमार्ग मे तीन भारतीय जहाज फैसे हुए हैं ;

(ख) यदि हां, तो जलमार्ग से इन जहाजों को मुक्त कराने के लिए सरकार द्वारा क्या प्रयास किये जा रहे हैं : और

(ग) उन जहाजों मे लदे हुए सामान का ब्यौरा क्या है ?

THE MINISTER OF STATE IN THE MINISTER OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH):
(a) Four Indian ships are stranded in Shatt-Al-Arab, one at Khorramshahr and the other three at Basrah.

(b) Government are in touch with the authorities in Iran and Iraq for the safety and release of these ships. A large number of ships including ours are stranded in Shatt-Al-Arab and their movement out of the estuary is presently difficult.

(c) These ships have already unloaded their cargo which they were carrying for Khorramshahr and Basrah. The three ships at Basrah had not loaded any cargo for the return voyage, whereas the ship at Khorramshahr had loaded 237 empty gas cylinders.

श्री केशवराव पारधी : अध्यक्ष महोदय, जैसा कि अभी बताया गया है ईरान और इराक के अधिकारियों से सरकार सम्पर्क बनाए हुए हैं, तो अब तक

क्या कार्यवाही हुई है, क्या माननीय मंत्री जी यह बतायेंगे ।

श्री बूटा सिंह : जैसा मैंने कहा कि सत-अल-अरब जलमार्ग मे बहुत से जहाज रुके हुए हैं जिनमे दूसरे मुल्कों के जहाज भी हैं । उनमे चार जहाज इंडिया के हैं जो कि रुके हुए हैं ।

The members of the crew are quite safe. The crew of one of the ships had come back to India. The crew of other ships are there; the masters of the ship have been given full authority to take a decision on the spot in consultation with the Consul-general.

SHRI A. T. PATIL: With your permission, may I know from the hon. Minister one thing: One ship is reported sunk and the crew and the captain had to swim to Iraqi coast from which they had now come to India. Is it a fact? What steps have government taken?

SHRI BUTA SINGH: Yes, Sir. On 9th October 1980, one ship named Vijayavatar at Khorramshahr was hit by artillery fired and the crew abandoned the ship under instructions of the master. All the crew including the master reached Basra safely and they have since been repatriated to India except for one cadet, named Ambu. The Indian Embassy at Tehran had been alerted about the missing cadet.

SHRI SATISH AGARWAL: It has been stated in the answer that "instructions have been issued for the safety and release" ..

What do you mean by 'release'?

MR. SPEAKER: It is regarding ships.

SHRI BUTA SINGH: I did not use the word 'release'. Even in the answer there is no word 'release'.

SHRI SATISH AGARWAL: It says, "safety and release".

SHRI BUTA SINGH: Sorry, it is about the sailing of ships. Because many ships are stranded in that area. It is difficult to get out.

SHRI SATISH AGARWAL: You actually used it.

India's Mediation in Iran-Iraq War

*43. **SHRI JANARDHANA**

POOJARY:

SHRI MOOL CHAND DAGA:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether Iraq-Iran have approached India for mediation in their conflict; and

(b) if so, the details thereof?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) and (b). Shortly after the Iran-Iraq conflict began, special envoys from the two countries visited India to project their respective viewpoints. While they did not ask for an exclusively Indian mediation effort, there were indications that they would be willing to consider any efforts that India could make to resolve the problem. Special envoys of the Prime Minister visited Tehran and Baghdad to further understand the Iranian and Iraqi positions. Meanwhile, the Coordination Bureau of the Movement of the Non-aligned Countries in New York had initiated efforts to bring about peace. India took an active part in these efforts as well as in the informal deliberations in Belgrade to consider how best a peaceful resolution of the dispute could be found.

SHRI JANARDHANA POOJARY: Sir, it is unfortunate but true that the Iran-Iraq war shows signs of continuing, in spite of the best efforts to bring it to an end. Now the response to the most recent efforts of the non-aligned countries including India to

bring to an end the war has been disappointing. India has to play a great role. That is also an active role due to the mounting presence of the U.S. in the Indian Ocean and the fact that the U.S. is trying to explore the bases in the Indian ocean. In view of all these facts, if the conflict is prolonged, is there any danger of the war extending right up to the do-
step of India?

SHRI P. V. NARASIMHA RAO: Sir, I made a detailed statement on this subject day-before-yesterday which covered all the points raised by the hon. Member.

MR. SPEAKER: Yes, Mr. Poojary?

SHRI JANARDHANA POOJARY: Sir, because of this Iran-Iraq war may I know from the Minister, how many Indians were killed and injured and what is the nature of the protection which has been given by those countries to those Indian?

SHRI P. V. NARASIMHA RAO: There is another question coming on this.

श्री मूल चन्द डागा : अभी आपने जो उत्तर दिया था मेरा प्रश्न है

“shortly after the Iran-Iraq conflict began, special envoys from the two countries visited India.”

जब आप गुटनिरपेद्ध नीति को मानते हैं तो आपने उनका इंतजार क्यों किया? आप कह रहे हैं “shortly after their visit”

हम लोग अपनी तरफ में शांति की स्थापना करना चाहते हैं: आप कह रहे हैं

“shortly after the Iran-Iraq conflict began, special envoys came to India and then you started -suo-motu—?”

मैं यह पूछना चाहता हूँ कि आपने अपनी तरफ से इस कदम को शुरू में क्यों नहीं उठाया । अब यह शार्टली आफ्टर का क्या मतलब है ?

श्री पं. वी. नरसिंह रावः जब यह लड़ाई शुरू हुई उस वक्त संयुक्त राष्ट्र संघ की बैठक हो रही थी और भव से पहले तो सिवयोगिटी काउंसिल का यह काम था कि इस बात को अपने हाथ में लेती जिस की हम कोशिश करते रहे और इसके बाद डराक और ईरान खुद भेजा अपना एनवाय यहां । हमने दुलाया नहीं लेकिन वे चाहते थे हिन्दुस्तान की तरफ से कोई न कोई ऐसा रोल अदा किया जाए जिससे दोनों की मदद हो । उससे हम इत्तिफाक करते थे । उनकी बात सुनने के लिए हमारे भी एनवाय वहां भेजे गए । इतने में हम ने नान एलाइंड इनिशिएटिव को वहां शुरू किया ।

SHRI CHANDRA SHEKHAR SINGH: There has been a non-aligned initiative in the matter the present situation is such that it has reached some sort of a stalemate. On the other hand, the United Nations' Secretary-General is taking the initiative and he has placed his responsibility on a very senior diplomat. I would like to know the efforts that are being made to coordinate the non-aligned initiative with the initiative taken by the United Nations' Secretary-General and bring the initiative taken by the Secretary-General within the parameters of the non-aligned initiative?

SHRI P. V. NARASIMHA RAO: The United Nations' Secretary-General has assigned this task to Mr. Palme in pursuance of the resolution of the Security Council. So, as per the decision of the Security Council the

Secretary-General has made appeals earlier on and now he has sent a very senior diplomat there. What will happen after he comes there, we will have to see. What I can say at the moment is that we wish him well.

SHRI RATANSINH RAJDA: The envoys of both these countries came to India. Did the Government discuss any concrete proposals with them? As far as the non-aligned initiative is concerned, will India take up the initiative to convene the conference of non-aligned countries?

SHRI P. V. NARASIMHA RAO: I have already said that they did not ask for an exclusively Indian mediation effort. There were indication that they would be willing to consider any efforts that India would make to resolve the problem. They mainly told us their respective points of view. There were no mediation proposals and there were no demands for mediation. It will be a dangerous thing for any country to think of mediation even before such an indication comes from the concerned countries.

SHRI R. L. BHATIA: Iran and Iraq are our best friends. They are also non-aligned countries. Why India is not taking a bold steps to solve this problem? Why are we looking at the UN and other agencies/countries for a bold step? What stands in the way of India for not coming forward to take this position? Why cannot our External Affairs' Minister go to Iran and Iraq and try to solve the matter? If possible, he can use the influence of Shrimati Indira Gandhi so that these two friends do not fight between themselves. The global countries may want them to fight but it is in our interest that they do not fight with each other.

SHRI P. V. NARASIMHA RAO: Personally I do not propose to go to these countries alone. I did intend to go along with five or six other Foreign Ministers of the non-aligned coun-

tries. That was the proposal which was discussed. But as I have stated the day before yesterday in my statement, since there was an initial difficulty and until we are able to get over that difficulty, there is no question of any one going over there either singly or along with others.

SHRI RATANSINH RAJDA: I wanted a clarification. The hon. Minister has already stated what discussions had taken place with the envoys etc. I am not probing further into that. I know my responsibility. I want to know whether India on its own, has made certain constructive suggestions to put an end to this conflagration?

SHRI P. V. NARASIMHA RAO: Sir, this is no time to spell out matters like this. It will have to be considered. Consultations are going on. I can assure the hon. Members that India is very active in this.

SHRI R. K. MHALGI: May I know from the hon. Minister what is the exact position of the mediation today?

SHRI P. V. NARASIMHA RAO: No mediation.

SHRI A. NEELALOHITHADASAN: India is unable to take the initiative which we used to take in matters like this during the days of late Pandit Nehru.

SHRI P. V. NARASIMHA RAO: There is no question of inability. The initiative has been taken. India is very much a part of it.

Goods Transportation by Railways

*44. **SHRI K. M. MADHUKAR:** Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the transport of goods by the Railways

continues to be in a poor state because of shortage of wagons;

(b) if so, what was the month-wise availability of wagons during the current year so far; and

(c) the measures, if any, taken to improve the position?

THE MINISTER OF RAILWAYS (SHRI KEDAR PANDAY): (a) to (c). A statement is laid on the Table of the House.

Statement

(a) There has been some deterioration in loading in the recent months for which corrective action has already been initiated. It is expected that the position will improve in the coming months to enable us to pull up the arrears in loading to the maximum extent possible.

The daily average number of wagons loaded during the first seven months of the current year i.e. April to October, 1980 was marginally less to the extent of 3.2 per cent as compared to the loading during the corresponding period of last year. Availability of wagons for loading of goods depends upon the wagon turn-round which has deteriorated in the recent months because of various reasons such as power cuts in different States, particularly in the eastern sector loading to less production and affecting operations in the yards on the railways, agitations in Assam, breaches dislocating train services, etc. Most of these reasons are beyond railways' control. Movement has also been affected in some sectors due to agitations by railway staff.

(b) The number of wagons loaded per day with originating traffic during the months of April to October, 1980 has been as follows:

(In terms of 4-wheel)

Month	Number of wagons loaded per day	
	Broad Gauge	Metre Gauge
April' 80 . . .	23106	4885
May' 80 . . .	22303	4392
June' 80 . . .	21513	4073
July' 80 . . .	21794	4122
August' 80 . . .	21516	3477
September' 80 . . .	22150	4495
October' 80* . . .	22487	5035

*Figures are provisional.

(c) Apart from closely monitoring the movement on day-to-day basis at the railways' as well as Railway Board's level, greater coordination is also being maintained with different agencies to improve the wagon turn-round. The help of State Governments is also being sought to improve the law and order situation. Besides staff agitations have been dealt with a firm hand.

श्री कमला मिधुकर : अध्यक्ष महोदय, माल डिव्हों की कमी आज एक सिर दर्द बनी हुई है। बिजली की कमी क्यों है, क्योंकि रेलवे वैगन कोयला नहीं ढो पा रहे हैं। पानी की कमी क्यों है, क्योंकि रेलवे वगन चीनी नहीं ढो पा रहे हैं। वैसे जहां भी जाइये, आवश्यक वस्तुओं की कमी है या दूसरे सामान के उत्पादन में रेलवे वैगनों की कमी की बजह से काफी गड़बड़ी हो रही है। राज्य-सभा में सप्लाई मंत्री ने स्वीकार कर लिया है जहां रेलवे यातायात की कमी है वहां दूसरी आवश्यक वस्तुएं चीनी बगैरह बाहर विदेशों में चली गई हैं और यहां कमी हो रही है।

क्या ऐसी बात है कि रेलवे वैगनों की कमी है या कोई बड़े ब्लैक मार्केटिंगर्स की कहीं मिलीभगत हो रही है या आपकी अक्षमता है जिसकी बजह से रेलवे वैगनों की कमी हो रही है।

श्री केशव पांडे : हिन्दुस्तान में रेलवे वैगन्स 5 लाख हैं, इसमें 4 लाख तो ब्राडगेज पर हैं और एक लाख मीटर गेज पर हैं। वैगन्स की कमी कुछ है, लेकिन केवल कमी की बजह से ही नहीं बल्कि जो हमारी गुड्स ट्रेन चलती है, लोडिंग की कठिनाई है और उन गुड्ज ट्रेनों की स्पीड बहुत कम है। उसको अगर इन्क्रीज कर दिया जाये तो ठीक हो सकता है। इसके अलावा रिपेयर्स में वैगन ज्यादा चले गये हैं। जितने रिपेयर्स में जाने चाहिये, उससे ज्यादा रिपेयर्स में चले गये हैं। १ परसेंट के हिसाब से वैगन्स रिपेयर्स में रहने चाहिये, लेकिन उससे ज्यादा रिपेयर में पड़े हुए हैं।

तीसरा कारण यह है कि वैगन्स की भी कुछ कमी है, जिसकी बजह से दिक्कत हो रही है। मैं इस बात को मानता हूं कि लास्ट ईयर जितना लोडिंग हमने किया है, उसमें ३.२ परसेंट ६ महीने में कम हुआ है। हम अब इसको इम्प्रूव करना चाहते हैं। रेलवे में इम्प्रूवमेंट के लिये जिस एक्शन की जरूरत है, वह हमने लिया है और मैं उमीद करता हूं कि नवम्बर से आगे काम तेजी से चलेगा।

श्री कमला मिधुकर : अगर रेलवे वैगनों की कमी है तो क्या आर्थर बट्टलर कम्पनी को नये रेलवे वैगन बनाने का आर्डर देने जा रहे हैं जिससे

कमी को दूर किया जा सके और वैगनों की पूर्ति हो सके?

श्री केदार पांडे : वैगन्स की कुछ कमी की वजह से 13 हजार वैगनों का आर्डर दिया गया है। मैंने तीन कारण बताये हैं और कुछ वैगनों की कमी भी है, लेकिन केवल कमी की बात नहीं है, एफीशियेन्सी की भी बात है, उसमें कुछ कमी है, उसे भी दूर करन की बात है।

श्री दौलत राम सारण : क्या त्रिपाठी जी को इसीलिये हटाया गया है?

SHRI NIREN GHOSH: Because of the shortage of wagons, will the Railway Ministry be pleased to place orders with the wagon manufacturers of the country? It is the railways which encouraged the wagon manufacturers to enlarge their capacity but then they did not place orders with them for almost ten years. This has become the single biggest constraint on the economy of India and a flourishing market for corruption is present in the allotment of wagons and rakes. Taking all these factors into consideration, will they place orders for a sufficient number of wagons with the wagon manufacturers, who are sitting idle? In fact, some of them have gone bankrupt and have been taken over by the Government of India. Please mention the shortage of number of wagons?

SHRI KADAR PANDEY: I have already admitted that there is shortage of wagons. We have already ordered 13,000 wagons. The Railway Board have done their best. But some improvements are needed. I will see that they are attended to this month itself.

SHRI NIREN GHOSH: Will they place orders for wagons?

SHRI KEDAR PANDEY: I have already passed orders for 13,000 wagons. I shall look into this and, if more wagons are required, we shall place further orders.

श्री शिव प्रसाद साहू: मैं आपके माध्यम से मन्त्री महोदय का ध्यान इस तरफ दिलाना चाहता हूं कि बाक्साइट ऐसा मैटीरियल है, जो डिफेंस में भी काम आता है, बिजली विभाग में भी काम आता है, और कई अन्य जगह भी प्रयोग में लाया जाता है। छोटा नागपुर में पालामु जिले में टोरी स्टेशन और रांची जिले में लोहरदगा स्टेशन पर, जहां बाक्साइट का सब से बड़ा भंडार है, डिब्बों की कमी की वजह से काढ़ी दिवकतों का सामना करना पड़ रहा है और बाक्साइट के प्रोडक्शन में छास हो रहा है। मैं जानना चाहता हूं कि डिफेंस के काम आने वाले बाक्साइट के लदान के लिए डिब्बों की जो कमी है, उसमें सुधार लाने के लिए कब तक प्रयास किया जाएगा?

श्री केदारपांडे : मैं जानता हूं कि पालामु जिले में और रांची में लोहरदगा में बाक्साइट मिलता है। वहां पर वैगनों की कमी की वजह से और दूसरे कारणों से जरूर कुछ कठिनाई हुई है। मैं देखूँगा कि वह कठिनाई दूर हो और हम उसके लिए उपाय करेंगे। हम लोहरदगा की लाइन को भी बनाने की बात सोच रहे हैं। उस लाइन पर भी वह जाना चाहिये, ताकि काम और भी ठीक हो।

श्री दौलतराम सारण : क्या यह सही है कि डिब्बों की कमी का एक कारण यह

है कि डिब्बे बनाने वाले कारखाने अपनी क्षमता से कम काम कर रहे हैं, दूसरे, अपनी जरूरत पूरी होने से पहले हम दूसरे देशों को डिब्बे निर्यात करते हैं और तीसरे कई बड़े बड़े व्यापारी संबंधित अधिकारियों को रिश्वत दे कर प्राइवेट कामों के लिए डिब्बे एंगेज कर लेते हैं। क्या डिब्बों की शार्टेज के ये तीन कारण नहीं हैं?

श्री केदार पांडे : यह बात बेबुनियाद है कि बड़े बड़े आफिसर्स को घूस दे कर यह काम कराया जाता है। यह बेबुनियाद बात है। अगर कहीं पर करप्शन होगा, तो हम उसको दूर करने की कोशिश करेंगे।

श्रीमति कृष्ण साहो : मंत्री महोदय ने स्वयं स्वीकार किया है कि वैगनों की कमी है। इस समय रेलवे के पास पांच लाख वैगन हैं और 13,000 वैगनों का आर्डर दिया गया है। क्या मंत्री महोदय को इस बात की जानकारी है कि मोकामा में एशिया की वैगन बनाने की सबसे बड़ी फैक्टरी है, मगर रेल विभाग के द्वारा वहां पर वैगन बनाने का जो आदेश दिया जाता है, उसके लिए बहुत कम प्राइस दी जाती है, जब कि दूसरे प्रांतों में ज्यादा प्राइस दी जाती है? सरकार की यह ड्युअल प्राइस पालिसी क्यों है और वहां पर वैगन बनाने के लिए आर्डर क्यों नहीं दिए जाते हैं?

श्री केदार पांडे : मैंने पहले कहा है कि तीन कारण हैं, उनमें से हम पहले दो कारण रेमूव कर दें तब उसके बाद असेस-मेंट करेंगे कि और कितने वैगन चाहिये। अभी 13 हजार वैगन्स का आर्डर हमने दिया हूँगा है और जो पांच लाख वैगन हैं उनका पहले प्राप्त अरेजमेंट कर लें, वह रिपेयर में कम जायेंगे और तेजी से चलें,

साथ ही स्टेशन्स पर जो वैगन्स डिटेन हो जाते हैं उसको भी रोका जाय। ऐसा करने के बाद और 13 हजार वैगन्स पाने के बाद हम असेसमेंट करेंगे कि और कितने वैगन चाहिये तथा वह कहां पर बनें। (व्यवधान)

श्री लालांदण चौबे : मंत्री महोदय ने कवूल किया है कि वैगन्स की कमी है। वैगन्स की कमी के साथ-साथ उन्होंने यह भी माना है : the percentage of wagons which will go for repair is more than what is actually needed. मैं मंत्री महोदय से पूछना चाहता हूँ कि जो वैगन्स रिपेयर होने के लिए जाते हैं, Whether they are getting proper treatment or not due to stortage of raw materials. क्या आपके पास ऐसी सूचना है कि नहीं कि रेलवे के कारखानों में वैगन ठीक से रिपेयर नहीं होते हैं क्योंकि वहां रा-मैटी रियल की कमी रहती है :

श्री केदार पांडे : मैंने माना है कि रिपेयर में जितने वैगन जाने चाहिये उससे ज्यादा जाते हैं। लेकिन मैं आश्वासन देना चाहता हूँ कि इतने वैगन रिपेयर में नहीं जायेंगे और इसमें एफीसिएन्सी आयेगी। (व्यवधान)

श्री रामावतार शास्त्री : अध्यक्ष जी, क्या यह बात सच है कि रेल डिब्बों की कमी की वजह से बिहार में रबी की फसल के लिए खाद नहीं पहुँचायी जा रही है और क्या यह भी सच है कि फ़िहार सरकार ने भारत सरकार से एस० ओ० एस० के जरिए यह मांग की है कि साठ हजार टन खाद की ढुलाई के लिए हलदीया, पारादीप, मद्रास और बम्बई से विशेष

रेल डिब्बों की व्यवस्था करें, इस सिलसिले में आपने क्या कार्यवाही की है ?

श्री केदार पांडे : यह बात सही है कि गुड्स ट्रेन के मूवमेंट की कमी की वजह से हम बहुत ज्यादा सामान नहीं पहुंचा सके हैं। इस मैलेडी को मैं मानता हूं, मैं इसको बहुत ही जल्दी, एक-दो महीने के अन्दर, दूर करने का इलाज करूंगा। जहां तक रबी की फसल के लिए खाद को पहुंचाने का सवाल है, उसको मैं दूर करने का प्रयास कर रहा हूं। मैं समझता हूं कि इसमें हमें सफलता मिलेगी।

श्री रामावतार शास्त्री : विहार सरकार ने जो आपके पास एस० ओ० एस० भेजा है उसके बारे में आपने क्या किया है ?

श्री केदार पांडे : उसको मैं रिमपांड करने जा रहा हूं।

श्री आरिफ मोहम्मद खां : अध्यक्ष महोदय, मैं मंत्री महोदय से यह जानना चाहता हूं कि आज जो रेलवे की हालत है, या वह पिछली जनता सरकार की निष्क्रियता की देन नहीं है ? मेरा दूसरा प्रश्न यह है कि भरतपुर में जो रेलवे वेगन्स की फकटी है, उसमें कुछ राजनीतिक दलों की वजह से क्या लाआउट नहीं है ?

श्री केदार पांडे : इस सिलसिले में पहली बात यह है कि जब जनता पार्टी की हुकूमत आई, तो उस वक्त वह पार्टी निष्क्रिय रही और अब जनवरी में यह सरकार बनी है, तब से इसमें इम्प्रूवमेंट लाने की कोशिश की जा रही है। मैं सदन को आश्वासन देना चाहता हूं कि जल्दी से जल्दी इम्प्रूवमेंट होगा। इसी महीने से यह इम्प्रूवमेंट शुरू हो गया है।

Refusal of entry to Indians by U. K. Authorities

***45. SHRI RASHEED MASOOD: SHRI RAJESH KUMAR SINGH:**

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether Government are aware that U.K. Immigration authorities continue to refuse entry permission to Indians visiting U.K.;

(b) if so, the number of Indians who were refused entry permission by the U.K. Immigration authorities since January, 1980 giving the main reasons for refusal to give entry permission; and

(c) the steps taken by Government to solve the problems of the Indian visitors to UK and to ensure that entry permission is not arbitrarily refused by the Immigration authorities?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) Yes, Sir.

(b) 772 during January—July, 1980. Among the main reasons given by the British authorities are the following:

(1) not satisfied that visitors were genuine tourists;

(2) not satisfied that transit passengers were able and intending to proceed at once to another country and were assured of entry there;

(3) for employment without a work permit;

(4) for settlement without required entry clearance;

(5) unsubstantiated claims to be coming for marriage; etc.

(c) Our concern over the question of treatment of Indian nationals seeking entry into Britain and of refusal of entry in some cases on grounds which appeared insufficient or weak has been conveyed to the British authorities at various levels from time to time. Specific complaints are also

taken up by the High Commission in London with the British authorities for enquiry and redress.

श्री रशीद मसूद : मुहतरम् स्पीकर साहब, हमारे जो उधर के सब लोग हैं, वे हर मामले की खराबी का सिलसिला जनता पार्टी सरकार से जोड़ देते हैं जैसा कि पहले क्वेश्चन में देखने में आया था और उस में उन्होंने त्रिपाठी जी को भी अपो-जीशन के माथ जोड़ दिया। ... (व्यवधान)

मेरा सवाल यह है कि आप ने (सी) पार्ट का जो जवाब दिया है, उस में यह बताया है कि हमने यह मामला बरनानिया की कन्सर्व आथेरिटीज से उठाया था। इस मिलसिले में क्या आप यह बताएंगे कि आप ने जो सवालात उठाये थे, उन का क्या नतीजा निकला?

[شہری (شہد مسعود) : مختار

اسپیکر صاحب، ہمارے جو ادھر کे سب لوگ ہیں وہ ہر معاملے کی خلافی کا سلسہ جنتا پا رہیں ہوں کہ جو زیورات میں دیکھا گیا کہ آپکے ائمہ زین الدین میں دیکھا گیا کہ آپ کو اسی تھا اور اس میں انہوں نے تربیتی جی کو بھی ایک ایجاد کی جو زین الدین کے ساتھ جو زیورات میں دیکھا گیا (اندیشہ)

میرا سوچل یہ ہے کہ آپ نے (سی) پار्ट का जो जवाब दिया है अस में यह بتाया है कہ हम ने यह معاملे ب्रिटनी की क़स्तیयों और अंग्रेज़ीयों से अंतिम तھा - इस سلسے में कहा आप यह بتायें कि कहे आप ने जो سوالات अंतिम हीं अन किया नहीं

[ن ۲] ?

श्री पी० बी० नरसिंह राव : उस का नतीजा यह निकला है कि अभी हाल में बरतानिया की सरकार ने यह मान लिया है कि जो रेप्रेजेन्टेशन्स हमारी तरफ से किये जायेंगे आवा सतह पर उन पर गैर होगा और जहां कहीं भी शिकायत सही निकलेगी, उस को दफा किया जायेगा ?

श्री रशीद मसूद : मैं मुहतरम् वजीर साहब से यह जानना चाहता हूँ कि— उन्होंने जैमा अभी बताया है कि हमारे यहां से जो रेप्रेजेन्टेशन्स जायेंगे आला सतह पर उन पर गैर किया जाएगा — क्या आप यह करेंगे कि अपने यहां एक्सटरनल एक्स-मिनिस्ट्री में ऐसी सैल बना दें जो जाने वाले लोगों को ऐसा सर्टिफिकेट दे कि किम परपज के लिये वे जा रहे हैं और उम की इन्टीमेशन वहां हाई कमीशन को दे दें ताकि हिन्दुस्तान के लोगों को जो परेशानी होती है और उन्हें वहां वाज दफा कई कई दिनों तक, पढ़े रहना पड़ता है, वे उस परेशानी से बच जायें।

[شہری (شہد مسعود) : میں مختار

وزیر صاحب سے یہ جاننا چاہئوں گا कہ جو میں انہوں نے اہم بتایا ہے کہ ہمارے ہاں سے जो (پریزنسپیشن) جائز ہے اعلیٰ سطح پر ان پر غرر کیا جائے گا - کیا آپ یہ کہیں گے کہ اپنے یہاں ایکسٹرنل ایکٹिवریس ملستیری میں السو سہل بنا دیں جو جانے والے لوگوں کو ایسا سوتھیفی کہتے ہے کہ کہس پڑو کے لئے وہ جا دھے ہیں اور اس کی انتہمیشن وہاں ہائی کمیشن کو دے دیں تاکہ ہندوستان کے لوگوں کو जो بعض دفعہ

پریشانو ہوتی ہے اور انہیں وہاں پر بعض دفعہ کئی کئی دنوں تک بچتے ہے اسی پوتا ہے وہ اس پریشانی سے بچ جائیں۔

شُرُو پُو. ڈب. نارسیمہ راو: میری سماں میں نہیں آیا ہے کہ آپ کیا چاہتے ہے؟

شُرُو رشید مسُود: میرا کہنا یہ ہے کہ اکسٹرنل افےیس میں میں آپ اک سینل بنا دے جو یہاں سے جانے والے لوگوں کو اک سٹیفیکٹ دے دے کی فلائی فلائی پر پسج کے لیے جا رہے ہیں اور اک انٹیمیشن اپنے ہائی کمیشن کو دے دے جو یہاں سے جانے والے لوگوں کو ایک سٹیفیکٹ دے دے کی فلائی فلائی پر پسج کے لئے جا رہے ہیں اور ایک انٹیمیشن اپنے ہائی کمیشن کو دے دے اور وہ انکو کو دے دیں تاکہ انہیں وہاں پہنچنے میں بچے۔

[ڈب. شُرُو مسُود: میرا کہنا یہ ہے کہ ایکسٹرنل ایمیٹریس میں میں انہیں ایک سینل بنا دیں جو بیان سے جانے والے لوگوں کو ایک سٹیفیکٹ دے دیں کہ فلاں فلاں پر پسج کے لئے جا رہے ہیں اور ایک انٹیمیشن اپنے ہائی کمیشن کو دے دے جو ان کی وہاں مدد کو دے دے اور وہ انکو کو دے دیں تاکہ انہیں وہاں پہنچنے میں بچے۔]

شُرُو پُو. ڈب. نارسیمہ راو: جہاں ہزاروں لوگ جا رہے ہیں، وہاں آپ کی بات مانی جائے، تو اور جیسا کہ اس پرے شانی بडے گی۔

شُرُو رشید مسُود: ہزاروں لوگ جا رہے ہیں اور 70 کروڑ لوگوں کا یہ ملک ہے۔ کوئی ایسا نہیں ہے کہ دو چھٹے آدمی ہا رہے ہوں۔

[شُرُو دشید مسُود: ہزاروں لوگ]

جا رہے ہیں اور 70 کروڑ لوگوں کا یہ ملک ہے۔ کوئی ایسا نہیں ہے کہ دو چھٹے آدمی ہا رہے ہوں۔

SHRI P. V. NARASIMHA RAO: This is not possible.

شُرُو رشید مسُود: تو یہ کہئے

کہ یہ بروپیل نہیں ہے۔

شُرُو پُو. ڈب. نارسیمہ راو: ہم کے سے سٹیفیکٹ کرنے کی ہے شاہی کارنے کا رہا ہے۔

SHRI RAJESH KUMAR SINGH: I would like to know whether any minister level talks had been held in this regard, and if so, what has been the understanding.

SHRI P. V. NARASIMHA RAO: I have myself spoken about this to Lord Carrington.

MR. CHAIRMAN: Let this finish.

SHRI RAJESH KUMAR SINGH: I want to know the understanding arrived at during these talks. What is the Government's own assessment in this matter? Does Government think that the emigrants to U. K. are being harrassed? These Indians have been circumventing rules and procedures and are facing difficulties. Whether any suggestion has been made by any society, Indian Society in the U. K. or any other society to overcome this problem, if so, has any action been taken by the Government in this regard?

SHRI P. V. NARASIMHA RAO: Sir, as I said, I had occasion to raise this matter with Lord Carrington when he came here. I also told him—he is the Foreign Secretary of Britain—also indicated that if this problem is allowed to continue this might have some repercussions on our relations also. So far as the problem itself is concerned, I thought I need not go into the figures.

But now that the question has been put, I would like to place before the House the real perspective of this problem.

Sir, in 1980 from January to June out of 90,000 admitted i.e. 90,000 passengers admitted, 651 were rejected. The same is the story in the previous years also. So, the percentage of rejection works out to less than one per cent and I am not in a position to say that in all these cases the rejection has been improper or unwarranted because I have already stated the grounds for rejection and when one goes into the grounds of rejection one is not in a position to say with any amount of certainty that all the rejections are improper. That is the position, Sir. We are in very close touch with Indian associations in U. K. They are giving suggestions to us. We are considering all those suggestions and we are working in close cooperation with them. But, at the same time, we will have to realise that the final authority of acceptance or rejection rests with the Government of U.K. We are trying our best.

SHRI INDRAJIT GUPTA: The Government of U. K. has given certain grounds on the basis of which they say that they deny entry to people whom they consider to be illegal immigrants or attempting to enter the country illegally. We are more concerned with the question of unnecessary harassment of people who are not illegal immigrants at all any stretch of imagination.

May I remind him, a few months ago, in this House itself the question of prevention of Mr. Ramesh Chandra, the Secretary of the World Peace Council from entering Britain was raised and, very correctly, our Government had protested about it?

Has it been brought to his notice that recently the Marathi Drama Troupe which went to England to give performances of that controversial play *Ghasiram Kotwal* was subjected to great deal of harassment and delays at the Heathrow Airport, all their

musical instruments and all their other property which they were carrying with them was opened, examined and inspected and that they were subjected to all sorts of interrogations and all sorts of harassment before they were allowed to enter Britain? They cannot by any stretch of imagination be called people who were trying to enter Britain illegally. Does he know about that? What was done in the matter? What is the Government's reaction to that?

SHRI P. V. NARASIMHA RAO: The matter has been brought to our notice. There is a question on that particular matter and I would be giving the answer when the question comes up. For the present, I might say, even in that matter we have lodged a very strong protest. Not only we but those who were the hosts in that country, a lady who hosted the show, have also protested. We have taken whatever action was possible in the matter. It seems that they went on searching the musical instruments also thinking perhaps there was something inside the instruments.

SHRI R. S. SPARROW: There have been reports from various Indians visiting overseas countries as also certain representations have been received from the Indians settled and working in overseas countries that the attitude of our ambassadorial staff at various places is not that accommodating which it should be. The reason in this case seems to be that possibly the movement of people all around has increased and the staff possible may not have been enlarged to that extent. I would like to ask the hon. Minister of External Affairs if certain plants have been carved out to offset that type of difficulty either through training staff in detail appropriate to modern day conditions obtaining or any certain specific directions have been worked out to be given to them in this regard.

SHRI P. V. NARASIMHA RAO: It is not clear as to which side the hon. Member is referring. In regard to the staff on the British side, we have nothing to say. We hope that the staff on their side is adequate and we do not

have any information to the contrary. So far as our side is concerned, London is over-represented and, as I have already told the House, there is a substantial cut going on.

So far as the point raised by the Hon. Member in regard to actual processing of these cases is concerned, I may inform the House that officers of our own High Commission have visited the airports several times. The acting High Commissioner himself visited the Airport just to satisfy himself that there is no inordinate delay ordinarily. This has been done time and again. But, still there have been some cases where hardship has been caused: such cases have been promptly taken up and efforts have been made to redress them.

Indo-Iran Collaboration

+

***46. SHRI RAM VILAS PASWAN:
PROF. AJIT KUMAR MEHTA:**

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether it is a fact that the Government of Iran had sought India's collaboration in setting up a number of industrial estates in Iran;

(b) if so, the fields in which India's collaboration has been sought by the Iranian Government and whether Government have agreed to the request made by the Government of Iran; and

(c) if so, its likely impact on India's political and economic relations with the countries who have imposed sanctions against Iran?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) and (b). Preliminary discussions have been going on between the Governments of Iran and India since the middle of the year to explore various possible areas of economic and technical cooperation between the two countries. The Government of Iran have, however, not made any formal request for Indian collaboration in setting up industrial estates in Iran.

(c) Does not arise.

श्री रामविलास पासवान : माननीय अध्यक्ष महोदय, मंत्री महोदय ने अपने उत्तर में कहा है कि आर्थिक विषयों पर प्रारंभिक बातचीत चल रही है लेकिन 15 अगस्त, 1980 के स्टेटसमैन की ओर मै आप का ध्यान आकर्षित करना चाहता हूं जिसके अनुसार भारत के साथ 26 करोड़ रुपये का सौदा तेहरान में हो चुका है और कई करोड़ के सौदे पर बातचीत चल रही है। मंत्री महोदय ने जो जवाब दिया है उससे ऐसा लगता है कि आर्थिक विषयों पर अभी प्रारंभिक बातचीत चल रही है। दोनों में वस्तुस्थिति क्या है ?

श्री पौ. बी. नरसिंह रावः वस्तुस्थिति यही है कि यह एक धारावाहिक कार्यवाही है जो रुकने वाली नहीं है। यह नगातार हो रही है। कुछ हुई है, कुछ हो चुकी है। मैं यह भी बताना चाहता हूं कि केवल ईरान से ही नहीं, ईराक से और कई देशों से हमारी इस संबंध में बातचीत हो रही है।

श्री रामविलास पासवान अध्यक्ष महोदय, मंत्री महोदय किसी भी तरह से सेटिसफाई कर देते हैं। इनका जवाब अस्पष्ट है। ताजे समाचारों के अनुसार ईराक ने उन देशों से अपने राजनयिक संबंध तोड़ लिये हैं जिन देशों ने ईरान से सहयोग किया है और आप ईरान से सहयोग करने वाले हैं तो क्या आपने इस ओर भी ध्यान दिया है कि उनके साथ सहयोग से ईराक से राजनयिक संबंधों पर असर तो नहीं पड़ेगा ?

श्री पी० बी० नरसिंह रावः अध्यक्ष महोदय, मैं माननीय सदस्य को बताना चाहता हूं कि हमारे संबंध ईरान और ईराक दोनों से हैं और किसी से भी संबंध टूटने का सवाल ही नहीं है और हमें इसकी कोई आशंका नजर नहीं आती है।

श्री अजीत कुमार मेहता : अध्यक्ष महोदय, भारत और ईरान के बीच कुदरेनुख लौह अयस्क परियोजना एक बदशक्ल गुत्थी के रूप में उलझी हुई है। शाह के समय में इस योजना के लिये ईरान ने 63 सौ लाख डालर देने की बात कहीं थी, जिसमें से अभी तक केवल 18 सौ लाख डालर का भुगतान ही हुआ है और वाकी पड़ा हुआ है और आगे ईरान ने लौह अयस्क आयात करने से भी इन्कार कर दिया है। इसके कारण भारत का इतना पैमा जो कि इस योजना पर खर्च हो चुका है, अधर में लटका हुआ है। मैं मवी महोदय से जानना चाहूँगा कि नया जो समझौता किया जायेगा उसका क्या हश होगा जबकि पुराने समझौते का ही ईरान सरकार पालन करने में अपनी असमर्थता व्यक्त कर चुकी है?

श्री पी० बी० नरसिंह रावः अलग अलग परियोजनाओं की जानकारी विदेश मंत्री को नहीं होती है। हम जो सम्बन्धित मंत्रालय होते हैं उनका और विदेशों के प्रतिनिधियों का सम्बन्ध जोड़ देने वाले हैं। उन में क्या समझौता होता है। इसकी दूसरे मंत्रालयों को होती है और उनका ही यह काम होता है। कोई आप विशेष प्रश्न पूछना चाहें तो उस मंत्रालय के मंत्री जी से पूछें या मुझ से भी आप पूछेंगे तो मैं वह जानकारी उनके माध्यम से लेकर आपको दे सकता हूं।

SHRI CHINTAMANI PANIGRAHI: Even today we have many Indo Iranian joint collaboration projects in Iran. The total investments amount to more than Rs. 2,000 crores, and there are thousands of our technicians who are working in Iran today. I would like to know from the hon. Minister whether, in view of this conflict, our Government has taken any steps or measures to safeguard our investments and our joint collaboration projects in Iran and if so, what measures have been adopted.

SHRI P. V. NARASIMHA RAO: It would be too early to give any specific reply because now both the countries are in a state of war. Naturally, the very first priority is war and nothing else. We do hope that the undertakings which are going on there will not be affected. We will see at the proper time that they are really not affected and they continue as before.

एटम बम बनाने के लिये पाकिस्तान के प्रयत्न

+

* 48. श्री हरिकेश बहादुर :
श्री पी० एम० लाइद :

क्या विदेश मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार को जानकारी है कि पाकिस्तान एटम बम बना रहा है;

(ख) क्या भारतीय समाचार पत्रों में यह समाचार प्रकाशित हुआ है कि पाकिस्तान शीध्र ही चीनी क्षेत्र में परमाणु परीक्षण करने वाला है;

(ग) यदि हां, तो तत्संबंधी व्यौरा क्या है; और

(घ) भारत सरकार अपनी सुरक्षा के लिये क्या कदम उठा रही है?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) Government are aware that

Pakistanis making efforts to acquire uranium enrichment and nuclear fuel reprocessing capability which could enable it to assemble a nuclear device.

(b) Government have seen press reports to this effect.

(c) Government has no confirmation about these reports.

(d) Government is monitoring developments in this regard and is taking all necessary steps to safeguard the security interests of India.

SHRI HARIKESH BAHADUR: Based on the Minister's reply, I would like to ask whether Government is trying to confirm the press report that Pakistan is going to conduct nuclear test on Chinese territory.

SHRI P. V. NARASIMHA RAO: I have said that we have no confirmation of this.

SHRI HARIKESH BAHADUR: My question was, whether Government is trying to confirm.

SHRI P. V. NARASIMHA RAO: What he wants to ask perhaps is whether Government is ascertaining still. I have said that we are monitoring all developments.

SHRI HARIKESH BAHADUR: In view of the fact that Pakistanis holding massive military exercises, Pakistan President has referred to Jammu & Kashmir during his speech before the U. N. General Assembly, the U. S. President Jimmy Carter says that, if Pakistan is in danger, the USA will defend Pakistan according to the 1959 US-Pak Defence Agreement, and China is supplying jet fighters and ground-to-air missiles to Pakistan, may I know whether Government is proposing to hold any talks with Pakistan in order to strengthen the peace in the Indian Sub-continent?

SHRI P. V. NARASIMHA RAO: Our talks with Pakistan are going on regarding various issues. The Foreign Minister of Pakistan visited here. But the President of Pakistan chose to

make certain observations in regard to Jammu & Kashmir in the U.N. General Assembly. I had occasion to reply to him. This kind of exchange is going on. But, at the same time, we are quite vigilant on the matter, particularly on matters regarding the capability of other countries to do or not to do certain things.

WRITTEN ANSWERS TO QUESTIONS

Number of Indians killed in Iraq-Iran War

*47. **SHRI CHINTAMANI JENA:**
SHRI DILEEP SINGH
BHURIA:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) what is the number of Indians who have been killed and injured during Iraq and Iran war;

(b) whether any assistance or compensation has been given in such circumstances; and

(c) if so, the details thereof?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) The number are: 15 Indians killed and 25 injured; in addition, three Indians are reported missing and are so far not traceable.

(b) and (c). Those killed and injured were all employees of private companies/Iraqi State undertakings. Claims for compensation in these unfortunate cases have been preferred under the relevant Iraqi regulations, by their respective employers and are under consideration of the concerned authorities.

Nepal Government's stand on Nepalese settled in India

*49 **SHRI M. V. CHANDRA SESH-KARA MURTHY:** Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether it is a fact that Nepal has taken a stand that Nepalese who have settled in Assam and in other

North Eastern States before 1971 have to be treated as Indian citizens of Nepal origin;

(b) if so, the number of Nepalese who are living in Assam and in other North Eastern States at present; and

(c) whether Government have taken the decision in regard to the demand made by Nepal Government and if so, the details thereof?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) In the course of discussions during the Debate on Demand for Grants for the Foreign Ministry in the Rashtriya Panchayat in September, 1980, the Nepalese Foreign Minister, Mr. K. B. Shahi, commenting on the question of Nepalese in Assam and other North Eastern States of India was reported in the press to have stated that "Nepalese entering those areas after 1971 when the Government of India restricted travel to those areas might be regarded as a Nepali problem but regarding those who entered the above mentioned States of India before 1971, it might be said that it is an Indian problem. Nepalese entering Assam and other Indian States before 1971 would have to be treated as Indian citizens of Nepali origin."

(b) According to the 1971 census reports, the number of persons born in Nepal and enumerated in the States/UTs of the North-Eastern Region is as follows:

Name of States/UTs	Persons of Nepalese origin
Assam*	78,268
Manipur	6,940
Meghalaya	13,397
Nagaland	9,278
Tripura	930
Arunachal Pradesh	15,551

*Includes Mizo District, now constituted as Union Territory of Mizoram. According to the 1971 Census, the following number of person enumerated in the North-Eastern Region have given Nepali Gorkhali as their mother tongue:

Name of the States/UTs

Arunachal Pradesh	30,911
Assam	3,49,116
Manipur	26,381
Meghalaya	44,445
Mizoram	4,557
Nagaland	17,536
Tripura	2,107

(c) Does not arise since the Nepal Government have made no such demand officially.

Theft at Kenduapada Railway Station

***50. SHRI ARJUN SETHI:** Will the Minister of RAILWAYS be pleased to state:

(a) whether there has been a theft at Kenduapada Railway Station of Khurda Division of South Eastern Railway;

(b) if so, the details of the theft committed;

(c) whether any arrest has been made in the incident;

(d) whether some railway employees in connivance with railway contractors in the locality have committed this theft; and

(e) what specific steps Government have taken to round up the culprits involved in the incident?

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

(b) On 17-8-80, at about 22-30 hrs. open wagon no. ER-87262, covered with tarpaulin, loaded with a consignment of 1070 bags of urea booked ex. Vishakapatnam to Faridkot, which was stabled at Kenduapada Station (South Eastern Railway), due to being sick, was victimised by miscreants and some urea bags were stolen. On checking of the contents of the wagon, 93 bags of urea valued at about Rs. 9,300 were found short.

(c) Six persons have been arrested.

(d) Yes. One RPF Rakshak is reported to have been involved.

(e) Six persons involved in the case have been arrested under Railway Property (Unlawful Possession) Act and the case is under investigation at the RPF Post, Cuttack. The RPF Rakshak who was on duty and is suspected to have connived in the commission of the offence has also been arrested and placed under suspension.

भारतीय दूतावास के साथ पत्र-व्यवहार की भावा

* 51. श्री जयराम वर्मा : क्या विदेश मंत्री यह बताने की कृपा करेगे कि :

(क) क्या उनके मंत्रालय से भारतीय दूतावासों के साथ पत्र-व्यवहार केवल अंग्रेजी भाषा में ही किया जाता है ;

(ख) यदि हाँ, तो इसके क्या कारण हैं ;

(ग) क्या कुछ भारतीय दूतावासों में भारतीय अनुवादक नहीं हैं और कुछ दूतावासों में जो गैर-भारतीय अनुवादक मियुक्त किए गए हैं उन्हें हिन्दी का ज्ञान नहीं है ;

(घ) यदि हाँ, तो इसके क्या कारण हैं ;

(ङ) क्या कुछ दूतावासों में हिन्दी की टाइप की मशीनें, हिन्दी टाइपिस्ट या आशुलिपिक नहीं हैं जिसके परिणामस्वरूप हिन्दी

में पत्र-व्यवहार करने की इच्छा होने पर भी ऐसा करना संभव नहीं होता है ; और

(च) यदि हाँ, तो राजभाषा हिन्दी के उत्तरोत्तर प्रयोग में आने वाली अड़चनों को दूर करने के लिए कब तक प्रबंध हो जाएंगे ।

विदेश मंत्री (श्री पौ. बी. नरसिंहराव) : (क) और (ख) जी नहीं । हिन्दी और अंग्रेजी दोनों भाषाओं में होता है लेकिन अंग्रेजी में अधिक पत्र-व्यवहार होता है । हिन्दी का प्रयोग अधिकतर प्रोतोकोल प्रलेखों अंतराष्ट्रीय संधियों एवं करारों में और विदेशों में हिन्दी के प्रचार तथा अन्य सांस्कृतिक, शैक्षिक और साहित्यिक उद्देश्य के लिए भी एवं प्रसार से सम्बद्ध हमारे पत्र-व्यवहार के लिए किया जाता है ।

(ग) और (घ) हमारे मिशनों में कुछ गैर-भारतीय अनुवादक हैं लेकिन दुधाष्ये/अनुवादक का काम अधिकतर हमारे अपने ही अधिकारी करते हैं जिनके लिए सेवा में स्थायी होने के लिए विदेशी भाषा में प्रवीणता और हिन्दी की विभागीय परीक्षा उत्तीर्ण करना अनिवार्य है ।

■

(ङ) और (च) हम विदेश स्थित अपने 72 दूतावासों को हिन्दी के टाइपराइटर पहले ही भेज चुके हैं और हमने यह निर्णय किया है कि इस वित्तीय वर्ष के दौरान प्रत्येक मिशन को कम से कम एक टाइपराइटर अवश्य भेज दिया जाए । हमारे पास कुछ प्रशिक्षित हिन्दी टंकक और आशुलिपिक हैं और हम एक ऐसी योजना बनाने की कोशिश में हैं जिसके अन्तर्गत टंकक और आशुलिपिक मुख्यालय में अपनी तैनाती के दौरान, विदेशों में तैनाती से पहले हिन्दी टंकण और आशुलिपिक सीख सकेंगे ।

सरकार इस विषय पर सरकारी नीति की भाव और भाषा के अनुसार हिन्दी के प्रभावी प्रयोग का सुनिश्चय करने का भरसक

प्रयत्न कर रही है। प्रगति एक निरन्तर चलने वाली प्रक्रिया है और इसीलिए इसकी कोई निश्चित तारीख नहीं बताई जा सकती।

Proposed strike of Port and Dock Workers

*52. SHRI K. A. RAJAN:
SHRI VIJAY KUMAR YADAV:

Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether the Port and Dock workers in the country have decided to launch an indefinite strike from 18 November, 1980 following the failure of talks with the employees on their demands;

(b) if so, the reasons for the failure of talks; and

(c) what efforts have been made by the Central Government to settle the matter and avert the strike?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH):
(a) The Union affiliated to the four major all India Federation of Port and Dock Workers viz., All India Port and Dock Workers Federation, Indian National Port and Dock Workers Federation, Port Dock and Water front Workers Federation of India and Water Transport Workers Federation of India, had served strike notices in all Major Ports threatening to go on strike from November, 18, 1980, if their demands for wage revision was not settled by that date.

(b) The negotiation in the bilateral Wage Negotiating Machinery, which comprised representatives of the employers and the workers, set up in May, 1980, had become stalled because the Federations insisted in the meeting of the Machinery held on 8-10-1980 that their demands for payment of minimum wage of Rs. 640/- with minimum increase of 23 per cent in total wage bill and settlement for 3 years were not further negotiable. The re-

presentatives of the employers could not accept this demand.

(c) Discussions have been held by Government with the representatives of the Federations on 12th and 13th November, 1980, over their demands. The Minister of Shipping and Transport appealed to the Federations to defer their strike pending completion of the discussions. In response to the Minister's appeal, the representatives of the Federations have agreed to defer the strike. Further detailed discussions have been held with the Federations concerned at the official level on 17-11-1980 and 18-11-1980, and are schedule to be held at the Minister's level on 26-11-1980.

Raising Communal Incidents in India by Pakistan in International Forum

*53. SHRI SATISH AGARWAL:
SHRI NIHAL SINGH:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether Government's attention has been drawn to the fact that one of the leading Pakistan dailies has commented that the communal riots in India may compel the Indian Muslims to demand for a third Pakistan in India;

(b) whether it is also a fact that the foreign affairs ministry of Pakistan had a six hour meeting on 19th August, 1980 to consider the ways and means to raise the question of communal disturbances in India in International forum; and

(c) if so, what steps Government have taken to stop the Pak interference in the internal affairs of India and also to keep the Muslim world informed about the correct happenings in India?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) Yes, Sir.

(b) The Urdu daily "NAWAI WAKT" of Pakistan in its August 20

issue carried a report to this effect. The Pakistan government has however informed us that the report is a fabrication.

(c) In response to government of Pakistan's official reaction to the disturbances in India and the efforts of its media to portray the incidents in a negative light, Government of India protested against the government of Pakistan's attempt to interfere in the internal affairs of India in violation of the Simla Agreement. It was pointed out to the Government of Pakistan that such interference and hostile propaganda could cause a setback to Indo-Pak relations. At the same time, government of India has taken steps to keep friendly Islamic countries suitably informed about these incidents.

ब्राडगेज लाइन से इन्दौर और दिल्ली का सीधा रेल सम्बन्ध

* 54. श्री फूल चन्द वर्मा : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि इम समय इन्दौर और दिल्ली के बीच कोई सीधी ब्राडगेज लाइन नहीं है ;

(ख) क्या उक्त नगर के औद्योगिक प्रतिथानों और सार्वजनिक संस्थानों ने इम के लिए बार-बार मांग की है ; और

(ग) यदि हाँ, तो उस पर सरकार की क्या प्रतिक्रिया है और इस सम्बन्ध में क्या कार्यवाही की गई है ?

रेल मंत्री (श्री केदार पांडे) :

(क) जी नहीं। इन्दौर और दिल्ली, कोटा और नागदा के रास्ते बड़ी लाइन से और रतलाम के रास्ते मीटर लाइन से पहल ही जुड़े हुए हैं।

(ख) और (ग). बड़ी लाइनें के रास्ते इन्दौर और दिल्ली के बीच एक सीधी

गाड़ी चलाने की मांग की जाती रही है किन्तु न तो यात्रात के आधार पर ऐसी गाड़ी चलाने का कोई आवृत्ति है और न ही परिचालन की दृष्टि से ऐसा करना व्यावहारिक है क्योंकि रास्ते के कुछ खंडों पर लाइन क्षमता पर बहुत दबाव पड़ रहा है और टर्मिनल स्टेशनों पर अर्थात् दिल्ली, नयी दिल्ली और इन्दौर में टर्मिनल सुविधाएं भी सीमित हैं।

Production of Coaches

*55. SHRI CHHANGUR RAM: SHRI C. CHINNASWAMY:

Will the Minister of RAILWAYS be pleased to state:

(a) the number of reserve coaches that have been utilized for the super fast trains and the number of coaches that have been left for keeping as a 'stand by' to replace the sick coaches;

(b) whether the yearly production of coaches by the Integral Coach Factory is adequate to meet the demand; and

(c) if not, measures taken by the Government so far to update and modernise the Integral Coach Factory with a view to stepping up the production to meet the increasing demand of coaches with ever growing passenger traffic?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) For running 22 pairs of Super Fast trains, the bare requirement is about 710 coaches. Besides 16.6 per cent coaches of these are earmarked for replacement of sick coaches.

(b) The yearly coach production by Integral Coach Factory (ICF) is not adequate to fully meet the demand for coaches.

(c) A proposal for increasing the production of ICF from 720 to 750 coaches is planned for inclusion in the Works Programme for 1981-82. In order to further increase indigenous production of coaches, a techno-econo-

mic survey for a new coach production unit was undertaken, which recommended setting up a new coach building unit with the initial capacity of 400 coaches per annum, with scope for future expansion to 750 coaches per year. This report is currently under examination of the Planning Commission.

Proposal to set up Maritime Institute

*56. **SHRI P. RAJAGOPAL NAIDU:** Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether Government have approved the Shipping Corporation's proposal to set up a Maritime Institute to train its personnel; and

(b) if so, when it will be set up?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SIIRI BUTA SINGH):

(a) Yes, Sir.

(b) This project will be completed in 3 phases as indicated below:—

Phase I 1980-81

Phase II 1981-82

Phase III 1982-83

Harassment to Indians and Pakistanis at Entry Point

*57. **SHRI MOHD. ASRAR AHMAD:** Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether Government are aware that the Indian and Pakistani Nationals are harassed at the point of entry on the Indo-Pak border; and

(b) if so, what steps have been taken to put an end to such harassment?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) Government have seen Press reports and also reports received

from certain individuals regarding harassment to the Indian and Pakistani nationals at the point of entry/exit, particularly at the Attari Rail/Road Checkpost.

(b) Apart from taking action on individual complaints, Government have considered and, in fact taken certain steps to make travel between India and Pakistan convenient. Some of the steps so far taken are as follows:

(1) Government have made the Baggage Rules for international passengers also applicable to passengers coming from Pakistan. A two-channel system, namely, Green and Red, similar to that available at international airports has been introduced by customs at Attari Railway Station resulting in considerable reduction in time in clearance of the passengers.

(2) Regular announcements are made in the trains as well as on the platform informing the passengers of the baggage concession available to them. Attention is also being paid for the training of officers in public relations with a view to achieving expeditious and courteous clearance of passengers.

(3) Several procedural and administrative measures, such as liberalisation and rationalisation of baggage rules and increase of supervisory staff at various levels have been taken in order to expedite clearance of passengers arriving at major international airports.

(4) Steps are under consideration of the Government to make the train journey between India and Pakistan less time-consuming and more comfortable. Provision of better amenities at Attari Road Checkpost is also under consideration.

(5) The facility of release of foreign exchange of US \$ 500/- under the Foreign Travel Scheme, which was not hitherto available for visits to Pakistan, has now been extended to persons visiting Pakistan.

Sino-India Relations

*58. SHRI JYOTIRMOY BOSU: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether Government have taken further concrete steps to normalise relations with the Peoples Republic of China; and

(b) if so, the details thereof?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) The Government of India keep under constant review the process of normalising relations with China on the basis of our principles and interests.

(b) Following are some of the steps recently taken by the Government of India in this regard:

(1) As a part of the exploratory dialogue on normalisation of relations, the Secretary in the Ministry of External Affairs, Shri Eric Gon-salves visited Peking in the later half of June and on that occasion he extended an invitation to the Chinese Foreign Minister to visit India.

(2) When Shri Rao Birendra Singh Minister of Agriculture passed through Peking on his way back from the Democratic People's Republic of Korea, he called on Mr. Wan Li, one of the Chinese Vice Premiers.

(3) Efforts continue to be made to promote exchanges in such fields as trade, science & technology, culture and sports.

Jakhpura-Daitari Line

*59. SHRI HARIHAR SOREN: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the target date of the completion of the first phase of the Railway line from Jakhpura to Daitari is December, 1980;

(b) if so, how far the construction work has progressed so far; and

(c) whether Government propose to take up second phase of the Railway line from Daitari to Banspani this year if the first phase work is completed before December, 1980?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) Yes.

(b) All land have been handed over to the Railway except some portion required for approach roads, level crossing etc. 99 per cent earthwork has been done so far.

All major bridges have been completed and out of 100 minor bridges 4 are under construction and others completed. Progress is 95 per cent.

Construction of station buildings and approach roads and construction of staff quarters is in progress. 96 per cent of the work has been completed.

Permanent way: 14 Kms. have been linked and further work is in progress. The section upto Sukinda has been opened to traffic on 27-7-1980.

Overall progress is 73 per cent.

(c) The proposal to take up the construction work of the second phase from Daitari to Banspani during 1981-82 is under active consideration in consultation with the Planning Commission.

राजस्थान मे रेल लाइने

* 60. श्री दौलतराम सारण : क्या रेल मंत्री निम्नलिखित जानकारी दर्शने वाला एक विवरण सभा पटल पर रखने की कृपा करेंगे कि :

(क) राजस्थान के किन-किन स्थानों से नई रेल लाइने विछाने की मांग की गई है और किन-किन स्थानों के लिए पिछली सरकार और राज्य सरकार ने नई रेल लाइने विछाने का सुझाव दिया था ;

(ख) कौन से स्थानों पर नई रेल लाइनें बिछाने के लिए सर्वेक्षण कर लिया गया है लेकिन उस पर स्वीकृति नहीं दी गई है और कौन से स्थानों पर नई रेल लाइनें बिछाने के उद्देश्य से सर्वेक्षण किए जाने का विचार है ;

(ग) रेल-लाइनें बिछाने के लिए राजस्थान के किन स्थानों का चयन उनके पिछड़ेपन को देखते हुए करने का विचार है ; और

(घ) क्या सरदारशहर से बरास्ता रावतसर नई रेल-लाइन बिछाने की कोई मांग है ?

रेल मंत्रालय में उप मंत्री (श्री मल्लिकार्जुन) : (क) राजस्थान राज्य से निम्नलिखित 14 नयी लाइनों के लिए मांग प्राप्त हुई है :—

1. बूंदी के रास्ते कोटा से चित्तौड़गढ़ तक नई लाइन ।

2. कोटा से गोधरा तक एक नयी लाइन ।

3. करौली से सवाईमाधोपुर ।

4. अम्बाजी के रास्ते पालतपुर से उदयपुर ।

5. कोटा से देवगढ़ ।

6. बीकानेर, जैसलमेर, बाड़मेर और धोनीमान के रास्ते गगापुर से गांधीधाम ।

7. भीलवाड़ा से ब्यावर ।

8. गंगापुर टाउन के रास्ते नाथद्वारा से भीलवाड़ा ।

9. टोंक को जिला मुख्यालय से जोड़ना ।

10. छत्तरगढ़ और बीकानेर के रास्ते रायसिंह नगर से फलोदी ।

11. हनुमानगढ़—सरदारशहर—कतेहपुर ।

12. घरसारी—रामगढ़—जैसलमेर ।

13. फलोदी—नचना ।

14. कोटा—अजमेर ।

(ख) निम्नलिखित लाइनों का सर्वेक्षण किया गया है :—

1. फालना से नाथद्वारा । 140 कि० मी० लम्बी इस लाइन की अनु-मानित लागत 60.37 करोड़ रुपये थी जिससे ऋणात्मक प्रतिफल प्राप्त होता । इसलिए इसका अनुमोदन नहीं किया गया ।

2. रतलाम से बांसवाड़ा । 95 कि० मी० लम्बी इस लाइन की अनु-मानित लागत 34 करोड़ रुपये थी जिससे ऋणात्मक प्रतिफल प्राप्त होता । इसलिए इसका अनुमोदन नहीं किया गया ।

3. कोटा—चित्तौड़गढ़ । इस नयी लाइन के लिए अन्तिम स्थान निर्धारण सर्वेक्षण का काम जारी है जो कि अनु-मोदित कार्य है ।

4. नाथद्वारा से टोडाराय सिंह और लूनी के रास्ते जोधपुर से मारवाड़ तक नयी लाइन के लिए प्रारम्भिक इंजीनियरी एवं यातायात स्थान निर्धारण सर्वेक्षण का काम अगले वर्ष शुरू करने का प्रस्ताव है ।

(ग) कोटा—चित्तौड़गढ़ लाइन के सिवाय फिलहाल राजस्थान में किसी नयी लाइन के निर्माण का प्रस्ताव नहीं है ।

बीकानेर से खतरगढ़ तक एक नयी लाइन के निर्माण के लिए सर्वेक्षण कार्य पूरा हो चुका है । इस परियोजना के सम्बन्ध में रिपोर्ट की सभी पहलुओं से जांच हो जाने के बाद ही विनिश्चय किया जा सकता है बशर्ते संसाधन उपलब्ध हों । रक्षा मंत्रालय के अनुरोध पर सूरत-

गढ़ से सरूपसर तक एक समानगत बड़ी लाइन सहित अनूपगढ़ के रास्ते सरूपसर से रायसिंह पुर तक एक नयी लाइन के निर्माण का भी प्रस्ताव है। इस प्रस्ताव का सर्वेक्षण किया जा रहा है।

(घ) जी हाँ। सरदार शहर और रावतसर के रास्ते हनुमानगढ़ से फतेहपुर तक एक नयी लाइन के निर्माण की मांग है। इस समय धन की तंगी के कारण इस परियोजना को शुरू करना संभव नहीं है।

Vacant Posts of Primary School Teachers in Southern Railway

401. SHRI D.S.A. SIVAPRAKASAM: Will the Minister of RAILWAYS be pleased to state:

(a) the total number of vacancies of Primary School Teachers in schools in the Southern Railway Region in this academic year, language-wise;

(b) whether any advertisement was given to fill up the posts;

(c) the total number of applications received and number of persons selected; and

(d) the qualifications of persons so selected?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) 36-English medium 9 Tamil medium 27.

(b) Yes.

(c) 119 applications were received for Teachers English medium and 4 candidates have been selected. Selection process for Teachers Tamil medium has not yet been completed for which 1665 applications have been received.

(d) Of the 4 selected, two are graduates with B.Ed. qualification and two have passed Anglo Indian High School

Examination with middle grade Teachers Certificates. All the four candidates have also previous teaching experience.

Daily running of Jayanti Janata Express

402. SHRI RAM SINGH SHAKYA: Will the Minister of RAILWAYS be pleased to state:

(a) whether there are plans to make the Jayanti Janata Express train service daily; and

(b) if not, what are the constraints and how they are going to be overcome?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) No.

(b) Spare capacity is not available either on the Rajendra Pul or on the sections enroute. Besides, there is lack of adequate terminal capacity at Delhi. Conversion of Metre Gauge section between Barabanki and Sonpur into Broad Gauge is in hand. Additional facilities have been planned and/or are under consideration for New Delhi and the sections enroute & on their becoming available, the provision of daily service between Muzaffarpur-New Delhi/Delhi will be considered

Reservation Staff of New Delhi Railway Station

403. PROF. MADHU DANDAVATE: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Reservation Staff at the New Delhi Railway Station went on a lightening strike on the 27th August, 1980 as a protest against the arrest and alleged harassment of the Chief Reservation Supervisor;

(b) if so, what were the grievances of the reservation staff against the Central Bureau of Investigation and the nature of the alleged harassment; and

(c) whether the matter has been finally settled?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) to (c). A section of the reservation staff of New Delhi Station went on lightening strike on the 27th August, 1980 for few hours to show their resentment against the arrest of the Chief Reservation Supervisor by the Central Bureau of Investigation. The Chief Reservation Supervisor was later released on bail.

Measures to check Cigarette Smoking

404. SHRI CHANDRABHAN ATHARE PATIL: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether Government are contemplating to take any measures for effectively checking cigarette smoking apart from the statutory warning on cigarette packets that 'smoking is injurious to health'; and

(b) if so, the details thereof?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI B. SHANKARANAND): (a) Yes

(b) 1. In order to provide certain restrictions in relation to trade and commerce in and production, supply and distribution of cigarettes, the Government of India has enacted a legislation namely "The Cigarettes (Regulation of production, supply and distribution) Act, 1975" which is in force with effect from 1-4-1976. The Act was forwarded to the State Governments in the year 1977 for implementation of its various provisions.

2. Several states have passed laws prohibiting juvenile smoking and smoking in public places like cinema halls, buses etc.

3. Mass publicity campaign on the hazards of smoking have been undertaken through publication and mass media by Central Health Education Bureau. Films on the subject have been prepared and they are being shown in cinema halls. Four scripts on smoking and health hazards have been sent out by C.H.E.B., to all the

stations of All India Radio and T.V. Centres.

4. The Central Health Education Bureau has developed health education syllabus which includes the topic related to hazards of smoking and its bad effects on health for students of Classes IX and X under the Central Board of Secondary Education.

5. In order to ensure uniform standards of material being prescribed in the text books all over the country the Ministry of Health and Family Welfare have suggested to the Ministry of Education that a chapter on "Harmful Effects of Smoking" may be prepared by N.C.E.R.T. in consultation with the Central Health Education Bureau, which after approval may be recommended to the various states/Union Territories for inclusion in the school level text books.

6. Tax burden on production and sale of cigarettes has been increased to make smoking more prohibitive.

7. The All India Radio and Door Darshan have taken a decision not to accept advertisements regarding cigarettes and other tobacco products in their commercial services.

8. Indian Airlines have extended the "No smoking areas" in the various aircrafts and have stopped the permissive announcement "You may smoke, if you wish".

Railway Labour Tribunal Award

405. SHRI SURAJ BHAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Railway Labour Tribunal Award has been accepted by the Ministry of Railways and its implementation has also been ordered;

(b) whether it is also a fact that additional staff required for this purpose has not so far been provided at most of the places including Delhi Division of Northern Railway;

(c) if so, whether it is not affecting the efficient working of the Railways; and

(d) when the Government propose to make good this shortage of staff?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Yes.

(b) No. In December, 1977 the Ministry of Railways gave clearance to all the Indian Railways including the Northern Railway for creation of 10,012 additional posts of staff in group 'C' and 'D' for the purpose of implementing the various recommendations made by the Railway Labour Tribunal 1969 relating to hours of employment of Railway employees. Nearly 85 per cent of these posts have already been filled up.

(c) No.

(d) Action is in progress for providing as early as possible the additional staff still required at certain places.

Purchasing a second passenger vessel from abroad for Andamans

406. SHRI MANORANJAN BHAKTA: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that the Andaman-mainland passenger service is far from satisfactory for want of replacement of m.v. ANDAMANS and the Andaman and Nicobar Administration has sought permission to purchase immediately a second passenger vessel from abroad; and

(b) if so, what action Government has taken to push through the said proposal for improvement of the mainland-Andaman passenger service?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH): (a) and (b) The Andaman/Mainland

passenger service is quite satisfactory. The operational life of m. v. Andamans has recently been extended by special survey of this vessel, upto May, 1982 and the vessel is performing well. A proposal for procurement of a second-hand passenger vessel to replace M.V. Andamans has been received from the Andaman Administration. That Administration have been asked to arrange for necessary funds for the purchase of the said vessel so that investment decision can be taken by the Government.

Service to Sportsmen in Railways

407. SHRI NARAYAN CHOUBEY: Will the Minister of RALWAYS be pleased to state:

(a) whether students and young-men who have been sportsmen during their student days with certificates are given service in the Railways;

(b) if so, the rules thereof;

(c) whether the Northern Railway has encouraged young boys and men to keep the practice and appear for test;

(d) whether such a test was carried on in Delhi on the 10th February, 1980;

(e) if so, number of those appeared for test and those who qualified in the test;

(f) whether those qualified were taken to Lucknow for race on the 10th August, 1980; and

(g) if so, their number and the details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) to (g) The information is being collected and will be laid on the Table of the Sabha.

Verification of Service Record

408. SHRI S. M. KRISHNA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) the number of cases relating to non-medical Class I and II Officers

working in Directorate General Health Services, who have completed more than 25 years of service, and have not as yet been issued the Certificate showing verification of Service Record as per standing orders of the Government;

(b) whether due to this lapse, the pension of some of the retired officers has been held up and if so, the number thereof;

(c) whether Government will fix responsibility for this lapse and take necessary action against the delinquent officers;

(d) whether due to the fact that some of the Officers dealing with administration have been working in the D.G.H.S. for the last more than 24 years or so and as a result of their continued stay, they have developed some vested interests; and

(e) the action Government propose to take to ensure healthier administration?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI B. SHANKARANAND): (a) 107, as on 1st November, 1980.

(b) No pension case has been held up for want of service verification certificate.

(c) and (d) Does not arise.

(e) Officers are rotated within the Ministry/Dte. G.H.S. or from the Ministry to Dte. G.H.S. and vice versa normally after they have worked in a post/Section for more than five years.

Recommendation of National Laboratories to use Chlorine Tablets

409. SHRI RAJESH PILOT: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether it is a fact that the National Laboratories had recommended use of chlorine tablets to contain water borne diseases which are leading killers of infants/children;

(b) whether Government propose to provide chlorine tablets/liquid to masses in rural areas through Community Health Volunteers/para-medical workers and if so, the details thereof;

(c) whether the Bleaching Powder (soft lime with chlorine), a very old concept, which is mainly meant for sanitation purposes and gets decomposed in moistureous flood affected areas and is highly cumbersome due to its hazardous proprieties is still being used by Health and Public Health Departments for disinfection of drinking water for human consumption in rural areas; and

(d) if so, the reasons thereof?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI B. SHANKARANAND): (a) Yes, the National Environmental Engineering Research Institute, (formerly CPHERI) has recommended chlorine tablets which could be used for disinfecting water in homes where regular disinfected water is not made available to the community.

(b) The State Governments have been requested to supply Chlorine tablets/bleaching powder to the Community Health Volunteers for regular chlorination of sources of drinking water, in the villages in which CHVs are working.

(c) and (d) Bleaching powder is used for disinfection purposes in many water supply systems as its application in the desired quantities is easily calculated and the personnel at the village level, who may be assigned such responsibilities, can be very easily trained in their functions. No reports of any hazardous properties of the powder have come to notice.

Late Running of Trains

410. SHRIMATI SANYOGITA RANE: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that late running of trains is causing a lot of inconvenience and misery to the travelling public; and

(b) the steps taken or proposed to be taken to improve the situation?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) The punctuality performance of mail/express trains 'Not losing time' during the month of October, 1980 improved on majority of the zonal railways as compared to the corresponding month of last year and remained around 90.0 per cent. The punctuality performance of trains on few other Railways viz. the Central, the Eastern, the North-east Frontier and the North Eastern Railways was however, affected adversely by increased incidence of alarm chain pulling, miscreant activities, political agitations in Assam, accidents, power shortage, etc. Besides, detentions were also caused by reasons within the control of Railways, such as, engine failure, signal failure/defects and other operating failures.

(b) The avoidable detentions have been taken up with the Railways and General Managers have been directed to give personal attention to ensure punctual running of trains. They have also been asked to intensify day-to-day monitoring of important mail/express trains not only at the Zonal Headquarters but also at the field level. The General Managers have been further instructed that staff responsible for loss of punctuality should be identified and dealt with firmly and promptly. Liaisons is also being maintained with the concerned State Governments to control the incidence of alarm chain pulling and dis-connection of hose-pipes by miscreants.

सम्झौती और भीमेरलाई रेलवे स्टेशनों के बीच क्षतिग्रस्त हुआ मार्ग

411. श्री वृद्धि चन्द जैन: क्या रेल मंत्री यह बताने की कृपा करेगे कि :

(क) क्या यह सच है कि गत वर्ष लूनी नदी में बाढ़ के कारण राजस्थान के बाड़मेर जिले में सम्झौती और भीमेरलाई

रेलवे स्टेशन के बीच रेलवे मार्ग भी तरह से क्षतिग्रस्त हुआ था ;

(ख) यदि हां, तो अनुमानतः कितनी हानि हुई है ;

(ग) क्या उपरोक्त रेलवे मार्ग अभी तक ठीक नहीं किया गया है ; और

(घ) यदि हां, तो इस मार्ग पर रेलवे की गति बढ़ाने के लिये इसकी मरम्मत कब तक कर दी जायेगी ?

रेल मंत्रालय में उपर्युक्ती (श्री मल्लिकार्जुन) : (क) जी हां ।

(ख) लगभग 55 लाख रुपये ।

(ग) प्रभावित रेल-पथ की मरम्मत कर दी गयी है। गिट्टी बह जाने के कारण सितम्बर 1979 में यातायात को 30-50 कि० मी० प्रति घण्टे की सीमित रफतार पर पुनः चालू कर दिया गया था ।

(घ) गिट्टी डालने का काम पूरा हो जाने के बाद इस खण्ड पर 75 कि० मी० की सामान्य गति को 30-6-81 तक पुनः शुरू कर दिया जायेगा ।

R.D.S.O. Scientists

412. SHRI A. NEELALOHITHADASAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Research Development and Standards Organisation of the Railways is an autonomous body;

(b) if so, whether Government propose to lay a copy of its Constitution on the Table of the House;

(c) the number of degree holding scientists, subject-wise, employed in R.D.S.O. as on 1st April, 1980; and

(d) what is the number of Scientists in the R.D.S.O. holding post-graduate degrees and Doctorate Degrees?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN):

(a) No.

(b) Does not arise.

(c) Number of degree holding Engineers Department-wise are as under:—

Civil Engineering	87
Mechanical Engineering	154
Electrical Engineering	70
Electronics	15
Telecommunication	12
Architect	11
Metallurgical	5
Chemical	8
Bachelor of Science	82
d) (i) Number of Engineers holding Post Graduate Degree,	66
(ii) Number of Engineers holding Doctorate Degrees	6

Wrong Map published by 'SPAN'

413. SHRI R. K. MHALGI: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether Government's attention has been drawn to the map published on page 4 of the 'SPAN' August, 1980 under the article 'The Indian Ocean, A Zone of Peace' by Jerome Kahan, wherein the part of Jammu and Kashmir, which is ille-

gally occupied by Pakistan, has been shown as the part of Pakistan; and

(b) if so, action taken or proposed to be taken by Government in this regard?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) Yes, Sir.

(b) The attention of the Editor of the 'SPAN' magazine was drawn to this wrong depiction of India's frontiers. He was asked to avoid such errors in future. He expressed regrets about the publication of the erroneous map and has taken note of our suggestion about future publication of Maps.

Acute shortage of Ayurvedic Medicines

414. DR. A. U. AZAMI: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether it is a fact that funds provided for Ayurvedic system of medicines in the C.G.H.S. Dispensaries in the capital has been considerably slashed down during the current year as compared to the last year thus resulting in acute shortage of Ayurvedic medicines at the Store Depot and in the Dispensaries; and

(b) if so, the reasons therefor and the steps which Government propose to take to improve the situation?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI B. SHANKARANAND): (a) No.

(b) Does not arise.

Piplana Railway Station

415. SHRI MOTIBHAI R. CHOURDHARY: Will the Minister of RAILWAYS be pleased to state:

(a) since when the railway crossing on the east of Piplana railway station

on the Palanpur-Gandhidham line has been made an unmanned crossing;

(b) whether there is another railway crossing on the west of the above station which is kept open; and

(c) if so, whether the crossing on the east of this station will also be kept open in view of the difficulties encountered by farmers if so, by what time and if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) The level crossing No. 147-C at km. 171/13-14 at the North end (referred to as East in the Question) is manned during the day time from 7.00 hours to 19.00 hours. The gates of this level crossing are normally kept open to road traffic during the day time. During the night time from 19.00 hours to 7.00 hours the gates are kept closed to road traffic and opened whenever there is a demand from the road users.

(b) The level crossing No. 148-C at km. 172/8 at the South end (referred to as West in the Question) is unmanned which is made use of by the road traffic around the clock.

(c) Western Railway have taken steps to carry out census of road traffic at level crossing No. 147-C at Piprala station and if found justified, the level crossing may be manned during the night also.

Murder of A.S.M. on duty at Sijua

416. SHRI A. K. ROY: Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 3712 on the 10th July, 1980 regarding Murder of A.S.M. on duty at Sijua and state:

(a) whether the State Police Authority, Dhanbad has been able to find out the clues in the case of brutal murder of A.S.M. on duty at Sijua on 21st April, 1980; and

(b) if not, whether Government propose to hand over the case to the C.B.I. without further delay?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Yes.

(b) Does not arise.

Geneva Conference on Disarmament

417. SHRI AMAR ROY PRADHAN: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether it is a fact that 75 nation review conference on disarmament was held at Geneva in September 1980; and

(b) if so, the outcome of that conference?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHARAO): (a) and (b). Yes, Sir. A United Nations conference on prohibitions or restrictions on use of certain conventional weapons which may be deemed to be excessively injurious or to have indiscriminate effects (so-called inhumane weapons, sometimes also called "especially cruel weapons") was held in Geneva from 15th September to 10th October 1980. A total of 76 States, including India, participated in the work of the Conference. The Conference adopted the following instruments:

1. Convention on prohibitions or restrictions on the use of specific conventional weapons.

2. Protocol on non-detectable fragments.

3. Protocol on prohibitions or restrictions on the use of mines, booby-traps and other devices.

4. Protocol on prohibitions or restrictions on the use of incendiary weapons.

It may be mentioned that the Second Review Conference of the Treaty on the Non-Proliferation of Nuclear Weapons (NPT) was also held in Geneva from 11th August to 8th September, 1980. However, that Conference did

not reach agreement on any joint declaration or any other document. As India is not a party to the Treaty, it did not attend this conference.

Proposal to raise DTC Fares

418. SHRI ARVIND NETAM:
SHRI NAND KISHORE
SHARMA:
SHRI HIRALAL R.
PARMAR:

Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that Government are considering to raise Delhi Transport Corporation bus fares; and

(b) if so, the reasons therefor and the time by which the decision will be finalised?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH): (a) and (b). The DTC Board is of the view that the fare structure of DTC is divorced from the cost of operation and the recent hike in diesel prices and other components calls for increase in the fares. However, Govt. has not yet taken a decision in the matter.

राष्ट्रमंडल सम्मेलन

419. श्री मूलचन्द डागा :

श्री पौ० एम० सहौद :

श्री निहाल सिंह :

श्री बौ० बौ० देसाई :

क्या विदेश मंत्री निम्नलिखित जानकारी दर्शने वाला एक विवरण सभा पटल पर रखने की कृपा करेंगे कि :

(क) सितम्बर, 1980 में आयोजित राष्ट्रमंडलीय बैश्नों के सम्मेलन में क्या निर्णय किए गए ;

(ख) सम्मेलन पर भारत सरकार द्वारा कितना व्यय किया गया ; भौत

(ग) उक्त सम्मेलन में क्या परिषार हासिल हुए ?

विदेश मंत्री (श्री पौ० बौ० नरसिंह-राव) : (क) अतिम विज्ञप्ति की एक प्रति सदन की मेज पर रख दी गई है। [ग्रन्थालय में रख दी गई। देखिए संख्या LT—1355/80]

(ख) इस सम्मेलन के लिए 25,18,900 रुपये के बजट की व्यवस्था की गई थी।

(ग) इस संयुक्त विज्ञप्ति में दृष्टिभेद के बावजूद बहुत से वर्तमान अतर्राष्ट्रीय मसलों पर काफी हद तक समान आधार परिलक्षित होता है। इस अवसर पर मुक्त और निस्संकोच वातावरण में हुए विचार-विनिमय से इस समस्या को ज्यादा अच्छी तरह समझा जा सका, खासतौर पर प्रशांत के छोटे द्वीप राज्यों के सदर्भ में इस क्षेत्र में आर्थिक और तकनीकी सहयोग के महत्व और उनकी बढ़ती हुई सार्थकता को स्वीकार किया गया और ठोस उपाय बताये गये। छोटे द्वीप राज्यों के लिए विशिष्ट उपायों पर भी सहमति हुई।

Repealing of Lepers Act

420. SHRI M. RAMGOPAL REDDY: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the Indian Leprosy Association has demanded repealing of the Lepers Act, 1898; and

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

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI B. SHANKARANAND): (a) Yes.

(b) The Government of India had constituted a Sub-Committee of the National Leprosy Advisory Committee

in 1975 to advise regarding the modification to the Lepers Act, 1898. The Sub-Committee had recommended repeal of the Lepers's Act, 1898 and for incorporation of the necessary provisions in a Model Public Health Act. As Health is a Sate subject, the State Governments were advised in November, 1979 to consider taking up suitable legislation for amendment/annulment of the Act, 1898. Model Public Health legislation is in the draft stage.

Joint US Egypt Defence Exercises in Indian Ocean

421. SHRI RAM SINGH YADAV. Will the Minister of EXTERNAL AFFAIRS be pleased to state.

(a) whether it is a fact that US Air and Naval forces and Egyptian forces have decided to carry out defence exercises jointly in Indian ocean during November and December, 1980;

(b) whether it is also a fact that the Government of USA have decided that its A-7 and F-11 bombers stationed at NATO bases in Europe will also participate in these defence exercises;

(c) whether it is also a fact that in principle Indian Government consider Indian Ocean a peace zone;

(d) whether the proposed defence exercises by air and naval forces of America are likely to adversely affect the peace and security of Indian ocean region, India and other littoral countries; and

(e) the policy adopted by the Government of India in this regard?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) and (b) According to reports, 1450 US troops reached Cairo on November 11 to conduct joint exercises with Egyptian troops under simulated combat conditions. The exercises are expected to last about 12 days. There joint exercises are reportedly to be held only over Egyptian territory and not in the

Indian Ocean. A-7 tactical aircraft and support helicopters are to participate in the exercises but we have no information as to whether any of these aircraft will be drawn from NATO bases in Europe.

(c) to (e) India has reiterated on several occasions its firm support for the Declaration of the Indian Ocean as a Zone of Peace in terms of the UN-Resolution of 1971. India has consistently opposed Great Power military presence in the Indian Ocean which introduces new tensions and conflicts in our neighbourhood and constitutes a threat to peace and stability. India is working with other Non-aligned littoral and hinterland States to preserve the concept contained in the 1971 Declaration which envisages the elimination of Great Power military presence from the Indian Ocean. India supports the convening of the Indian Ocean Conference in 1981, with a view to implementation of the 1971 Declaration.

New Lines in Madhya Pradesh

422. DR. VASANT KUMAR PANDIT: Will the Minister of RAILWAYS be pleased to state:

(a) the number of proposals which have been sent by Madhya Pradesh Government for (i) new lines, (ii) conversion to Broad-gauge, (iii) extension of existing Railway lines, (iv) completion of on-going surveys, and (v) new surveys;

(b) the decision taken and the progress achieved so far;

(c) the progress achieved on Lalitpur-Sitgrauli-Khajuraho- Satna-Rewa line and Barwadih-Karonji lines;

(d) whether the survey has started on the new proposal of Guna-Shivpuri-Gwalior-Etawah line; and

(e) the surveys from Madhya Pradesh which are under reference to the Planning Commission for clearance?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Prior to

1979 requests for 6 new lines were received from the State Government. In 1979, the Government of Madhya Pradesh suggested the construction of 11 new lines and 5 conversion projects. Some of the new lines included, extension of existing lines also. Normally surveys are sanctioned by the Ministry of Railways depending on the merits of each case.

(b) In view of the difficult financial position of the Railways and the huge investment involved, if all the projects are to be undertaken, it is necessary that the traffic potential should be first assessed by spelling out the mining and other industrial development schemes in the suggested areas. Therefore, no decision has been taken on these suggestions.

(c) The Lalitpur-Singrauli and Barwadih-Karonji surveys are in progress and are expected to be completed by March, 1981.

(d) The survey estimate for the Guna-Etawah line has recently been sanctioned and is expected to be taken up shortly.

(e) No suggestion for surveys have been received from the Madhya Pradesh Government nor is it necessary for the Planning Commission to clear the survey proposals.

Charter of Demands of All-India Railwaymen's Federation

423. SHRI CHITTA BASU: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have received a ten-point charter of demands of the All-India Railwaymen's Federation recently.

(b) if so, details of the Charter;

(c) whether Government have initiated any bilateral negotiation; and

(d) if so, the results thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Yes.

(b) A statement giving details is attached.

(c) and (d) The issues have been examined and a reply has been sent to the All India Railwaymen's Federation explaining the position, these issues are discussed from time to time in the regular forums established for the purpose in which the AIRF is also associated.

Statement

The ten point Charter of demands contains the following demands:

- (i) Parity in wages with employees in public Sector Undertakings and for that purpose an immediate grant of Rs. 150/- P.M. as an Ad hoc increase in pay to all employees in Group 'C' and 'D'.
- (ii) Revision of DA Formula for full neutralisation in cost of living and correction of Consumer Price-index figures in accordance with Rath Committee Report. Merger of Dearness Allowance with Pay for all purposes at Consumer Price Index 344.
- (iii) Granting of 8.33 per cent Minimum Bonus.
- (iv) Restructuring of the cadre in group 'C' and 'D' so as to guarantee time bound promotion as in case of Group 'A' Officers. Also reclassification of Group 'D' posts for uplifting them to Group 'C' posts as has been in the case of Group A, B and C cadres.
- (v) Reclassification of cities for the purpose of HRA and CCA and revision in the rates of these allowances.
- (vi) Decasualisation of labour.

- (vii) Employment to the wards of the Railway employees.
- (viii) (a) Vacation of victimisation in connection with May, 1974 Strike.
- (b) Payment of full pay for the suspension/removal period of 1974 strike.
- (ix) Introduction of 8 hours working day for all those working more than 8 hours a day.
- (x) Management of Railways by Autonomous Corporation.

Indian Ships Stranded in Persian Gulf

424. SHRI DAULAT SINHJI JADEJA: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) the number of Indian Ships stranded in the Persian Gulf during the period of Iraq-Iran war; and

(b) the details of loss incurred?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH): (a) Four ships and 29 sailing vessels have been stranded in the Shatt-Al-Arab Waterway during the present Iraq-Iran war.

(b) The total loss to shipping industry is estimated at about Rs. 375.00 lakhs.

महमूदाबाद रेलवे स्टेशन)

425. श्री राम लाल राहीः क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि महमूदाबाद उत्तर प्रदेश के सीतापुर जिले को एक पृथक तहसील बन जाने पर, महमूदाबाद रेलवे स्टेशन के महत्व को देखने हुए वहां एक प्रथम श्रेणी का प्रतीक्षालय बनाने की मांग की गई थी :

(ख) यदि हां, तो इस दिशा में अब तक क्या कार्यवाही की गई है?

रेल मंत्रालय में उपमंत्री (श्री मलिकार्जुन) : (क) जी हां।

(ख) महमूदाबाद रेलवे स्टेशन पर ऊंचे दर्जे के प्रतीक्षालय की व्यवस्था करने का यातायात सम्बन्धी कोई श्रौतिय नहीं है।

Indian Killed in Iran-Iraq War and Damage to Indian Property

426. SHRI ATAL BIHARI VAJPAYEE:
SHRI V. S. VIJAYA RAGHAVAN:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) the number of Indians killed and value of property damaged during the recent Persian Gulf War;

(b) the value of other damages, if any;

(c) the specific services rendered by the Indian Embassies in the area to the needy; and

(d) the amounts paid to the families of dead and injured Indians and also compensation paid to those who have suffered property losses?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) and (b) 15 Indian nationals were killed in Iraq during these hostilities. It is not possible yet to make any precise assessment of damages claimed to have been incurred by our nationals.

(c) Our Missions in the area have worked round the clock to ensure smooth and speedy repatriation of those Indian nationals wishing to leave by arranging exit/entry visas; transportation and food; and by co-ordinating airlift operations. Our Missions have also been in constant touch with the local authorities regarding safety of Indian nationals and their evacuation whenever necessary to safer places.

(d) There are no compensation claims against Government of India. Compensation claims have, however, been preferred by concerned companies/individuals under the relevant Iraqi Social Security Laws.

Position of General Cargo capacity and Traffic Handled in Bombay Port

427. SHRI A. T. PATIL: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) what was the capacity available in Bombay Port in respect of general cargo *vis-a-vis* general cargo traffic handled during June, 1980 to 15th October, 1980;

(b) what was the position of capacity and traffic in other major ports during the same period;

(c) what action has been taken by Government during this period to reduce the congestion in Bombay Port and consequently to reduce the loss to national economy; and

(d) what plans have been made to get over the inadequacy of capacities and to what extent they are implemented upto now?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH):

(a) The handling capacity of Major Ports has been assessed on an annual basis after taking into account optimum berth occupancy rate and other relevant performance indicators. The general cargo handling capacity of Bombay Port has been estimated at 600 million tonnes per annum. The general cargo traffic handled at Bombay Port during June 1980 to 15th October 1980 was 273 million tonnes.

(b) A statement indicating port capacities as broadly assessed on 31-3-80 and traffic figures for general cargo from June 1980 to September 1980 is attached.

(c) There was no congestion in Bombay Port during this time despite

the fact that June to October is a monsoon period and there is a loss of working time and slowing of work due to rain.

(d) A sum of Rs. 99 crores has been allocated in the Annual Plan 1980-81 for the modernisation and expansion of port capacities. Some of the important projects to enhance port capacities in hand are listed below:

Bombay

(i) Construction of 4th Oil Berth at Butcher Island.

Paradip

(ii) (a) Construction of 2nd General Cargo Berth.

(b) Improvement and modification to the Ore Handling Plant.

Visakhapatnam

(iii) (a) Installation of 3rd Wagon Tippler.

(b) Construction of a Mooring Berth for handling POL & POL Products.

Tuticorin

(iv) Construction of Coal Jetty.

New Mangalore

(v) Construction of port facilities for handling export of Kudremukh iron ore concentrates.

Equipments

(1) *Bombay*

(a) Procurement of container handling equipment.

(2) *Calcutta*

(a) Procurement of Wharf and Yard Crane.

(3) *Madras*

(a) Procurement of container handling equipments.

(b) Procurement of Grabbing cranes.

(4) *Visakhapatnam*
(a) Procurement of Crawler|
Mobile cranes.

Statement

S. No.	Name of Port	Capacity per annum as broadly assessed on 31-3-80	General cargo traffic handled from 1 June to 30 September 1980*
1	2	3	4
		(In million tonnes)	(In million tonnes)
1. Calcutta/Haldia	.	4.46	0.91
2. Cochin	.	1.65	0.16
3. Kandla	.	1.15	0.53
4. Madras	.	2.40	0.70
5. Mormugao	.	0.35	0.06
6. New Mangalore	.	0.55	0.15
7. Paradip	.	0.35	0.08
8. Tuticorin	.	1.70	0.83
9. Visakhapatnam	.	2.10	0.51

*Traffic figures are provisional.

Note: Traffic figures have been indicated from 1 June 80 to 30 September '80 as the data for October is not presently available.

Cochin-Trivandrum Line

428. SHRI SKARIAH THOMAS: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal to construct a double line from Cochin to Trivandrum via Kotayam;

(b) if so, whether any survey has been done and the details thereof; and

(c) if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) No.

(b) No.

(c) Does not arise.

Delay in issuing of Passports for Pakistan

429. SHRI G. Y. KRISHNAN:

SHRI K. MALLANNA:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether Government have received complaints regarding the delay in issuing the passports particularly to Pakistan;

(b) whether it is a fact that most people applying for visa are bound for Karachi; and

(c) whether it is also a fact that the number of Pakistanis visiting India is much larger because of the comparatively free issuance of visas by the Indian Embassy at Islamabad and the consulate at Karachi?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) No Sir. However, a few complaints about delay in issue of passports in general are received from time to time and are dealt with appropriately.

(b) Since visas are granted by the Embassy of Pakistan in New Delhi, we do not have precise information about the places which visas are applied for. However, according to our information the number of Indian nationals going to Karachi is larger than that of those going to any other city in Pakistan.

(c) Yes, Sir. During the year 1979 whereas about 2,70,000 Pakistani nationals visited India, about 85,000 Indian nationals visited Pakistan.

Travel Time of Trucks on trunk Routes

430. SHRI K. RAMAMURTHY: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that 30 to 40 percent of effective travel time of trucks on trunk routes is being lost at octroi checkposts; and

(b) if so, the action taken on the National Transport Committee's recommendation to cut down the total running time of trucks?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH): (a) The National Transport Policy Committee in its report mentions that the Jha Committee's Study of the effect of Octroi on a few selected trunk routes has brought out that 30 to 46 percent of effective travel time is lost at checkposts.

(b) The Recommendations of the M.T.P.C. are under examination of the Government. However, in order that time lost at octroi checkposts is eliminated the need to abolish octroi has been impressed upon the State Governments, in various forums including the recent conference of Chief Ministers convened by Finance Minister held in September, 1980.

Slum Dwellings on Central Railway

431. DR. SUBRAMANIAM SWAMY: Will the Minister of RAILWAYS be pleased to state:

(a) whether there are slum dwellings on Central Railway property in Kurla, a suburb of Bombay;

(b) whether there is a slum colony called Kranti Nagar which has been in existence on railway land in the same area for over 20 years;

(c) whether as per Government policy for poor people, the Railways plan to allow the Kranti Nagar residents to have amenities such as electricity; and

(d) if so, whether No Objection Certificate has been issued for this purpose to the colony?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Yes.

(b) An unauthorised slum colony, called Kranti Nagar, is reported to have been in existence on the Railway land for about 12 years.

(c) It is not the Railway's policy to provide such amenities for unauthorised colonies of outsiders. Such amenities may be provided by the State Government (local authorities) subject to the consent of the Railways, in case the slum is situated on railway land.

(d) The residents of the colony wanted 'no objection certificate' from the Railway for electric connection from Bombay Suburban Electricity Supply. The Railway are agreeable to do so provided the hutment dwellers agree to pay for the occupation of the railway land and to execute a licence agreement with the Railway together with an undertaking to vacate the land as and when needed by the Railway. The residents of the slum have declined to accept these conditions and hence the 'no objection certificate' has not been issued.

Seizure of Bangladesh Boats by B.S.F.

432. SHRI K. MALLANNA: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether it is a fact that 55 country boats of Bangladesh were seized by the Border Security Force near Balat in the East Khasi hills district on the Meghalaya-Bangladesh border on October 15, 1980 in which a number of Bangladesh nationals had crossed into the Indian side there for allegedly collecting limestone;

(b) if so, whether any protest had been lodged with the Government of

Bangladesh by the Indian Government; and

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

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) 56 country boats belonging to Bangladesh nationals were seized by the BSF on 15th October, 1980, in the area approximately 37 Kilometres South-West of Cherrapunji, on the river Mukai.

(b) and (c). A protest note has been lodged by the local BSF Commander with his Bangladesh counterpart. No formal reply has been received but the question was discussed at a meeting between BSF and BDR authorities on the 15th November, 1980. At the meeting, the BDR representative undertook to suitably advise Bangladesh nationals not to enter India without valid documents. He also requested the return of the boats.

Censoring of Indian News by Pakistan

**433. SHRI JAGPAL SINGH:
SHRI RAJESH KUMAR
SINGH:**

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether it is a fact that the monthly publication 'News India' recently started by the Indian Embassy is being censored by the Government of Pakistan;

(b) in so, the reaction of Government with regard thereto; and

(c) whether the publication being published by the Pakistan Embassy in India is also being censored by Government?

THE MINISTER OF EXTERNAL AFFAIRS SHRI P. V. NARASIMHA RAO: (a) Yes Sir. After a gap of nearly four

years the Indian Embassy in Islamabad had started bringing out a publication entitled "INDIA NEWS" to disseminate information about India in Pakistan. The October issue of the "INDIA NEWS" was submitted to the Pakistan Ministry of Foreign Affairs for clearance prior to its distribution in response to a request by the Foreign Office of Pakistan. The Pakistani authorities cleared its publication subject to the condition that the column giving 'Readers Comments' should be totally dropped. Accordingly this issue of the 'India News' was published without the said column which was left blank.

The November issue of 'INDIA NEWS' has been submitted to the Foreign Office of Pakistan and they have not yet cleared its publication.

(b) The matter has been taken up with the Government of Pakistan through diplomatic channels both in New Delhi and Islamabad.

(c) No Sir. No restrictions are placed on publications being brought out by the Embassy of Pakistan in India.

Jammu Tawi-Udhampur Railway Line

434. SHRI G. L. DOGRA:

Will the Minister of RAILWAYS be pleased to state whether in view of the strategic importance and economic situation of the Jammu and Kashmir State and heavy traffic, if:—

(i) the railway track between Jammu Tawi and Jullundhur City will be doubled;

(ii) a day-train between Delhi and Jammu and vice versa will be introduced;

(iii) the construction of Railway track between Jammu Tawi and Udhampur will be expedited?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN):

(i) The present traffic offerings does not justify the doubling of the section between Jullundur City and Jammu Tawi.

(ii) No. At present there is no proposal to introduce a day-time train between Delhi and Jammu Tawi.

(iii) A Final Location survey for the construction of a new railway line from Jammu Tawi to Udhampur is in progress. Further action can be taken after the survey is completed and the report examined subject to availability of resources.

Implementation of Sirimavo-Shastri Agreement

435. SHRI RAVINDRA VARMA: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) how far the Sirimavo-Shastri Agreement of 1964 has been implemented;

(b) how many persons of Indian origin have applied for Sri Lanka citizenship and how many have been accepted Sri Lanka; and

(c) the facilities given to the repatriated citizens from Sri Lanka to India?

THE MINISTER OF EXTERNAL AFFAIRS SHRI P. V. NARASIMHA RAO: (a) The total number of persons who have been repatriated till 31st August, 1980 under the Indo-Sri Lanka Agreements of 1964 and 1974 is 3,42,658, which includes 2,63,275 "accountable" persons and 79,383 "natural increase" (i.e., children of "accountable" persons).

(b) As on 31st August, 1980, about 6,25,000 persons of Indian origin had applied for Sri Lanka citizenship. Of these, a total number of 1,93,667 persons, which includes 1,50,506 "accountable" persons and 43,161 "na-

tural increase", have been granted Sri Lanka citizenship.

(c) Rehabilitation facilities being accorded to repatriates from Sri Lanka by the Government of India include:

(i) Liberal customs concessions on first arrival of repatriates.

(ii) Free travel facilities to rehabilitation sites.

(iii) Loans and advances for resettlement in agricultural and industrial schemes.

(iv) Educational facilities in the form of stipends and grants.

Selling of Drugs in India which are Banned in Developed Countries

436. SHRI DEVINDER SINGH GARCHA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether it is a fact that some drugs banned in developed countries are being sold in our country;

(b) if so, the names of such drugs; and

(c) what steps have been taken or pose to take to ensure that such medicines are not sold in the country in future?

THE MINISTER OF HEALTH AND FAMILY WELFARE SHRI B. SHANKARANAND: (a) to (c). Under the Drugs and Cosmetics Act and the Rules thereunder no new drug can be imported into or manufactured in the country without the permission of the Drugs Controller, India. Permission for the import of new drugs is granted only after it is ensured on the basis of the data furnished that the drug is safe and efficacious for the conditions indicated. New Drugs are not permitted to be imported unless they have been approved in the country of origin and are being marketed in a number of countries.

If subsequent to the introduction of a drug, reports of toxic effects come to notice, action for banning its import, manufacture or sale is taken in consultation with medical experts in the country. During recent years, reports of toxic effects lack of therapeutic efficacy/carcinogenicity in animals have come to notice in respect of six drugs. The drug involved are (1) Practolol, (2) Nialamide, (3) Methapyrilene Fumerate, (4) Amidopyrine, (5) Halogenated Oxyquinolines and (6) Phenformin. Action to ban the import and manufacture has been taken in the case of the first 4 drugs.

In the case of Phenformin and halogenated oxyquinolines, the medical experts including the Indian Council of Medical Research who were consulted were not in favour of banning the use of these drugs as the toxic effects reported with these drugs had not been observed in this country although these drugs have been in use for many years. Manufacturers marketing preparations containing these drugs have been instructed to incorporate suitable cautionary statements on the side effects of these drugs in their package and promotional literature.

राजस्थान में राजमार्गों के निर्माण और वितास के लिये आवंटित धनराशि

437. श्री अरोक्त गहलोत : क्या नीवहन और परिवहन मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार ने राजस्थान में राजमार्गों के विकास और मरम्मत तथा नए राजमार्गों के निर्माण के लिये राजस्थान सरकार को कोई धनराशि आवंटित की है; और

(ख) यदि हाँ, तो इस बारे में कुल कितनी धनराशि आवंटित की गई है और तत्संबंधी मद-बार ब्यौरा क्या है ?

नीवहन और परिवहन मंत्रालय में राज्य मंत्री (श्री बूदा सिंह) : (क) और (ख)

1980-81 के दौरान राजस्थान में राष्ट्रीय राजमार्गों के विकास और आरक्षण के लिए नीचे लिखी धन-राशि आवंटित की गई है :-

राष्ट्रीय राजमार्गों का विकास

(लाख रुपये)

चालू कार्य	388.90
नये कार्य	36.10
कुल	425.00

राष्ट्रीय राजमार्गों की मरम्मत

अब तक दी गयी धन-राशि

(लाख रुपये)

साधारण मरम्मत कार्य	63.00
नवीकरण	45.00
विशेष मरम्मत कार्य (नई)	34.60
वाढ़ से क्षतिग्रस्त सड़कों की मरम्मत का काम (जारी)	12.00
शहर को मिलाने वाली सड़कें	3.22

कुल 157.82

Buses of Delhi Transport Corporation

438. SHRI BHIKU RAM JAIN: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) the total number of buses with D.T.C.;

(b) how many of them generally ply on the road each day and how many remain out of order;

(c) the total number of buses which the D.T.C. has given on contract to schools, colleges and other institutions and the income to D.T.C. through this sources; and

(d) what is the programme of the D.T.C. to improve the bus service in Delhi and by when this improvement is likely to be made?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH):
(a) The total number of buses is as under:—

(a) Owned by DTC	2508
(b) Owned by P.O. . . .	551
Total	3059

(b) 2190 DTC buses and 471 private buses are being operated under DTC control. 318 DTC buses are not sent on lines as 164 remain under periodical maintenance and MVI etc. and only 154 are held up for major repairs at present.

(c) 356 buses are being made available to various schools in Delhi and average monthly income through this source is about Rs. 4.83 lakhs.

(d) In order to improve the D.T.C. services in the city the following steps are being taken:—

(i) It is proposed to increase the total fleet to 3,974 buses (including 1,000 P.O. Buses) by March, 1981. A plan outlay of Rs. 19.38 crores for the year 1980-81 has been approved for purchase of 630 new buses and for development of related infrastructure.

(ii) A Five Year Plan for the period 1980-81 to 1984-85 has been prepared which include schemes to

increase the number of buses and have related infrastructure to obtain 55 per cent modal split as compared to the present modal split of about 45 per cent.

(iii) A project for construction of 2nd Cetral Workshop at an estimated cost of Rs. 3.64 crores has been sanctioned by the Government to improve the repair and maintenance facilities. This workshop is expected to be commissioned by the year 1982-83. The percentage utilization of buses is expected to be increased to 90 per cent by the end of 1984-85.

Strike by the Nurses of Rajan Babu T.B. Hospital

439. SHRI N. E. HORO: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether it is a fact that the nurses of the Rajan Babu T. B. Hospital of Delhi Municipal Corporation went on a strike on the 26th October, 1980 to protest against alleged attempt by an outsider to molest a nurse on duty; and

(b) if so, what were their demands and the reaction of Government thereto?

THE MINISTER OF HEALTH AND FAMILY WELFARE SHRI B. SHANKARANAND): (a) Yes, Sir.

(b) The demand of the nurses was for Police action against the culprit, and for adequate security measures. On both these points necessary steps have been taken.

Deaths due to Train Accident

440. SHRI RAJNATH SONKAR SHASTRI:
 SHRI VIJAY KUMAR YADAV:
 SHRI KRISHNA PRATAP SINGH:
 SHRIMATI GEETA MUKHERJEE:
 SHRI S. M. KRISHNA:
 SHRI BHEEKHABHAI:
 SHRI R. P. GAEKWAD:

Will the Minister of RAILWAYS be pleased to state:

(a) the number of accidents that took place since January, 1980 indicating the number of persons killed/injured in these accidents, zone-wise and month-wise;

(b) the amount of compensation, if any, paid to the families of the victims; and

(c) the reasons for these accidents and the steps taken to avoid them?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN):
 (a) A statement is laid on the Table of the House [Placed in Library. See No. LT-1256/80].

(b) An *ex-gratia* payment of Rs. 4.60 lakhs has been made to the injured and next of kin of those who lost their lives in these accidents on all Indian Railways (except N. F. Railway for which the information is not available). The Zonal Railways (except N. F. Railway) have also advised that no amount of compensation has so far been awarded by the Claims Commissioners to victims of the accidents. The claim can be preferred within a period of three months from the date of the accident to the Claims Commissioners, who may, on good cause shown, allow any claim-application to be made at any time within one year from the date of occurrence. As full-fledged court proceedings take place before a verdict is given by the court, the process is time-consuming. In the recent three major

train accidents, proposals from the concerned State Governments regarding nomination of ad hoc Claims Commissioners are awaited.

A sum of Rs. 36,000 has been paid by Northern and Western Railways to the Railway employees under the Workmen's Compensation Act.

(c) The causes of these accidents are as under:

Failure of railway staff	364
Failure of persons other than railway staff	129
Sabotage	6
Failure of equipment	129
Accidental	78
Cause could not be established	14
Cause not yet finalised	88

	808

Since failure of railway staff is the largest single factor responsible for accidents, Safety Organisations on the Railways have been engaged in a relentless campaign to create greater safety consciousness amongst the staff connected with running of trains and to ensure that staff do not violate rules or indulge in short-cut methods that may lead to accidents.

Examination of trains and spot checks in carriage and wagon depots have been intensified and greater care is being paid to the proper maintenance of track. In order to reduce dependence on the human element, sophisticated aids like ultrasonic flaw detectors for wheels, axles and rails, axle counters, track circuiting etc. are being introduced progressively.

High level task teams have also been set up on the Railways to review the position of accidents and take immediate remedial measures.

राजस्थान नहर की सीमेंट की सप्लाई हेतु वैगन

441. श्री मनकूल सिंह औधरी : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या राजस्थान नहर की पूर्ति के लिये सीमेंट तथा कोयले की सप्लाई हेतु अपेक्षित संख्या में रेल-वैगन आवंटित कर दिये गये हैं ;

(ख) यदि नहीं, तो इसके क्या कारण हैं ;

(ग) क्या कोयले का परमिट मिल जाने के बावजूद भी रेल-वैगन उपलब्ध नहीं कराये गये हैं ; और

(घ) राजस्थान नहर के निर्माण कार्य के लिये गत तीन वर्षों के दौरान कोयले की छुलाई के लिये वास्तविक मांग की तुलना में प्रति वर्ष कितने वैगन उपलब्ध कराये गये ?

रेल मंत्रालय में उप मंत्री (श्री मल्लिकार्जुन) : (क) से (घ) सीमेंट के लदान के लिए सीमेंट फैक्टरियों को रेल माल-डिब्बे दैनिक निर्धारित कार्यक्रम के आधार पर उपलब्ध कराये जाते हैं और बाद में विभिन्न उपभोक्ताओं के लिए लदाने का प्रबन्ध सीमेंट फैक्टरियां करती हैं। सीमेंट लादने उपभोक्तावार आंकड़े रेलों द्वारा नहीं रखे जा रहे हैं। जहां तक राजस्थान नहर परियोजना के लिये कोयले के संचलन का सम्बन्ध है, विगत तीन वर्षों से सम्बन्धित लदान के वास्तविक आंकड़े एकत्रित किये जा रहे हैं और उपलब्ध होने पर उन्हें प्रस्तुत कर दिया जायेगा।

Pak Intervention in Indian Affairs

442. SHRI BHOGENDRA JHA: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether it is a fact that, during the recent months the Government of Pakistan has repeatedly been interfer-

ing in India's internal affairs by raising the issue of Kashmir;

(b) whether Pakistan is also secretly preparing for making the Atom bomb;

(c) whether Pakistan is mobilising support of interested international forces behind its demand; and

(d) what steps the Government of India is taking to effectively meet these manoeuvres of Pakistan?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) By raising the Kashmir question in international fora the Government of Pakistan has in recent months been violating the principles of non-interference in internal affairs and bilateralism enshrined in the Simla Agreement.

(b) Government have seen reports to this effect.

(c) Pakistan is trying to internationalise the Kashmir question and to get the support of various international agencies to support its case.

(d) Government have protested against and deplored the attempts of the government of Pakistan to internationalise the Kashmir question and carry out hostile propaganda against India. In international fora government of India have emphasised that the State of Jammu and Kashmir is an integral part of India.

Allotment of Wagons for Salt Transportation

443. SHRI KUSUMA KRISHNA MURTHY: Will the Minister of RAILWAYS be pleased to state:

(a) whether his Ministry has received any representation from the weaker section of East Godavari District for regular allotment of wagons in order to enable them to export the huge quantities of salt produced there regularly and seasonally; and

(b) if so, what kind of initiative Government have taken so far in this matter?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) A letter from the Kakinada Salt Producers and Exporting Merchants, Kakinada, East Godavari District, was received alongwith the Honble Members' letter dt. 12-7-80 regarding supply of wagons for movement of salt from Kakinada Port.

(b) 194 wagons have been loaded with programmed salt at Kakinada Port from January to October '80, as compared to 36 wagons during the corresponding period of last year. Besides, 517 wagons were loaded with non-programmed salt also from January to October '80.

Steps Taken to Establish Peace in Asia and World

444. SHRI CHITTA MAHATA: Will the Minister of EXTERNAL AFFAIRS be pleased to state what special steps have so far been taken by Government for the establishment of peace and stability in Asia and the world?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): Since the beginning of this year the Government of India, under the dynamic leadership of Shrimati Indira Gandhi, has been pursuing a number of initiatives to promote the establishment of peace and stability in Asia and the world. Among the most notable of these are the following:—

The unfortunate developments in Afghanistan towards the end of 1979 contributed towards the heightening of international tension in our neighbourhood. The Government of India has been in close touch with the countries directly concerned, as well as with the countries in the sub-continent, with a view to defusing the crisis atmosphere. The main purpose of these contacts and discussions is to ensure the independence, sovereignty and territorial integrity of Afghanistan through

a political dialogue and settlement between the parties concerned.

Another important initiative of the Government of India has been to establish formal diplomatic relations with the Government of Kampuchea headed by President Heng Samrin. This was not only in response to the overwhelming public opinion within this country but was a recognition of the realities in Kampuchea. It was also aimed at providing the Kampuchean Government with viable alternatives to advance the process of normalisation in the region.

The Government has been greatly distressed by the recent unfortunate events in West Asia. Not only are Iran and Iraq close neighbours and friends of India but they are also non-aligned and developing countries and the conflict between them can only weaken the non-aligned movement, besides endangering regional and world peace. The Government of India has urged the Governments of Iran and Iraq to settle their differences peacefully in accordance with the principles and provisions of the U.N. Charter. It has also participated in a joint initiative of the non-aligned countries to work towards a peaceful political solution of the differences between Iran and Iraq.

As Chairman of the Group of 77 for most of this year the Government of India has played a leading role in the North-South dialogue on the achievement of a new international economic order. More recently, it has participated at the meeting of a small group of Foreign Ministers convened by the Austrian Chancellor in preparation for the mini-summit to resolve the economic problem between developed and developing countries.

Preparations are already in hand for the next meeting of Non-aligned Foreign Ministers which is to take place in Delhi during February 1981. It is expected that this meeting will make a valuable contribution towards issues such as detente, disarmament and economic development.

Visit of Zambian President

445. SHRI PIUS TIRKEY:

SHRI D. M. PUTTE GOWD

SHRI K. LAKKAPPAN:

SHRI MADHAVRAO SCINDIA.

SHRI H. N. NANJE GOWDA:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) the nature of talks held with the Zambian President during his recent visit to New Delhi;

(b) whether the talks were successful; and

(c) if so, the outcome thereof?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) and (b). The President of the Republic of Zambia, Dr. Kenneth Kaunda, paid a State visit to India from September 12 to 15, 1980. The talks held with President Kaunda were successful. They were held in an atmosphere of mutual cordiality and covered international issues as well as relations between the two countries in all fields.

(c) At the conclusion of the visit four protocols pertaining to cooperation in the fields of agriculture and rural development, small-scale industries, industrial cooperation, trade and joint ventures, were signed. A joint communique was also issued, a copy of which is placed on the Table of the House. [Placed in Library. See No. LT-1357/80].

दिल्ली हावड़ा राजधानी प्रेस प्रेस पटना से होकर चलाया जाना

446. श्री इत्यं इण इंह : वया रेस मंत्री यह बताने की कृपा करेंगे कि :

(क) वया सरकार का दिल्ली-हावड़ा राजधानी एक्सप्रेस को पटना से होकर चलाने का विचार है; और

(ख) यदि नहीं, तो उसके वया कारण हैं ?

रेस मंत्रालय में उप मंत्री (भी मल्लिकार्जुन) : (क) जी नहीं।

(ख) 101/102 हावड़ा-नयी दिल्ली राजधानी एक्सप्रेस एक अन्तर महानगरीय गाड़ी है जो कलकत्ता और दिल्ली के बीच सीधे यातायात के लिए है और इसीलिए उसे छोटे रास्ते से होकर चलाया जाता है और केवल परिचालनिक कारणों से उसे रास्ते के स्टेशनों पर रोका जाता है। अतः इसे पटना के लंबे रास्ते से चलाना बांधनीय नहीं है। इसके अतिरिक्त, इस गाड़ी की अधिकतम अनुमेय रफ्तार 130 कि०मी० प्रति घंटा है और इसके वर्तमान मार्ग पर जिस स्तर के रेलपथ और सिगनलिंग की व्यवस्था है, वहां ही यह गाड़ी इस रफ्तार से चल सकती है।

जन्म दर को नियंत्रित करने के लिये प्रभावशाली उपाय

447. श्री हीरालाल आर० पारमार : क्या स्वास्थ्य और परिवार कल्याण मंत्री यह बताने की कृपा करेंगे कि :

(व) क्या सरकार को यह जानकारी है कि गत वर्ष हुए राष्ट्रीय स्वास्थ्य और परिवार कल्याण परिषद के सम्मेलन में जन्म दर को नियंत्रित करने हेतु प्रभावशाली उपाय करने के लिए कुछ निर्णय लिये गए थे; और

(ख) यदि हां, तो उन्हें कहां तक कार्यान्वित किया गया और उसके क्या परिणाम रहे?

स्वास्थ्य और परिवार फ़रमांग मंत्री
(श्री श्री० शंतरामन्द) : (क) जी हां।

(ख) एक विवरण। सभा पटल पर रखा गया है। [ग्रामालय मे रख दिया गया।
देखिए संख्या LT-1358/80]

Indians struck up in Iran and Iraq

448. SHRI D. M. PUTTE GOWDA:

SHRI K. LAKKAPPA:

SHRI MADHAVRAO SCINDIA:

SHRI H. N. NANJE GOWDA:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether a large number of Indians are struck up in Iran and Iraq; and

(b) if so, what action Government is taking to immigrate them to safer places?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) and (b). Every Indian national desirous of leaving the affected areas has been able to do so, and Government have promptly ensured that all arrangements for facilitating this are there. Those Indian nationals who have stayed on, have done so voluntarily.

Visit of Iraqi President's Special Envoy

449. SHRI G. M. BANATWALLA:

SHRI MADHAVRAO SCINDIA:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether the special envoy of the President of Iraq Mr. Saddam Hussain who met the Prime Minis-

ter desired that India should use her good offices to bring about a cessation of hostilities; and

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

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) and (b). The Iraqi envoy did not specifically ask for India's good offices to bring about a cessation of hostilities, but during his discussions with the Prime Minister, there was an indication that Iraq would appreciate any effort that India could make to resolve the problem.

India continues to play an active role, both in the U.N. and as a participant in the Non-aligned initiative, to see how best it can contribute to a peaceful resolution of the conflict.

Efficacy of B.C.G.

450. SHRI CHHITUBHAI GAMIT: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether it is a fact that there have recently been three-days workshop on BCG organised by the Indian Academy of Paediatrics, in an attempt to bring together experts on BCG controversy and to formulate guidelines regarding the efficacy of the vaccine and decide whether it should be continued in the country's immunisation programme; and

(b) if so, the details regarding the views expressed by the participants and recommended to the Government in this regard?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI B. SHANKARANAND): (a) Yes.

(b) The detailed recommendations of the said workshop are still under formulation. However, the consensus at the workshop was that with the present knowledge available, B.C.G. vaccination must be continued to be given to infants.

Proposal to acquire more Vessels for Shipping Corporation of India

451. SHRI SUBHASH CHANDRA BOSE ALLURI: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

- (a) whether it is a fact that Government propose to acquire 47 more vessels of different classes to augment the fleet of Shipping Corporation of India during the Sixth Plan period;
- (b) if so, what would be the cost;
- (c) whether any foreign exchange will be involved therein; and
- (d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH): (a) to (d). The Shipping Corporation of India have submitted a proposal to the Government envisaging acquisition of a total of 47 vessels of different classes during the Sixth Plan period (1980—85). This proposal of the Corporation is under examination of the Government.

Proposal to open Medical Universities in Karnataka and Bihar

452. SHRI CHANDRA PAL SHAILANI: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

- (a) whether Government are considering any proposal to open Medical University in any State or Union Territory; and

(b) if so, whether Government will permit Karnataka and Bihar Governments to start with one such University at Mysore and at Muzaffarpur?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI B. SHANKARANAND): (a) and (b). The policy

concerning the setting up of Medical Universities is still under the consideration of the Government of India. The question of the establishment of such a University in Karnataka, Bihar or elsewhere in the country can be considered only after a policy decision has been taken in the matter.

दानापुर डिवीजन के लिये विकास योजना

453. श्री रामादत्तार शास्त्री : क्या रेल मंत्री यह बताने की कृपा करेगे कि :

(क) क्या दानापुर डिवीजन के विकास के लिए रेलवे बोर्ड द्वारा 40 करोड़ रुपये की योजना मंजूर की गई है जिसमें यात्रियों के लिये पेयजल, प्लेटफार्मों पर शेड तथा रेल कर्मचारियों के लिए क्वार्टरों के निर्माण आदि जैसी सुविधाएं सम्मिलित हैं ;

(ख) यदि हां, तो दानापुर डिवीजन के किन-किन स्टेशनों पर ये सुविधाएं उपलब्ध की जायेंगी ; और

(ग) क्या उसमें दानापुर स्टेशन पर अप और डाउन प्लेटफार्म, शेड का विस्तार करने और अतिरिक्त क्वार्टर बनाने का भी उपबन्ध है ?

रेल मंत्रालय मे उष मंत्री (श्री मनोजकार्जुन) : (क) जी नहीं ।

(ख) प्रश्न नहीं उठता ।

(ग) दानापुर स्टेशन के अप और डाउन प्लेटफार्मों पर शेड का विस्तार करने का फिलहाल कोई प्रस्ताव नहीं है । दानापुर स्टेशन पर 53 यूनिट क्वार्टरों (दुमंजिले) (टाइप I—17, टाइप—II 29 और टाइप—III के निर्माण का काम प्रगति में है ।

फतुहा-इस्लामपुर लाइट रेलवे

454. श्री अनन्ददेव प्रसाद वर्मा : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या बिहार के पटना जिले में फतुहा-इस्लामपुर लाइट रेलवे के कर्मचारियों अथवा कामगरों को समय पर भुगतान करने के लिए रेलवे बोर्ड अनुदान के रूप में लाखों रुपए खर्च कर रहा है ;

(ख) क्या यह सच है कि फतुहा-इस्लामपुर लाइट रेलवे बन्द हो गई है अथवा सरकार से समय-समय पर अनुदान प्राप्त करने के लिए आंशिक रूप से चलती है ;

(ग) यदि हाँ, तो सरकार द्वारा उक्त अनुदान बन्द न करने के क्या कारण हैं और उक्त रेलवे के कर्मचारियों को भारतीय रेलवे में न मिलाने के कारण क्या हैं ;

रेल मंत्रालय में उप मंत्री (श्री मल्लिकार्जुन) : (क) रेल मंत्रालय लाइट रेलवे कम्पनी को उनके साथ हुए करार के अनुसार कम्पनी को देय वार्षिक आर्थिक सहायता की रकम का ही भुगतान करता है। करार में यह उल्लेख है कि केन्द्र सरकार को लाइट रेलवे की कुल प्राप्तियों के साथ-साथ प्रदत्त पूँजी पर 3.5 प्रतिशत की दर से ब्याज के बराबर रकम कम्पनी को भुगतान करनी है। पिछले कुछ वर्षों में, यह भुगतान इस प्रकार किया गया है : —

वर्ष	रकम
1976-77	6.69 लाख रुपये
1977-78	6.69 लाख रुपये
1978-79	11.23 लाख रुपये
1979-80	12.22 लाख रुपये

जैसा ऊपर कहा गया है आर्थिक सहायता का भुगतान करने के लिए केन्द्र सरकार की दायिता सीमित है, लाइट रेलवे के कर्मचारियों को मजूरी/वेतन का भुगतान लाइट रेलवे से सीधा सम्बन्धित है और केन्द्र सरकार को सामान्यतः इसमें कुछ नहीं करना होता। लेकिन, यदि मजूरी/वेतन का भुगतान करने में देरी के सम्बन्ध में श्रम आयुक्त और अन्य एजेंसियों से शिकायतें मिलती हैं तो केन्द्र सरकार आर्थिक सहायता देते समय लाइट रेलवे कम्पनी को सबसे पहले मजूरी/वेतन का भेगतान करने के लिए कहती है।

(ख) फतुहा-इस्लामपुर लाइट रेलवे कार्यरत है और इस खंड में एक जोड़ी मिली-जुली गाड़ी चलती है। जैसा कि उपर्युक्त भाग (क) के उत्तर में स्पष्ट किया गया है, आर्थिक सहायता का भुगतान करार के अनुसार किया जाता है।

(ग) प्रश्न नहीं उठता, क्योंकि करार के अनुसार, केन्द्र सरकार का दायित्व केवल आर्थिक सहायता का भुगतान करने तक सीमित है।

Repatriation of Indians from Iran and Iraq

455. SHRI K. PRADHANI: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether it is a fact that Government have sent special team to help repatriate Indians to Kuwait, Basra and Jordan in view of the Iran-Iraq War;

(b) whether it is also a fact that the Indian doctors on deputation to hospitals located in war-ravaged areas in Iran have not left their posts and at great personal risk are looking after the wounded; and

(c) what are the details regarding the Indians at present in Iran and Iraq who are not willing to come to India and ready to serve there particularly the doctors who are in deputation there?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) Yes, Sir.

(b) Yes, Sir. By and large this is the case.

(c) There are still about 17000—19000 Indians in Iraq and over 10000 in Iran. These figures include doctors and other deputationists and their dependents as well as workers, both permanent and transient.

जन स्वास्थ्य रक्षक की सेवायें समाप्त किया जाना

456. श्री रीतलाल प्रसाद वर्मा : क्या स्वास्थ्य और परिवार कल्याण मंत्री यह बताने की कृपा करेगे कि :

(क) क्या यह सच है कि बिहार राज्य के गिरिडीह जिले के जमना और गोमियों खंडों के 218 जन स्वास्थ्य रक्षकों (समुदाय कायकर्ताओं) की सेवाएं समाप्त कर दी गई हैं यद्यपि उनके चयन के समय एक ही स्थान पर तीन वर्षों तक (जन स्वास्थ्य सेवा करने के लिए) करार पर हस्ताक्षर किये गये थे ;

(ख) यदि हाँ, तो क्या सरकार का विचार उनको बहाल करने का है ताकि उन्हें बेरोजगार होने से बचाया जा सके ; और

(ग) यदि नहीं, तो क्या सरकार का विचार देश में उनके पदों को समाप्त करके ऐसे लाखों कर्मचारियों को बेरोजगार करने का है ?

स्व स्थप और परिवार कल्याण मंत्री (श्री बी० शंकरानन्द) : (क) से (ग)

विहार सरकार ने सूचित किया है कि 1-9-1980 से राज्यों में जन स्वास्थ्य रक्षक योजना बन्द कर दी गई है। जब स्वास्थ्य रक्षकों को, किसी भी समय, सरकारी कर्मचारी नहीं माना गया है। इसलिये उनके पदों के समाप्त किये जाने या उन्हें नौकरी से निकाले फेंकने का प्रश्न ही नहीं उठता। जन स्वास्थ्य रक्षक का शुरू में चयन करते समय एक यह शर्त रही है कि उसका अपना व्यवसाय और आय का स्वतंत्र साधन होना चाहिए। प्रत्येक जन स्वास्थ्य रक्षक को प्रतिमात्र 50 रुपये का मानदेय दिया जाता है ताकि जन स्वास्थ्य रक्षक का कार्य करते समय उसका जो खर्च हो उसे पूरा किया जा सके। जैसे कि उनके पदनाम से विदित है कि जन स्वास्थ्य रक्षक वह व्यक्ति है जिसे गांव के लोग स्वास्थ्य के उपायों को बढ़ावा देने के लिए स्वयं चुनते हैं।

More number of bogies to K. K. Express

457. SHRI P. K. KODIYAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether the proposal for increasing the number of bogies of the K. K. Express has been under Government's consideration for a long time;

(b) if so, the reasons for delaying the process; and

(c) by when it will be done?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) to (c). The proposal for increasing the number of coaches in K.K. Express has been under consideration for sometime. The increase is possible only by double heading between New Delhi and Jolarpettai.

From the experience of double-heading of Tamil Nadu Express, it has been

found necessary to provide strengthened couplings on coaches and locomotives for better reliability. Action is already in hand for fitting strengthened couplings to locomotives and coaches to avoid parting of the train on run. On present estimates, double-heading of K.K. Express and increasing the number of coaches in the train is likely to materialise sometime during early 1981.

French offer to sell Nuclear Power Plants to China

458. SHRI SHIV KUMAR SINGH: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether Government are aware that French Government have offered to sell two nuclear power plants to China as reported in the *Indian Express* dated 18th October, 1980;

(b) if so, the capacity of each plant and the extent to which these plants will improve the nuclear power in China endangering Indian security; and

(c) whether Government have protested to the French Government against such a sale of plants; and

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

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) and (b). Yes, Sir. It is reported that two plants are to be set up of 900 MW capacity and the details are still under negotiation. These plants are stated to be meant for producing electricity.

(c) No, Sir. There is no international ban on such sales of nuclear power plants.

(d) Does not arise.

Death after Vasectomy Operation

459. SHRIMATI GEETA MUKHERJEE: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether Government are aware that death has occurred of some persons after vasectomy operation performed during the "Family Planning Campaign";

(b) if so, the details thereof;

(c) whether in such cases any financial help is given to the family whose earning member has died after the operations; and

(d) if so, the details thereof?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI B. SHANKARANAND): (a) and (b). The Government of Haryana has reported that a person who underwent vasectomy operation on 25th September, 1980 during the Family Welfare Fortnight at Rohtak passed away on 11-10-80 due to Tetanus. The Government of Haryana have asked Chief Medical Officer, Rohtak to pay a sum of Rs. 5,000 to the family of the deceased.

(c) and (d). Ex-gratia financial assistance of Rs. 5,000 is paid to the bereaved family in case of death of a person due to Sterilisation operation (both vasectomy and tubectomy).

Nuclear Test by Pakistan

460. SHRI CHANDRAJIT YADAV: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether the attention of Government has been drawn to the Press report appearing in *Patriot* dated the 28th August, 1980 quoting 'Pravda' a Soviet daily regarding Pakistan's preparation for testing atomic bomb in the desert of Chagai and procurement of Mirage aircrafts which could carry nuclear weapons; and

(b) if so, reaction of Government thereto?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) Yes, Sir.

(b) Government's concern about reports regarding Pakistan's attempts to acquire nuclear weapons capability has been expressed to the Government of Pakistan at the highest level and the latter has assured us that Pakistan's nuclear programme has no non-peaceful dimensions. It is hoped that the Government of Pakistan will abide by its assurances.

नवम्बर में निजामुद्दीन और बम्बई के बीच विशेष रेल गाड़ियां

461. श्री नन्द किशोर शर्मा : क्या रेस मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या इस वर्ष नवम्बर के दौरान कई दिनों तक निजामुद्दीन (दिल्ली) और बम्बई के बीच विशेष रेलगाड़ियां चलाने का विचार है ; और

(ख) यदि हां, तो ये विशेष रेल-गाड़ियां किस आधार पर चलाई जा रही हैं ;

रेल मंत्रालय में उप मंत्री (श्री मल्लिकार्जुन) : (क) जी हां।

(ख) निजामुद्दीन (दिल्ली) और बम्बई के बीच यातायात की अतिरिक्त

सामयिक भीड़-भाड़ की निकासी के लिए। माल परिवहन के लिये लक्ष्य

462. श्री तारिक अनवर : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या उनके मंत्रालय ने वर्ष 1980-81 के दौरान माल परिवहन के लिये क्या लक्ष्य रखा है और उससे कितना राजस्व प्राप्त होने की आशा है ;

(ख) अब तक कितने माल का परिवहन किया गया है और रेलवे की कुल आय की तुलना में इस कार्य से प्राप्त आय का प्रतिशत कितना है ;

(ग) उपरोक्त लक्ष्य को प्राप्त करने के लिये सरकार क्या कार्यवाही कर रही है ;

(घ) क्या सरकार का विचार रेलों द्वारा माल-परिवहन को बढ़ावा देने के लिये कोई नये कदम उठाने का है ; और

(ङ) यदि हां, तो उनका व्यौरा क्या है ।

रेल मंत्रालय में उप मंत्री (श्री मल्लिकार्जुन) : (क) 1980-81 के दौरान राजस्व उपार्जक माल यातायात के लदान के लिए लक्ष्य 2145 लाख मीट्रिक टन का है और इससे 1718.23 करोड़ 80 का राजस्व प्राप्त होने की संभावना थी।

(ख) अप्रैल से सितम्बर, 1980 माल यातायात का वास्तविक लदान 898.5 लाख मीट्रिक टन है जबकि आनुषंगिक लक्ष्य 1035 लाख मीट्रिक टन है और माल यातायात से होने वाली आमदनी रेलों से होने वाली कुल आमदनी का 43.72 प्रतिशत है।

(ग) से (ङ) समय संचलन पर दिन प्रतिदिन निगरानी रखते हुए, रुकावटों को दूर करके लदान में सुधार लाने के लिए सभी प्रयास किये जा रहे हैं और कानून एवं व्यवस्था बनाये रखने के मामले में तथा आन्दोलन-कारी कर्मचारियों से कड़ाई से निपटने के लिए रेल उपयोगकर्ताओं तथा राज्य सरकारों के साथ निकट समन्वय रखा

जाता है। माल डिब्बा स्टक के बेहतर उपयोग के लिए उनके फेरों में सुधार लाने के लिए भी प्रयास किये जा रहे हैं जिसके परिणामस्वरूप यातायात की निकासी अधिक हो जायेगी।

खराब माल डिब्बों की मरम्मत को उच्चतम प्राथमिकता देकर उनकी संख्या कम करने के लिए भी कार्रवाई की जा रही है तथा अधिक संख्या में माल डिब्बों की खरीद भी की जा रही है।

Steps taken to minimise Shipping Delays

463. SHRI K. T. KOSALRAM: Will the Minister of SHIPPING AND TRANSPORT be pleased to state the steps being taken towards systematic decentralisation of decision-making and for streamlining the procedures to minimise shipping delays so that the country is fully geared to meet the revolution in transport industry?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH): All the ten major ports in the country are local authorities under the Major Port Trust Act, 1963. As a step towards decentralisation we have been delegating enhanced financial powers from time to time to the Chairman of the Major Ports to enable them to take quick decisions relating to sanction of estimates/award of contracts etc.

Shipping delays occur due to a large number of factors, such as, congestion at the ports, shortage/obsolescence of equipment, delay in shipping documents, inclement weather, tidal constraints etc. With a view to reducing the shipping delays adequate provision for increasing the port capacity, modernization of ports, purchase of equipments etc. Wherever necessary has been made in the Sixth Five Year Plan within the constraints of available resources. An inter-Ministerial Standing Committee on rationalised distribution

of cargo reviews the flow of traffic in respect of bulk commodities, like fertilisers, sugar, cement, edible oils etc. and plans the port of entry/exit from time to time. Port authorities are also holding frequent meetings between the port management and shipping interests for improving the working operations to minimise shipping delays.

Indian Ships stranded and Damaged in Iran-Iraq War

464. SHRI B. V. DESAI:
SHRI F. H. MOHSIN:

Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether many ships which were stranded in Iraq and Iran border during the recent conflict were badly damaged;

(b) if so, the total number of Indian ships stranded and damaged;

(c) how many of their crew members were killed;

(d) how many of them have been released or are still under their possession;

(e) whether any compensation has been asked; and

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

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH): (a) According to information available some of the ships/sailing vessels stranded during the recent Iran-Iraq conflict have been damaged/sunk.

(b) Four Indian ships and twenty-nine sailing vessels were stranded. Of these, one Indian ship at Khorramshahr and seven sailing vessels at Fao (near Basrah) were damaged/sunk.

(c) and (d). No crew members on these vessels is reported killed. However one Indian cadet on board one of the ships is missing and no information is yet available about him.

(e) and (f). Damage to or loss of ships abandoned in war zone under stress of inescapable circumstances are covered by war risk insurance.

Tirur-Kranganur Line

465. SHRI E. K. IMBICHIBAVA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railway authorities have received any memorandum demanding a coastal railway line connecting Tirur-Guruvayur-Kranganur in Kerala; and

(b) if so, what action has been taken thereon?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Several representations requesting for railway line connecting Tirur-Guruvayur-Kranganur have been received.

(b) A survey for a new railway from Kuttipuram to Trichur via Guruvayur is in progress. The suggested line from Tirur to Kranganur via Guruvayur with a length of 90 kms will cost Rs. 20 crores approximately. In view of the said survey in progress and in view of the tight economic resources the proposal for a new railway line from Tirur to Kranganur will have to wait for better economic times.

Nasik Road Railway Station

466. SHRI BALASAHEB VIKHE PATIL: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware that Nasik Road Railway Station lacks terminus facilities; and

(b) if so, what steps Government are contemplating to take with regard to creation of terminus facilities at this station?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) and (b). At present no passenger trains originate or

terminate at Nasik Road station. This station has the necessary facilities even to handle additional special trains for Sinhastha fair. However, a Techno-Economic Survey for provision of additional passenger terminal and goods shed facilities at Nasik Road Station has been approved in the current year's Budget and will be done.

Foreign Minister's Visit to Bangladesh

467. SHRI K. P. SINGH DEO: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether it is a fact that he had visited Bangladesh in August, 1980 and held talks with his counterpart there;

(b) whether it is also a fact that both sides have agreed to take concrete measures to help solve all outstanding problems; and

(c) if so, whether these problems have been sorted out and what concrete steps are being taken to solve them?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) and (b). I paid a visit to Dacca from 16th to 18th August, 1980, at the invitation of the Bangladesh Foreign Minister. I had wide-ranging discussions on international and bilateral matters. Important bilateral issues were discussed in particular detail. These discussions provided a further impetus to Indo-Bangladesh relations.

(c) It must be appreciated that some of the bilateral issues between India and Bangladesh are quite complex and therefore, not capable of instantaneous solutions, though we are confident that they can be resolved to mutual satisfaction through a process of discussions, in a spirit of mutual accommodation and goodwill. My talks with Bangladesh leaders enabled both sides to achieve a better understanding of each other's points of view.

Fall in Freight Traffic

468. SHRI CHINTAMANI PANIGRAHI:

SHRI K. KUNHAMBU:

Will the Minister of RAILWAYS be pleased to state:

(a) whether there has been a drop of 12 million tonnes in the Railways originating freight traffic during the first six months of the current financial year; and

(b) if so, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Yes, as compared to the target. However, the shortfall is of order of 2.47 million tonnes as compared to the corresponding months of last year. Further in net tonne kilometres the shortfall is to the extent of only 1.4 per cent.

(b) Civil disturbances in Assam, closure of refineries in eastern sector, extensive power cuts in eastern sector affecting performance of marshalling yards and workshops with repairs to less wagons and locomotives, less demand for raw materials to steel plants, floods and breaches on Western, Northern and South Eastern Railways, labour troubles and staff agitations on various railways and difficulties in mines at Bailadilla resulting in offer of less ore for export.

Supply of Coal Wagons to Pithead

469. SHRI NIREN GHOSH:
SHRI ZAINUL BASHER:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the traffic kilometer tonnage has declined since January, 1980;

(b) if so, why;

(c) whether the Coal India has complained of inadequate supply of wagons at pitheads to lift coal;

(d) what are the reasons for wagon shortage; and

(e) what is the placement of orders for wagons by the Railways for the last three years?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) No.

(b) Does not arise.

(c) The Railways do not supply wagons at pitheads to lift coal but at railway sidings specially provided for this purpose.

(d) There is no shortage of wagons as such.

(e) Ministry of Railways planned production of 13,000 wagons each in terms of four-wheelers during 1977-78 and 1978-79 and 13,100 wagons in four-wheelers during 1979-80. Actual production during these years was 12,166.5, 12,022 and 10,827 wagons in terms of four-wheelers respectively.

Jallingham Bar and Auckland Bar of Hooghly River

470. SHRI SATYAGOPAL MISRA: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether there is any proposal under consideration of the Central Government to remove the Jallingham Bar and Ruckland Bar of the Hooghly river for improving the navigability of the said river; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH): (a) No, Sir.

(b) Does not arise.

Superfast Trains between Delhi and Howrah

471. SHRI HANNAN MOLLAH: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are considering any proposal to introduce more superfast trains from Delhi to Howrah,

which will take lesser time than any other existing trains; and

(b) if so, when these will be introduced?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) No.

(b) Does not arise.

Extension of Suburban Area

472. SHRI KRISHNA CHANDRA HALDER: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are considering the proposal of extension of suburban area up to Asansol-Durgapur; and

(b) if so, the details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) and (b). There is no proposal at present to declare Asansol-Durgapur of Eastern Railway as a suburban area.

Construction of New National Highways and Bridges

473. SHRI AJOY BISWAS: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether Government are considering to construct new national highways and bridges;

(b) how much distance is expected to cover and how many bridges will be constructed;

(c) the names of places where highways and bridges will be constructed; and

(d) the total expenditure to be incurred thereon?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH): (a) to (d). The total length of roads

included in the National Highway System at present is about 30,700 kms. covering the country as a whole. Attention is being concentrated at present largely on the development of these National Highways and this work would be continued in 1980—85 Plan as well. According to available information, a sum of about Rs. 250 crores would be required for such works only as were in progress on 1-4-1980 on these National Highways. Besides the completion of these works in progress, new projects would also have to be taken up in 1980—85 Plan for further development of National Highways to meet the needs of the traffic. The exact provision would however be known only after Plan for 1980—85 has been finalised. In case the Member is having in mind the question of new additions to the existing National Highway System, no indication can be given at this stage as this is dependent upon the availability of allocations, if any, for this purpose in the 1980—85 Plan which is yet to be finalised.

Namkhana-Budge Budge Line

474. SHRI SOMNATH CHATTERJEE: Will the Minister of RAILWAYS be pleased to state:

(a) the progress made for the construction of the Namkhana-Budge Budge railway line in West Bengal; and

(b) when the project is likely to be completed?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) A preliminary engineering-cum-traffic survey has been carried out by Eastern Railway for construction of new BG line between Budge Budge and Namkhana including Lakshmikantpur—Kulpi link. The report has been recently submitted by Eastern Railway to the Ministry of Railways and is under examination.

(b) This project has not been taken up for construction so far. It will be taken up for construction after detailed examination and approval by the Planning Commission.

Telecommunication Service

475. SHRI MUKUNDA MANDAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware of the total disruption of the telecommunication service and other communication service between Lakshmi-kantapur and Joynagar Majilpur stations;

(b) if so, the facts thereof;

(c) whether Government have taken any measure to re-install the said communication service;

(d) if so, the details thereof; and

(e) if not, why?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Yes.

(b) The communication between Lakshmi-kantapur and Joynagar Majilpur stations is disrupted from 5-4-1980 due to defect in the communication cable installed and maintained by P&T Department.

(c) Yes.

(d) Action has been taken to provide overhead lines between Joynagar Majilpur and Lakshmi-kantapur stations till the defective cable is replaced.

(e) Does not arise.

Conversion of Miraj-Hubli Line

476. SHRI F. H. MOHSIN: Will the Minister of RAILWAYS be pleased to state:

(a) whether survey has been ordered for conversion of Miraj-Hubli and Hospet-Goa line to Broad-gauge;

(b) whether it is a fact that suvery was conducted some years back;

(c) if so, why it is necessary again; and

(d) whether the conversion would be done during this plan period?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) and (b). Yes.

(c) In the survey now proposed to be taken up, some of the problems which had not been considered earlier and the changed circumstances now obtaining and their Impact on conver- sion will be studied in detail.

(d) This would be examined on receipt of the survey report subject to availability of resources.

Workers of Madurai Division on strike

477. SHRI V. S. VIJAYA RAGHAVAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railway workers of Madurai Division were on a strike for a few days to join the Thirunelveli-Nagar Kovil-Kanya Kumari railway line under Madurai Division;

(b) whether Government had taken any decision with regard to this matter; and

(c) if so, the details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Yes.

(b) and (c). The then Minister for Railways has met a large number of Members of Parliament, Leaders of the Opposition in Kerala and Tamil Nadu and the representatives of the State Governments. The views expressed by various parties are still under consider- ation of the Government.

Attaching a Pantry Car to Neelachal Express

478. SHRI RASABEHARI BEHRA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Neela- chal Express is running without a pan- try car and without adequate water supply; and

(b) if so, what steps Government have taken in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) There is no party car on Neelachal Express but adequate arrangements have been made for the service of refreshments and meals to the passengers travelling by this train from static catering establishments on route. Stoppages of adequate duration have been provided at suitable stations for this purpose.

Adequate arrangements for the supply of drinking water exist at the stations where the train stops en route. Water for toilets and wash basins is filled in tanks at originating stations and replenished as and when required at Tundla, Kanpur, Allahabad, Varanasi, Mughal Sarai, Gaya, Gomoh, Bokaro, Tata, Kharagpur, Balasore and Cuttack.

(b) A decision has been taken to introduce pantry car on this train; further action is being taken by the railway administration in this regard.

Goods Traffic in Kerala Region

479. SHRI A. A. RAHIM: Will the Minister of RAILWAYS be pleased to state:

(a) the number of Railway Stations in Kerala which are to be strengthened with regard to additional platform, goods sheds and sidings, especially industrial towns; and

(b) the steps taken to improve the goods traffic in the Kerala region, where most of Railway Stations lack in goods platform/sidings?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MAI LIKARJUN): (a) and (b). Four stations namely Palghat, Calicut, Badagara and Kottarkara in Kerala are in need of additional/improved goods shed facilities. These will be provided on a programmed basis in the future. The existing facilities for goods shed/siding at other stations in Kerala are

considered to be adequate to deal with the quantum of goods traffic offering at present.

Conversion of Samastipur-Darbhanga Line

480. SHRI HARINATH MISRA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government propose to convert the Samastipur-Darbhanga and Darbhanga-Jayanagar meter-gauge line into broad-gauge line;

(b) the total length of the railway track; and

(c) the estimated expenditure for the conversion and the work done, so far?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) The work regarding conversion of Samastipur-Darbhanga is an approved work. A survey estimate for conversion of Darbhanga-Jayanagar MG section has been sanctioned by the Ministry of Railways on 18-8-1980.

(b) The length from Samastipur to Darbhanga is 37 kms. and from Darbhanga to Jayanagar is 68 kms.

(c) On a rough assessment the conversion project Samastipur-Darbhanga-Jayanagar is expected to cost Rs. 13.5 crores. A provision of Rs. 10 lakhs has been made in the Budget for 1980-81 for conversion of Samastipur-Darbhanga section which is already an approved work. Darbhanga-Jayanagar section will be considered after receipt of the project report from N.E. Railway.

Sick Wagons

481. SHRI R. P. GAEKWAD: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that over 14,000 wagons are stated to be sick;

(b) whether the railway administration are aware that movement of coal and other essential goods is largely affected due to the staggering number of sick wagons; and

(c) if so, the action taken to remedy the situation?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) At present, Indian Railways own a fleet of 4,28,729 four-wheeler wagons on Broad Gauge system and 1,17,735 four-wheeler wagons on Metre Gauge system. The target for sick wagons undergoing repairs and maintenance at any time is 4 per cent. On this basis, the sick wagons at any time should not exceed 17,149 four-wheeler wagons on BG system and 4,709 four-wheeler wagons on MG system. During September, 1980 the average daily number of sick wagons was 19,462 four-wheeler wagon on BG system and 7,715 four-wheeler wagons on MG system.

(b) The number of sick wagons in excess of the permissible figures is not staggering so as to largely affect the movement of coal or other essential goods.

(c) Massive efforts are being made to bring down the number of sick wagons within the permissible allowance on both BG and MG systems.

Moisture in Desi Ghee Sampled in Delhi

482. SHRI CHIRANJI LAL SHARMA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether Desi Ghee sampled so far contains more moisture content than is permitted by law in Delhi; and

(b) if so, the steps taken or proposed to be taken to check adulterations?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI B. SHANKARANAND): (a) Only one sample of

Desi Ghee was found to contain moisture more than permitted by the Law during 1978, 1979 and upto 31st October, 1980.

(b) Samples are drawn to check adulteration.

Roads in Lakshadweep

483. SHRI P. M. SAYEED: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether the existing roads in the Lakshadweep require complete repairing;

(b) if so, whether there is a great demand for new roads to be built in the Union territory of Lakshadweep;

(c) if so, whether Union Government propose to repair the existing roads and also start new roads;

(d) if so, the amount allotted during the current year for the purpose;

(e) whether, in view of great demand, the Central Government have agreed to allot more funds to the Lakshadweep administration for the purpose; and

(f) how much has so far been spent for the development of roads in the Lakshadweep during this year?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH):

(a) to (f). Government is fully alive to the need and urgency for the improvement of road communications in Lakshadweep Islands and are taking necessary action in the matter. Until 1973, only cycle tracks and footpaths existed in Lakshadweep. The 5th Plan provided for widening and strengthening the existing cycle tracks to the standard of an 8-foot wide unmetalled rural road and a sum of Rs. 5.13 lakhs was spent. During 1978-79 and 1979-1980 Rs. 5.05 lakhs was spent on roads and a sum of Rs. 6 lakhs was approved for 1980-81. Local Administration, however, anticipate expenditure of

Rs. 8.97 lakhs in 1980-81 and as a result 3.5 kms of new roads are expected to be constructed during 1980-81.

In their proposals for the 1980-85 Plan, the Lakshadweep Administration have proposed an outlay of Rs. 54.62 lakhs for road development which includes Rs. 44.62 lakhs for the construction of rural roads and Rs. 10 lakhs for the procurement of a mechanised sailing vessel for speedy transport of road materials from the mainland. The 6th Plan proposals have, however, not yet been finalized.

Selection by Railway Service Commission

484. SHRI D. S. A. SIVAPRAKASAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether any preference is given to the sons and daughters (married/unmarried) of Railway Employees (serving/retired) when selection is made by Railway Service Commission for Group III and Group IV posts; and

(b) if so, the details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) No.

(b) Does not arise.

Setting up of Standing Voluntary Help Committee

485. SHRI D. S. A. SIVAPRAKASAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have constituted any standing voluntary help committee for Railways to check ticketless travel and passenger amenities etc.;

(b) if so, how many such committees have been constituted in Southern Railway; and

(c) whether any rules have been framed and if so, the details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Yes.

(b) No such committee have been constituted on Southern Railway.

(c) No rules as such have been framed. Functions assigned to the Standing Voluntary Help Committee are indicated in the statement attached.

Statement

The following functions have been assigned to the Standing Voluntary Help Committee:—

(i) Checkig of ticketless travel and unauthorised alarm chain pulling;

(ii) To check cleanliness at the Railway Stations;

(iii) To check other passenger amenities like drinking water at railway stations and in running trains;

(iv) To chck up catering and vending arrangements—both departmental and private contractors;

(v) To prevent theft and pilferage involving loss of railway revenues; and

(vi) To listen to the grievances of the general public regarding Railways.

पूर्वोत्तर रेलवे में हाल्ट स्टेशन

486. श्री राम सिंह शाक्य : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) पूर्वोत्तर रेलवे में हाल्ट स्टेशनों की कुल संख्या कितनी है तथा उनके नाम क्या हैं ;

(ख) क्या सरकार का विचार नन्द निलगुनिया शेरपट तथा भुनेश्वर नगर हाल्ट स्टेशनों को पूर्ण स्टेशनों के रूप में बदलने का है ;

(ग) यदि हाँ, तो कब तक; और

(घ) यदि नहीं, तो इस संबंध में क्या कठिनाइयां हैं?

रेल मंत्रालय ने उष मंत्री (श्री मल्लिकार्जुन) : (क) पूर्वोत्तररेलवे के 124 हा ट स्टेशनों के नामों की सूची सभा पटल पर रखी गई है। [प्रधारालय में रख दी गई है देवित संख्या एल टी/1359/80]।

(छ) नन्दिनी लंगुनिधि (नन्दनिल-गुनिया नहीं) पहले से ही एक क्रांसिंग स्टेशन है। पूर्वोत्तर रेलवे पर शेरपुर और भुनेश्वर नाम के कोई हात स्टेशन नहीं हैं।

(ग) और (घ). प्रश्न नहीं उठता।

Direct Train between Muzaffarpur and Amritsar

487. SHRI RAM SINGH SHAKYA: Will the Minister of RAILWAYS be pleased to state:

(a) whether a demand has been made for introducing direct trains on the broad gauge line between Muzaffarpur and Amritsar; and

(b) if so, the time by which Government propose to introduce such trains?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) and (b). Introduction of a direct B. G. train between Muzaffarpur and Amritsar via Patna is not feasible for want of spare line capacity on saturated sections en route including over Rajendra Pul. However, the demand for introduction of a direct service between Muzaffarpur and Amritsar would be kept in view at the time of re-organisation of services after conversion of Barabanki-Sonpur Metre Gauge section into Broad Gauge sometime next year.

Setting up of Six Early Cancer Detection Centres in India

488. SHRI JANARDHANA POOJARY:

ACHARYA BHAGWAN DEV:

Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether Government have decided to establish six early cancer detection centres in the country; and

(b) if so, the names of the places where these will be set up?

THE MINISTER FOR HEALTH AND FAMILY WELFARE (SHRI B. SHANKARANAND): (a) and (b). In January, 1980 Government issued orders sanctioning a scheme relating to the Establishment of Early Cancer Detection Centres in the country. The scheme envisages a non-recurring assistance of Rs. 50,000 per Early Cancer Detection Centre subject to the following conditions:—

1. The State Government/institution shall provide the required staff duly trained in one of the Regional Cancer Centres or in the Indian Council of Medical Research.

2. The State Government/Institution agrees to meet the recurring expenditure on maintenance of these posts and training.

3. The State Government/Institution agrees to provide suitable accommodation and other infrastructure for setting up of Early Cancer Detection Centres. The scheme stipulates that 3 such Centres may be set up in each of the bigger States, 2 in the medium sized States and 1 in the smaller States.

In view of the details of the scheme given above, it would be seen that it merely envisages the number of Centres which may be set up in each State/Union Territory, depending upon its size. The places where such Centres may be established has been left at the discretion of the States/UTs.

Welding of Spring Plates

489. SHRI SURAJ BHAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways are resorting to welding of spring plates particularly on box wagons due to non-availability of springs in sufficient number for replacement;

(b) whether it is a fact that such practice of welding spring plates is against the advice of R.D.S.O.; and

(c) if so, what steps Government propose to take to put a stop to such practice?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) No.

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

Supply of Chloroscope to Community Health Volunteer

490. SHRI RAJESH PILOT: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to refer to the reply given to Unstar'd Question No. 7292 on the 7th August 1980 regarding Chlorination of Drinking Water and state:

(a) to what extent provision of 'Chloroscope' has been made in Community Health Volunteer Para-medical Kits in selected areas on experimental basis;

(b) what is the detailed efficacy of these experiments in rural areas;

(c) if the experiments are positive, whether Government is contemplating to supply 'Chloroscope' to each Community Health Volunteer;

(d) if so, the details thereof and budget provision made therefor;

(e) whether Government are seeking financial assistance from UNICEF/WHO to provide chlorination of drinking water and apparatus to monitor purity of water in rural

areas; and if so, the details thereof; and

(f) if not, reasons thereof?

THE MINISTER FOR HEALTH AND FAMILY WELFARE (SHRI B. SHANKARANAND): (a) to (f). On an experimental basis it is proposed to provide chloroscopes to 1000 Community Health Volunteers, with W.H.O. assistance of Rs. 66,880. A decision regarding the extension of the experiment would be possible only after the results of the proposed effort become known.

Chlorinating at the sources of Drinking Water

491. SHRI RAJESH PILOT: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether it is a fact that Community Health Volunteers had been asked to put chlorine at the source of drinking water that is wells, ponds etc. of their respective villages once in a week through first issue of Community Health Volunteers Educational Bulletin;

(b) if so, the quantity of chlorine tablets made available to Community Health Volunteers so far and details thereof;

(c) whether chlorine tablets/liquid had been included in the C.H.V./para-medical kits and the State Governments had been advised to put them in wells/ponds once in a week in rural areas; if so, the details thereof; and

(d) if not, reasons thereof?

THE MINISTER FOR HEALTH AND FAMILY WELFARE (SHRI B. SHANKARANAND): (a) to (c). Yes, in the responsibilities entrusted to the Community Health Volunteers (CHVs) one of the functions assigned to them is to undertake the regular chlorination of village wells etc. The concerned States/UTs are responsible for making available to the CHVs adequate supplies of bleaching powder etc. for the regular chlorination of sources of

drinking water supplies in the villages. These, as well as other instruction, are reiterated in the Jan Swasthya Rakshak Shikshan Patrika, a quarterly bulletin being published by the Ministry of Health and Family Welfare for the continuing education of the CHVs.

(d) Question does not arise.

Shortage of Blood in Delhi Hospitals

492. SHRIMATI SANYOGITA RANE: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether it is a fact that there is shortage of blood in all hospitals in Delhi and heart operations and other operations are not possible in time for want of blood;

(b) whether it is also a fact that commercially organised blood banks are selling blood at exorbitant prices; and

(c) what steps Government propose to take to improve the situation?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI B. SHANKARANAND): (a) No.

(b) Yes; this is a fact.

(c) Steps are being taken to step up voluntary blood donation.

Transportation of Betel Leaves

493. SHRIMATI SANYOGITA RANE: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that attaching of goods bogies at Bassein for transportation of betel leaves has been discontinued and this has increased the difficulties of the cultivators;

(b) whether Government propose to increase and make alternative arrangements for space in the bogies for betel leaves to be loaded;

(c) whether it is also proposed to classify betel leaves as a perishable commodity in the tariff schedule and provide the sheds to protect this perishable commodity at different places; and

(d) if so, the details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Betel leaves traffic from Bassein area is being cleared by loading in train service parcel vans at Vasai Road worked by passenger carrying trains and not by goods wagons. There were some shortage of parcel vans in the past and this has since been rectified and the clearance is now being done on a regular basis.

(b) The present volume of offering of betel leaves does not justify increase in and making alternative arrangements.

(c) and (d). On Western Railway, betel leaves traffic is already classified as perishable and preference is given. At Vasai Road and Palghar, normal covering of platforms is already available.

रेलवे में अनुसूचित जातियों तथा अनुसूचित जनजातियों के श्रेणी दो, तीन तथा चार के कर्मचारी

494. श्री राम विनास पासवान : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) अनुसूचित जातियों और अनुसूचित जनजातियों के श्रेणी II, III और IV के कितने कर्मचारी भारतीय रेलों में काम कर रहे हैं;

(ख) क्या अनुसूचित जातियों और अनुसूचित जनजातियों के कर्मचारियों के लिये विभागीय पदोन्नति का क्रमशः 15 प्रतिशत एवं 7 $\frac{1}{2}$ प्रतिशत का आरक्षण कोटा भरलिया गया है;

(ग) यदि नहीं, तो उसको भरने के लिये क्या कार्यक्रम अपनाये जाने का विचार है; और

(घ) कितने प्रतिशत आरक्षित पदों पर अब तक अनुसूचित जातियों और अनुसूचित जन जातियों के लोगों की भर्ती की गई है और इस बारे में शेष पदों को भरने के लिये क्या कार्रवाई की जा रही है?

रेल मंत्रालय में उप मंत्री (श्री महिलकार्जुन): (क) से (घ). सूचना क्षेत्रीय रेलों से इकट्ठी की जा रही है और सभा पटल पर रख दी जायेगी।

Extension of Tatanagar Barjamda Passenger Train upto Bolani

495. SHRI HARIHAR SOREN: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government propose to extend the Tatanagar-Barjamda passenger train upto Bolani; and

(b) if so, from what date such decision is likely to be worked out?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) No.

(b) Does not arise.

Development of Dadar-Bombay Station

496. SHRI R. K. MHALGI: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Government propose to develop Dadar-Bombay station so as to facilitate interchange between Central and Western Railways;

(b) if so, when the work will be started and the period for the completion of the same; and

(c) whether Government propose to start Pune-Ahmedabad direct train

after the development of Dadar Station?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) and (b). With the opening of the Diva-Bassein link and the consequential possible reduction of Goods Traffic moving via Dadar, the Government are contemplating to provide additional Coaching facilities at Dadar. The scheme is yet to be formulated.

(c) In view of the reply to (a) and (b) above, this does not arise.

Railway Users' Committee

497. SHRI CHINTAMANI JENA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Railway users' committee has not been constituted; and

(b) if so, when it will be nominated?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Yes.

(b) The matter is under active consideration and a decision is expected to be taken soon.

Local Purchase of Ayurvedic Medicines

498. DR. A. U. AZAMI: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether, unlike the practice obtaining on the Allopathic side, local purchase of Ayurvedic medicines prescribed by Specialists, either by the C.G.H.S. or the patient to be reimbursed later on, is not permitted and the incident is mandated to one supplier who has monopolised the whole supply and takes as many as 7-10 days to supply the medicine;

(b) the difficulties which lie in the way of Government in introducing the

similar procedure in as in the case of Allopathy in respect of supply of Ayurvedic medicines; and

(c) what other steps Government propose to take to streamline the mode of supply and issue of Ayurvedic medicines manufactured by established pharmaceutical companies only?

THE MINISTER FOR HEALTH AND FAMILY WELFARE (SHRI B. SHANKARANAND): (a) No.

(b) Does not arise.

(c) Does not arise.

Alleged Shortage of Supervisors

499. SHRI A. K. ROY: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is a shortage of Supervisors specially Chargemen in the Grade of Rs. 425—700 in Traction Department, Northern Railway as no recruitment has been made through the Railway Service Commission after 1975 and the condition is further worsened for extension of electrification between Delhi and Mathura; and

(b) if so, the action taken by Government to provide requisite number of Supervisors for safe and efficient working?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) No. In fact, during the current year, a panel of 58 has been received from the Railway Service Commission.

(b) Does not arise.

Railway Lines in Kerala

500. SHRI GEORGE JOSEPH MUNDACKAL: Will the Minister of RAILWAYS be pleased to state:

(a) the total length of Railways in Kerala State and what is its percentage as compared to All India population basis;

(b) whether Kerala is neglected for taking up new Railway lines although that State is the most thickly populated State in the country;

(c) whether it is a fact that Idikki and Muvettupuzha constituencies are not having any railway line;

(d) whether it is also a fact that if Madurai-Cochin Railway line is taken up, the distance between Madurai and Suez canal can be reduced by more than 1500 kilometers and save a lot of energy for transportation; and

(e) if so, why the survey for this vital railway line is not taken up?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Total length of Railway lines in Kerala is 916 Kms. Route Kms. per lakh of population is 4.30 for Kerala and 11.1 for all India.

(b) No.

(c) Idikki and Muvettupuzha are not connected with railway line.

(d) and (e). There is no proposal for taking up the construction of Madurai-Cochin railway line, at present.

साइप्रस के राष्ट्रपति की भारत यात्रा

501. श्री केशवराव दान्धी: क्या विदेश मंत्री यह बताने की कृपा करेंगे कि साइप्रस के राष्ट्रपति की हाल ही की भारत यात्रा के दौरान भारत और साइप्रस में मित्रता आर्थिक संबंध और व्यापार सुविधायें बढ़ाने जैसे महत्वपूर्ण मदों पर हुई चर्चा का परिणाम क्या रहा है?

विदेश मंत्री (श्री पी. वी. नरसिंह राव): साइप्रस गणराज्य के राष्ट्रपति श्री सणइरोस काइयानों 23 से 25 अक्टूबर 1980 तक भारत की राजकीय यात्रा पर आए थे। बातचीत में जोकि मित्रतापूर्ण बातावरण में हुई थी अन्तर्राष्ट्रीय मसलों

पर विचार विमर्श हुआ और उसमें सभी क्षेत्रों में द्विपक्षीय संबंधों पर भी विचार किया गया ।

इस यात्रा के अन्त में जारी की गई संयुक्त विज्ञप्ति की एक प्रति सदन की मेज पर रख दी गई है। ग्रन्थालय में रखी गई [देखिए संख्या एल टी - 1360/80] भारत बहुत शीघ्र ही एक हाई कमिशनर नियुक्त करेगा जिसका निवास [निको-सिया में होगा ।

D.T.C. Using Sub-Standard Spares

502. SHRI K. M. MADHUKAR: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether Government's attention has been drawn to the news-item appeared in 'Times of India', New Delhi dated the 23rd October, 1980 about defective and sub-standard spare parts being purchased by the Delhi Transport Corporation;

(b) if so, the details thereof;

(c) whether it is a fact that no consistent policy regarding purchase of spares has been followed by the D.T.C.; and

(d) if so, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH): (a) Yes, Sir.

(b) According to the information supplied by the Delhi Transport Corporation, departmental inspection study of the failure of buses has revealed that purchase of some of the spares such as oil seals, bearings, clutch plates and gear parts etc. made during the past couple of years and worth a few lakhs of rupees were not of standard quality.

(c) and (d) According to the information supplied by the DTC the Corporation did not follow any consistent policy regarding purchase of

spares during the past couple of years. The purchases were made mostly on the basis of price preference and not quality. Quantity to be purchased for each item was also based on past consumption merely and not on the basis of fleet age or health etc. Corrective measures have, however, since been implemented.

Selection Grade for Radiographers working in Dr. R. M. L. Hospital

504. SHRI CHINTAMANI JENA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether it is a fact that there are only two grades of Radiographers working in the Dr. Ram Manohar Lohia Hospital, New Delhi, one that of the Junior Radiographer in the pay scale of Rs. 260—430 and the other that of Senior Radiographer in the pay scale of Rs. 330—560 and thereafter there is no avenue of promotion for them and those reaching at the maximum of their grades are stagnating and there is great discontentment amongst these categories of employees;

(b) whether Government propose to introduce a selection grade for these categories of employees; and

(c) if so, by when and if not, the reasons therefor?

THE MINISTER FOR HEALTH AND FAMILY WELFARE (SHRI B. SHANKARANAND): (a) to (c). As per Government rules, selection grade is provided for such posts as are filled up by direct recruitment to the extent of 75 per cent or more and have promotion prospects of less than 50 per cent. There are two grades of Radiographers in the Dr. Ram Manohar Lohia Hospital. Of these, the Junior Radiographers have opportunity of promotion to Senior Radiographers. As the post of Senior Radiographer is filled entirely by promotion, the present Govt. rules do not provide for introduction of selection grade.

इटारसी के निकट पंजाब मेल की टक्कर से हुई भौतें

505. श्री हरिकेश बहादुर :

श्री पी. राजगोपाल नाथः

श्री एम. रामगोपाल रेडी :

श्री जगपाल सिंह :

श्री राजेश कुमार सिंह :

श्री चन्द्रदेव प्रताद थर्मा :

श्री बी. बी. बेसाई :

क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) 21 अक्टूबर, 1980 को इटारसी के निकट पंजाब मेल के माल-गाड़ी से टकरा जाने के कारण कितने व्यक्ति मरे ;

(ख) क्या सरकार ने दुर्घटना के कारणों की जांच की हैं, यदि हाँ, तो तत्संबंधी व्यौरा क्या हैं ;

(ग) इस दुर्घटना के शिकार हुए लोगों को सरकार द्वारा क्या महायता दी जा रही है ; और

(घ) रेल दुर्घटनायें रोकने के लिये क्या उपाय किये जा रहे हैं ?

रेस मंत्रालय में उप मंत्री (श्री महिलकार्जुन) : (क) 20-10-80 को इटारसी स्टेशन पर 6 अप पंजाब मेल और 747 डाउन माल गाड़ी के बीच टक्कर होने के परिणामस्वरूप 22 व्यक्ति मारे गये ।

(ख) इस दुर्घटना की रेल संरक्षा अधिकत, बम्बई ने सांविधिक जांच की हैं, जो पर्यटन और सिविल विमानन मंत्रालय के अधीन स्वतंत्र प्राधिकारी के रूप में कार्य करते हैं। उनकी रिपोर्ट की प्रतीक्षा है ।

(ग) इस दुर्घटना का शिकार हुए व्यक्तियों को रेल प्रशासन द्वारा 46,000 रुपये का अनुग्रह भुगतान किया गया हैं। तदर्थ दावा अत्युक्त, जिसकी नियुक्ति विचारमधीन है, द्वारा क्षतिपूर्ति निश्चित की जायेगी ।

जो रेल कर्मचारी डूयूटी पर होते हुए इस दुर्घटना में अन्तर्ग्रस्त हुए उन्हें कामगार क्षतिपूर्ति अधिनियम के अधीन क्षतिपूर्ति का भुगतान करने के बारे में यथा-समय कार्रवाई की जायेगी ।

(घ) चूंकि दुर्घटनाओं के लिए रेलवे कर्मचारियों की अमफलता सबसे बड़ा कारण है, इसलिए गाड़ी सचलन से सबधित कर्मचारियों में संरक्षा सम्बन्धी चेतना पैदा करने तथा यह मुनिश्चित करने के लिए, कि कर्मचारी नियमों का उल्लंघन न करें या ऐसे लाघव उपाय न अपनायें जो दुर्घटना का कारण बनें, रेलों के संरक्षा संगठनों को निरन्तर अभियान चलाने के निदेश दिये गये हैं ।

गाड़ियों की जांच तथा सवारी व माल डिब्बा डिपुओं में भौके पर जांच के काम को गहन कर दिया गया है तथा रेल-पथ के उचित अनुरक्षा की और विशेष रूप से ध्यान दिया जा रहा है। मानवीय तत्वों पर निर्भरता को कम करने के लिए पहियों, धुरों तथा रेल की पटरियों धुरा काउन्टरों, रेल पथ परिपथन आदि के पराश्रव्य दोष सूचकों जैसे परिष्कृत साधन उत्तरोत्तर शुरू किये जा रहे हैं ।

मस्तिष्क ज्वर के कारण हुई मौतें तथा बीमारी को रोकने के लिये उठाये गये कदम

506. श्री हरिकेश बहादुर :

श्री राजेश कुमार सिंह :

वया स्वास्थ्य और परिवार कल्पणा मंत्री यह बताने की कृपा करेगे कि :

(क) पिछले चार महीनों के दौरान मस्तिष्क ज्वर के कारण कितने लोगों की मृत्यु हुई है ; और

(ख) इस बीमारी को फैलने से रोकने के लिये सरकार द्वारा क्या कदम उठाये जा रहे हैं ?

स्वास्थ्य और परिवार कल्पणा मंत्री (श्री बी० शंहरानन्द) : (क) अब तक मिली सूचना के अनुसार जुलाई-अक्टूबर, 1980 के दौरान मस्तिष्क ज्वर (एन्से-फ्लाइटिस) से हुई मौतों की संख्या का एक विवरण सलग है ।

(ख) इस रोग को फैलने से रोकने के लिए सरकार ने जो उपाय किए हैं वे इस प्रकार हैं :—

1. मस्तिष्क ज्वर की रोकथाम करने, निदान करने और इनाज करने के बारे में स्वास्थ्य सेवा महानिवेशालय ने विस्तृत तकनीकी अनुदेश जारी कर दिए हैं और स्वास्थ्य मंत्रालय ने राज्यों के स्वास्थ्य प्राधिकारियों को ये अनुदेश फिर से जारी कर दिए हैं ;

2. मस्तिष्क ज्वर के रोगियों का शीघ्र पता लगाने, उनका इलाज करने तथा इनकी सूचना देने के उपाय कर दिए गए हैं ;

3. भारत सरकार ऐसे रोगियों के बारे में इस रोग से प्रभावित राज्यों से सूचना प्राप्त करने के लिए लगातार सम्पर्क बनाए हुए हैं ;

4. ट्रायिकल स्कूल आफ मेडिसिन, कलकत्ता, अखिल भारतीय स्वास्थ्य विज्ञान तथा जन स्वास्थ्य संस्थान, कलकत्ता, राष्ट्रीय संचारी रोग संस्थान, दिल्ली, राष्ट्रीय वाइरस विज्ञान संस्थान तथा केन्द्रीय आयुर्वेदिक अनुसंधान परिषद जैसी विशेषज्ञ संस्थाओं के अधेक्षित दल ऐसे रोगियों का उपयुक्त निदान करने तथा तकनीकी सहायता तथा परामर्श देने के लिए राज्यों में भेजे जाते हैं ।

5. प्रभावित क्षेत्रों में मच्छरों की संख्या कम करने के लिए विशेष छिड़काव हेतु राज्य सरकारों को अतिरिक्त कीट-नाशक दवाइयां उपलब्ध की जाती हैं ।

6. विश्व स्वास्थ्य संगठन के माध्यम से जापानी एन्सेफलाइटिस वैक्सीन सीमित मात्रा में आयात की गई है और जब कभी जरूरत होती हैं तो इसमें से आवश्यक मात्रा में यह वैक्सीन प्रभावित राज्यों को भेज दी जाती हैं ।

विवरण

अनुबंध 1

राज्य	मौतों की संख्या
असम	54
आंध्र प्रदेश	5
अण्डमान तथा निकोबार	
द्वीप समूह	2
बिहार	127
मध्य प्रदेश	38
तमिल नाड	4
उत्तर प्रदेश	483

अधिकारियों की सेवाकाल में वृद्धि करने संबंधी नीति

507. श्री हरिकेश बहादुर :
श्री विलास मुत्तेमवार :
श्री एन० क० शेजवलकर :

क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) रेलवे में अधिकारियों के सेवाकाल में वृद्धि करने संबंधी किसी नीति का अनुसरण किया जा रहा है;

(ख) रेलवे बोर्ड के कितने सदस्यों को उनके सेवाकाल में वृद्धि दी गई है;

(ग) क्या रेल अधिकारियों ने उक्त वृद्धि के विरुद्ध कोई अभ्यावेदन किया है; और

(घ) यदि हाँ, तो उस पर सरकार की क्या प्रतिक्रिया है ?

रेल मंत्रालय में उप मंत्री (श्री मल्लिकार्जुन) : (क) रेल अधिकारियों के सेवाकाल में वृद्धि सरकार द्वारा निर्धारित मार्गदर्शक सिद्धान्तों के आधार पर कड़ी जांच-पड़ताल के बाद जन-हित को देखते हुए केवल आपवादिक मामलों में दी जाती है।

(ख) तीन।

(ग) जी हाँ।

(घ) तीनों सदस्यों को दी गयी सेवाकाल में वृद्धि समाप्त की जा चुकी है।

सौराष्ट्र मेल रेल दुर्घटना में हुई मौतें

508. श्री हरिकेश बहादुर :
श्री राजनाथ सोनकर शास्त्री :

क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) 27 अक्टूबर, 1980 को सौराष्ट्र मेल रेल दुर्घटना में कितने व्यक्ति मरे/घायल हुए;

(ख) दुर्घटना का व्यौरा क्या है; और

(ग) मृतकों के परिवार के सदस्यों को सहायता देने हेतु सरकार द्वारा क्या कार्यवाही की जा रही है ?

रेल मंत्रालय में उप मंत्री (श्री मल्लिकार्जुन) : (क) और (ख) 27-10-1980 को लगभग 01.05 बजे जब अप हापा-बम्बई सौराष्ट्र मेल पश्चिम रेलवे के मियागाम करजण और इटोला स्टेशनों के बीच चल रही थीं तो वह एक डाउन माल गाड़ी के उस माल डिब्बे से टकरा गयी जो उसी समय पटरी से उतर कर उसके रास्ते पर आ गिरा था।

इस दुर्घटना में 11 व्यक्ति मारे गये, 14 को गम्भीर चोटें आयीं और 10 मामूली रूप से घायल हुए।

(ग) रेल प्रशासन द्वारा इस दुर्घटना में मारे गये 9 व्यक्तियों के निकट संबंधियों तथा 20 घायल व्यक्तियों को क्रमशः 17,000/- रुपए तथा 17,250/- रुपये की अनुग्रह राशि का भुगतान किया गया है। क्षतिपूर्ति के भुगतान के संबंध में निर्णय तदर्थे दावा आयुक्त द्वारा, जिसकी नियुक्ति विचाराधीन है, किया जायेगा।

इस दुर्घटना के परिणामस्वरूप दो रेल कर्मचारी मारे गये जो कि ड्यूटी पर थे तथा एक अन्य को गम्भीर चोटें आयीं। घातक मामलों में 2000/- रुपये प्रति व्यक्ति तथा अन्य के मामले में 1000/- रुपये प्रति व्यक्ति के हिसाब से अनुग्रह भुगतान किया गया है। इसके अलावा, इन मामलों में कर्मकार क्षतिपूर्ति अधिनियम के अंतर्गत क्षतिपूर्ति का भुगतान किया जायेगा।

Raising Kashmir Issue by Pak President in U. N. General Assembly

509. SHRI M. V. CHANDRASEKHARA MURTHY:

SHRI AMAR ROYPRADHAN:

SHRI CHITTA BASU:

MEHTA:

SHRI S. M. KRISHNA:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether Pakistan President referred to Kashmir in his address to the 35th Session of the United Nations General Assembly on 1st October, 1980;

(b) if so, the main points referred by him in regard to Kashmir and about India;

(c) the details of the same;

(d) whether India has strongly protested against this and what was India's stand taken in the U.N.;

(e) whether the Prime Minister in her Press Conference has pointed out that this was clear violation of Simla Agreement;

(f) if so, whether the implementation of the Simla Agreement has been greatly affected; and

(g) what is India's future plan of action to meet the Pakistan propaganda?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) Yes, Sir.

(b) and (c). The Pakistan President made the following reference to Jammu and Kashmir in his speech:

"We are conscious of the circumstances which have prevented it (U.N.) from enforcing its decisions in respect of the right of the people of Palestine to establish a sovereign

state of their own in their homeland, or redeeming its promise to the people of the State of Jammu and Kashmir to enable them to decide their future in accordance with its relevant Resolutions.

Since the reference to the State of Jammu and Kashmir touches upon Pakistan's relationship with India, I would like to say that, in conformity with our established policy, we have continued our efforts for further normalization of relations with India on the basis of the principles of the Simla Agreement of 1972. Substantial progress has been made over the years in the promotion of communications, travel and trade between the two countries. This process, however, can and will be further accelerated with a peaceful settlement of the question of Jammu and Kashmir. Pakistan's position on this matter is founded on universally-recognised principles."

(d) Yes, Sir. In my statement on 3rd October, 1980 on the Floor of the UN General Assembly, I stated:—

"On 1st October, 1980 the President of Pakistan in his statement before the General Assembly referred to the State of Jammu and Kashmir, which is an integral part of India. That reference, attacking as it does the territorial integrity of India, was unfortunate.

Three times in 24 years Pakistan attempted to detach the State of Jammu and Kashmir from India by the use of force. It received a befitting response on each of the three occasions. In 1972, India and Pakistan signed the Simla Agreement, which provides for the settlement of all issues between the two countries through bilateral negotiations. But since 1977 Pakistan has repeatedly raised the issue of Jammu and Kashmir at the United Nations and other

international forum. References are made to relevant United Nations resolutions on the subject, quite oblivious of the fact that these resolutions have become irrelevant because of the action of Pakistan itself. In the face of such references, I am constrained to wonder whether Pakistan's adherence to the Simla Agreement has undergone a change. There is a clear contradiction between the expressed desire of Pakistan to normalize relations with India in accordance with the Simla Agreement and its pronouncements in various forums which attempt to set the clock back. India's stand, on the other hand, has remained constant, and we continue to be prepared to settle all matters with Pakistan through bilateral channels".

(e) Yes, Sir.

(f) and (g). It has been conveyed to Pakistan on several occasions that their references to Kashmir in international fora are not in conformity with our understanding of the Simla Agreement and will not help in creating a better atmosphere. The position of the Government of India in regard to Kashmir is well-known, namely, that the State of Jammu and Kashmir is legally and constitutionally an integral part of India. Government have taken and will continue to take all necessary steps to counter Pakistan's propaganda.

Faster clearance of Emigrants

510. SHRI M. V. CHANDRASEKHARA MURTHY:
SHRI SHIV KUMAR SINGH:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

- (a) whether Government have taken several measures for faster clearance of emigrants;
- (b) if so, the details of the measures taken;

(c) the extent to which they have proved helpful;

(d) whether any fresh concessions are being considered; and

(e) if so, the details thereof?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) Yes, Sir.

(b) A statement is laid on the Table of the House. [Placed in Library See No. LT-1361/80]

(c) The new system has the following advantages:—

(i) Persons who do not fall under the purview of the Emigration Act, 1922, are now given permanent clearance from emigration checks on their passports themselves and do not have to undergo checking everytime they go out;

(ii) Emigrants will now know in advance about the requirement of obtaining emigration clearance and thus avoid the risk of being turned back at the last minute from the airport;

(iii) The new system has relieved congestion at the airports and seaports; and

(iv) Returning and transiting passengers are now allowed to proceed abroad freely without any emigration formality.

(d) and (e). Emigration procedures are under constant review and are modified from time to time according to the requirements. No new measures are contemplated at present.

New Policy to bring down Birth Rate

511. SHRI M. V. CHANDRASE-HARA MURTHY:

SHRI D. M. PUTTE GOWDA:

SHRI LAKSHMAN MALLICK:

SHRI K. LAKKAPPA:

SHRI H. N. NANJE GOWDA:

Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether it is a fact that the Union Government propose a new policy to bring down the birth rate to 30 per cent;

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

(c) when the scheme is likely to be introduced;

(d) whether the State Governments have been consulted in this regard; and

(e) the total cost involved in implementing the scheme?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI B. SHANKARANAND): (a) to (e). The Plan Frame Work (1980—85) approved by the National Development Council in August, 1980 envisages the objective of reaching a Net Reproduction Rate of 'One' by 1995. This will imply a reduction of the Crude Birth Rate to about 21 per 1000 from the existing 33 per 1000 and a reduction in the Crude Death Rate to about 9 per 1000 from the existing 14 per thousand. It will also imply the reduction of infant mortality to about 60 per 1000 from the present about 120 per thousand. During the Plan period 1980—85, it is proposed to bring down the Birth Rate to about 30 per thousand by 1984-85.

The National Family Welfare Programme is continuously in operation

from the first Plan Period as a Centrally operated and funded Scheme implemented through the agency of the Governments of States and Union Territories. The programme is based on motivation and education of the people on the advantages of accepting the small family norm on a voluntary basis by availing of services and supplies available from an infrastructure built right from the grass root level in the rural areas.

The progress of the programme is periodically reviewed in depth by the Central and State Government at the meeting of the Central Family Welfare Council which is headed by the Union Health Minister and in which all State Health Ministers, among others, are members.

The Planning Commission are engaged in finalising the Sixth Plan (1980—85) document and the cost estimates for the programme are under their consideration.

Extension of Jayanti Janta Express to Trivandrum

512. SHRI K. A. RAJAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether Jayanti Janta Express running at present between Nizamuddin and Cochin, has not been extended to Trivandrum as yet though the proposal was there before the Government for long;

(b) if so, what are the difficulties in extending the same; and

(c) when it will be done?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) and (b). Extension of 131/132 Jayanti Janata Express was examined but was not found feasible. However, in order to provide additional accommodation for passengers between Trivandrum and New Delhi, it is proposed to double head 125/126 K. K.

Express as soon as improved couplers of coaches are available.

(c) Does not arise.

Unhelpful attitude of Indian Embassy in Kuwait

513. SHRI K. A. RAJAN:
SHRI DAULATSINHJI JA-
DEJA: L

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether Government's attention has been drawn to the reports appeared in a section of the Press regarding the unhelpful attitude of the Indian Embassy officials in Kuwait to the Indians who wanted to escape from Iran and Iraq following the war between these two countries;

(b) if so, the details thereof and what action was taken, if any, against these officials; and

(c) what arrangements were made by the Union Government for their safe return?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) Government's attention has been drawn to both kinds of Press reports, those critical and those laudatory about the efforts in this context of our Embassy in Kuwait.

(b) and (c). Iran-Iraq conflict started on September 22, 1980. Basrah was bombed on September 23 when, among others, there were Indian casualties. Panic, thereafter, built up rapidly and from September 23 onwards, large number of foreigners including Indians converged on the Iran-Iraq border, and as they had no confirmed onward air bookings, they could not readily obtain Kuwaiti entry transit visas. Facilities at the border checkposts were inadequate. People were inconvenienced. Charges of indifference levelled against our Embassy in Kuwait which were highlighted in our

Press, have been investigated and were found to be highly exaggerated. As our press has subsequently reported, our Embassy in Kuwait was able to arrange at the border checkposts transit visas for the evacuees, issued travel documents to those without them on the spot organised food, water and refreshment with the help of the local Indian community and Indian companies based in Kuwait, and made all possible arrangements also with the Airlines. It is well-known that these facilities also were availed of occasionally by other nationals. Indeed the efforts of our Embassy in Kuwait have received favourable mention in the Arab and international Press. To tackle these problems, Government established in Delhi a Special Cell to coordinate all these arrangements connected with the repatriation, arranged 17 special Air India flights to airlift the evacuees through Amman and Kuwait; rushed special teams to Kuwait and Amman to assist our Missions there. Despite inherent dangers involved in any war situation, Government also strengthened our Embassy in Baghdad and our Consulate General in Basrah. Indian Embassy officials have been present at the border checkposts on the Iraqi-Kuwait and Iran-Jordan borders whenever evacuees have passed through to facilitate their entry and transportation to the airports. All other consequential arrangements in this context had to be negotiated diplomatically also with the Governments of Kuwait, Jordan etc.

Import of Clothes from Western countries

514. SHRI K. A. RAJAN: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that huge quantities of clothes arriving in Madras Port in bales from Western Countries to the missionaries in our country are sold to selected merchants when the consignees do not take delivery;

(b) if so, what are the details of such arrivals and sales during the current year;

(c) whether any inquiry has been conducted into such arrivals of so called "gift clothing" and the reasons for abandoning the consignments;

(d) whether such gift clothing are arriving in other ports also; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH):

(a) Imported goods including bales of used clothes from Western countries, when not taken delivery of by the consignees at Madras Port are disposed of in public auction and also through sale by private agreement at the rates approved by Collector of Customs at Madras as per provision in the Major Port Trust Act.

(b) No such consignments arrived at Madras Port during the year 1980-81 (upto October 1980). The bales of clothes weighing 75 tonnes imported from Western countries were sold during 1980 (upto October 1980).

(c) The Collector of Customs, Madras, had conducted investigation in 1979 into the alleged abuse of the customs duty exemption in respect of foodstuffs, medicine, medical stores, clothing and blankets received as gifts at Madras Port from donors abroad for the purpose of free distribution. As a result of this investigations, the Collector of Customs, Madras, took action against such of the importers as were found to be misusing the concession. This action seems to have resulted in considerable reduction in the importation of so called gift consignments and in some cases even in abandonment after importation.

(d) and (e). Used clothing gift consignments are also received at Calcutta Port. When certain consignments are held up in the Port for unduly long period incurring heavy rent and the

consignees decline to clear the goods, the Port has decided in 1979 to hand-over such old used clothing to Mother Teressa and also to the Rama Krishna Mission on a half and half basis after obtaining customs clearance.

Negligible quantity of gift clothing consignments are being imported through the ports of Bombay and Cochin. There has been no import of such gift consignments of cloths through other major ports in the country.

Sending delegations to China by Dalai Lama

515. SHRI SATISH AGARWAL:

SHRI N. E. HORO:

SHRI RAJESH KUMAR SINGH:

DR. VASANT KUMAR PANDIT:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether it is a fact that Dalai Lama proposes to send more delegations to China;

(b) whether it is also a fact that Dalai Lama has also sent some delegations in the past to Tibet and if so, the achievements of these delegations;

(c) whether the Government of India have allowed Dalai Lama before such delegations are sent; and

(d) whether Government have given permission for despatching more delegations to Tibet by Dalai Lama and if so, on what grounds?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) H. H. the Dalai Lama has indicated in some of his Press interviews that he proposes to send more fact-finding delegations to China.

(b) H. H. the Dalai Lama has so far sent three delegations to Tibet. From the Press statements concerning these delegations issued by H. H. the Dalai Lama, it is not possible to quantify the achievements of the delegations.

(c) and (d). The Government of India regard the contacts between the representatives of the Dalai Lama and the Chinese authorities as a matter primarily concerning the Dalai Lama and the Chinese authorities. Therefore, the Government of India granting permission for more delegations to visit Tibet does not arise.

Kidnapping of Indian Embassy Official in Pakistan

516. SHRI SATISH AGARWAL:
SHRI CHHANGUR RAM:
SHRI MADHAVRAO SCINDIA:
SHRI B. V. DESAI:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether it is a fact that an Indian embassy employee was kidnapped in the presence of Pak Police in front of the house of a Supreme Court judge, taken 20 KM away from Islamabad and beaten up and his vehicle was damaged on September, 1980;

(b) if so, whether Government had protested against this to Pak Government; and

(c) if so, their reaction in this regard?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHARAO): (a) An Indian Embassy official in Pakistan whilst returning home on his scooter was waylaid by some persons, beaten up and questioned for some time on 4th September, 1980.

(b) and (c). The Government have lodged strong protests with both the Pakistan Foreign Office in Islamabad and the Pakistan Embassy in New Delhi. It was pointed out to the Government of Pakistan that such incident could vitiate the climate of Indo-Pakistan relations and the Government of Pakistan should adhere to the provisions of the Vienna Convention regarding the protection of Embassy personnel.

डीजल शेडों की बढ़ायी गयी क्षमता

517. श्री फूलचन्द वर्मा : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या रेलवे की बढ़ती हुई आवश्यकताओं को पूरा करने के लिये अनेक रेलवे डिवीजनों के मुख्यालयों तथा अन्य स्थानों पर डीजल शेडों की जमता बढ़ायी जा रही है ;

(ख) क्या इस हेतु रत्नाम के डीजल शेड की क्षमता भी बढ़ायी गयी है और क्या इसकी क्षमता को और अधिक बढ़ाये जाने का प्रस्ताव है ; और

(ग) यदि हां, तो उसकी वर्तमान तथा प्रस्तावित क्षमता कितनी है ?

रेल मंत्रालय में उप मंत्री (श्री मल्लिकार्जुन) : (क) जी हां ।

(ख) रत्नाम डीजल शेड की क्षमता पहले ही 40 इंजनों से बढ़ाकर 100 डीजल इंजन कर दी गई है । इसे और बढ़ाने का कोई प्रस्ताव नहीं है ।

(ग) वर्तमान क्षमता 100 इंजनों की है और इसे बढ़ाने का कोई प्रस्ताव नहीं है, इसलिए प्रस्तावित क्षमता का प्रश्न नहीं उठता ।

रत्नाम में स्टेनोग्राफरों तथा टाइपिस्टों की संख्या

518. श्री फूलचन्द वर्मा : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) पश्चिम रेलवे में रत्नाम मंडल मुख्यालय के प्रत्येक सेक्शन में काम करने वाले श्रेणी I तथा II के अधिकारियों की तथा स्टेनोग्राफरों, टाइपिस्टों, हैड क्लर्कों तथा कार्यालय अधीक्षकों की संख्या कितनी है ;

(ख) क्या स्टेनोग्राफरों तथा टाइपिस्टों की वर्तमान संख्या वास्तविक मांग से कम है ;

(ग) यदि हां, तो क्या इससे कार्य की दक्षता पर प्रतिकूल प्रभाव पड़ता है ; और

(घ) कमी दूर करने के लिए क्या कदम उठाए गये हैं ?

रेल मंत्रालय में उप मंत्री (श्री मल्लकार्जुन) :

(क) श्रेणी I व II के अधिकारी	55
अन्तरंग सहायक व आशु- लिपिक	18
टंकक	17
मुख्य लिपिक व प्रधान लिपिक	64
कार्यालय अधीक्षक	6

(ख) जी हां ।

(ग) जी नहीं ।

(घ) आशुलिपिकों की संख्या बढ़ाने के प्रश्न की जांच की जा रही है ।

शामगढ़ रेलवे स्टेशन पर शैड का विस्तार

519. श्री फूलचन्द वर्मा : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या दो वर्ष पूर्व पश्चिम रेलवे के कोटा डिवीजन के अन्तर्गत शामगढ़ रेलवे स्टेशन पर शैड और गोदाम का विस्तार करने, सड़क का निर्माण और अन्य निर्माण कार्य आरम्भ करने और अन्य विस्तार योजनायें विचाराधीन थीं ;

(ख) यदि हां, तो उनमें से कितनी योजनायें पूरी हो चुकी हैं और कितनी निर्माणाधीन हैं ; और

(ग) सभी प्रस्तावित योजनाएं कल तक पूरी हो जाने की सम्भावना हैं ?

रेल मंत्रालय में उप मंत्री (श्री मल्लकार्जुन) : (क) जी हां ।

(ख) और (ग), माल गोदाम, परिचलन क्षेत्र और पहुंच मार्ग की व्यवस्था से संबंधित निर्माण कार्य पूरा हो चुका है । अन्य निर्माण कार्य, जैसे द्वीप प्लेटफार्म पर छत और वर्तमान पैदल पुल से मुख्य प्लेटफार्म तक आने के रास्ते के निर्माण तथा वर्तमान द्वीप प्लेटफार्म को चौड़ा करने के काम हो रहे हैं । हंसपुरा-शामगढ़ गारोठ खंड पर दोहरी लाइन बिछाने का काम पूरा होने के साथ साथ आशा है, ये कार्य 31-12-81 तक पूरे हो जायेंगे ।

कचनारा और जवाद स्टेशनों के निकट के रेल फाटक

520. श्री फूलचन्द वर्मा : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि पश्चिम रेलवे के रतलाम मंडल में कचनारा और जवाद रेलवे स्टेशनों के निकट लगे रेल फाटकों के रेलों के निकल जाने के पश्चात् भी दिन रात बन्द रहने के कारण नजदीक के ग्राम-बासियों कों बहुत ही असुविधा का सामना करना पड़ता है और उन्हें लगातार कई घंटों तक प्रतीक्षा करनी पड़ती है ;

(ख) क्या यह भी सच है कि उस क्षेत्र के निवासियों तथा किसानों ने इस असुविधा को दूर किए जाने तथा फाटक पर कर्मचारियों की नियुक्ति किए जाने की मांग की है ; और

(ग) यदि हां, तो इस संबंध में क्या कदम उठाए गए हैं ?

रेल मंत्रालय में उप मंत्री (श्री मल्लकार्जुन) : (क) जी नहीं । जवाद रोड

स्टेशन समपार पर दिन में 7 बजे से 19 बजे तक चौकीदार रहता है और गेट की आम स्थिति सड़क यातायात के लिए उपलब्ध रहती है। यह समपार गेट रात के समय अर्थात् 19 बजे से 7 बजे तक बन्द रहता है और सड़क यातायात के लिए तभी खोला जाता है जब सड़क उपयोगकर्ता स्टेशन पर जाकर गेट खोलने का अनुरोध करें। कचनेरा स्टेशन पर सड़क यातायात के लिए गेट आम स्थिति में बन्द रहता है और ड्यूटी पर तैनात काटेवाले द्वारा सड़क यातायात के लिए गेट तभी खोला जाता है जब इसकी मांग की जाए।

(ख) जी नहीं।

(ग) प्रश्न नहीं उठता।

Rail India Technical and Economic Services

521. SHRI P. RAJAGOPAL NAIDU: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Rail India Technical and Economic Services got profit in 1979-80; and

(b) whether it has secured contracts in the field of consultancy from other countries?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Yes, it has earned net profit of Rs. 2.46 crores during 1979-80.

(b) Yes, it has secured contracts from Iraq, Jordan, Zambia and Sri Lanka, and also from the Asian Development Bank for providing advisory assistance to the Bangladesh Railway.

New British Nationality Laws on Indians

522. SHRI P. RAJAGOPAL NAIDU: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether the new Nationality Law proposed in Britain will affect the Indians living in the country; and

(b) if so, whether Government have taken up their issue?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) Some of the provisions in the White Paper outlining the proposed legislation are likely to affect persons from a number of Commonwealth countries, including India, living in the U. K.

(b) Our High Commissioner in London presented an Aide Memoire expressing our concerns on some of the provisions to the British Home Secretary Mr. William Whitelaw on the 12th November, 1980.

Incentives for Family Planning

523. SHRI P. RAJAGOPAL NAIDU: Will the Minister of HEALTH AND FAMILY WELFARE be pleased state:

(a) whether Government are intending to give incentives to couples who stop with one child under family planning scheme; and

(b) if not, the reasons therefor?

THE MINISTER FOR HEALTH AND FAMILY WELFARE (SHRI B. SHANKARANAND): (a) There is no proposal before the Government for giving incentives to couples who stop with one child under the Family Planning Programme.

(b) The Government's policy at present is to promote the norm of a small family of two or three children. It is considered that people with one child should adopt family planning methods suited for spacing the next child (e.g. use of Nirodh for men and IUD for women). Under the present policy, terminal methods are not recommended for families having only one child.

Railway Advertisements

524. SHRI MOHD. ASRAR AHMAD: Will the Minister of RAILWAYS be pleased to lay a statement showing:

(a) whether there is any income to Railways from advertisements:

(b) if so, since when this scheme was started and what was the gross income during the last three years, (year-wise);

(c) whether these advertisements were received by the railway authorities directly or through any advertising agency;

(d) if these advertisements are received through the advertising agencies, what is the rate of commission allowed to the advertising agencies and the total amount paid to each agency during the last three years, year-wise;

(e) whether Government propose to take up the advertising work itself instead of through private advertising agencies; and

(f) if not, the reasons thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Yes.

(b) This scheme has been in existence for the past thirty years. Gross income earned by the Railways during the last three years is as under:

1977-78	Rs. 1.54 Crores.
1978-79	Rs. 1.61 ,,
1979-80	Rs. 1.71 ,,

(c) Advertisements are received directly as well as through advertising agencies.

(d) The percentage of commission allowed to advertising agencies is 15 per cent for business procured upto Rs 50,000.00 per annum and 20 per cent for business procured over Rs. 50,000. 00. Total amount of commission paid to each advertising agency during the last three years is being collected and

will be placed on the Table of the House.

(e) No.

(f) The present practice of advertising through established agencies is functioning very well and brings in substantial income to the Railways without their having to incur much expenditure on specialised staff training and other liabilities necessary for the purpose.

अजमेर कांचीगुडा एक्सप्रेस गाड़ी में डकेती

525. श्री सत्यनारायण जटिया : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि अजमेर-कांचीगुडा एक्सप्रेस गाड़ी में गोतमपुरा और फतेहाबाद स्टेशनों के बीच हाल में डकेती की गई थी ;

(ख) यदि हां, तो कब और इसके परिणामस्वरूप यात्रियों के जानमाल की कितनी क्षति हुई ; और

(ग) क्या रेलवे ने यात्रियों को हुई क्षति का कोई हर्जाना दिया है और इस द्वेष डकेती का कोई सुराग मिला है ?

रेल मंत्रालय में उप मंत्री (श्री मल्लिकार्जुन) : (क) और (ख). जी हां। 14-9-1980 की रात को पश्चिम रेलवे के रतलाम-इन्दौर मीटर लाइन खंड पर गोतमपुरा रोड और फतेहाबाद स्टेशनों के बीच 581 अप अजमेर-कांचीगुडा सवारी गाड़ी के दूसरे दर्जे के एक डिब्बे में सशस्त्र डकेती डाली गयी थी और बदमाशों ने यात्रियों से लगभग 29,380 रु. की नकदी का सामान लूट लिया था। बदमाशों ने एक महिला यात्री के माथे पर आघात पहुंचा कर उसे घायल भी कर दिया था। एक अन्य यात्री के पैर और सिर पर चोटें आयी थीं,

क्योंकि उसे चलती याड़ी से बाहर फेंक दिया गया था। इसमें किसी की मृत्यु नहीं हुई।

(ग) भारतीय रेल अधिनियम के अन्तर्गत ऐसे मामलों में कोई क्षतिपूर्ति देय नहीं है। राजकीय रेलवे पुलिस इन्डौर ने भारतीय दंड संहिता की धारा 395 (डकैती) के अन्तर्गत एक मामला दर्ज किया है और जांच हो रही है।

रेलवे के लिये 11 सूत्री कार्यक्रम

526. श्री सत्यनारायण जटिया : रेल मंत्री यह बनाने की कृपा करेंगे कि :

(क) क्या रेलवे की कार्यकुशलता में सुधार करने के लिए उनके मंत्रालय ने 11 सूत्री कार्यक्रम आरम्भ किया है;

(ख) यदि हां, तो तत्सम्बन्धी व्यौरा क्या है;

(ग) क्या कार्यक्रम में उल्लिखित बातों को क्रियान्वित किया जा रहा है और क्या प्रत्येक बात को क्रियान्वित करने के लिए विशेष प्रयास किये जा रहे हैं; और

(घ) यदि हां, तो तत्सम्बन्धी व्यौरा क्या है?

रेल मंत्रालय में उप मंत्री (श्री मल्लिकार्जुन) : (क) जी हां।

(ख) 11 सूत्री कार्यक्रम का व्यौरा इस प्रकार है :—

1. रेल उपयोगकर्ताओं के प्रति व्यवहार,
2. गाड़ियों को फिर से समय पर चलाने की व्यवस्था,

3. बिना टिकट यात्रा और अनधिकृत खतरे की जंजीर खींचने की रोकथाम,

4. रेल सम्पत्ति और माल की चोरी और उठाईगीरी की रोकथाम,

5. यात्रियों के लिए जल, सफाई, रोशनी और खान-पान जैसी समुचित सुविधाओं की व्यवस्था,

6. कार्य-कुशलता में वृद्धि करके रेल करखानों में उत्पादन बढ़ाना,

7. ईधन की खपत में मितव्ययता द्वारा रेलवे राजस्व में वृद्धि करना तथा रेलवे राजस्व की हानि की रोकथाम,

8. कोयला, इस्पात आदि माल के शीघ्र परिवहन की व्यवस्था,

9. पूर्ववर्ती शामन के दौरान रद्द की गयी गाड़ियों को दुबारा चलाना,

10. रेल कर्मकारों के लिए समुचित सुविधाएं सुनिश्चित करना है, और

11. स्थायी स्वैच्छिक समिति की सहायता से जनता की शिकायतों के सम्बन्ध में रेल मंत्रालय को अवगत करना।

(ग) जी हां।

(घ) किये जा रहे प्रयासों का व्यौरा इस प्रकार है :—

1. शिष्टाचार—यह सुनिश्चित करने के लिए कि जो रेल कर्मचारी उपयोगकर्ताओं के सम्पर्क में आते हैं, वे उन्हें बेहतर किसी की सेवा प्रदान करें और ग्राहकों

को अधिक संतुष्ट करें, विचार-गोप्त्यां, शिष्टाचार सप्ताह आदि विशेष अभियान प्रारम्भ किये गये हैं। पूछताछ का तत्परता और शिष्टापूर्वक उत्तर दिया जाना सुनिश्चित करने के लिए महत्वपूर्ण स्टेशनों के पूछताछ कार्यालयों पर नियमित रूप से निगरानी रखी जाती है।

2. गाड़ियों का सवय पर चलना—मंडल और क्षेत्रीय मुख्यालय स्तरों पर निगरानी रखकर गाड़ियों के समय पानन पर विशेष ध्यान दिया जाता है।

3. बिनांटिकट यात्रा और अनधिकृत रूप से खतरे को जंजीर खींचने को राक्षाम

बिना टिकट यात्रा : क्षेत्रीय रेलों में बिना टिकट यात्रा की जांच के काम में तेजी लायी गयी है। टिकट जांच कर्मचारियों, रेलवे सुरक्षा बल, राजकीय रेलवे पुलिस और मथानीय पुलिम कर्मचारियों को बड़ी संख्या में तैनात करके बिना टिकट यात्रा करने वालों के विरुद्ध विशेष जांच की गयी है। टिकट जांच कर्मचारियों की सहायता के लिए स्थानीय संगठनों के स्वयंसेवियों और कालेजों और स्कूलों के छात्रों को भी सहयोजित किया जाता है। बड़े शहरों में और उनके आस-पास व्यापक जांच की ओर विशेष ध्यान दिया जाता है।

खतरे की जंजीर खींचना :—शरारती तत्वों द्वारा खतरे की जंजीर खींचने, होस पाइप और क्लैपेट वाल्व प्रक्रिया को खोलकर ग्रलग करने के विरुद्ध विशेष जांच की जा रही है। बदनाम खंडों और प्रभावित गाड़ियों में टिकट जांच कर्मचारियों और रेलवे सुरक्षा बल के कर्मचारियों को मिलाकर खतरा-जंजीर निरोधक दस्ते तैनात किये गये हैं।

यात्रियों विशेषकर छात्र समुदाय में बिना टिकट यात्रा और खतरे की जंजीर खींचने के विरुद्ध शिक्षाप्रद प्रचार किया जा रहा है। चूंकि बिना टिकट यात्रा और खतरे की जंजीर खींचने का दुरुपयोग करने की

बीमारी देश के विभिन्न भागों में कानून और व्यवस्था के साथ निकटता से जुड़ी हुई है, अतः उच्च स्तर पर सम्पर्क करके समय-समय पर राज्य सरकारों का सहयोग लिया जाता है।

4. रेल सम्पर्क और माल की चोरी और उठाईगीरी की रोकथाम

रेल सम्पत्ति और माल की चोरी और उठाईगीरी की घटनाओं की रोकथाम किए गये हैं। बदनाम खंडों में महत्वपूर्ण यात्री गाड़ियों में रेलवे सुरक्षा बल के सशस्त्र मार्गरक्षी तैनात किये जाते हैं, प्रभावित खंडों और यार्डों में नियमित रूप से गश्त लगायी जाती है, सभी महत्वपूर्ण यार्डों, माल गोदामों की रेलवे सुरक्षा बल द्वारा चौबीसों घंटे चौकसी की जाती है, बदनाम स्थलों, आउटर सिगनलों और इंजीनियरी प्रतिबंधों वाले स्थानों के निकट, जहां गाड़ी धीमी हो जाती है, विशेष ध्यान दिया जाता है, अधिक मूल्यवान वस्तुओं, ब्लाक गाड़ी भार, इस्पात के पारेषणों, खाद्यान और कोयला ले जाने वाले माल डिब्बों की सुरक्षा के लिए रेलवे सुरक्षा बल को मार्गरक्षी के रूप में तैनात किया जाता है। पूर्व रेलवे के कोयला पट्टी वाले क्षेत्रों में अपराध की बढ़ती हुई प्रवृत्ति का मुकाबला करने के लिए, कोयले के रैकों की भारी रक्षा और बदनाम क्षेत्रों में रेलपथ की गश्त लगाने के लिए रेलवे सुरक्षा विशेष बल की 5 कंपनियां हाल ही में तैनात की गयी हैं।

बिजली फिटिंग और लोको कोयले की चोरी और उठाईगीरी की रोकथाम के लिए भी अभियान चलाये गये हैं।

5. यात्रियों के लिए जल, सफाई, रोशनी और खान-पान जैसी समुचित सुविधाओं की व्यवस्था।

पीने का पानी : कुछ महत्वपूर्ण गाड़ियों में यात्रियों को पेट्रो यान के बेयरों और यान

परिचरों के माध्यम से पीने का स्वच्छ पानी देने की व्यवस्था की गयी है। गाड़ी खड़ी होने पर यात्रियों की आवश्यकताओं को पूरा करने के लिए स्टेशनों पर पानी की ट्रालियों की व्यवस्था की गयी है। कुछ स्वयं सेवी एजेंसियां/सामाजिक संगठन भी स्टेशनों पर प्याऊ लगाकर रेलवे के प्रयासों में सहयोग देते हैं।

स्वच्छता और सफाई : स्टेशन परिसरों, प्लेटफार्मों, बुकिंग कार्यालयों, पार्सल कार्यालयों, माल गोदामों, परिचलन क्षेत्रों, खानपान स्टालों, प्रतीक्षालयों आदि की सब प्रकार से स्वच्छता सुनिश्चित करने के लिए विशेष अभियान प्रारम्भ किये गये हैं। सवारी डिब्बों में स्वच्छता सुनिश्चित करने की ओर भी ध्यान दिया जा रहा है। महत्वपूर्ण डाक/एक्सप्रेस गाड़ियों में चलते-फिरते सफाई वाले तैनात किये गये हैं जो चलती गाड़ी में उपलब्ध रहते हैं। स्वच्छता बनाये रखने के प्रति रेल उपयोगकर्ताओं को सुशिक्षित करने और उनका सक्रिय सहयोग प्राप्त करने के लिए दूर-दर्शन, आकाशवाणी और समाचार-पत्र जैसे माध्यमों का प्रयोग किया जाता है।

रोशनी : यह सुनिश्चित करने के लिए एक सघन अभियान चलाया गया है कि प्रारंभिक स्टेशन से प्रस्थान करते समय गाड़ियों में रोशनी, पंखे, जैसी फिटिंग पूरी तरह से हो। इस अभियान को प्रभावी बनाने के लिए, गाड़ी प्रारम्भिक स्टेशनों पर ड्यूटी अधिकारी नामित किये गये हैं जो स्टेशन से छूटने वाले रेक का निरीक्षण करते हैं।

खानपान : क्षेत्रीय रेलों ने खानपान मेवा का बेहतर स्तर सुनिश्चित करने के लिए अपने प्रयासों को तेज कर दिया है। इस सम्बन्ध में जो उपाय किये जा रहे हैं, उनमें विभागीय खान-पान प्रतिष्ठानों का आधुनिकीकरण/विकास, वर्तमान खानपान प्रतिष्ठानों का नवीकरण, विभागीय और ठेकेदार द्वारा संचालित खानपान प्रतिष्ठानों का निरीक्षण/की अचानक जांच, प्रमाणिक स्रोतों से अच्छी किस्म की खाद्य सामग्री की खरीद. जन

शिकायतों की तत्परता से छानबीन करना और सुधारात्मक उपाय करना, भोजन तैयार करने और परोसने में सफाई और स्वच्छता बनाये रखना, आदि शामिल हैं।

6. कार्यक्रमस्थलता बढ़ाकर रेलवे कारखानों में उत्पादन में तेजी लाना

रेलवे मरम्मत कारखानों में उत्पादकता बढ़ाने के लिए एक विशेष अभियान प्रारम्भ किया गया है। बिजली और नाजुक फालतू पुर्जों की उपलब्धता की तंगी के बावजूद, कोचिंग और माल डिब्बा स्टाक के आवधिक औवरहाल के रूप में, रेलवे मरम्मत कारखानों की उत्पादकता में धीरे-धीरे सुधार दिखायी दिया है।

7. इंधन की खपत में मितव्ययता करके रेलवे राजस्व में बढ़ि देना और रेलवे राजस्व को हानि को रोकथाम

प्रत्येक क्षेत्रीय रेलवे में एक ईंधन नियंत्रण संगठन है जो ईंधन की खपत पर निगरानी रखता है और मितव्ययता लाने के उपाय करता है। इंधन की खपत में मितव्ययता लाने के लिए जो उपाय किये जा रहे हैं, उनमें कोयला खानों में रेलवे के लिए लादे जाने वाले कोयले की किस्म की जांच करना, ड्राइवरों के लिए केंग राशन निर्धारित करना, जो ड्राइवर ईंधन की लगातार भारी खपत करते हैं, उनका मार्गदर्शन करना तथा उठाईगीरी पर नियंत्रण के लिए गहन जांच करना शामिल है।

डीजल इंजनों के अनुरक्षण में सुधार करके उच्च गति डीजल तेल की खपत में मितव्ययता प्राप्त करने, ईंधन की खपत के मामले में इंजन कर्मियों के लिए गहन प्रशिक्षण, उच्च गति डीजल तेल की ड्राइवर-वार खपत बनाये रखना और दोषी ड्राइवरों का पता लगाने के उपाय भी किये जा रहे हैं।

ईधन की हानि के कारण होने वाली रेलवे राजस्व की हानि की रोकथाम के लिए, लदान स्थलों पर कोयले के माल डिब्बों की तोलने पर जोर दिया जा रहा है, परिवहन में हुई हानि का मूल्यांकन करने के लिए प्राप्ति स्टेशनों पर नमूने के रूप में, तोल किया जाता है, कोयले का स्टाक शेडों में रख जाता है और छेड़छाड़ का पता लगाने के लिए चट्टों पर चूने का छिड़काव किया जाता है तथा लोको शेडों में कोयला याड़ों में सुरक्षा व्यवस्था और रोशनी की व्यवस्था की गयी है।

८ कोयला, इस्पात, जैसे माल का शास्त्र परिवर्तन

इस्पात कारखानों से माल की ढुलाई लगभग उसी स्तर पर है जो पिछले वर्ष की तदनुरूपी अवधि के दौरान थी। इस्पात कारखानों में हाट मैटल के उत्पादन में कुछ गिरावट आयी है जिसका इस्पात कारखानों द्वारा प्राप्त किये जाने वाले कच्चे माल पर प्रत्यक्ष प्रभाव पड़ता है।

क्षेत्रीय रेलों से कहा गया है कि वे विशेषकर निजी उद्योगों के लिए कोयले के लदान में और तेजी लायें।

कोयले और इस्पात की ढुलाई में तेजी लाने के लिए जहां कहीं सम्भव है, ब्लाक रेकों में लदान और ढुलाई का सिद्धांत लागू किया जा रहा है।

९ पिछ्ने शासन में रह को गई गाड़ियों को दुबारा चलाना

जो सवारी गाड़ियां जनवरी, 80 से पूर्व रह कर दी गयी थीं, वे सबकी सब 31-3-80 तक दुबारा चला दी गयी हैं।

१० रेल कर्मचारों को उम्मुचित सुविधाएं प्रदान करना

रेल कर्मचारियों की सुविधाओं में लगातार सुधार हो रहा है। पुराने और जीर्ण-शीर्ण कर्मचारी क्वाटरों का नवीकरण किया जा रहा है और उनमें पानी के नल, स्वच्छ शौचालय, बिजली और बिजली के

पंखे जैसी न्यूनतम बुनियादी सुविधाओं की व्यवस्था की जा रही है।

११ स्थायी स्वैच्छिक समिति की सहायता से जनता की शिक्षायतों को अवश्य कराना

रेल मंत्रालय ने हाल ही में स्थायी स्वैच्छिक सहायता समिति का पुनर्गठन किया है। इस समिति ने अपना कार्य प्रारम्भ कर दिया है जिसमें स्टेशनों के निरीक्षण का काम भी शामिल है। यात्रियों की प्रतिक्रिया और समिति द्वारा पायी गयी कमियों से रेल मंत्रालय को अवगत कराया जा रहा है।

Indifference of Indian Embassies of Iran and Iraq Towards Indians there
527. SHRI SATYANARAYAN JATIYA:

SHRI NAWAL KISHORE SHARMA:

DR. VASANT KUMAR PANDIT:

SHRI P. M. SAYEED:

SHRI RAVINDRA VARMA:

SHRI P. K. KODIYAN:

SHRI F. H. MOHSIN:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) how many Indian Nationals have return to India due to Iran-Iraq War;

(b) whether serious complaints of indifference, non-cooperation, and negligence towards Indian Nationals by Indian Missions in Iran and Iraq have been received by Government; and

(c) if so, what is the result of Government inquiry?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) Approximately 10,000 Indian nationals.

(b) and (c) While some complaints were initially received and were reflected also in some press reports, the manner in which the exodus from Iraq was tackled by our Mission personnel has received very favourable mention in the press. The help of our officials was also availed of by nationals of other countries and we have received letters from many of them thanking us for the help rendered to them.

Number of Trips missed by DTC Buses Daily

528. SHRI M. RAMGOPAL REDDY: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) the number of trips missed by Delhi Transport Corporation buses daily; and

(b) the average total loss therefrom and remedial measure proposed?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH):

(a) In the month of October, 1980, the DTC on an average missed 4769 trips (13.09 per cent) daily against a schedule of 36,421 trips.

(b) DTC has informed that no such assessment can be made as normally the passengers of the missing trips are picked up by the buses of the following trips, and in most of the cases by the buses operating on parallel routes. For reducing the missing of trips, maintenance and operation of buses on the fleet is constantly being improved.

Discontinuance of Blood Bank Supply from Red Cross Society to Hospitals

529. DR. VASANT KUMAR PANDIT: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether it is a fact that the Drug Controller of Delhi Administration has ordered discontinuance of Blood Bank supply from Red Cross Society to any of its hospitals;

(b) if so, the reasons thereof;

(c) whether serious irregularities and improper storage wrong system of cataloguing and testing are the findings of the Drug Controller when he visited the society on the 3rd March, 1980;

(d) what action has been taken on the society for this medical dereliction of duty and rules; and

(e) what alternate arrangements have been made for Blood supply to Delhi hospitals?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI B. SHANKARANAND): (a) to (e). Some officials of the Drug Controller Delhi Administration visited the Red Cross Blood Bank on 5th March, 1980 and pointed out certain shortcomings in the functioning of the Blood Bank. These were clarified by the Society. In July, 1980, Drug Controller, Delhi Administration wrote to the Society regretting his inability to renew the licence following which the Society suspended collection and issue of blood for a while. The licence was renewed on 8th August, 1980 as the material deficiencies in the functioning of the Blood Bank had been removed. The Blood Bank has been functioning normally since then.

Development of a New Abortion Aid

530. DR. VASANT KUMAR PANDIT: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the Indian Scientists at the Central Drug Research Institute, Lucknow have developed a new abortion aid called Isabtent (Isabgel tent);

(b) if so, its comparison with similar abortion aids from foreign countries;

(c) whether the Indian Council of Medical Research have carried out tests of the same drug and if so, the result thereof; and

(d) whether Government propose to encourage indigenous manufacture of the new drug for commercial exploitation?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI B. SHANKARANAND): (a) Yes.

(b) The results from this device are reported to compare well with results obtained from similar aids from foreign countries.

(c) Yes. Along with ICMR, other institutions had also carried out tests on the basis of their tests the device was approved for being marketed.

(d) Isaptent is already available in the market under the trade name 'DILEX-C'.

मरुधर एक्सप्रेस को रोजाना चलाना

531. श्री वृद्धि चन्द्र जैन : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) मरुधर एक्सप्रेस रोजाना कब तक चलने लगेगा;

(ख) क्या रेल प्रशासन का विचार इस एक्सप्रेस गाड़ी की गति बढ़ाने का है ; और

(ग) यदि हां, तो कब तक ?

रेल मंत्रालय में उप मंत्री (श्री मल्लिकार्जुन) : (क) उचित अनुरक्षण और संरक्षा के हित में, आजकल सप्ताह में ४ दिन चलने वाली 503/504 मरुधर एक्सप्रेस को सप्ताह के सभी सात दिन चलाना व्यावहारिक नहीं पाया गया ।

(ख) 504 जोधपुर-जयपुर मरुधर एक्सप्रेस का चालन समय 1-11-80 से 15 मिनट कम कर दिया गया है । 503/504 मरुधर एक्सप्रेस के चालन-समय में और अधिक कमी करना फिलहाल व्यावहारिक नहीं पाया गया ।

(ग) प्रश्न नहीं उठता ।

Indians gone to other Countries from Iran and Iraq

532. SHRI P. M. SAYEED:

SHRI V. S. VIJAYA RAGHUVAN:

Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether many Indians have gone to other countries from Iran and Iraq

during the recent conflict between the two countries;

(b) if so, what are the countries who helped those Indians; and

(c) in how many countries they have gone and what protection was given to them?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) to (c). All Indians leaving Iran and Iraq had to do so overland through neighbouring countries as the air spaces above Iran and Iraq were closed down right at the commencement of hostilities. These countries are Kuwait, Jordan, Syria, Turkey, USSR and Pakistan. All these friendly States extended full cooperation to facilitate transit of our nationals through their territories.

Alleged wall collapse of Metro Railway, Calcutta

533. SHRI CHITTA BASU: Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that Metro Railway wall at Kalighat Park in Calcutta has recently collapsed;

(b) if so, whether any inquiry has been conducted;

(c) if so, the result thereof; and

(d) what precautionary measures have been taken to prevent recurrence of such incidents?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) and (b). Yes.

(c) The Enquiry Committee appointed by the General Manager, Metro Railway, is of the view that the basic reason for subsidence of road surface and diaphragm wall in contract section 15-A II, appears to be the soil loss and softening of the soil behind the diaphragm wall, caused by leaky sewers below the tram lines.

(d) The following precautionary measures have since been taken to prevent

further recurrence of such subsidence:

1. To do more extensive pressure grouting with cement slurry at locations—

(a) wherever seepage through sewer running close to Metro alignment is feared;

(b) wherever inescapable discontinuity in the diaphragm wall has to be left on account of cross utilities.

(2) To use steel lagging only, in future, in lieu of wooden lagging and to protect even the existing timber lagging by covering them with steel plates to avoid seepage and soil loss, if any.

3. To restrict to use timber sleepers only under tramway tracks on portions where tram alignment runs over sewers to ensure even distribution of load.

4. To ensure prompt dewatering of trenches in the event of their getting flooded.

5. To restrict simultaneous excavation of contiguous elements upto full depth, to a maximum of 2 elements.

6. To fill up trenches upto second strut level in case long delays are anticipated due to unavoidable reasons.

Condition of Indian Doctors in Iran

534. SHRI D. P. JADEJA: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) the number of Indian doctors working in Iran;

(b) whether some Indian doctors who want to leave troubled area of Iran are being held up; and

(c) if so, the steps taken by Government to get them free from Iran without further delay?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) to (c). There are approximately 2500 Indian medical and para-medical personnel working in Iran. Some Indians medical personnel were not able to move out of the troubled areas immediately after the outbreak of the hostilities because of difficulties in finding quick transport or in getting substitutes etc. At the instance of the Indian Embassy in Tehran, the Iranian Ministry of Health has issued instructions to move Indian medical personnel to safer places. They have also agreed to permit most of those not willing to stay on in Iran, especially those serving in the affected areas, to leave the country. Our Embassy in Tehran is keeping in constant touch with the Indian personnel and the Iranian authorities.

Number of Registered seamen in Bombay and Calcutta

535. SHRI A. T. PATIL: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) the number of registered Seamen and the number of jobs available on the 1st October, 1980 for employment on (i) foreign-going ships, and (ii) home-trade ships at Seamen's Employment Offices at Bombay and Calcutta;

(b) how many of them are trained seamen; and

(c) what steps Government propose to take in respect of Seamen remaining unemployed?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH):
(a) Number of Seamen Registered and Number of jobs as on 1-10-80

	Seamen's Em- loymen Office, Bombay	Seamen's Em- ployment Office, Calcutta		
	On Fo- reign Going Ships	On Home Trade Ships	Or Fo- reign Going Ships	On Ho- me Tra- de Ships
No. of Registered Seamer.	26153	644	10583	195
Number of jobs	15849	470	4598	123

(b) Number of trained Seamen available at Bombay and Calcutta is 16342 and 8104 respectively.

(c) A proposal to appoint an Expert Committee to study the problem of Unemployment among Indian Seamen and suggest remedial measures is under active consideration of Government.

Foot-path on Muvattupuzha Bridge

536. SHRI SKARIAH THOMAS: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal to construct a foot-path on Muvattupuzha Bridge at Velloor on Ernakulam-Quilon Section; and

(b) if so, the details thereof and when it is likely to start?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Representation have been received from Velloor Panchayat and local public for provision of footpath on bridge No. 402 across Muvattupuzha river on Ernakulam-Quilon section.

(b) Rail bridges are meant and designed for carrying rail traffic only and no provision is made therein for foot-paths for the public. Foot-paths for the public may be provided, if feasible, at the instance of the State Government/

Local Authority but the entire cost thereof (both initial and recurring/maintenance) has got to be borne by them, as per extant rules. The approximate cost of the foot-path at the above bridge would be Rs. 7 lakhs and the State Government has been asked to deposit Rs. 14,000/- for preparation of detailed plan and estimate. On payment of estimated cost, the work will be executed by the Railway Administration.

Direct Train Between Trivandrum and Howrah

537. SHRI SKARIAH THOMAS: Will the Minister of RAILWAYS be pleased to state:—

(a) whether there is any proposal under Government's consideration to run a direct train from Trivandrum to and Howrah.

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

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) and (b). Introduction of a direct train between Howrah and Trivandrum even by extension of one of trains was examined but not found feasible for want to line capacity and other requisite resources.

Electrification of Trivandrum-Olavakott Division

538. SHRI SKARIAH THOMAS: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have taken a decision for the electrification of Trivandrum-Olavakott Division of the Southern Railway;

(b) if so, the details thereof and the time by which the work is expected to start; and

(c) if not, the reasons thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) to (c). The traffic density on Trivandrum-Olavakott section is quite low as compared to other sections being taken up for electrification. As such there is no proposal to electrify Trivandrum-Olavakott section in the near future.

Changanacherry Railway Station

539. SHRI SKARIAH THOMAS: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal under consideration of Government to improve the facilities in Changana-cherry Railway Station;

(b) if so, the details thereof and the time by which the work is expected to be started; and

(c) if not, the reasons thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Yes.

(b) and (c). Raising the level of platform No. 1 is in progress. This is expected to be completed by the end of March, 1981.

Proposal for extension of shelter on platform No. 1 to a length of 66.32 metres and provision of shelter on platform No. 2 for a length of 64.62 metres has been approved. The fabrication of steel-work for this purpose is in progress. This work is expected to be completed in about a year's time.

Moreover a proposal for the improvement of the station building, which include provision of a separate reservation-cum-enquiry office, separate office for station master, concourse and face lift to the station building is presently under consideration.

Auction of Polyster yarn by Bombay Port Trust

540. SHRI K. RAMAMURTHY: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether the Bombay Port Trust has announced the auction of nearly 4000 kgs. of polyster yarn and some quantity of polyster fibre imported a year ago; and

(b) if so, the details of enquiry as to ownership conducted before taking the decision to auction?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH): (a) and (b). 273 cartons of polyster filament yarn consigned to Maharaja Tiles and Marbles Limited, Thana and 498 bales of polyster fibre consigned to (1) American Express International Banking Corporation, (2) Punjab National Bank, (3) Modi Spinning and Weaving Mills Company Limited, (4) Bharat Commerce and Industry Limited and (5) Indian Overseas Bank have been announced for auction sale to be held in December 1980.

Under Section 61 and 62 of Major Port Trusts Act, Board of Trustees are empowered to sell uncleared cargoes lying on their premises after the expiry of a period of two months from the date of their landing after giving notice to consignees if the names and addresses of the importers are known and by publishing notice in the Official Gazette and in one of the principal local daily newspapers. In the present case notices of proposed sale have been given to the consignees and also published in the Official Gazette and in newspapers.

Overbridge at Kanjur Marg Crossing

541. DR. SUBRAMANIAM SWAMY: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware that there is an acute need for building

an overbridge or underpass at the railway crossing at Kanjur Marg crossing in Bhandup, Bombay; and

(b) if so, the steps taken by Government for this purpose?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN):

(a) and (b). The proposal for construction of Road over bridge at km 24/4-5 in replacement of level crossing No. 16 at km 24/16-17 near Kanjur Marg between Vikhroli and Bhandup is already an approved work and included in the Railways Works Programme for 1977-78.

Estimate for the work has been sanctioned. The Railway have however not been able to take up their portion of the work as the State Government has not been able so far to acquire the land for the approaches. The work will be undertaken by the Railway as soon as the State Government indicate their programme for construction of approaches.

Central Bombay Suburban Services

542. DR. SUBRAMANIAM SWAMY: Will the Minister of RAILWAYS be pleased to state:

(a) Whether it is a fact that due to an outdated power generator at Dadar (Bombay), an absolute signal system, and saturated traffic on the track, the Central Railway Suburban Service is unable to cope up with passenger traffic in the Bombay area; and

(b) if so, whether Government have any plans to improve the efficiency of the services.

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) No.

(b) Does not arise.

Agitation by Tirunelveli Railway Loco Staff

543. SHRI JAGPAL SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether recent agitation by the Railway Loco staff in Tirunelveli escalated into violent agitation spreading into inter-State dispute causing considerable loss to the Railways;

(b) if so, the reasons for the agitation by the Railway Loco Staff in Tirunelveli;

(c) the estimated loss suffered by Government as a result thereof; and

(d) whether the dispute has since been settled; if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) to (c). The Loco Running Staff as well as others belonging to the Madurai Division of Southern Railway launched an agitation demanding attaching of the newly constructed Broad Gauge section from Tirunelveli to Nagercoil/Kanya Kumari with Madurai Division while the notification issued on 28-2-1980 had mentioned attaching of this section with Tirvandrum Division. The agitation did not assume violent shape. Both Tamil Nadu and Kerala are demanding attaching of the said section with the Railway divisional headquarters in their States, viz., Madurai and Trivandrum. The approximate loss in earnings on account of cancellation of passenger and goods trains due to this agitation is estimated at about Rs. 23 lakhs.

(d) The then Minister for Railways met a large number of Members of Parliament, Leaders of Opposition in Kerala and Tamil Nadu and the representatives of the State Governments. The views expressed by various parties are still under consideration of the Government.

Robberies and Armed Dacoities in running trains since January, 1980

544. SHRI JAGPAL SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) the number of train robberies and armed dacoities in running trains committed since January, 1980 till-date as compared to the corresponding period of the previous year; and

(b) the Divisions which are mostly affected by such incidents?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) 214 cases of robberies and 85 cases of armed dacoities took place in trains between January to October, 1980 as against 160 and 47 cases respectively during the corresponding period of the previous year.

(b) the Divisions mostly affected for such incidents during the current year are as under:—

Central Railway: Bombay-Suburban Section and Jhansi Divisions.

Eastern Railway: Howrah, Sealdah, Dhanbad and Danapur Divisions.

Northern Railway: Allahabad, Moradabad, Lucknow Divisions.

North-Eastern Railway: Varanasi, Sonepur and Izatnagar Divisions.

South Eastern Railway: Kharagpur, Chakradharpur, Khurda Road Divisions.

Western Railway: Bombay-Suburban Section only.

Coal carried by Railways during ten months of 1980

545. SHRI RAVINDRA VARMA: Will the Minister of RAILWAYS be pleased to state:

(a) the tonnage of coal that has been carried by the Indian Railways

during the first ten months of 1980; and

(b) the steps that have been taken during these months to ensure timely supply of coal to steel plants?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Tonnage of revenue earning coal lifted by the railways for the first nine months of 1980 has been 45.77 millions. In addition, Railways have moved 9.65 million tonnes of coal for their own use during this period. Figures for October' 80 are not yet available.

(b) Railways have kept adequate number of wagons for movement of coal to steel plants from collieries and coal washeries and these wagons move in closed circuits under careful monitoring.

Mandays lost in 1980.

546. SHRI RAVINDRA VARMA: Will the Minister of RAILWAYS be pleased to state:

(a) the number of mandays lost in 1980 due to stoppage of work on the Indian Railways; and

(b) the action taken to minimise these losses?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) A statement is attached.

(b) The extent instructions on the subject require the Railways Administrations to impose the principle of "No work no pay" in all cases of stoppage of work. Also an employee resorting to illegal stoppage of work suffers a break in service. (A strict enforcement of these instructions have an effect on reducing the incidence of loss of mandays.)

Statement		
Railway	No. of mandays lost due to work stoppages agitations etc. for the period from 1-1-80 to 30-9-80 on Indian Railways (including Production Units)	
Central . . .	575.5	
Eastern . . .	39889.0	
Northern . . .	20461.5	
North Eastern . . .	9706.0	
Northeast Frontier*	—	
Southern . . .	8735.0	
South Central . . .	287.0	
South Eastern . . .	12197.5	
Western . . .	1349.0	
C.L.W. . .	65.5	
D.L.W. — —	Nil	
I.C.F. . .	396.0	
Total	93662.0	

*The figure from N.F. Railway not readily available.

राजस्थान के लिये रेज सेवा आयोग

547. श्री अशोक गहलोत : क्या रेज मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार उत्तरी रेलवे के अधीन राजस्थान के लिए एक पृथक् रेज सेवा आयोग की स्थापना के किसी प्रस्ताव पर विचार कर रही है ;

(ख) यदि हां, तो इसकी स्थापना कब तक हो जाएगी; और

(ग) यदि नहीं, तो तत्संबंधी कारण क्या हैं ?

रेज मंत्रालय में उप मंत्री : (श्री मल्लकर्जुन) : (क) से (ग). देश में

रेज सेवा आयोगों की संख्या बढ़ाने के प्रश्न पर सरकार विचार कर रही है।

दिल्ली और जोधपुर के बीच नई रेलगाड़ी आरम्भ करना

548. श्री अशोक गहलोत : क्या रेज मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या रींगस-फुलैर के रास्ते दिल्ली और जोधपुर के बीच एक नई रेलगाड़ी आरम्भ करने का कोई प्रस्ताव सरकार के विचाराधीन है ;

(ख) यदि हां, तो क्या सरकार ने उस पर अपनी स्वीकृति दे दी है ; और

(ग) यदि नहीं, तो इस संबंध में विलम्ब के क्या कारण हैं ?

रेज मंत्रालय में उप मंत्री (श्री मल्लकर्जुन) : (क) जी नहीं।

(ख) प्रश्न नहीं उठता।

(ग) दिल्ली और जोधपुर के बीच प्रस्तावित गाड़ी चलाने का न तो यातायात की दृष्टि से कोई आविष्कार है और न ही परिचालन की दृष्टि से ऐसा करना व्यावहारिक है क्योंकि रास्ते के कुछ खंडों में लाइन क्षमता पर बड़ा दबाव पड़ रहा है और दिल्ली (मी० ला०) में टर्मिनल सुविधाएं पर्याप्त नहीं हैं।

नेपाल में भारतीय व्यापारियों पर आक्रमण

549. श्री एन. ई. होरों : क्या विदेश मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार का ध्यान 17 सितम्बर, 1980 के "विश्वमित्र" में प्रकाशित उस समाचार की ओर दिलाया गया है कि नेपाल के ज्ञापा क्षेत्र में

भारतीय व्यापारियों पर आक्रमण किया गया था और "भारतीयों वापस जाओ" के नारे लगाये गये थे;

(ख) क्या ये सब कार्ब नेपाल लीग, कम्युनिस्ट पार्टी द्वारा करवाये जा रहे हैं; और

(ग) यदि हां, तो उस पर सरकार की क्या प्रतिक्रिया है।

विदेश मंत्री (श्री पौ. बी. नरसिंह-राव): (क) और (ख). सरकार ने यह खबर देखी है सरकार की सूचना के अनुसार बढ़ते हुए मूल्यों, आवश्यक वस्तुओं की कमी और कच्ची पटसन के मूल्यों में गिरावट के परिणाम-स्वरूप सितम्बर, 1980 में नेपाल के झापा क्षेत्र सहित मेची अंचल में भारतीय मूल के लोगों के खिलाफ प्रदर्शन तथा भारतीय मूल के लोगों की दुकानों और स्थापनाओं को लूट की घटनाएं हुईं। भारतीय मूल के कुछ लोगों के साथ किये गए दुर्घटनाएं की खबरों की सूचना भी मिली थी।

(ग) इस मामले में नेपाल स्थित हमारे राजदूत केवल नेपाली विदेश कार्यालय के साथ घनिष्ठ सम्पर्क ही नहीं बनाए हुए हैं अपितु उन्होंने नेपाल के प्रधान मंत्री के साथ भी इस मामले को उठाया है। नेपाल के प्रधान मंत्री ने हमारे राजदूत को सूचित किया है कि इन घटनाओं से वे स्वयं चिन्तित हैं और वे इन्हें रोकने के उपाय करेंगे। स्थिति अब नियन्त्रण में बतायी जाती है।

Inter-Island Shipping Service in Andaman and Nicobar Islands

550 SHRI MANORAJAN BHAKTA: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that unsatisfactory inter-island shipping service prevails in the Union Territory of Andaman and Nicobar islands since

last three years and the people of that far-flung remote area are suffering untold miseries for want of adequate transport facilities.

(b) if so, what action Government is contemplating to improve the service immediately;

(c) whether S. S. CHALUNGA one of the inter-island vessel which is 1948 built, is unworthy of passenger service but still in operation, if so, when this vessel will be replaced; and

(d) how many trips of service from Port Blair to Diglipur have been commenced from 1st January to 20th October, 1980, month-wise and also the names of vessels?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH):

(a) and (d). With a view to meeting the increased requirements of both passenger and cargo traffic in the Andaman and Nicobar Islands, the Government have sanctioned on 30-8-80 the acquisition of two new passenger-cum-cargo ships of adequate capacity on the inter-island service.

(c) S. S. Chalunga is sea-worthy for carrying passenger and her present safety certificates are valid upto March, 1981.

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

Proposal for a new coach factory

551. SHRI C. CHINNASWAMY: SHRI VILAS MUTTEMWAR:

Will the Minister of RAILWAYS pleased to state whether there is any proposal to start a new coach factory in Tamil Nadu or any where else?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): A proposal for setting up a new Railway Coach production Unit is under examination

but no decision regarding the location has yet been taken.

Demand to set up A Central Medical Institute at Madras

552. SHRI C. CHINNASWAMY: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether government are aware of the need voiced in Tamil Nadu for setting up of a Central Medical Institute at Madras; and

(b) if so, the action proposed to be taken by Government for setting up such an Institute?

THE MINISTER OF HEALTH & FAMILY WELFARE (SHRI B. SHANKARANAND): (a) No such proposal has been received by the Government of India.

(b) Does not arise.

Opening of T.B. Sanatorium in every District

553. SHRI C. CHINNASWAMY: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) Whether there is any proposal to start T. B. Sanatorium in every District with the help of World Bank;

(b) if so, the details thereof; and

(c) the number of T. B. Sanatorium proposed in Tamil Nadu?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI B. SHANKARANAND): (a) No.

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

Effect of Nepali Acts on Indian Nationals

554. SHRI BHOGENDRA JHA: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) to what extent the Nepal Private Firm Registration Act of 2018

Sambat, Nepal Income Tax Act 35 and Foreign Tax Nepalese Agency Act Sambat 2014, Nepal Contract Act Sambat 2031 and Section 13 of the Foreigners Act of Nepal has not been affecting Indian nationals in Nepal and Indo-Nepalese relations;

(b) whether the Government of India had asked the Indian Embassy at Kathmandu to publicise in Nepalese papers the Indian Foreign Exchange Regulation Act of 1973 but the Embassy did not act up to this;

(c) whether M/s Kathmandu Automobiles a business concern was granted permit by Indian Embassy for movement in India by car guaranteed by this Firm which car was caught with contraband hashish; and

(d) if so, the action taken thereon with reasons therefor?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) The Nepal Private Firm Registration Act of 2018 Sambat, Nepal Income Tax Act 35 and Foreign Tax, Nepal Agencies Act Sambat 2014, Nepal Contract Sambat 2031, and Section 13 of the Foreigners Act of Nepal have placed restrictions on foreign nationals, including Indians, in Nepal. Specifically, under the Nepal Private Firm Registration Act, an applicant for the registration of a private firm should submit with his application, a certified copy of a Nepali citizen certificate; under the Nepal Income Tax Act, advance payment of tax can be demanded from non-Nepalese; under the Nepal Agencies Act, priority is to be given to citizens of Nepal while registering as agents of foreign companies under the Nepal Contract Act, while Nepalese contractors have to deposit only 5 per cent security, foreigners including Indians have to deposit 10 per cent security and have to obtain a licence before they can apply for a contract; under Section 13 of the Foreigners Act, acquisition of property by Indians has been barred and also employment restrictions have come into force. Specific cases of

Indian nationals adversely affected by these legislative measures have been taken up by Indian Embassy in Nepal with the Nepalese Government from time to time.

(b) The Government of India had not issued instructions to the Indian Embassy at Kathmandu to publicise in the Nepalese papers the Indian Foreign Exchange Regulation Act of 1973.

(c) and (d). Surety given by M/s Kathmandu Automobiles has been normally accepted by the Embassy of India in Nepal. However, since it Auto-suspected that M/s Kathmandu Automobiles had stood guarantee/surety for the car involved in the alleged drugs-smuggling incident of August 3, 1979, the Embassy has been advised that pending the investigation of the allegation against the above firm, the surety given by the latter should not be accepted.

Foreign Naval Presence in Persian Gulf and Indian Ocean

555. SHRI BHOGENDRA JHA: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether several North Atlantic Treaty Organisation countries havt sent their Armada of Numerous warships, etc. into the Persian gulf headed by the USA;

(b) whether USA is strengthening its war base at Diego Garcia in utter disregard of the Demand of the Mauritius Government to return the island to it; and

(c) what steps India propose to take to enforce UNO resolution for keeping Indian ocean as an Ocean of Peace?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) The presence of naval ships of certain western powers, including USA, U.K. and France, has

been reported in the neighbourhood of the Gulf.

(b) Government is aware that the United States is expanding the base facilities in Diego Garcia. Under the revised strategy for the Indian Ocean, Diego Garcia will serve as a key support link for the growing American military presence in the region, especially with reference to American plans for induction of a Rapid Deployment Force into this area.

(c) India has reiterated on several occasions that it firmly supports the Declaration of the Indian Ocean as a Zone of Peace in terms of the UN Resolution of 1971. India has consistently opposed Great Power military presence in the Indian Ocean, which introduces new tensions and conflicts in our neighbourhood and constitutes a threat to peace and stability.

India is working with other Non-aligned littoral and hinterland States to preserve the concept contained in the 1971 Declaration which envisages the elimination of Great Power military presence from the Indian Ocean. India supports the convening of the Indian Ocean Conference in 1981 to promote implementation of the 1971 Declaration.

India's Abstention from Voting in UNO Re. Kampuchea

556. SHRI BHOGENDRA JHA: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) Whether it is a fact that the Government headed by Heng Samrin is in full control of Kampuchea; and

(b) if so, what necessitated India's abstention in voting at the U.N.O. on the issue in U.N. supervised elections in Kampuchea?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) The Government of the People's Republic of Kampuchea appears to be in effective control of

Kampuchea except for a few pockets on the Thai-Kampuchea border.

(b) India abstained on the resolution, sponsored by 30 countries, which was adopted by the U.N. General Assembly on October 22, 1980, by 97 votes in favour, 23 against and with 22 abstentions. India is in favour of promoting a dialogue between the Indo-Chinese States and the ASEAN countries. Further more, certain aspects of the resolution, for instance, its stated objective of finding a comprehensive political settlement through peaceful means to the Kampuchean problem, were not inconsistent with this approach. However, the resolution contained a provision for the convening of an International Conference involving the "participation of all conflicting parties in Kampuchea" and a provision for U.N. supervised free elections in Kampuchea. Since these provisions sought to undermine the Heng Samarin Government of Kampuchea, which we recognise, India abstained on the resolution. The abstention in no way affects our recognition of the Heng Samarin Government. In fact, India had earlier voted against the acceptance of the credentials of the Pol Pot regime.

Alleged discontentment among North Eastern Railway employees

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

(a) whether there has been a growing discontentment among railway employees of North-Eastern Railway recently reflected in the Strike for several days by the locomen and by demonstration and five-day dharna by casual labourers at Gorakhpur; and

(b) if so, the demands of the locomen and casual labourers respectively and Government reaction thereon?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS: (SHRI MALLIKARJUN): (a) and (b). The information is being collected and

will be laid on the Table of the House.

Modification in the Scheme of "Bare Footed Doctors in the Villages"

558. SHRI ZAINUL BASHER: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the Centre has suggested any modification in the scheme of the "Bare Footed" doctors in the villages; and

(b) if so, the details thereof?

THE MINISTER FOR HEALTH AND FAMILY WELFARE (SHRI B. SHANKARANAND): (a) and (b). There is no scheme known as "Bare Footed" doctors. Probably the reference is to the Community Health Volunteers Scheme which was launched in the country on 2nd August 1977. The scheme is being constantly evaluated and monitored and, based on the findings, certain modifications were made in the scheme in the years 1978/1979. On the basis of the feedback received during the last one year, further suitable changes may be introduced in the scheme, as may appear necessary.

Introduction of a Train from Bombay to Manmad and Back

559. SHRI CHANDRABHAN ATHARE PATIL: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are considering a proposal to introduce a train from Bombay to Manmad and back to meet the pressing demand from the commuters and the public at large; and

(b) if so, by what time this proposal is likely to be implemented?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) No.

(b) Does not arise.

Indo-Bangladesh Land Boundary Agreement

560. SHRI PIUS TIRKEY: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) the details of the talks held between the Indian and Bangladesh Delegations in New Delhi on the implementation of the 1974 Land-Boundary agreement;

(b) whether the talks were successful; and

(c) if so, the conclusions reached thereat.

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) Talks were held between officials of India and Bangladesh from 14th to 17th October 1980, in New Delhi, regarding measures to be taken for expeditious implementation of the Indo-Bangladesh Land Boundary Agreement of 16th May, 1974.

(b) and (c). The two delegations succeeded in identifying certain specific steps to be taken, including the early drawing up of a demarcation schedule. They also agreed upon a broad time-frame for these steps.

Promotional Prospect of Train Examiner

561. SHRI SURAJ BHAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that a Committee of Additional Chief Mechanical Engineers was constituted for making recommendations regarding the promotional prospects of Train Examiners in Nov, 1977;

(b) if so, whether the Committee has submitted its recommendations;

(c) if so, whether the recommendations made by the Committee regarding the promotional prospects of Train

Examiners have been implemented; and

(d) if not, the reasons thereof and when Government propose to complete the work of implementation of these recommendations in full ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Yes, but the Committee was constituted to discuss arrangements for maintenance of Goods and Coaching Stock. The Committee also made certain observations on the promotional prospects of the Train Examiners.

(c) and (d). Taking into account the observations of the Committee and other available information, the cadre of Train Examiners was restructured twice in 1979 so as to improve the promotional prospects of this category of staff.

Cadre Restructure Scheme of Railway Board in 1976

562. SHRI SURAJ BHAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that while deciding the number of posts to be upgraded at the time of cadre Restructure Scheme of Railway Board in 1976, one of the main considerations was to reduce the disparity in promotional prospects in sister categories;

(b) if so, whether it is a fact that a great disparity in promotional prospects of Train Examiners and other sister categories viz. Chargemen (Mech) Chargemen/Electric and even Train Examiners (Train Lighting) still exists; and

(c) if so, what steps Government propose to take to remove this disparity?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) One of the considerations of the Cadre Restructuring scheme of 1976 was to reduce

disparities in promotional prospects available to staff of allied or comparable categories.

(b) and (c). After the restructuring of cadres done in 1976, further restructuring has been done in 1979 in consultation with the organised labour in the case of these staff. However, the comparative promotional prospects of these staff were also reviewed from time to time.

Watering Committee for Carriage and Wagon Department.

563. SHRI SURAJ BHAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that few years back, a watering committee for carriage & wagon department was constituted by the Railway Board;

(b) if so, what recommendations were made by the committee;

(c) whether the recommendations made by the committee including those regarding provision of adequate staff and stoppage to trains, have been implemented;

(d) if not, the reasons thereof; and

(e) when the Government propose to implement the recommendations of the Committee?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) The carriage watering committee was appointed to review all arrangements for proper filling of water in a hygienic manner in the coach tanks to ensure continuous water availability to the travelling public throughout the run of the train.

(b) A statement containing the recommendations is attached.

(c) Out of 14 recommendations 11 recommendations including those regarding provision of adequate staff and stoppage of trains have been implemented. Only 3 recommendations viz. 6, 8 & 13 are under implementation on the Railways.

(d) The three recommendations viz. 6, 8 & 13 are of long term nature and involve provision of facilities at a large number of watering stations & the funds available are restricted.

(e) The progress will depend on the availability of funds in future and it is not possible to lay down any specific target date.

Statement

SUMMARY OF RECOMMENDATIONS

1. The existing capacity of water tanks in current builds of B.G. and M.G. coaches is considered adequate.

2. The location of watering stations should permit refilling of water in coaches after an approximate interval of 4 hours.

3. To permit slow trains being watered at reasonable intervals, the distance between two watering stations should be in the region of 200 K. Ms. on B.G. and 150 K.Ms on MG.

4. The minimum quantity of water to be catered for trains at watering halts, should be as follows:—

10,000 litres for a B.G. main line train,

12,000 litres for a B.G. Branch line train,

12,000 litres for a M.G. main line train,

7,000 litres for a M.G. branch line train.

5. The minimum halt for a passenger train at a water filling station should be 10 minutes.

6. The rate of flow at the delivery end of a hydrant should not be less than 100 litres/minute. This may be ensured by changing pipe layouts, or increasing pipe diameters or provision of booster pumps as necessary.

7. The maximum distance between hydrants for overhead watering should be 10 metres.

8. The maximum distance between ground hydrants for side filling should be 3 metres.

9. Water filling hose pipes should be permanently connected to hydrants.

10. The length of the water filling hose pipes should be 8 metres for overhead watering and 2.7 metres for ground hydrants.

11. The requirement of watering staff should be based on 5 man-minutes per coach for the scheduled train halts.

12. Watering arrangements on platform should cater for the maximum length of trains running on the section.

13. The water supply arrangements for trains should be isolated from general water supply.

14. Adequate static water storage capacity should be provided at watering stations.

Amount spent on Indian Ambassies

564. SHRIMATI KRISHNA SAHI will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether it is a fact that Government have incurred an expenditure of Rs. 35 crores on Indian Embassies in various countries during 1979-80;

(b) whether it is also a fact that an amount of Rs. 1 $\frac{1}{4}$ crores was spent in each of the Embassies in London, Washington and Jeddah out of it; and

(c) if so, the reasons for spending as much amount in the Embassy in Jeddah as was spent on the embassy in Washington or London?

THE MINISTER FOR EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) A total expenditure of Rs. 33.36 crores only was incurred during the budget year 1979-80 on 101 Missions & 31 posts which India maintains abroad.

(b) and (c) The amounts spent in the specific Missions mentioned here were:—

(i) Jeddah: Rs. 1.06 crores.

(ii) London: Rs. 3.56 crores.

(iii) Washington: Rs. 2.05 crores

The expenditure in Jeddah was considerably lower than that in London or Washington.

संयुक्त राष्ट्र संघ में विदेश मंत्री का हिन्दी में भाषण

565. श्री राजेश कुमार सिंह : क्या विदेश मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि संयुक्त राष्ट्र संघ की महासभा के 35वें अधिवेशन में उन्होंने अपना भाषण राष्ट्रभाषा हिन्दी में आरम्भ किया और कुछ मिनट तक हिन्दी में बोलने के बाद उन्होंने अपना शेष भाषण भंग्रेजी में पूरा किया ;

(ख) यदि हां, तो सम्पूर्ण भाषण हिन्दी में न देने के क्या कारण हैं ; और

(ग) इस सम्बन्ध में सरकार की क्या नीति है ?

विदेश मंत्री (श्री पी. वी. नरसिंहराव) : (क) जी हां।

(ख) भाषण को काफी समय पूर्व अंतिम रूप दिया जा सका था क्योंकि उस में विकसित होती हुई परिस्थितियों का ख्याल रखना जरूरी था जिसमें संयुक्त राष्ट्र में पाकिस्तान के राष्ट्रपति का भाषण भी शामिल है। इस तरह पूरे भाषण का हिन्दी अनुवाद तैयार करा पाने के लिए काफी वक्त नहीं था।

(ग) हमारी कोशिश यह है कि संयुक्त राष्ट्र महासभा में इस प्रकार के वक्तव्य जहां तक हो हिन्दी में किए जाएं।

ईरान और ईराक से भारतीयों का स्वदेश लौटना

566. श्री हीरालाल भार० परमार :

श्री एक० एच० मोहसिन :

क्या विदेश मंत्री यह बताने की कृपा करेंगे कि :

(क) सरकार ने ईरान-ईराक युद्ध प्रभावित क्षेत्रों से भारतीय नागरिकों को स्वदेश लाने के लिए क्या कारगर उपाय किये हैं ;

(ख) क्या विदेश सचिव भारतीय नागरिकों को स्वदेश लाने के लिए कुवैत और जोर्डन गये ; और

(ग) यदि हां, तो उन्होंने इस बारे में वहां क्या प्रबन्ध किये तथा लौटने पर उन्होंने सरकार को जो प्रतिवेदन दिया वह क्या है तथा तत्सम्बन्धी पूर्ण व्यौरा क्या है ?

विदेश मंत्री (श्री पौ० बौ० नरसिंह राव) : (क) सरकार हारा निम्नलिखित कदम उगे गए थे :—

1. प्रत्यावर्तन का कार्य करने वाले मिशनों को मजबूत करने के लिए विशेष दल भेजे गए,

2. निष्क्रमणाधियों को वापस लाने के लिए विशेष उड़ानों का प्रबन्ध किया गया और हमारे मिशनों को यह प्राधिकार दिया गया कि भारतीय कम्पनियों की सहायता के उद्देश्य से वे "एयर इंडिया" के टिकट जारी करने का प्रबन्ध करें,

3. निष्क्रमणाधियों को दूसरे मित्र देशों के प्रदेशों से होकर लाने के प्रबन्ध के बारे में उनकी सरकारों से बातचीत करके उनकी अनुमति सी गई ।

(ख) जी नहीं ।

(ग) प्रश्न नहीं उठता

Efforts Made for Russian withdrawal from Afghanistan

567. SHRI G.M. BANATWALLA: Will the Minister of EXTERNAL AFFAIRS be pleased to state the efforts made by the Government of India during the past three months in the direction of securing the withdrawal of U.S.S.R. troops from Afghanistan?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHARAO): During the period under reference, the Government of India has continued its process of consultations with a number of countries with a view to helping progress towards a political solution and creation of conditions that would secure the withdrawal of Soviet troops from Afghanistan. Specifically in this connection may be mentioned the meetings held by Foreign Minister with the Foreign Ministers of Afghanistan and Pakistan in New York when points of view of the two sides were ascertained with a view to initiate a process of finding a political solution.

Upgradation for Skilled staff (Train Lighting) Unit.

568. SHRI G. M. BANATWALLA: Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 5397 on the 24th July, 1980 regarding upgradation for skilled staff (Train Lighting) Unit and state:

(a) whether Report of the Vigilance enquiry has since been received and departmental investigation completed;

(b) if so, the findings of the enquiry and investigations; and

(c) the action, if any, taken thereon?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Vigilance inquiry was not processed as it was decided to conduct departmental investigation which has been completed.

(b) Departmental investigations have revealed certain procedural lapses in the conduct of the trade test.

(c) Action on the report of the Departmental Investigation is under process.

Schemes Suggested to Railway Ministry by Government of Kerala.

569. SHRI G. M. BANATWALLA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government of Kerala have suggested any schemes to his Minisry;

(b) if so, the details thereof; and

(c) the decision of Government thereon?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Yes.

(b) and (c). A statement is attached

Statement

(i) *Construction of Alleppey-Kayan-Kulam BG line.*

A decision can be taken only after a survey is conducted and report submitted subect to availability of resources.

(ii) *Construction of Cochin-Madurai line*

There is no proposal at present. This line will be very costly as it will have to negotiate through Ghat sections with very little traffic prospects.

(iii) *Doubling of Ernakulam-Quilon-Trivandrum line*

The existing capacity is considered adequate.

(iv) *Guruvayur-Kuttipuram line*

A survey for this line is in pro-
gress.

(v) *Tellicherry-Mysore line*

There is no proposal at present for construction of this line.

(vi) *Kattayam-Madurai line*

There is no proposal for the con-
struction of this line.

(vii) *Conversion of unmanned level crossing to manned level Crossing and also construction of over bridges. Provision of telephone connections for gated level crossings.*

The Railways undertake periodical census of road and rail traffic at all level crossings to review the need for manning/upgrading. Provision of telephone connections at gated level crossing is undertaken in a phased manner according to needs and availability of funds. The proposal for construction of road over/under-bridges in replacement of level crossings are sponsored by State Govt./Local authorities and are jointly ex-
ecuted by the Railways and State Government.

(viii) *Electrification of Olavakkot-Trivandrum and Shoranur Mangalore section.*

The traffic density on these sections has not reached the level considered essential for electrification.

(ix) *New Coach Production Factory*

An interim report on the need for setting up a new coach production unit has been forwarded to the Planning Commission for their clearance of this project. On receipt of the Planning Commission's clearance, the final Project Report will be prepared which will cover scope, technology, cost, location etc. of the proposed new coach produc-
tion unit. Suggestion of the Kerala Government will receive

consideration for the location of the factory.

(x) *Running of more trains on Shoranur-Nilambur line*

2 pairs of mixed trains are running on Shoranur-Nilambur section and the occupation of these trains was poor. Besides, this section is running in loss. Therefore, introduction of additional trains is not justified on this section.

(xi) *Raising of platforms and modernising station buildings in the Trivandrum-Ernakulam line.*

The works will be taken up on a programmed basis subject to the need for the same and availability of funds.

(xii) *Covering of platforms*

This work will also be taken up on a programmed basis subject to availability of resources and justification.

(xiii) *Double heading of K.K Express.*

From the experience of double heading of Tamil Nadu Express, it has been found necessary to provide strengthened couplings on coaches and locomotives for better reliability. Action is already in hand for fitting strengthened couplings to locomotives and coaches to avoid parting of trains on run. On present estimates, double-heading of K.K. Express and increasing the number of coaches in the train is likely to materialise sometime during early 1981.

ईरान-इराक युद्ध में मारे गये भारतीय

570. श्री छोत भाई गामित :
श्री के. प्रधानी :

क्या विदेश मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या ईरान-इराक युद्ध के कारण बम्बारी में बसरा में कुछ भारतीय मारे गए थे और कुछ जखमी हुए थे;

(ख) यदि हां, तो मारे गए भारतीयों का ब्यौरा क्या है और उनमें से कितने भारतीय ऐसे हैं जो वहां की सरकार के अनुरोध पर भारत सरकार द्वारा प्रतिनियुक्ति पर भेजे गए थे और कितने अन्य भारतीय ऐसे हैं जो अपनी आजीविका अर्जित करने के लिए स्वयं वहां गए थे ; और

(ग) इस बारे में सरकार द्वारा क्या कदम उठाये गए हैं ?

विदेश मंत्री (श्री पी. बी. नरसिंह राव) : (क) जी हां ।

(ख) मृत भारतीयों की एक सूची संलग्न है । ये सभी या तो विदेशी कम्पनियों अथवा सीधे इराकी संगठनों द्वारा नियुक्त किए गए थे ।

(ग) सम्बद्ध इराकी सामाजिक सुरक्षा कानूनों के अन्तर्गत मुआवजे के दावे सम्बन्धित नियोक्ताओं द्वारा प्रस्तुत किए गए हैं और सम्बन्धित प्राधिकारियों द्वारा उन पर विचार किया जा रहा है ?

ईरान-इराक युद्ध में मारे गए भारतीय
I. अल शिराबो कन्स्ट्रूक्शन कम्पनी,
(बसरा बम्बई स्थित एक फर्म)

1. अनंत वामन सापरे, द्वारा सत्य भामा, 346-बी दत्तात्रे भुवन रोड, प्लाजा सिनेमा के सामने बम्बई-28 ।

2. युसुफ खां, वार्ड नं० 8, मौहल्ला कोयाम, राजस्थान ।

3. शंकाराया राजन्ना कोटा, कुराई चाल, एस एच नं० 34, 12वीं लेन पहली मंजिल कमरा नं० 19 कमाथी-पुरा, बम्बई-8. ।

4. सैराज्जा सबाना मवाली, मैसर्स, भूपूरजो पालनजी एण्ड कम्पनी भारतीय स्टेट बैंक के पीछे नारीमन प्लाइट, बम्बई-1 ।

5. फासया सैया, ग्राम तथा डाकघर पाकुर तलुआ अरमूर, जिला निजामाबाद, आनंद प्रदेश।

6. नरसम्भव इदिया गंगाना, चाल नं० 1, बदेकर पंचाल हनुमान टेकरी, कमरा नं० ए/११, सांताकूज (इ), बंबई।

7. राय गंगाराम, कस्तूरपुर गांव, सिरूर, डाकघर मेटापाली, तलुका करीमनगर, आनंद प्रदेश।

8. कोटा रुबन थाकन्ना, कोटापाली, अरमूर, निजामाबाद, आनंद प्रदेश (उपनाम : कोटालगन्ना)।

9. जैन गंगाराम, छलेन्ना, कोटापाली, अरमूर निजामाबाद, आनंद प्रदेश (उपनाम लक्ष्मन)।

10. बाल गंगाराम राजन्ना पुत्र राजन्ना राजलिंगम परकित, जिला निजामाबाद, आनंद प्रदेश।

11. सवी राजाराम मुमय्या पुत्र-बी० गंगाराम, मोहल्ला नं० 33, कमरा नं० 3, 11वीं लेन, कमातीपुरा बंबई- 8

II. लुमुस थाइसन पेट्रो-केमिकल कम्पनेवस, बसरा अमरीकी कम्पनी

12. डॉ. ज. दव वी. रैटन इंजिनियरिंग कम्पनी बंबई।

III. हमीम अल-अलील सीमेंट फॉटरी (इसकी उद्योग तथा खनिज मंत्रालय)

13. मुरादुल्ला गुलाम हबी गजली पुत्र औलामला एस० गजली, ० के० शोराबजी बिल्डिंग, जुहू मस्जिद के सामने, डाकघर कल्वा, थाना महाराष्ट्र।

14. दुलीचन्द पुत्र स्वर्गीय गौरी शंकर, नजदीक तलाव, गांव तथा डाकघर पिल्लै, जिला मुन्हमुनु, राजस्थान।

IV. मोहजिल-5" होःइरस-रजिस्टड शिप

15. ए० ए० पीटर, अरुण कुलम के, भारतीय नौसैनिक।

खुरमशहर में जहाजों से गुप्त बताए गए भारतीय

1. विजय लाइंस, बंबई का "विजय अवतार"

1. कैडेट टी० अम्बु।

2. पानमियन जहाज "जेटपुर नगर"

1. कैप्टन बी० पी० समाल।

2. रेडियो अफसर फाडकर।

Sino-Indian Relations

571. SHRI SUBHASH CHANDRA BOSE ALLURI:

SHRI CHIRANJI LAL SHARMA:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether the attention of the government has been drawn to news appearing in Hindustan Times dated the 19th October, 1980 that a Senior Chinese stated that the Prime Minister of India has taken a resolute step to improve relations and Chinese welcome this; and

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

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) The Government have seen the relevant news item.

(b) In his Address to Parliament on January 23, 1980, the President had stated: "India remains willing to discuss all issues with China, including the boundary question in search of a peaceful solution, based on equality....". When the Prime Minister met Mr. Hua Guofeng, Chairman, Communist Party of China, in Belgrade, in May 1980, she told him that if both sides genuinely follow the Five Principles and, if there was goodwill, there could

be a meaningful dialogue to resolve all outstanding questions between the two countries.

Railway Minister's Meeting with Northern and Western States

527. SHRI SUBHASH CHANDRA BOSE ALLURI: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that a high 1980 and he was requested by five States in Northern and Western regions to ensure adequate supplies for 4000 wagons a day on an average for coal movement;

(b) if so, what is the outcome of the meeting?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) and (b) In a high level meeting held on 13th October 1980 followed by subsequent discussions, it was decided to step up supply of coal to thermal power stations to about 3100 wagons per day and loading at a rate higher than this is being maintained.

Loss to Shipping Industry due to Gulf War

573. SHRI SUBHASH CHANDRA BOSE ALLURI: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) what is the assessment of loss to shipping industry due to Gulf War; and

(b) the steps proposed to be taken in the matter?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH): (a) The total loss to Shipping Industry is estimated at about Rs. 375 00 lakhs.

(b) No steps to alleviate the loss of Shipping Industry are at present under consideration of Government. However claims for losses covered by war risk

insurance policies will be lodged by the affected owners of ships with the Insurance Companies in due course.

Passengers Amenities Committee

574. SHRI SUBHASH CHANDRA BOSE ALLURI: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Government have constituted a passengers' amenities committee to provide better amenities at railway stations and in trains; and

(b) if so, what are the terms of reference of the committee and by what time the report of the committee will be available?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Yes.

(b) The terms of reference of the Committee are:—

(a) to review the policy and practices in vogue on the Railways in respect of provision of passenger amenities in trains and at railway stations;

(b) to suggest the list of items to be considered as passenger amenities and to review the norms for provision thereof;

(c) to suggest measures to maximise benefits to the passengers, keeping in view additional physical and financial requirements of amenities in the next five to ten years; and

(d) to consider the desirability of introducing standardisation of fittings and fixtures in trains and at stations, of water trolleys, water fountains at stations and of the system of fixing rent and other charges for various amenities, like retiring rooms, bed rolls, etc.

The tenure of the Committee is two years.

Casual and Substitute Employees in Indian Railways

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

(a) whether a number of casual and substitute employees are still working in the Indian Railways about whom Government have already made formal announcement that they will be confirmed;

(b) if so, further time likely to be taken in their confirmation;

(c) the number of substitute workers in the Indian Railways; and

(d) the difference between casual and substitute workers?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) and (b) A copy of the announcement made is attached (Statement). Orders have been issued to Railways on 21-10-1980 that special steps should be taken to ensure that the work of making preliminary verification and giving of regular scale of pay or 1/30th of minimum scale plus Dearness Allowance, wherever admissible, is taken up in hand forthwith on top priority and completed within a period of three months.

(c) 41,000 approximately.

(d) Substitutes are persons engaged in Indian Railway Establishments on regular scales of pay and allowances applicable to posts against which they are employed where posts fall vacant on account of a railway employee being on leave or due to non availability of permanent or temporary servants and where they cannot be kept vacant. Casual Labour are not employed against regular nature of work and their employment is Seasonal, intermittent, sporadic or extends over short period. Casual Labour are also engaged on Projects irrespective of durations.

Statement

ANNOUNCEMENT MADE BY THE MINISTER OF RAILWAYS ON 2/10/1980.

Improvements in the conditions of service of casual labour employed on the Railways have been under active consideration of the Minister of Railways. On the auspicious occasion of Gandhiji's birthday, it has been decided that the following better deal should be given to these employees:

(i) The long-standing grievance that artificial breaks are created to deny regular scales of pay/1/30th scale of pay plus DA is removed. In future, no artificial break shall be made to deny the benefit of higher wages to casual labour. All casual labour on completion of 120 days on the Open Line and 180 days on the Projects would be given regular scale of pay and 1/30th of the scale of pay and DA per day respectively after verification of records and age. This verification will not take more than three months.

(ii) All existing eligible casual labour would thus get the regular scale of pay/1/30th of the scale of pay per day. Wherever a gap in the service occurs for want of productive work, it will not constitute a break.

(iii) Casual labour according to seniority and suitability will be considered for filling up regular vacancies in class IV.

(iv) 11,000 casual labour have already been absorbed against new posts. About 15,000 more casual labour will be absorbed against regular posts according to seniority.

(v) In employing casual labour on the Railways, preference will be given to wards of freedom fighters.

रेल कर्मचारियों को मुआवजा

576. श्री रामावतार शास्त्री : क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार को उन यात्रियों को 50,000 रुपए का भुगतान करना होता है जो रेलगाड़ी दुर्घटनाओं में मर जाते हैं;

(ख) क्या यह सच है कि ड्यूटी पर काम कर रहे रेल कर्मचारी (कुछ श्रेणियों को छोड़कर) रेलवे के नियमों के अन्तर्गत उस अवस्था में मुआवजे के हकदार हैं जब वे दुर्घटनाओं में अन्तर्गत हो जाते हैं अथवा मर जाते हैं;

(ग) क्या ड्यूटी पर काम करने वाले उन रेल कर्मचारियों जो रेल दुर्घटना में मर जाते हैं, के परिवारों को केवल रेलवे के नियमों के अन्तर्गत मुआवजा मिलता है और उनको उतना भुगतान नहीं किया जाता है जैसा कि उपरोक्त भाग (क) में उल्लिखित है,

(घ) क्या सरकार का विचार ऐसे रेल कर्मचारियों जो रेल दुर्घटना में मर जाते हैं, के परिवार को भी मानवीय आधार पर मुआवजा देने का है और अन्य श्रेणियों के रेल कर्मचारियों को भी ड्यूटी के समय दुर्घटनाओं में उनके अन्तर्गत हो जाने अथवा उनमें उनकी मृत्यु हो जाने की स्थिति में मुआवजा देने का है जिनको इस समय मुआवजा अदा नहीं किया जाता है; और

(ङ) यदि नहीं, तो इसके क्या कारण हैं ?

रेल मंत्रालय में उप मंत्री (श्री मल्लिकार्जुन) : (क) समय-समय पर यथासंशोधित रेल दुर्घटना (क्षतिपूर्ति) नियम, 1950 के उपबन्ध के साथ पठित भारतीय रेल अधिनियम, 1890 की धारा 82-क में निर्धारित व्यवस्था के अनुसार यात्री गाड़ी दुर्घटना में

मृत एक यात्री के लिए उसके आश्रित/आश्रितों को 50,000 रुपए तक की रकम का भुगतान किया जाता है।

(ख) और (ग) जो रेल कर्मचारी गाड़ी में ड्यूटी पर होते हैं और अपने कार्य नियोजन के कारण और उसके दौरान दुर्घटना में चोट लगने के परिणामस्वरूप मारे जाते हैं या अशक्त हो जाते हैं, उनके मामले में कर्मकार प्रतिकर अधिनियम के उपबन्धों के अनुस्पष्ट ही क्षतिपूर्ति देय होती है।

जहां किसी विशिष्ट मामले में, कर्मकार प्रतिकर अधिनियम लागू नहीं होता या जहां यह समझा जाता है कि उस अधिनियम के अन्तर्गत क्षतिपूर्ति अपर्याप्त है, वहां रेलवे नियमों में उस रेल कर्मचारी के परिवार को क्षतिपूर्ति उपदान देने की भी व्यवस्था है जो अपनी ड्यूटी करते हुए गाड़ी या रेल इंजनों के संचालन में अपनी असावधानी या दुराग्रह से भिन्न अन्य कारणों से हुई दुर्घटना में मारा जाता है। गुण-दोष के आधार पर वैयक्तिक मामलों में एक मुश्त अनुग्रह भुगतान पर भी विचार किया जाता है।

गाड़ियों के चालन से प्रत्यक्षः असम्बद्ध जो अन्य रेल कर्मचारी ड्यूटी पर या छुट्टी में यात्रा करते समय गाड़ी दुर्घटना के कारण घायल हो जाते हैं या जिनकी मृत्यु हो जाती है, वे उपर्युक्त पैरा (क) में उल्लिखित भारतीय रेल अधिनियम, 1890 की धारा 82-क के अन्तर्गत देय क्षतिपूर्ति के पात्र होते हैं।

(घ) क्षतिपूर्ति के भुगतान के मामले में गाड़ी कर्मियों सहित गाड़ी में ड्यूटी पर यात्रा करने वाले रेल कर्मचारियों को दुर्घटना ग्रस्त गाड़ी के यात्रियों के समकक्ष मानने का एक प्रस्ताव हाल ही में अनुमोदित किया गया है। विधि मंत्रालय द्वारा विधीक्षा के बाद इस प्रस्ताव को संशोधित रेल अधिनियम के लिए प्रस्तावित इफ्ट बिल में

शामिल कर लिया गया है। इस समय इस बिल की जांच-पढ़ताल हो रही है।

(ड) प्रश्न नहीं उठता।

Non-aligned efforts to bring cease-fire in Iran-Iraq war

577. SHRI K. PRADHANI:
SHRI K. KUNHAMBU:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether it is a fact that Foreign Minister of India and five other non-aligned countries, along with a Palestine Liberation Organisation (PLO) representative have been asked to extend their co-operation to arrange a cease-fire in the five-week-old Gulf war between Iraq and Iran; and

(b) if so, the details regarding India's performance in this regard?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) and (b). The Foreign Ministers of five non-aligned countries (including India) and a representative of PLO met in Belgrade (November 2-5) in pursuance of a decision taken by the Non-Aligned Coordinating Bureau in New York. The Governments of Iran and Iraq had indicated acceptance of the efforts being made by a Committee of the Non-aligned Nations comprising of Algeria in addition to the above-mentioned countries. A Committee at the level of foreign Ministers of the same countries was to be constituted at a meeting in Belgrade and to proceed to Baghdad and Teheran but differences arose between Iran and Iraq over the inclusion of Algeria in the Committee. Under the circumstances, the meeting in Belgrade concluded after issuing an appeal to Iran and Iraq for conveying their agreement to the constitution and functioning of the Goodwill Committee.

India played an active role in the deliberations at Belgrade and hopes to play an equally effective role in all further moves connected with the non-aligned initiative.

Alleged sinking of a cargo ship "Vijaya Jyoti"

578. SHRI SHIV KUMAR SINGH THAKUR: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that a cargo ship "Vijaya Jyoti" sank at Indira Docks, Bombay, as reported in the 'Indian Express' dated 16th October, 1980;

(b) if so, whether the findings of Enquiry Committee, if any, appointed by Government have been received;

(c) if so, the main causes of its sinking and human life and property lost as a result thereof; and

(d) the steps proposed to be taken to avoid sinking of ships at the docks?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH):

(a) Yes, Sir. Cargo Ship "Vijaya Jyoti" capsized at Indira Dock on 15th October, 1980.

(b) The preliminary enquiry is to be conducted by an officer of the Bombay Port Trust. He has yet to start his work.

(c) There was no loss of human life. The main causes of its sinking, the extent of loss of property etc. would be known after the enquiry is held.

(d) Steps to avoid recurrence of such an incident will be devised after the report of enquiry is available.

Pakistan Refusal to Permit Sikh Pilgrims

579. SHRI SHIV KUMAR SINGH THAKUR: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether it is a fact that the Government of Pakistan has refused

ic permit the Shiromani Gurdwara Prabandhak Committee to send a jatha of Sikh pilgrims to Pakistan on the eve of 200th birth anniversary of Maharaja Ranjit Singh as reported in the 'Indian Express' dated 18th October, 1980;

- (b) if so, the reasons therefor; and
- (c) the reaction of Government in this regard?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) Yes, Sir.

(b) The Government of Pakistan informed us that it was not possible for them to allow the pilgrims to visit Gujranwala because of administrative constraints and difficulties.

(c) Government regrets that despite the known strength of sentiments in India concerning the significance of Maharaja Ranjit Singh's 200th birth anniversary and the strong desire of Sikhs to visit the birth-place, the Pakistan Government has not found it possible to agree to our specific request in this regard.

Demarcation of Indo-Bangladesh Boundary

580. SHRI SHIV KUMAR SINGH THAKUR: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) the time by which demarcation of boundary work between India and Bangladesh will be completed and the extent to which India will lose territory in favour of Bangladesh; and

(b) the time by which final surveys are expected to be completed by both the countries?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) and (b). It is estimated that demarcation in all sectors of the Indo-Bangladesh Land Boundary will take 2 or 3 years to complete. Final surveys including, preparation of strip maps after printing will require ap-

proximately one year after completion of demarcation.

However, it must be borne in mind that these are only rough estimates, as it is not possible to indicate a precise time-frame for an exercise as complex as demarcation of an international boundary.

The precise extent of area which will be acquired or ceded will be known only when demarcation is completed.

Aid to Kampuchea

581. SHRIMATI GEETA MUKHERJEE: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

- (a) whether the Union Government had promised any aid to Kampuchea;
- (b) if so, the details thereof;
- (c) whether any such aid has been delivered so far; and
- (d) if so, the full details thereof?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) and (b). We have not so far made any specific commitment of aid to Kampuchea.

(c) and (d). The Government of India has donated food and medicines worth about Rs. 2.5 lakhs, 3000 tonnes of rice at a cost of about Rs. 84 lakhs, 100 tonnes of rice seeds at a cost of about Rs. 5.50 lakhs and stationery material (pencils, note books and paper) worth about Rs. 2.58 lakhs to People's Republic of Kampuchea on a bilateral basis. Besides, the Government of India has also donated another 2000 tonnes of rice through UNICEF to People's Republic of Kampuchea.

We are now in consultation with the Government of People's Republic of Kampuchea to ascertain their requirements more precisely following their initial approach to us. Thereafter, we would determine jointly the type

and quantum of assistance that could be given to Kampuchea, within the constraints of our resources.

"Ineffectiveness of BCG Vaccination"

582. SHRIMATI GEETA MUKHERJEE: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether it is a fact that the BCG Vaccination for infants has been found to be ineffective as an immunity to T.B.;

(b) if so, the details thereof; and

(c) whether any effort has been made to formulate a new vaccination which could prevent the attack of T.B. and if so, the details thereof?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI B. SHANKARANAND): (a) No.

(b) Does not arise.

(c) No new vaccine which could prevent the attack of T.B. has so far been formulated.

Non-Availability of Buses during Lean Period

583. SHRIMATI PRAMILA DANDAVATE: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether Government have made any survey of the non-availability of buses to public in Delhi during the lean period i.e. from 1 p.m. to 3 p.m.;

(b) whether DTC has been providing buses to schools in the Capital during these lean periods;

(c) whether these buses are being provided to schools whose children come from well-to-do-families (public schools) charging heavy tuition fees; and

(d) if so, the details thereof and the names of schools which have been provided with buses in Delhi?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH):

(a) No special survey has been made about the availability of buses during 1 p.m. to 3 p.m. The frequency of the route and the number of buses to be put on a route are decided by the Corporation on the basis of general surveys conducted from time to time to assess the requirements of the commuters. During lean periods, the frequency of buses is usually reduced in comparison to what is provided for peak hours. This is due to the reason that the demand during this period is comparatively less. Further whenever any complaint is received for non-availability of buses on specific routes during specific hours, the requirements is assessed and immediate action is taken to ensure that the buses are made available on such routes. In addition the field staff of the Corporation also sends report whenever in adequacy is felt on the particular route. Suitable action is also taken on the reports and receipts.

(b) Yes, Sir.

(c) The buses are made available, on hire at prescribed rates to the schools which make a request for them irrespective of the special status of its pupils as it helps utilisation of spare capacity that becomes available to the Corporation during the lean traffic hours.

(d) The Corporation is at present supplying 356 buses to 32 schools in Delhi as per details given in the statement laid on the table of the House. [Placed in Library. See No. LT-1362/80].

Working of the Shipping Corporation of India

584. SHRIMATI PRAMILA DANDAVATE: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether the report submitted by the high level committee to study the working of Shipping Corporation of India has been implemented;

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

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH):
(a) No High Level Committee was set up by the Government of India to study the working of the Shipping Corporation of India only and as such the question of submission of a report by such a committee does not arise.

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

रायपुर और बाल्टेयर के बीच अनियमित रेल सेवा।

585. श्री नन्द किशोर शर्मा : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार का ध्यान रायपुर और बाल्टेयर के बीच रेल सेवा की ओर दिलाया गया है जो हमेशा अनियमित तथा अनिश्चित रहती हैं,

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

(ग) गाड़ियों द्वारा समय की पाबंदी मुनिश्चित करने के लिए क्या कार्यवाही किए जाने का प्रस्ताव है ?

रेल मंत्रालय में उप मंत्री (श्री मल्लिकार्जुन) : (क) से (ग). सितम्बर, 1980 के दौरान रायपुर-बालतेरु खण्ड पर चलने वाली यात्री गाड़ियों का समय-पालन 92% से अधिक था। किन्तु, अक्टूबर, 1980 के दौरान रेल लाइनों में बाढ़ तथा दरारें पड़ जाने से इन गाड़ि सेवाओं पर प्रतिकूल प्रभाव पड़ा था तथा इनका चालन संतोष जनक नहीं रहा था।

इस खण्ड पर चलने वाली यात्री गाड़ियों के समय-पालन में सुधार लाने के लिए संयुक्त उपाय किए जा रहे हैं, जिनमें यात्री गाड़ियों के रोके जाने के

सभी मामलों की समीक्षा की जाती है और जहां-कहां त्रुटि पायी जाती है, कड़ी कार्रवाई की जाती है।

Wagons for moving of Coal and Furnace Oil to Thermal Power Stations

586. SHRI B. V. DESAI: Will the Minister of RAILWAYS be pleased to state:

(a) whether Railways have started giving priority in respect of allotment of wagons for moving coal and furnace oil to thermal power stations in the Northern Region;

(b) if so, the total number of wagons provided by the railways for the above purposes during the period from June to August and from August to October, 1980;

(c) how much quota has been increased in October and November 1980;

(d) whether after the Prime Minister has pointed out the poor performance of the Railways, the movement of goods have started showing improvements; and

(e) if so, the steps initiated by the Railways and to what extent they have started bringing fruits?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Railways have always been giving this priority in movement.

(b) The following has been the level of loading of coal for power houses

from June to October 1980:—

No. of wagons per day

Month	All Power Houses
June '89	3195
July '89	2906
Aug. '89	2526
Sep. '89	2680
Oct. '89	3059

Separate figures of loading of coal for power houses for different regions are not maintained by the Railways.

(c) The quota was increased to 3100 wagons per day in the high level meeting held on 13-10-1980 followed by subsequent discussion and loading at a rate higher than this is being maintained.

(d) and (e). The Railways are making best endeavours to meet the transport requirement of various sectors of the economy to the maximum extent possible under the present circumstances. The originating freight traffic loading in October 1980 was higher than that in the previous four months.

Puddu Ponani bridge on National Highway No. 17

587. SHRI E. K. IMBICHIBAVA: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) why the construction work of the Puddu Ponani bridge on National Highway No. 17 has not been started even after the contract for construction of the bridge was given to the Construction Corporation; and

(b) whether there are any particular reasons for not starting the work?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND

TRANSPORT (SHRI BUTA SINGH):

(a) The site for the construction of Puddu Ponani bridge has already been handed over by the Kerala State PWD to the Kerala State Construction Corporation, and works preliminary to the actual construction have since been started by the Corporation.

(b) Does not arise.

Complaint against Central Council for Research in Ayurveda and Siddha

588. SHRI BALASAHEB VIKHE PATIL: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether Government have received any complaint against the functioning of the Central Council for Research in Ayurveda and Siddha; and

(b) if so, the steps Government propose to take in the matter?

THE MINISTER FOR HEALTH AND FAMILY WELFARE (SHRI B. SHANKARANAND): (a) Yes.

(b) The complaints are being looked into for appropriate action.

Railway workshop at Mancheswar

589. SHRI CHINTAMANI PANIGRAHI: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railway workshop at Mancheswar in Orissa is progressing according to schedule;

(b) the total amount spent thereon so far;

(c) whether any guideline has been fixed, so far as recruitment to class IV and class III is concerned, so that local unemployed youths get opportunity to work there; and

(d) if so, the guidelines framed?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Yes.

(b) For setting up of this workshop a total amount of Rs. 210 lakhs has

been spent upto September 1980. Provision of Rs. 242 lakhs has been made in the Budget for the current year (1980-81).

(c) and (d). Vacancies in class III are filled through the Railway Service Commissions, who advertise all vacancies in scales, the minimum of which is Rs. 425 and below, only in the areas where vacancies exist, with a view to attract local candidates. Similarly, class IV vacancies are filled by screening casual labour who are mostly locally available. In workshops, there is a provision for filling up 50 per cent vacancies in class IV by direct recruitment and the procedure in this case also is intended to attract local candidates.

Defective and sub-standard purchase of spares for DTC buses

590. SHRI CHINTAMANI PANIGRAHI:

SHRI JANARDHANA POOJARY:

SHRI S. M. KRISHNA:

Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether spares worth several lakhs of rupees purchased for Delhi Transport Corporation buses during the last two to three years have been found to be defective and of sub-standard quality;

(b) if so, whether Government have appointed a Committee to enquire into these purchases; and

(c) if so, what is its composition and period fixed to submit the report?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH):
(a) According to the information supplied by the Delhi Transport Corporation, departmental inspection study of the failure of buses has revealed that purchase of some of the spares such as oil seals, bearings, clutch plates and

gear parts etc. made during the past couple of years and worth a few lakhs of rupee were not of standard quality.

(b) No, Sir. The matter has been looked into departmentally by the DTC.

(c) Does not arise.

मीटर गेज जोन का निर्माण

591. श्री वृद्धि चंद्र जैन: क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि रेलवे बोर्ड काफी समय से एक ऐसे नए मीटर गेज जोन के निर्माण के प्रस्ताव पर विचार कर रहा है जिसके अन्तर्गत राजस्थान की मीटर गेज लाइन का काफी बड़ा भाग आयेगा, यदि हां तो कब से;

(ख) उक्त प्रस्ताव को स्वीकार करने में सरकार के समक्ष अब तक क्या-क्या कठिनाइयां आई हैं; और

(ग) उक्त प्रस्ताव को कब तक क्रियान्वित कर दिया जायेगा ?

रेल मंत्रालय में उप मंत्री (श्री मल्लिकार्जुन) : (क) राजस्थान के लिए एक नये मीटर लाइन रेलवे जोन बनाने के प्रस्ताव की पिछले कुछ महीनों से जांच की जा रही है।

(ख) और (ग). नए जोन के बनाने से भारी वित्तीय उलझनों के साथ-साथ कर्मचारियों का स्थानान्तरण भी करना पड़ता है। रेलों की वर्तमान वित्तीय स्थिति में नया जोन बनाना अनुपयुक्त समझा जाता है।

स्थिति की समीक्षा की जाती रहेगी।

कोलायत फलोदी लाइन

592. श्री वृद्धि चन्द्र जैन: क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि जैसलमेर और बीकानेर को सीधे दिल्ली से जोड़ने के लिए कोलायत से फलोदी तक 100 कि० मी० लम्बी रेल लाइन बनाने की आवश्यकता है; और

(ख) क्या इस रेल लाइन का निर्माण कार्य आरंभ किए जाने का विचार है ?

रेल मंत्रालय में उप मंत्री (श्री मल्लिकार्जुन) : (क) जी नहीं ।

(ख) प्रश्न नहीं उठता ।

New Railway Station between Bhojpur and Panskura

593. PROF. SATYAGOPAL MISRA: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal under consideration of Government to construct a new Railway Station between Bhojpur and Panskura S.E. Railway; and

(b) if so, the details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Yes.

(b) South Eastern Railway has submitted a proposal for opening of a flag station between Bhogpur (not Bhojpur) and Panskura. This proposal is under examination by this Ministry.

Improvement of Haldia Port

594. PROF. SATYAGOPAL MISRA: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) the steps that Government have taken to make the Haldia Port a turn-key project;

(b) the details thereof; and

(c) what are the proposals for the improvement of the Haldia Port?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH): (a) and (b). Haldia Dock Project was not envisaged as a turn-key project.

(c) Important schemes included in 1980-81 Plan for development works at Haldia relate to container handling facilities, procurement of two locomotives and a crawler mounted crane, workshop facilities and plant repairs, mobile equipment repair yard, etc.

Proposal for constitution of port Trust in Port Blair

595. SHRI MANORANJAN BHAKTA: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether Government have received any proposal from the Andaman and Nicobar Administration for constitution of a port Trust in the Union Territory of Andaman and Nicobar Islands at Port Blair for improvement and extension of port facilities, etc.;

(b) if so, what action has been taken thereon;

(c) if not, the reasons therefor; and

(d) whether Government have any proposal to take action for improvement of minor ports in the Union Territory of Andaman and Nicobar Islands, if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH): (a) No formal proposal has been received so far. However, this scheme has been included in the Master Plan prepared by Andaman and Nicobar Administration in July, 1980.

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

(d) The developments of the ports in Andaman and Nicobar Islands is being done by the Central Government and a provision of Rs. 2.65 crores exist

in the current financial year for Andaman and Lakshadweep Harbours. The following works are under execution:—

- (i) Construction of dry dock in Port Blair;
- (ii) Construction of New Jetties in 10 Islands;
- (iii) Slipway at Port Blair;
- (iv) Office and residential building at Port Blair.
- (v) Construction of Hards.
- (vi) Ancillary and foreshore facilities (Stage I) excluding Little Andaman.
- (vii) Breakwater at Little Andaman.
- (viii) Ancillary and foreshore facilities (Stage I) for Little Andaman.
- (ix) Bunkering facilities at Little Andaman.
- (x) Ancillary and foreshore (Stage II) for Little Andaman.

रियायतो आल रूट डी० टी० सी०
बस पास

596. श्रो केशव राव पारधी : क्या नौवहन और परिवहन मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या दिल्ली विश्वविद्यालय के एल० एल० बी० और अन्य डिप्लोमा पाठ्यक्रमों के विद्यार्थियों को रियायती आल रूट डी० टी० सी० बस पास की सुविधा मिलती है;

(ख) यदि हां, तो इंस्टीट्यूट आफ कोस्ट एंड वक्र्स एकाउन्ट्स के उत्तरी भारत क्षेत्रीय परिषद में पढ़ने वाले विद्यार्थियों को यह सुविधा न दिए जाने के क्या कारण हैं; और

(ग) क्या सरकार उन विद्यार्थियों को भी यह सुविधा देने का विचार कर रही है और यदि हां, तो कब तक और यदि नहीं तो इसके क्या कारण हैं ?

नौवहन और परिवहन मंत्रालय में राज्य मंत्री (श्री बूटा सिंह) : (क) जी हां,

(ख) दिल्ली सड़क परिवहन प्राधिकरण (मुफ्त और रियायती पास) अधिनियम 1954 के अधीन दिल्ली परिवहन निगम द्वारा रियायती पास जारी किए जाते हैं। इस अधिनियम के तहत दिल्ली में स्थिति शिक्षा संस्थाओं के वास्तविक विद्यार्थियों को शिक्षा निदेशालय दिल्ली या उपकुलपति दिल्ली विश्वविद्यालय की सिफारिश पर और केन्द्रीय सरकार द्वारा चलाये जा रहे यह उसके नियंत्रण में चल रहे प्रशिक्षण और निर्माण केन्द्रों और जामिया मिलिया इस्लामिया दिल्ली और आयुर्वेदिक व यूनानी का तिविया कालेज, दिल्ली के वास्तविक विद्यार्थियों को, सरकार या दिल्ली नगर निगम द्वारा संचालित या मान्यता प्राप्त विनिष्ठ शिक्षण संस्थाओं के अगंहीन वास्तविक विद्यार्थियों को और चार्टर्ड एकाउन्टेंसी का व्यवहारिक प्रशिक्षण प्राप्त करने वाले उन निदिष्ट लिपिकों को रियायती पास दिए जाते हैं जिन्हें चार्टर्ड एकाउन्टेंट की फर्म से जिसके तहत वे काम करते हैं न तो कोई छावनी और न ही कोई वेतन मिलता है।

इंस्टीट्यूट आफ कास्ट्स एंड वक्र्स एकाउन्टेंट्स की नार्दन इंडिया रीजनल कौंसिल से दिल्ली परिवहन निगम के आवेदन पत्र प्राप्त हुए हैं कि यह सुविधा उसके विद्यार्थियों को भी दी जाये। इन आवेदन पत्रों की निगम द्वारा जांच की गई और यह निर्णय किया गया कि

यह कौसिल अन्य उन शिक्षण संस्थाओं की तरह है जो व्यापारिक रीति से विद्यार्थियों को विभिन्न परीक्षाओं के लिए तैयार कराती है और यह कौसिल उक्त प्राधिकरणों में से किसी के द्वारा मान्यता प्राप्त नहीं है। इसलिए इस कौसिल के विद्यार्थियों को रियायती पास देना स्वीकार्य नहीं है।

(ग) नहीं, ऊपर प्रश्न के भाग (ख) में कारण दे दिए गए हैं।

Recognition to Kampuchea

597. DR. SUBRAMANIAM SWAMY: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) the names of countries that have recognised the Government of Heng Samrin in Kampuchea before India did;

(b) the names of countries that recognised the same Government after India accorded the recognition; and

(c) any policy— inference that the Government draws from these statistics?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) On the basis of the information now available with the Government, the following countries had recognised the People's Republic of Kampuchea before India recognised that Government:

Laos, Vietnam, Soviet Union, German Democratic Republic, Bulgaria, Hungary, Afghanistan, Poland, Mongolia, Czechoslovakia, Cuba, Ethiopia, People's Democratic Republic of Yemen, Mozambique, Congo, Grenada, Nicaragua, Jamaica, Guinea, Angola and Seychelles.

(b) Since India's recognition of the Government of the People's Republic of Kampuchea, no other country has

so far extended recognition to that Government.

(c) Our recognition of the People's Republic of Kampuchea was based on the realities of the situation in that country; the commitment made by the Government to the people of India, and the national consensus in support of that decision.

Supply of nuclear technology by Switzerland to Pakistan

598. SHRI VILAS MUTTEMWAR: Will the Minister of EXTERNAL AFFAIRS be pleased to state the action taken by the Government of India on the news of indirectly passing on nuclear technology to Pakistan by Switzerland and thus helping it in making Atom Bomb?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): The Government has taken note of reports of sale of certain equipment by Swiss firms to Pakistan. Government is taking all possible steps to safeguard India's security.

Government Medical Store Depot., Madras

599. SHRI K.B.S. MANI: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether it is a fact that the Expert Committee appointed by the Government of India to study the Modernisation of the Pharmaceutical Factory attached to the Medical Store Depot, Madras and also the Detailed Project report have submitted its report to Government;

(b) if so, the dates on which these reports were submitted and the action taken by Government thereon;

(c) what are main recommendations of the committee and details of the Project report; and

(d) what is the probable date of completion?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI B. SHANKARANAND): (a) Yes.

(b) The Expert Committee submitted their Report in November, 1978. The preliminary Project Report from M/s. I.D.P.L. was received in October, 1979. The same is under consideration.

(c) The main recommendations of the Committee are as under:

(1) For ensuring the utilisation of the Oil Fired Cornish Boiler it would be necessary to take up new lines of production such as transfusion solutions and injections.

(2) Suitable renovations would be required in the Factory to make it run on modern lines.

(3) Expansion of the existing testing facilities would be required to enable the Factory to meet the additional work load that would devolve on the laboratory consequent on the proposed expansion of the manufacturing activities.

(4) The Medical Stores Organisation should be converted into a Company.

In the Project Report it has been recommended that for the implementation of the above recommendations, the International Stores Section godown should be converted to a parenteral unit with its own service facilities.

(d) While the whole question of implementation of the report of the Expert Committee was under consideration, a proposal regarding phasing out the Medical Stores Organisation in the light of certain recommendations of a Sub-Committee of the Committee on Public Expenditure also came up. Pending a decision with regard to the latter, the action on the report of the Expert Committee has to be kept pending.

Contracts earmarked for SC/ST in Madras and Tuticorin Port Trust

600. SHRI K.B.S. MANI: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) what are the Port Trusts which are under the direct control of Government of India (under shipping Ministry);

(b) what type of jobs/contracts are being given to the contractors and especially in Madras and Tuticorin in Port Trusts;

(c) whether any percentage of contracts are earmarked for Scheduled Castes and Scheduled Tribes, particularly in Madras and in Tuticorin Port Trusts; and

(d) if no percentage has been earmarked for Scheduled Tribe contractors whether there is any proposal to do so?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH): (a) The Port Trusts under the control of this Ministry are for the ports of Calcutta, Bombay, Madras, Cochin, Visakhapatnam, Kandla, Mormugao, Paradip, New Mangalore & Tuticorin.

(b) All types of civil works, such as buildings, roads, marine structures, dredging; electricity works such as erection of transformers, laying of cables and mechanical works like supply and erection of wharf cranes etc. are given on contracts based on open and competitive tenders.

(c) No percentage of contracts are earmarked for Scheduled Castes and Scheduled Tribes at Madras and Tuticorin Ports. However, the Madras Port Trust has recently adopted a resolution for award on nomination of petty contracts of a minor repair nature, and costing upto Rs. 15,000 at the departmental estimated cost to Scheduled Castes/Scheduled Tribes contractors. It has further been resolved that Security deposit amount may be reduced by 50 per cent in respect of Scheduled Caste/Scheduled Tribe contractors.

against the usual rate applicable to other contractors.

(d) No, Sir.

श्री राम विलास पासवान (हाजीपुर) :
नासिक के किसानों के आन्दोलन के सम्बन्ध में मैंने एक एडजनर्मेंट मोशन दिया था . . .

MR. SPEAKER : I have admitted a Calling Attention Motion regarding the Farmers' agitation going on in Nasik and other parts of India, for the 24th.

श्री रामविलास पासवान : लेकिन मेरा तो एडजनर्मेंट मोशन था । दूसरा मेरा था बिहार में जो पंद्रह आदिवासियों की हत्या कर दी गई है उसके सम्बन्ध में. . . .

MR. SPEAKER: This is under consideration. I will let you know, Please sit down.

Now, papers to be laid on the Table.

12.00 hrs.

PAPER LAID ON THE TABLE

NOTIFICATION UNDER PASSPORT ACT, 1967.

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI R. V. SWAMINATHAN) : On behalf of Shri P. V. Narasimha Rao,

I beg to lay on the Table a copy of the Passports (Second Amendment) Rules, 1980 (Hindi and English versions) published in Notification No. G.S.R. 559(E) in Gazette of India dated the 27th September 1980, under sub-section (3) of section 24 of the Passports Act, 1967. [Placed in Library. See. No. LT 1325/80].

NOTIFICATIONS UNDER MERCHANT SHIPPING ACT, 1958, SEAMEN'S PROVIDENT ACT, 1966 AND NATIONAL HIGHWAYS ACT, 1956.

THE DEPUTY MINISTER IN THE MINISTRY OF FINANCE (SHRI MAGANBHAI BAROT) : On behalf of Shri Buta Singh,

I beg to lay on the Table:

(1) A copy each of the following Notifications (Hindi and English versions) under sub-section (3) of section 458 of the Merchant Shipping Act, 1958:—

(i) The Merchant Shipping (Dock Cargo (including Timber Cargo) Rules, 1980 published in Notification No. G.S.R. 943 in Gazette of India dated the 13th September 1980.

(ii) The Merchant Shipping (Form of Particulars of Certificates and Employment) Rules, 1980 published in Notification No. G.S.R. 970 in Gazette of India dated the 20th Sept., 1980 [Placed in Library. See No. LT-1326/80].

(2) A copy of the Seamen's Provident Fund (Amendment) Scheme, 1980 (Hindi and English versions) published in Notification No. G.S.R. 881 in Gazette of India dated the 23rd August, 1980, under section 24 of the Seamen's Provident Fund Act, 1966. [Placed in Library. See No. LT-1327/80].

(3) A copy of Notification No. S.O. 698(E) (Hindi and English versions) published in Gazette of India dated the 1st September, 1980 declaring the six highways in North Eastern region, mentioned in the notification to be national highways, under section 10 of the National Highways Act, 1956. [Placed in Library. See No. LT-1328/80].

NOTIFICATIONS UNDER CENTRAL EXCISE RULES, 1944 CENTRAL EXCISE AND SALT ACT, 1944, INCOME TAX ACT, 1961, FINANCE ACT, 1961 AND CUSTOMS ACT, 1962.

SHRI MAGANBHAI BAROT:

I beg to lay on the Table:—

(1) A copy each of the following Notifications (Hindi and English versions) issued under the Central Excise Rules, 1944:—

(i) G.S.R. 791 published in Gazette of India dated the 2nd August, 1980 together with an explanatory memorandum making certain amendment to Notification No. 201/79-Central Excise dated the 4th June, 1979.

(ii) G.S.R. 873 published in Gazette of India dated the 23rd August, 1980 together with an explanatory memorandum making certain amendment to Notification No. 154/70—Central Excises dated the 1st August, 1970 in order to remove difficulties in administering the exemption on 'refined liquid sodium silicate'.

(iii) G.S.R. 874 published in Gazette of India dated the 23rd August, 1980 together with an explanatory memorandum making certain amendment to Notification No. 352/77—CE dated the 16th December, 1977 regarding exemption to petroleum products from the whole of excise duty when used as fuel within refinery of production for manufacture of finished petroleum products.

(iv) G.S.R. 498(E) published in Gazette of India dated the 29th August, 1980 together with an explanatory memorandum regarding Central Excise Duty Rebate Scheme for excess production of sugar during October—November, 1980.

(v) G.S.R. 536(E) published in Gazette of India dated the 15th September, 1980 together with an explanatory memorandum regarding definition of term 'Value' used in Notification No. 96/80 dated the 19th June, 1980.

(vi) G.S.R. 954 published in Gazette of India dated the 20th September, 1980 together with an explanatory memorandum making

certain amendment to Notification No. 24/75—CE dated the 1st March, 1975 clarifying the grant of exemption from excise duty on saponifiable material contained in the soap.

(vii) G.S.R. 955 published in Gazette of India dated the 20th September, 1980 together with an explanatory memorandum making certain amendment to Notification No. 25/75—CE dated the 1st March, 1975 clarifying grant of exemption from excise duty on soaps made from a mix of rice bran oil and other oils.

(viii) G.S.R. 550(E) to 552(E) published in Gazette of India dated the 26th Sept., 1980 together with an explanatory memorandum regarding exemption from excise duty on Polypropylene staple fibre, Polypropylene spun yarn and Blended yarn.

(ix) G.S.R. 981 published in Gazette of India dated the 27th September, 1980 together with an explanatory memorandum regarding exemption from full excise duty on Matrices for records, impressed, used in the manufacture of gramophone records.

(x) G.S.R. 569(E), published in Gazette of India dated the 3rd October, 1980 together with an explanatory memorandum regarding exemption from the whole of excise duty leviable on tyres and tubes of cycle rickshaw.

(xi) G.S.R. 577(E), published in Gazette of India dated the 8th October, 1980 together with an explanatory memorandum regarding exemption from payment of excise duty to manufacturers of cotton fabrics on powerlooms.

(xii) G.S.R. 578(E), published in Gazette of India dated the 8th October, 1980 together with an explanatory memorandum regarding

exemption from payment of excise duty on yarn taken from plain hanks and wound on cones.

(xiii) G.S.R. 1052 published in Gazette of India dated the 11th October, 1980 together with an explanatory-memorandum regarding exemption to tyres and tubes designed for used on animal drawn vehicles from whole of excise when marked 'ADV' on such tyres.

(xiv) G.S.R. 610(E) and 611(E), published in Gazette of India dated the 28th October, 1980 together with an explanatory memorandum regarding exemption from excise duty on Juty Twine and pack sheets used for the purpose of packing jute consignments in the factory of production, for export.

(xv) G.S.R. 501(E), published in Gazette of India dated the 29th August, 1980 together with an explanatory memorandum regarding continuance of the exemption on Copper from import and Central Excise Duties.

[Placed in Library. See No. LT-1239/80].

(2) A copy each of the following Notifications (Hindi and English versions) under section 38 of the Central Excises and Salt Act, 1944:—

(i) The Central Excise (Eighth Amendment) Rules, 1980, published in Notification No. GSR 790 in Gazette of India dated the 2nd August, 1980.

(ii) The Central Excise (Ninth Amendment) Rules, 1980, published in Notification No. GSR 1015 in Gazette of India dated the 27th September, 1980.

(iii) The Central Excise (Fourteenth Amendment) Rules, 1980, published in Notification No. GSR 1078 in Gazette of India dated the 18th October, 1980.

[Placed in Library. See No. LT-1330/80].

(3) A copy of the Income tax (Sixth Amendment) Rules, 1980 (Hindi and

English versions) published in Notification No. S. 0.695(E) in Gazette of India dated the 29th August, 1980, under section 296 of the Income-tax Act, 1961. [Placed in Library See No. LT-1331/80].

(4) A copy each of the following Notification (Hindi and English versions) under section 41 of the Finance Act, 1979:—

(i) GSR 508(E) published in Gazette of India dated the 1st September, 1980 together with an explanatory memorandum regarding exemption to the Heads of Governments their spouses and the delegates to the Commonwealth Heads of Government meeting held in New Delhi from payment of foreign Travel Tax.

(ii) GSR 525 (E) published in Gazette of India dated the 8th September, 1980 together with an explanatory memorandum extending the date of exemption from payment of foreign Travel Tax to the Heads of Governments, their spouse and the delegates to the Commonwealth Heads of Governments meeting upto 15th September, 1980.

[Placed in Library. See No. LT-1332/80].

(5) A copy each of the following Notifications (Hindi and English versions) under section 159 of the Customs Act, 1962:—

(i) GSR 462(E) published in Gazette of India dated the 2nd August, 1980 together with an explanatory memorandum regarding revised rate of exchange for conversion of Pound Sterling into Indian currency or vice versa.

(ii) GSR 470(E) published in Gazette of India dated the 8th August, 1980 together with an explanatory memorandum regarding revised rate of exchange for conversion of Pound Sterling into Indian currency of vice versa in supersession of notification dated the 2nd August, 1980.

(iii) GSR 472(E) published in Gazette of India dated the 12th August, 1980 together with an explanatory memorandum regarding revised rate of exchange for conversion of Japanese Yen into Indian currency or *vice-versa*.

(iv) GSR 475(E) published in Gazette of India dated the 14th August, 1980 together with an explanatory note regarding reduction in export duty on coffee.

(v) GSR 478(E) and 479(E) published in Gazette of India dated the 19th August, 1980 together with an explanatory memorandum regarding exemption to ammonium phosphate from whole of basic and auxiliary duty of customs when imported for use as manure or in the production of complex fertilizers.

(vi) GSR 480(E) and 481(E) published in Gazette of India dated the 19th August, 1980 together with an explanatory memorandum regarding exemption to coking coal from the whole of basic, auxiliary and an additional customs duties when imported.

(vii) GSR 488(E) published in Gazette of India dated the 25th August, 1980 together with an explanatory memorandum extending basic customs duty exemption on certain specified raw materials used in the manufacture of sports goods.

(viii) GSR 496(E) published in Gazette of India dated the 28th August, 1980 together with an explanatory memorandum regarding revised rate of exchange for conversion of Pound Sterling into Indian currency or *vice-versa*, in supersession of Notification dated the 8th August, 1980.

(xi) GSR 495 published in Gazette of India dated the 28th August, 1980 together with an explanatory memorandum enlarging the list of materials allowed to be imported duty free against Advance Licences for execution of export orders.

(x) GSR 497 (E) published in Gazette of India dated the 20th August, 1980 together with an explanatory memorandum withdrawing the exemption of basic duty on buckles and other embellishments for footwear.

(xi) GSR 500(E) published in Gazette of India dated the 29th August, 1980 together with an explanatory memorandum regarding continuance of existing customs duty on unwrought copper and basic excise duties on copper and manufactures thereof.

(xii) GSR 502 (E) published in Gazette of India dated the 29th August, 1980 together with an explanatory memorandum exempting one set of pre-recorded cassettes accompanying each film-strip for educational purposes from the whole of basic customs duty.

(xiii) GSR 509(E) published in Gazette of India dated the 3rd September, 1980 together with an explanatory memorandum regarding revised rate of exchange for conversion of Pound Sterling into Indian Currency or *vice-versa* in supersession of notification dated the 28th August, 1980.

(xiv) GSR 511(E) and 512(E) published in Gazette of India dated the 4th September, 1980 together with an explanatory memorandum enlarging the number of specified authorities competent to issue essentiality certificates.

(xv) GSR 519(E) and 520(E) published in Gazette of India dated the 5th September, 1980 together with an explanatory memorandum

regarding exemption to raw petroleum coke from the whole of the basic duty of customs and auxiliary duty of customs.

(xvi) GSR 521(E) published in Gazette of India dated the 6th September, 1980 together with an explanatory memorandum regarding revised rate of exchange for conversion of Pound Sterling into Indian currency or *vice-versa* in supersession of Notification dated the 3rd September, 1980.

(xvii) GSR 526(E) published in Gazette of India dated the 8th September, 1980 together with an explanatory memorandum regarding exemption to hessian cloth and bags from the levy of export duty.

(xviii) GSR 535 (E) published in Gazette of India dated the 12th September, 1980 together with an explanatory memorandum regarding inclusion of six more products of Nepalese origin to qualify for preferential entry into India.

(xix) GSR 538(E) published in Gazette of India dated the 17th September, 1980 together with an explanatory memorandum regarding revised rate of exchange for conversion of Pound Sterling into Indian currency or *vice-versa* in supersession of Notification dated the 6th September, 1980.

(xx) GSR 542(E) published in Gazette of India dated the 22nd September, 1980 together with an explanatory memorandum regarding revised rate of exchange for conversion of Pound Sterling into Indian currency or *vice-versa* in supersession of Notification dated the 12th August, 1980.

(xxi) GSR 555 (E) and (556) published in Gazette of India dated the 26th September, 1980 regarding exemption to rubber blankets for use in Printing industry from basic duty in excess of 40 per cent *ad valorem* and auxiliary duty of customs

(xxii) GSR 557(E) and 558(E) published in Gazette of India dated the 26th September, 1980 together with an explanatory memorandum regarding exemption of all items of baggage including air-conditioners, refrigerators and deep-freeze from the additional duties of customs.

(xxiii) GSR 560(E) published in Gazette of India dated the 28th September, 1980 together with an explanatory memorandum extending the validity of Notification No. 4-Customs dated the 19th January, 1980 regarding exemption to Liquefied Petroleum Gas from the whole of the basic customs duty upto 31st March, 1981.

(xxiv) GSR 573(E) and 574(E) published in Gazette of India dated the 8th October, 1980 together with an explanatory memorandum regarding exemption of certain parts of wrist watches from basic duty in excess of 50 per cent *ad valorem* and from the whole of auxiliary duty of customs.

(xxvi) GSR 599(E) and 600(E) published in Gazette of India dated the 14th October, 1980 together with an explanatory memorandum regarding exemption to gold imported so under the scheme for export of Gold Jewellery and supplied by the foreign buyer of the jewellery manufactured and exported under the said scheme from the whole of basic and auxiliary duties of customs.

(xxvi) GSR 599(E) and 600(E) published in Gazette of India dated the 24th October, 1980 together with an explanatory memorandum regarding exemption to edible oils imported by the National Dairy Development Board under the agreement between the National Dairy Development Board and the Cooperative Union of Canada from the whole of the basic, additional and auxiliary duties of customs.

NOTIFICATIONS UNDER INDIAN RAILWAYS ACT, 1890

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI JAFFER SHARIEF): On behalf of my colleague, I lay on the Table a copy each of the following Notifications (Hindi and English versions) issued under section 56B of the Indian Railways Act, 1890:—

(1) S.O. 589(E) published in Gazette of India dated the 29th July, 1980 declaring stations mentioned in the notification as 'notified stations' for a further period of four and a half months with effect from 1st August, 1980.

(2) S.O. 590(E) published in Gazette of India dated the 29th July, 1980 declaring stations mentioned in the notification as 'notified stations' for a period of four and a half months with effect from 1st August, 1980.

(3) S.O. 693(E) published in Gazette of India dated the 28th August, 1980 declaring stations mentioned in the notification as 'notified stations' for a further period of three and a half months with effect from 1st September, 1980.

(4) S.O. 625(E) published in Gazette of India dated the 16th August, 1980 declaring stations mentioned in the notification as 'notified stations' for the period from 18th August, 1980 to 14th December, 1980. Placed in Library. See No. LT—1334/30.]

12. 03 hrs.

CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORT-ANCE

REPORTED DECISION OF THE GOVERNMENT TO INCREASE THE PRICES OF CERTAIN LIFE-SAVING DRUGS AND SHORTAGE OF SOME OF THESE DRUGS IN THE MARKET

MR. SPEAKER: Now, Calling Attention. Shri Rawat. Not here. Shri

Jyotirmoy Bosu. Not here. He has written to me. Shri Nawal Kishore Sharma. I must make it clear to the House that I have gone through the proceedings of day before yesterday and I found that undue length of time is given to this statement. It is only calling attention. I want the Members to be precise about asking questions. This is not a debate. It is only a question and answer. The House must be regarded as very sacrosanct.

We should be particularly very careful to see that your questions are very pointed and they are given reasonable time for answering.

Mr. Sharma!

SHRI NIREN GHOSH (Dum Dum): What has happened to the notice of my adjournment motion regarding the law and order situation?

MR. SPEAKER: No please. I am sorry. I have not allowed.

श्री रामविलास पासवान (हांजीपुर) : अध्यक्ष महोदय, कालिंग अटेंशन पर मेरा प्वाइंट आफ आर्डर है। लिस्ट आफ विजनेस में अंग्रेजी में यह श्री हरिश चन्द्र सिंह रावत के नाम हे रें से छपा है और हिन्दी में श्री हरीकेश बहादुर के नाम से छपा है।

अध्यक्ष महोदय : कभी कभी अशुद्धि हो जाती है।

श्री राम विलास पासवान : शुद्धि पत्र निकाला जाना चाहिए।

MR. SPEAKER: Now, Calling Attention. Shri Nawal Kishore Sharma.

SHRI NAWAL KISHORE SHARMA (Dausa): Sir, I call the attention of the Minister of Petroleum, Chemicals and Fertilisers to the following matter of urgent public importance and request

[Shri Nawal Kishore Sharma]

that he may make a statement thereon:—

“The reported decision of the Government to increase the prices of certain life-saving drugs and shortage of some of these drugs in the market.”

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI DALBIR SINGH): The prices of bulk drugs and formulations have been under some kind of statutory control since 1962, but effectively so since 1970 under the Drugs (Prices Control) Order 1970. Under this Order, all formulations were under price control but, the prices of only some bulk drugs defined in that Order as essential were subject to control. In the case of the other bulk drugs, the manufacturers were free to declare the prices on first manufacture. Whenever they required any revision in the declared price, prior approval of Government was necessary. The prices of essential bulk drugs were fixed by Government in 1970 based on the recommendations of the Tariff Commission. Subsequently, these prices were revised from time to time (last revision being in 1976-77) on the recommendations of the Bureau of Industrial Costs and Prices.

12.05 hrs.

[MR. DEPUTY SPEAKER in the Chair]

1.1. As regards formulations, prices of all the formulations were fixed under the DPCO 1970 taking into account ex-factory cost and a certain percentage of mark-up. Mark-up includes manufacturers' margin, promotional expenses, outward freight, distribution costs and trade commission etc. The mark-ups prevailing at the moment are those approved under DPCO 1970.

2. The New Drug Policy announced in March 1978 provided for the control of prices of certain categories of formulations and the control of the prices of all bulk drugs used in the

production of such formulations, for varying mark-ups in different categories of formulations, for a freeze in the prices of all costed bulk drugs and all price-controlled formulations for a year and for up-dated BICP studies of the costs of all bulk drugs and formulations brought under control. A new Drugs (Prices Control) Order was issued in 1979 to give effect to the pricing principles of the new Drug Policy.

3. Thus a revision in the prices of bulk drugs and formulations brought under control under the DPCO 1979 became due and had to be effected on the basis of the cost-studies conducted by the BICP. Meanwhile there were escalations in costs as a result of the petroleum price increases of August 1979. The industry pressed for revision of prices to provide only for these escalations. The BICP had to up-date its studies with reference to the escalations and a procedure for combining the revision based on DPCO 1979 and the changes to take into account cost escalations had to be devised. Government have, in August 1980, approved the procedures for adjustment of prices of bulk drugs and formulations. These provide for implementation of the basic principles of the DPCO 1979 taking into account the BICP cost studies. It must be noted that since these cost studies cover also bulk drugs that were not earlier under price control, there are likely to be revisions in the bulk drug prices. The last price revision in the case of the price controlled drugs was in the period 1976-77 since when costs have escalated considerably. It is necessary to avoid a situation where it is uneconomical to produce essential drugs and as a result scarcity develops.

4. While almost all bulk drugs have been cost studied by the BICP, there has been a further escalation in petroleum product prices in June 1980 and up-dating has to be done after taking these into account. Meanwhile, in the case of some important bulk drugs where it is necessary to ensure

that the availability position is not affected, price revisions on the basis of the earlier BICP cost studies have been announced. These number fourteen so far. The revised prices of the corresponding formulations are being worked out and will be announced soon.

5. Government monitor the availability of life-saving drugs and formulations every week based on the reports received from the State Drug Controllers and the zonal Offices of the Central Drugs Standard Control Organisation. The shortages reported are generally those of formulations of specific brands. In several of these cases a number of equivalent brands are available. In cases of reported shortages, arrangements are made with the manufacturers of the product reported to be in short supply as well as the manufacturers of the equivalent products to rush supplies to the areas from where shortages are reported.

6. There are many reasons for the shortages of specific brands of formulations like, power cuts, industrial unrest, shortage of packing material, escalations in the cost of inputs, non-availability of some raw materials, equipment breakdown, transport problems, etc. In specific cases of constraints in production brought to the notice of Government, Government have taken remedial measures to the extent possible. When packing materials became scarce, Government reduced customs duty on the import of aluminium foil and allowed its liberal import by including it under OGL. Government have arranged needed import by including it under OGL supplement indigenous production.

7. In cases where revision of the prices of bulk drugs are announced, the prices of the corresponding formulations will be revised as quickly as possible thereafter. The position regarding the availability of formulations is constantly under watch.

SHRI NAWAL KISHORE SHARMA:
Mr. Deputy-Speaker, Sir, the hon.

Minister, in this statement, has admitted that there is a shortage of some brands of essential drugs. He has stated many reasons for the same, in the long statement which he has made.

In spite of that long statement, Sir, the basic question remains and this basic question has to be answered. It is this: Why is it that Government has not been able to formulate a drug policy commensurate with the demands of the people? Why is it that such a policy has not been evolved to protect the consumers' interests? Because of the interests of the monopolist companies in the Drug sector, The Government so far has not been able to evolve a policy which may be conducive to the development of the Indian drug industries in general. It has been admitted that because of these reasons the Indian sector has to suffer a lot. There have been many committees formed for this purpose, the latest committee being the Hathi Committee. In spite of these committees having gone into the problem, we find that proper steps have not been taken by the Government to see that the Indian sector grows and the multi-nationals are prevented from looting the consumers. In view of all these facts which I have mentioned I would like to know as to what specific steps the Government have taken so far. Sir, the Drugs were controlled by the order of 1979. Why is it that these drugs have not been made available to the consumer at reasonable prices? The fact of the matter is this: It is the seller and the stockist who are trying to squeeze the ordinary consumer by withholding the stocks. Is it not a fact? If that be the case, has any action been initiated against any of the drug companies or the stockists? I would like to have this information from the hon. Minister. Then the basic question which has not been answered by the hon. Minister is this. Sir, it was only on the representation of the Organisation of the Pharmaceutical-producing Industries that the bulk drug prices of 14

[Shri Nawal Kishore Sharma]

drugs have been subjected to revision. The prices of these drugs have gone up while the prices of formulations remain the same. Why is it that this has not been revised? This should have been done simultaneously. Therefore the ordinary man suffers. The Hathi Committee recommended that these brand names should be abolished. If that was the recommendation of the Hathi Committee, how is it that the Government has not yet taken steps to abolish these brand names? It is because of these brand names that the multi-nationals are looting the country. The Minister has stated that there is a shortage of life-saving drugs and they are using these brand names. What is the Minister going to do to remove these brand names in the near future?

Then the next question, which is also important, is this: May I know whether the Minister is trying to evolve a system whereby with the rise of the prices, of the cost of production of these things, the cost of the formulation also simultaneously goes up? Because, it is here that the whole trouble arises. May I know whether there is any control on the distribution of these formulations, and in what way this control is exercised, to see that the Indian sector is supplied with sufficient quantities of these formulations, because the bulk drugs are still being produced by these multi-national companies? Therefore, I would like to have answers from the hon. Minister for these specific questions which I have asked. May I know from the hon. Minister what specific steps have been taken by the Government to see that all these life-saving drugs are made available to the ordinary consumers in the country at reasonable and fair prices? These are my questions, Sir, and I request the hon. Minister to reply to all these vital questions. Thank you.

THE MINISTER OF PETROLEUM,
CHEMICALS AND FERTILIZERS

(SHRI P. C. SETHI): Based on the Hathi Committee, the previous government announced a drug policy in the year 1978. Therefore, it is not correct to say that the Government have no drug policy. Now, it is a different matter that in the prevailing situation the drug policy, in case it needs a revision, will have to be examined in depth. Now, based on the Hathi Committee itself, the multi-nationals are required to reduce their equity from 60—75 per cent or over 51 per cent to 40 per cent, and in most of the cases, except 3-4 which are also under examination, the equity has been reduced to 40 per cent. Therefore there is every attempt that the multi-nationals' equity is reduced and their profit thereby is also reduced. Then it is also envisaged that whenever these multi-nationals will go in for expansion, at least 50 per cent of their product will have to be basic drugs. Therefore, they may have to manufacture not only the formulations which are more profit giving but the basic drugs also, and when they would manufacture the basic drugs, they would be required to supply these basic drugs to the Indian manufacturers. Therefore, that is being taken care of.

As far as revision of prices is concerned, it is true, what Mr. Nawal Kishore Sharma has suggested, that there should be some methodology whereby if there is any increase in the raw material prices, particularly on account of increase of the petroleum products and other things, there should be some linkage so that every time when the prices of the raw material are increased, the BICP has not to examine hundreds of bulk drugs. Now, there are about 315 bulk drugs under examination for price control. Similarly, there are thousands of formulations based on the bulk drugs for which the BICP has to examine. Therefore, these prices were revised on the 1979 price increase, but, in the meanwhile, 1980 price increase has come and, therefore, the BICP is taking into consideration an up-to-dating price revision from that point of

view. Therefore, the prices of bulk drugs have been revised in the case of 14. In all, there are about 316 bulk drugs out of which 140—145 are imported, and these imported bulk drugs are controlled by a mechanism where BICP has not to go in. Then there are remaining 176 for which the BICP has to examine them, and we have asked the BICP and the Department to complete this examination within two months.

AN HON. MEMBER: It is not possible.

SHRI P. C. SETHI: They will do it. Side by side, we have asked them that in the case of these 14 drugs for which the price has been revised simultaneously within a couple of days or at the most within a week, they must also announce the revision of prices with regard to formulations which are connected with this. Therefore, we are taking care of this.

As far as the question of mark-ups is concerned, it is also a subject matter of policy which the previous government decided. Now, we have received representations with regard to mark-ups and with regard to revision of prices and not as the hon. member has said that only from the foreign manufacturers, but also from the public sector, IDPL, HAL and the Indian manufacturers. In view of the fact that the raw material price has been increased, we have also received representations that if the previous mark-ups are kept, them in some cases in spite of the fact that the prices have to be revised and they get escalated they may come down. Therefore, this question of mark-up is also to be examined afresh. I may assure the hon. member that no pressure will work here either from this side or from that side. Therefore, we will try to do our best.

As far as abolition of the brand names is concerned, as a matter of experience, in order to experiment the whole thing, five brand names were abolished. We are watching the

situation. In some of the countries where brand names were abolished, now they are returning back to brand names. Therefore, this is not such an easy matter. Therefore, we should not take a very hasty decision; we should take it after calculating the entire position. So, the basic object should be to produce drugs, life saving drugs and other drugs, and also to see that in view of Hathi Committee's report, whatever profit of 10—12 per cent is allowed to them, whatever packing and other charges are allowed to them, keeping them in view, the prices are also controlled. So, that is being taken care of.

As for shortage of drugs, I have admitted that shortages are being reported from various parts of the country. We have opened up a particular cell in the ministry to monitor the whole thing from the state governments health officers and the regional officers of the Central Drugs Central Standard Organisation, we are getting weekly reports. For example for the week ending 15-11-1980, in respect of 63 items shortage was reported; in respect of 41 items shortage has been relieved. With regard to the remaining 22 items we find that in the case of certain items which are sold by brand names equivalents are available. I should like to cite two examples and not exhaust the entire list because that is lengthy. Enteromyctin of Messrs. Day's Medical Stores of Calcutta was found to be in short supply but the equivalent Paraxin manufactured by Messrs. Bohinger Knoll was available. Similarly Thaligole tablets of May and Baker were reported in short supply in Calcutta and Jhalawar in Rajasthan. They can take the equivalent, Enteroquinol manufactured by East India and Dinoquinol manufactured by Bengal Immunity.

MR. DEPUTY-SPEAKER: In the pamphlet itself, they can say that the equivalent to this is that. Why cannot it be put in the pamphlet itself? If the doctors say, the patients do not believe it.

SHRI P. C. SETHI: I think it is a good suggestion; we will have to do this. We will examine whether it could be done.

SHRI NAVAL KISHORE SHARMA: Any action against persons who are charging high prices?

SHRI P. C. SETHI: We have no reports with us. Price control is to be operated through the Drugs Controller. If the hon. Member is interested, as he is, we would collect the information from the Health Ministry and put it up.

श्री रामावतार शास्त्री (पटना) : उपाध्यक्ष जी, मंत्री महोदय ने जो लम्बा वक्तव्य सदन के सामने प्रस्तुत किया है, उस से यह स्पष्ट है कि इन्होंने बहुराष्ट्रीय दवा कम्पनियों और हिन्दुस्तान के इजारेदारों की कम्पनियों की वकालत की है। उन्होंने जो दाम बढ़ाने की नीति अपना रखी है, उसका इन्होंने समर्थन किया है। जाहिर बात है कि जब तक इस नीति पर सरकार चलेगी, तो गरीबों को जीवन रक्षक दवाइयां उपलब्ध नहीं हो सकतीं, यह मान कर चलना होगा। अगर ऐसी बात न होती, तब हाथी कमेटी की रिपोर्ट की सिफारिशों को पूरा पूरा मान कर जीवन रक्षक दवाइयों का पूरा उत्पादन सार्वजनिक क्षेत्रों की कम्पनियों में, कारखानों में किया जाता। ऐसा नहीं हो रहा है। समय समय पर सरकार कानून भी बनाती है, आर्डर भी इसू करती है लेकिन उस का दवा कम्पनियों के बड़े बड़े इजारेदारों पर कोई असर नहीं पड़ता है क्योंकि वे तो मौत के सौदागार हैं, वे लोगों की मौत से मुनाफा कमाना चाहते हैं। यही वजह है कि अभी हाल में 14 दवाइयों की कीमतें बढ़ाई गई हैं। खुद मंत्री जी ने एक प्रश्न के जवाब में 18 नवम्बर को कहा है कि 75 प्रतिशत कीमतें बढ़ी हैं, लेकिन

अभी अपने भाषण में इन्होंने कहा है कि 10 से 15 प्रतिशत कीमतें बढ़ी हैं। इन दोनों में कोई मेल नहीं है।

यह जरूर है कि 1962-63 में चीन की लड़ाई के समय भारत में दवाओं की कीमतों को फ्रीज किया गया, उन्हें रोका गया था। अब खुद दो बार सरकार ने दवाओं के दाम बढ़ाए हैं। 27-8-80 को 14 दवाओं के दाम बढ़ाए और फिर उसके बाद अक्टूबर, में भी 11 दवाओं के दाम सरकार ने बढ़ा दिए। उनमें तीन दवाओं को और जोड़ दिया गया। इस तरह से 14 दवाओं के मूल्य सरकार ने बढ़ा दिए। अगर आप इस तरह से दवाओं के दाम बढ़ाते जाइयेगा तो गरीब आदमी दवाओं को कैसे खरीद पायेगा। इसकी चिंता मंत्री जी को नहीं है।

आपकी दवाओं की जो नीति है वह उद्योगपतियों, इजारेदारों और बहुराष्ट्रीय कम्पनियों के समर्थन की नीति है जिस नीति के खिलाफ हाथी कमेटी ने सिफारिश की थी और उसको आपने नहीं माना। उसकी कुछ ही सिफारिशों को आप मानते हैं, कुछ को नहीं मानते हैं। पूरी की पूरी उसकी सिफारिशों मानने में आपको क्या कठिनाई है? यदि कोई कठिनाई है तो उसे आपको देश के सामने रखना चाहिए कि ये सिफारिशें गलत हैं। आप उसकी किसी सिफारिश को गलत भी नहीं कहते और ज्ञारी की सारी सिफारिशें मानते भी नहीं।

आज हम देखते हैं कि दवाओं की 50 से 75 प्रतिशत कीमतें बढ़ी हैं। अगर आप इनको नहीं रोकेंगे तो गरीब लोग बीमारी से ही मर जायेंगे। सरकार इस देश से गरीबी मिटाने का दावा करती है लेकिन वे तो दवाएं

न खरीद पाने से बीमारी से ही मर जायेंगे । मैं चाहूंगा कि आप इन बातों को ध्यान में रखिए और आपनी दबा की नीति को इजारेदार विरोधी बनाइये । इजारेदारी चाहे देशी हो, चाहे विदेशी हो, आपको इसके विरुद्ध नीति बनानी चाहिए ।

मार्क-अप के नाम पर दवाओं के उत्थोगपति दो सौ प्रतिशत मुनाफा कमाते हैं । आप भी उसकी इजाजत दे देते हैं । इसको आपको रोकना चाहिये । आपका जो व्यरो आप इंडस्ट्रियल कास्ट एण्ड प्राइ-सिस है क्या इसमें गरीबों के प्रति-निधि भी है? क्या इसने ईजारेदारों से सांठ-गांठ नहीं कर रखी है? इसका भी आपने कोई जिक्र नहीं किया । सरकार इजारेदारों के सामने नतमस्तक हो जाती है लेकिन आम आदमी के सामने नत-मस्तक होना नहीं जानती । आप ईजारेदारों के सामने झुक जाते हैं और इसी-लिये ब्लोरमफेनीकोल (टाइफाइड), स्ट्रेप्टोमाइसीन (टी० बी०), इन्ट्रोक्वीनौल (पेचिस) आदि दवाओं की कीमतें बढ़ी हैं । स्ट्रेप्टोमाइसीन और इन्ट्रोक्वीनौल का तो उन्होंने अभी जिक्र भी किया । इसी तरह से तमाम दवाओं के दाम बढ़ाये गये हैं । ऐसी दवाओं के दाम बढ़ाये गये हैं जिन्हें गरीब आदमी इस्तेमाल करते हैं । गरीब बीमार ज्यादा होते हैं, अमीर कब बीमार होते हैं । वे अगर होते हैं तो ज्यादा खाने से बीमार होते हैं । लेकिन जीवन खाने वाली दवाएं तो ज्यादातर गरीबों के ही काम में आती हैं । आपको उनके बारे में सोचना चाहिये ।

आप इन तमाम दवाओं को सरकारी कारबानों में बनाने का विचार रखते हैं या नहीं, यह बताएं? इस तरह की दवाओं के सम्बन्ध में हाथी कमेटी की जो रिपोर्ट है उसको लागू करने में सरकार

को क्या कठिनाई है? और क्या आप बहुराष्ट्रीय कंपनियों का राष्ट्रीयकरण करने के लिये तैयार हैं?

उपाध्यक्ष महोदय, मैं बता दूँ कि सरकार ने आयात कितना किया है। आप आयात करते हैं इंग्लैण्ड से, अमरीका से और वेस्ट जर्मनी से । किसी भी समाज-वादी देश से आयात नहीं करते क्या वहां की दवा? आपको सूट नहीं करती?

MR. DEPUTY-SPEAKER: My fear is, if you send the multi-nationals out of India, they will go to the Socialist countries!

SHRI RAMAVATAR SHASTRI: Let them go there. Those countries will take care of themselves. We need not worry for them.

मैं बताना चाहता हूँ कि आपने 1971-72 में 35.4 करोड़, 1973-74 में 37.50 करोड़, 1976-77 में 82 करोड़ और 1978-79 में 150 करोड़ रुपये की दवाओं का आयात किया है। क्या यह मल्टी नेशनल को तोड़ने का तरीका है? इतनी दवाइयां आप मंगवाते हैं। वे लूट कर हमारे देश से ले जा रहे हैं। इनको नियंत्रित करने के लिये आप कौन-सा कदम उठा रहे हैं?

कुछ लोगों को आपने लाइसेंस दे रखे हैं। अभी भी 50 से ज्यादा ऐसी कम्पनियां जिन्होंने कोई दवा नहीं बनाई, लेकिन उनके खिलाफ अभी तक आपने कोई कार्यवाही नहीं की है। मैं जानना चाहता हूँ कि उनके लायसेंस रद्द करने के लिये आप तैयार हैं या नहीं?

आप कंपनियों को टानिक बनाने की इजाजत देते हैं और फैसी दवाइयां अधिक बनाई जाती हैं, अधिक मुनाफा कमाने के

[श्री रामावतार शास्त्री]

लिये, इसको कम करने के लिये, पाबंदी लगाने के लिये तो मैं नहीं कहता, लेकिन इस तरह की दवाओं पर अंकुश लगाने के लिये आप तैयार हैं या नहीं ?

अंत में मैं एक बात कहना चाहता हूँ। आप दवाओं पर सेल्स टैक्स लगाते हैं, आकट्राय, चुंगी कर लगाते हैं, उत्पादन कर लगाते हैं। क्या सरकार दवाओं की कीमतों की वृद्धि को देखते हुए इन करों को वापिस लेने के लिये तैयार हैं या नहीं, ताकि गरीबों को कुछ सस्ती न दवाइयां मिल सकें।

श्री पी० सी० सेठी : उपाध्यक्ष महोदय, माननीय श्री शास्त्री जी ने जो मुद्दे उठाये हैं, उनमें मुख्य रूप से उन्होंने इस बात पर जोर दिया है कि सरकार देशी कम्पनियां हों या विदेशी कंपनियां हों, इजारेदारों की है और उनकी बात मानती है।

शास्त्री जी के कहने के अनुसार दवाइयों का उत्पादन पूरे तौर पर राष्ट्रीय कंपनियों द्वारा ही किया जाना चाहिये, निजी कंपनियां चाहे वे हिन्दुस्तानी हों, चाहे विदेशी हों, सब को हटा दिया जाना चाहिये।

माननीय उपाध्यक्ष महोदय, जहां तक लाइफ सेविंग ड्रग्स का ताल्लुक है, इनका उत्पादन शनैः-शनैः पब्लिक सेक्टर में बढ़ता जा रहा है। यह बहुत खुशी की बात है कि अब करीब-तारीब 25 प्रतिशत तक ये पब्लिक सेक्टर में बनती हैं।

श्री राजनाथ सोनकर शास्त्री*
(संदपुर) :

*not recorded.

MR. DEPUTY-SPEAKER: Hon. Members, I make it very clear that in the Calling Attention no hon. Member other than those whose names are called shall intervene. And I am very sorry that what all has been stated just now shall not go on record.

(Interruptions)

AN HON. MEMBER: It is a very serious matter

MR. DEPUTY-SPEAKER: Very serious matter, but against the rules. (Interruptions). It should be according to the rules. Abide by the rules and raise the matter according to the rules. All of us are bound by the rules and you must be allowed to talk only according to the rules.

SHRI SATISH AGARWAL (Jaipur): Only the other Members cannot ask the questions. But there is no provision with regard to interruptions.

MR. DEPUTY-SPEAKER: No. Interruptions also shall not be permitted in the Calling Attention.

SHRI SATISH AGARWAL: Interruptions are never permitted. Interruptions are interruptions. I am speaking in English, not in Hindi.

MR. DEPUTY-SPEAKER: Interruptions also shall not be permitted. Ordinarily they are not permitted. Then the Calling Attention will lose its flavour and colour.

(Interruptions)

SHRI SATISH AGARWAL: Sir, this is not fair that it will not go on record and you expunge such remarks from the records.

MR. DEPUTY-SPEAKER: Not like that. Supposing anybody wants to interrupt...

(Interruptions)

SHRI SATISH AGARWAL: Interruptions are never expunged from

the records. They are never taken off from the proceedings. You should allow recording of what is happening in the House. Such things are never expunged from the records. They are not unparliamentary, they are not undignified, they are not irrelevant also.

MR. DEPUTY-SPEAKER: Will you not listen to me? (Interruptions). Supposing anybody wants to talk. Should he not take my permission?

SHRI SATISH AGARWAL: No permission is required.

MR. DEPUTY-SPEAKER: Unless they take permission, I cannot allow. (Interruptions)

SHRI SATISH AGARWAL: If you are laying down that for interruptions we are to seek permission—do you say that for interruptions we should seek your permission?

MR. DEPUTY-SPEAKER: Then only you can get a good reply. But three or four persons getting up and putting questions is not good. (Interruptions). As a matter of fact, the hon. Member came and asked me that he wanted to say something in the Calling Attention. I told him that when the Bill comes up, he can speak. He has already contacted me and I have already told him that it is not proper. Now the Minister will continue.

SHRI RASHEED MASOOD (Saharanpur): Interruptions never require your permission and you should not give your ruling like this because interruption is always without permission.

श्री राजनाथ सोनकर शास्त्री : एक लोकसभा के मैंबर की जिन्हीं से यादा ब कर क्या यह इंटरप्शन है ?

(Interruptions)

MR. DEPUTY-SPEAKER: You were good enough to come and approach me and you wanted to say something. I told you that you cannot say anything in the Calling Attention.

You can speak on the Bill. This was agreed. (Interruptions). I am not permitting you. Mr. Minister, you may reply now. (Interruptions). I am not permitting. Mr. Agarwal asked, and I have told him.

श्री पी० सी० सेठी : मार्क अप जैसा शास्त्री जी ने कहा वह दो सौ प्रतिशत मुनाफे की दृष्टि से नहीं है बल्कि हाथी कमेटी की रिपोर्ट के आधार पर मैनुफेक्चरर का दस या बारह प्रतिशत जो मार्जिन रिकोर्ड हुआ है वह है श्री० उसके अलावा प्रोमोशनल एक्सपैसिस हैं, उसके अलावा आउटवर्ड ट्रेड डिस्ट्रीब्यूशन, पैकिंग चार्जिंग वर्गीरह उस में दिये गये हैं। जैसा मैंने हाल ही में कहा कि जो वर्तमान प्राइस रिवीजन है, यह चूंकि 1979 में पैट्रोलियम प्रोडक्ट्स और पैट्रोलियम के भाव बढ़ जाने के आधार पर बी० आई० सी० पी० द्वारा निश्चय किये गये हैं, यह कहना कि बी० आई० सी० पी० में बैठे हुए लोग इजारेदारों की सिफारिश करते हैं, यह बी० आई० सी० पी० के साथ बहुत बड़ा अन्याय होगा। यह बहुत अच्छी तरह से अध्ययन करके सिफारिश करते हैं। यदि किसी मामले में शास्त्री जी कोई ठोस प्रमाण उपस्थित करें कि बी० आई० सी० पी० ने प्राइस की सिफारिश गलत की है, अगर वह अध्ययन करके कहें तो मैं जरूर उनके अध्ययन का स्वागत करूंगा और उसकी जांच कराउंगा और अगर बी० आई० सी० पी० ने कोई गलती की होगी तो मैं उसका ध्यान रखूंगा, लेकिन जैसा मैंने हाल में कहा कि यह मार्क्स-अप पुराने तथ किये हुए हैं, उनके बिनाह पर हमारे पास भारतीय उत्पादनकर्ता और विदेशी उत्पादनकर्ता दोनों की यह मांग आई है कि यदि वर्तमान मार्क्स-अप ही रखे गये और 1979 और 1980 के जन में जो प्राइस एक्सक्लेशन हुआ है, उनको ध्यान में रखते हुए भी यही मार्क्स-अप रखे गये, तो उनको यादा होगा। हमने उनको

[श्री ए० स० स० सेठी]

कहा है कि केस-वाई-केस वह हमको बतायें कि वर्तमान मार्कस-अप रखने से प्राइस रिवीजन करने के पश्चात् भी उनकी कीमतें जो वर्तमान में हैं, उससे ज्यादा कम आ जायेंगी। वर्तमान प्राइस रिवीजन में यही नहीं है कि केवल कीमतें बढ़ने वाली हैं, इससे कुछ चीजों की कीमतें घटने वाली भी हैं? खासतौर से सवाल यह है कि बेसिक ड्रग्ज की कीमतें बढ़ने की आवश्यकता थी, काफी मात्रा में बेसिक ड्रग्ज को हमको बाहर से मंगवाना पड़ता है और कुछ फार्मूलेशन भी आये हैं और इसीलिये देश में दवा की व्यपत के बढ़ते हुए नज़रिये को देखते हुए यह जरूरी मालूम होता है कि देश में दवाओं के उत्पादन को तेजी से बढ़ाया जाये और खास तौर पर विदेशी कंपनियों पर यह जोर डाला गया है कि वह फार्मूलेशन के साथ-साथ बेसिक ड्रग्ज भी बनाये और वह बेसिक ड्रग्ज भारतीय उत्पादनकर्ता जो दवाओं के हैं, उनको दें। मैं माननीय सदस्य को यह आश्वासन देना चाहता हूँ कि जहां तक लाइफ सेविंग ड्रग्ज का सम्बन्ध है उसमें पब्लिक सैक्टर की आम को बढ़ाने की निरन्तर कोशिश है।

कई राज्यों में पब्लिक सैक्टर की कंपनियों को खोल दिया गया है और कई राज्यों बिहार, मध्यप्रदेश, महाराष्ट्र में अभी खोलने का प्रोग्राम है। कुछ राज्यों में राज्य सरकार के साथ ज्वायन्ट सैक्टर में खोलने का प्रोग्राम है। इस प्रकार से हमारी पूरी कोशिश है कि लाइफ सेविंग ड्रग्ज में यह करें।

जहां तक इम्पोर्टेड ड्रग्ज का ताल्लुक है, जहां भी अच्छी दवाएं मिलती हैं,

वहीं से आम तौर पर लोग मंगाते हैं। हमारे कहने का तात्पर्य वह नहीं कि सोशलिस्ट कंट्रीज में अच्छी नहीं मिलती है, मगर हमारे पास भी दवाओं का जो उत्पादन है, उसका कुछ हिस्सा सोशलिस्ट कंट्रीज में एक्सपोर्ट होता है।

जो हमारी दवाएं आई० डी० पी०, एल० की है, वह हमारे मित्र राष्ट्र हमसे खरीद रहे हैं। मैं शास्त्री जी को आश्वासन देना चाहता हूँ कि अच्छी दवाये जहां से भी उपलब्ध होंगी, हमारी बराबर इस बात की कोशिश होगी, चाहे सोशलिस्ट कंट्री हों या दूसरे कंट्री हों, वहा से उनको बराबर मंगाया जाये। मैं फिर से आश्वासन देना चाहता हूँ कि विदेशी कंपनियों को बढ़ावा देने का प्रश्न ही पैदा नहीं होता।

हाथी कमेटी ने अपनी रिपोर्ट में जो सिफारिश की है कि हरेक कम्पनी की इकिवटी 40 परसेंट पर रहेगी, उसको बराबर कार्यान्वित किया जायेगा। अधिकांश कंपनियों के लिये कर दिया गया है, शेषे के लिये उनको शीघ्र लागू किया जायेगा।

जहां तक टैक्स का सवाल है, माननीय शास्त्री जी दोहरी नीति अपना सकते हैं। एक तरफ तो राज्य सरकारों से मांग करते हैं कि अधिक से अधिक काम खोलें, अधिक से अधिक निर्माण का काम करें और दूसरी तरफ राज्य सरकारों के जो सीमित साधन हैं, आप के श्रोत हैं, उनको भी काटना चाहते हैं। यह विषय राज्य सरकारों के विचार करन का है, हम इस पर कुछ नहीं कह सकते।

12.44 hrs.

COMMITTEE ON PRIVATE MEMBERS' BILLS AND RESOLUTIONS
NINTH REPORT

SHRI RASHEED MASOOD (Saharanpur): I beg to present the Ninth Report of the Committee on Private Members' Bills and Resolutions.

12.44 hrs.

CHIT FUNDS BILL.*

THE MINISTER OF FINANCE (SHRI R. VENKATARAMAN): I beg to move for leave to introduce a Bill to provide for the regulation of chit funds and for matters connected therewith.

MR. DEPUTY-SPEAKER: The question is:

"That leave be granted to introduce a Bill to provide for the regulation of chit funds and for matters connected therewith."

The motion was adopted.

SHRI R. VENKATARAMAN: I introduce the Bill.

12.45 hrs.

MATTERS UNDER RULE 377

(i) **U.S. COURT'S DECISION TO SEND A SWINDLER TO SERVE HER SENTENCE IN INDIA.**

SHRI BAPUSAHEB PARULEKAR (Ratnagiri): Under Rule 377, I make the following statement.

A court in the United States has given a decision to send a swindler to serve her sentence with poor people of India.

The court of Milwaukee (Wisconsin), sentenced 50 year old Alice Dean to three years in prison for swindle, but at her Lawyer's insistence, the judge ruled that instead, she should be sent for three years to India to

work with poor Indian children at one of the American charity missions.

Such is the notion of American Lawyers and Judges about India, her great and proud people which produced for the world immortal works of culture and art. This cynical and insulting attempt of the American justice dealers to treat India by their discretion deserves to be condemned. Some countries in the world have sharply criticised this decision of U.S. court but unfortunately the Government of India has not yet given its reaction upto this day. It is learnt that Alice Dean would be allowed entry visit to India by giving her a visa.

I request the Hon'ble Minister to make a statement in the House on this issue and state as to whether Government has taken any action or expressed any reaction and if not the reasons for not taking any steps. If the action has not so far been taken I request the Government to state as to what action Government propose to take and whether visa would be given to Alice Dean.

(ii) **PRODUCTION OF SALT IN ORISSA**

SHRI CHINTAMANI PANIGRAHI (Bhubaneswar): Under Rule 377, I am making the following statement:

The consumption of salt in Orissa is nearly 2.50 lakh tonnes—2 lakh tonnes for human consumption and the rest for industrial consumption. By the end of 1989 the requirement for human as well as industrial consumption would be of the order of 7.50 lakh tonnes. As regards the existing consumption of 2.50 lakh tonnes of salt, the production in Orissa is only 70,000 tonnes. This huge shortfall is met by imports from other States. Orissa depends on Andhra Pradesh and Maharashtra. Due to non-availability of rail wagons, the supply of salt in the State is erratic and the price unstable. There is vast scope to increase the production of salt in Orissa. The

*Published in Gazette of India, Extraordinary, Part II Section 2, dated 20-11-1980.

[*Shri Chintamani Panigrahi*]

state offers vast scope for its development. A large acreage of land is available and can be brought under salt production in the coastal districts of Balasore, Cuttack, Puri and Ganjam. This has been proved by a recent survey of the Regional Research Laboratory. When the proposed additional areas are brought under salt production, it will not only make the State self-sufficient but also provide employment to more than 30,000 persons.

I urge upon the Central Government to provide assistance to the Orissa State Government in the matter of setting up testing laboratories, provide technical guidance, grant licence and take all other necessary steps for salt development programme in Orissa.

I hope the Ministry of Industrial Development will take necessary steps immediately to fulfil the need of this essential commodity for the people of Orissa.

(iii) **SUPPLY OF CR SHEETS TO STEEL MANUFACTURES IN TAMIL NADU**

SHRI C. T. DHANDAPANI (Polachchi): Under Rule 377, I am making the following statement.

Non-supply of C.R. sheets to Steel Furniture Manufacturers in Tamil Nadu particularly in Coimbatore District crippled the production resulting in throw out of thousand of employees from their job. SIDCO a Tamil Nadu Government undertaking is a sole agency for supply of C.R. sheets to the small units. For the last six months the above Corporation did not supply the sheets, virtually the supply is stopped. The Steel Furniture Manufacturers have to procure sheets in the open market which is generally available at higher prices. The manufacturing cost goes up, ultimately the poor consumers have to bear the burden. It is a sorry state of affairs to say that the Steel Authority of India discriminates in allotting the quota to Tamil

Nadu. Very negligible i.e. 3.2 per cent is supplied to small units in Tamil Nadu. I request the Minister of Commerce to see that this kind of partisan attitude of Steel authorities be stopped immediately and to supply reasonable quantum of CR sheets to Steel Manufacturers in Tamil Nadu and to save the above industry from closure.

(iv) **MICA INDUSTRIES IN BIHAR**

श्री रीतलाल प्रसाद बर्मा (कोडरमा): बिहार प्रदेश के अन्तर्गत अध्रक खनिज क्षेत्रान्तर्गत स्थित अध्रक उत्पादन एवं निर्यात की मद्देस पुरानी सबसे बड़ी कम्पनी—मेसर्स मी० प८० आई० लि० एवं ईस्टर्न मैग्नीज एवं मिरनन लि० आज हाईकोर्ट कलकत्ता द्वारा नियुक्त रिसीवरों द्वारा गाजर मूली के दर पचासों करोड़ों की जांच एवं अचल मम्पत्ति निलाम की जा रही है।

पंजाब नेशनल बैंक का लगभग 80 लाख रुपये मात्र कम्पनी पर बकाया है। कम्पनी की सम्पत्ति पचास करोड़ से ज्यादा की लागत की होगी। कम्पनी मैनेजमेंट की अव्यवस्था एवं पूँजी को 6 अन्य सिस्टर माइक्रो कन्सन्स में दुर्विनियोग करने से उत्पन्न स्थिति से आज 9000 स्थायी (कोमचांच) गिरिडीह तिसरी झुमरीतलैया, आदि स्थानों के कारखानों एवं अध्रक खानों में कार्यरत मजदूर बेकारीप्रस्त हो गये हैं। इस कम्पनी में 30,000 होम अस्पलीटर्स तथा अप्रत्यक्ष रूप से 40,000 लोगों की रोजी रोटी खत्म हो गई है। मध्दी भुखमरी के कगार पर है।

इस सन्दर्भ में थ्रम मंत्रालय, कानून एवं कम्पनी मामलों के मंत्रालय एवं खान मंत्रालय का ध्यान 1976 से ही मजदूरों के प्रतिनिधियों एवं जन प्रतिनिधियों द्वारा बार बार ध्यान आकर्षित किया गया है तथा कई बैठक भी ली जा चुकी हैं।

इस कम्पनी को, उसकी चल-श्रवल सम्पत्ति से बकाया भुगतान करके भी बहुत अच्छी तरह चलाया जा सकता है। सैकड़ों वर्गमील में सैकड़ों अब्रक खाने वन्द हो रही हैं जबकि खनिज सम्पत्ति काफी मात्रा में है। सम्पत्ति कम्पनी के एक निदेशक वा पत्र मध्ये अधिकारियों एवं पुलिस आदि की मिली भगत से खनन श्रमिक सहकारी समिति बनवाकर लाखों रुपये प्रति मप्ताह अर्जन कर रहा है। नूट ही नूट चल रही है अतः मैं कानून एवं कम्पनी मामलों के मंत्री का ध्यान आकृष्ट करते हुए आग्रह करना चाहता हूं कि इस बीमार कम्पनी को अधिग्रहण करके इस धेन के हजारों श्रमिकों को भूखों मरने से बचाव तथा अब्रक उत्पादन के टप्प होने से राष्ट्र को हो रही विदेशी मुद्रा की क्षति को रोके।

(v) STEPS TO SAVE DESTRUCTION OF STANDING CROPS BY PEST INFECTIION IN MONGHYR AND PATNA DISTRICTS OF BIHAR

श्रीमति कृष्ण साही (बगुसराय) : बिहार के मुंगेर एवं पटना जिले में बड़-हिया, लखीसराय, शेखपुरा, वरविद्या एवं मोकामा पण्डारख में तकरीबन एक लाख से डेढ़ लाख वर्गमील में लगी फसल को कीड़े के भीषण प्रकोप ने नष्ट कर दिया है। दवा के छिड़काव का प्रभाव नहीं पड़ रहा है। परिणामस्वरूप किसानों की आर्थिक स्थिति भयंकर रूप से प्रभावित होने की सम्भावना है। लाखों रुपये की क्षति हो रही है और भविष्य में भी होती जायेगी। सरकार से अनुरोध है कि इतने बड़े पैमाने पर क्षति को रोकने के लिये हवाईजहाज से दवा के छिड़काव की व्यवस्था करे।

(vi) SHORTAGE OF ESSENTIAL COMMODITIES IN TRIPURA.

SHRI AJOY BISWAS (Tripura West): Tripura is situated in the re-

motest corner of the country. Tripura is linked by road and rail through Assam. Due to lack of communication and remoteness, there is constant shortage of essential commodities in Tripura. Now the agitation in Assam has made the situation more complicated. Sometimes the movement of foodgrains and essential commodities is totally stopped due to the current agitation in Assam, causing great hardship to the people of Tripura. Vehicles are off the road, construction works have suffered and people in general are faced with acute shortage of essential commodities. Because of this, the economy of the State is crippled. Besides this, the bottleneck of the movement of wagons and delay in allotment of wagons make the situation worse. Normally it takes one month for the booked wagons to reach Agartala. The Railway authorities cause inordinate delay in finalising the allotment of wagons for Tripura. Recently an incident happened which will make it clear that, except 36 M.G. Wagons, no salt wagons were despatched against the monthly allotment of 1100 M.T. for Tripura State from July, 1980 onwards. This has resulted in an acute shortage of salt in Tripura. Buffer stock of salt has been exhausted and the delay in allotment of wagons has made the situation worse. It is a common feature in every year that Tripura cannot lift a substantial portion of the allotted quota of essential commodities and building materials due to the non-availability of wagons. In these circumstances, I request the Government to allot wagons to Tripura on priority basis without further delay so that the State Government may be able to lift the allotted essential commodities and building materials timely.

12.58 hrs.

BENGAL CHEMICAL AND PHAR-
MACEUTICALS WORKS LIMITED
(ACQUISITION AND TRANSFER
OF UNDERTAKINGS) BILL—Contd.

MR. DEPUTY-SPEAKER: The House will now take up further consideration of the Bengal Chemical and Pharmaceutical Works Limited (Acquisition and Transfer of Undertakings) Bill.

SHRI CHITTA BASU (Barasat): Sir, I rise to support the Bengal Chemicals and Pharmaceutical Works Limited (Acquisition and Transfer of Undertakings) Bill, 1980. So far as the object of the Bill is concerned, it is commendable. If you go through the statement of Objects and Reasons it will be evident that the Government propose to have this legislation in order to subserve the interests of the general public by augmentation of production and distribution of different varieties of pharmaceuticals and chemicals which are essential for the needs of the general public. Therefore, the public purpose for which this Bill has been brought forward is clear and I think it would have the support of the entire House.

Apart from this public purpose for which the Bill has been brought forward, there are other aspects also...

MR. DEPUTY-SPEAKER: You can continue after Lunch.

The House stands adjourned till 2.00 p.m.

12.59 hrs.

The Lok Sabha then adjourned for Lunch till Fourteen of the clock

The Lok Sabha re-assembled after Lunch at Six Minutes past Fourteen of the Clock.

[**MR. DEPUTY-SPEAKER in the Chair**]

BENGAL CHEMICALS AND PHAR-
MACEUTICAL WORKS LIMITED
(ACQUISITION AND TRANSFER
OF UNDERTAKINGS) BILL—Contd.

Chitta Basu.

SHRI CHITTA BASU (Barast): Sir, as I was saying before Lunch, this Bill is a step in the right direction. There are certain shortcomings in the Bill which I would like to point out. I admit that the Bill is a step in the right direction because our pharmaceutical and chemical industries,—particularly, the manufacture of drugs are being controlled by multi-nationals and this stranglehold of the multi-nationals over this very vital sector of our economy is not only injurious for the cause of the country's sovereignty but we are also paying a heaviour and a higher cost for the drugs.

Today, in the morning, it had been pointed out by a large number of our friends that the scarcity of life-saving drugs and high prices for the bulk drugs are causing many hardships to the people of our country. The only way to get rid of this stranglehold of the monopolists, particularly, the multi-nationals, is to further strengthen the public sector in the manufacture of drugs, chemicals and pharmaceuticals. Having regard to this aspect of our economy in view, I consider that the step of nationalising the Bengal Chemicals is highly commendable and I welcome the Government's measure in this respect. It is in the context that this unit has been taken over in order to further strengthen the public sector in the manufacture of drugs, that particular object should not be ignored at any point of time.

Secondly, I trust that the hon. Minister has taken up this measures in recognition of the great role played by the Bengal Chemicals during the Swadeshi movement of our country. I am sorry to point out however that some hon. Members of this House have barely equated this with certain commercial enterprise—profit-seeking private enterprise—and have

spoken against the principle of taking over itself.

It is for them to have their own judgement. But I feel it is part and parcel of the national struggle of our country. Many freedom-fighters were the employees of this factory and they were imbued with the idea of spreading the idealism of 'Swadeshi' in our country. It is in the fitness of things that Government has taken steps to recognise that great role played by Bengal Chemicals and its founder Acharya Profulla Chandra Roy.

Having said this I want to draw the attention of the hon'ble Minister to certain peculiar elements which have crept into the Bill itself Sir, you are aware that there is a 'doctrine of pleasure' in our Constitution—Article 310. This 'pleasure doctrine' is a havoc. It is not only a heritage of the British Imperialism but is injurious for democracy. On an earlier occasion I had dwelt at length on it. On the basis of this doctrine the Governors are dismissed. Then this is even used to deal with the trade union movement of the Central Government and State Government employees.

Sir, whatever might have been the historical reason for incorporation of this doctrine in our Constitution never has it happened that this 'pleasure doctrine' gets place in the body of a Bill. Sir, you will be surprised to find that this Bill with such a commendable objective of nationalising a pharmaceutical and chemical industry has carried in itself that injurious and pernicious 'doctrine of pleasure'. On page 7 you will find 'hold office during the pleasure of the Central Government'. Then in relation to the appointment of custodian or custodians or a company, the Government is also suffering from indecisiveness—indecisiveness in respect of how to manage this newly taken-over unit. They want that there may be a custodian, there may be custodians and there may be also a company.

Sir, at this stage I want to say that it is not necessary to appoint a custodian. It is not necessary to appoint

custodians. Why should you not appoint a government company to become the custodian for the time being! Sir, in the matter of appointment of custodians, the basic idea is that they only want to appoint somebody who enjoys their confidence, their pleasure and do things at their bidding. This is only an opportunity which is provided for them to resort to political appointments. So, Sir, this is the very disquieting feature of this Bill which I wish to point out. Therefore, I do wish that the Government would reconsider this issue even at this late stage and take a firm decision with regard to the question of appointment of Custodians or the Custodian of a company. This is my first point. So far as my personal view is concerned, I am in favour of appointing a Government company to become the Custodian rather than separate custodian or custodians because this only leads to political appointments which may lead to further deterioration and mismanagement of the company. This Bill provides that the custodian will remain in office so long as he enjoys the pleasure of the Central Government. This is a most injurious aspect in the whole Bill.

MR. DEPUTY-SPEAKER: It seems that you are much allergic to the word 'Pleasure'. You hold office at the pleasure of the people of India.

SHRI CHITTA BASU: But here it is a question of the people. There it is a question of the pleasure of the Congress-I, the President and the Prime Minister.

MR. DEPUTY-SPEAKER: Why be so much allergic to 'Pleasure'?

SHRI CHITTA BASU: No, I am not allergic, Sir.

MR. DEPUTY-SPEAKER: Is it because of old age?

SHRI CHITTA BASU: There is another example of indecisiveness on the part of the Government. Somewhere in the body of the Bill it says 'Company—existing company or a new company'. Actually it shows that the

[Shri Chitta Basu]

Government has not decided its mind. —whether there will be a new company for this purpose or not, or whether the existing company will be allowed to be retained. Therefore, Sir, here is another point of indecisiveness in the matter of Government's position with regard to the Bengal Chemical Industries.

My next point is this: I could very well appreciate the concern of the Government regarding the welfare of the workers and employees who are employed in this unit today. What this Bill assures is merely the carrying on of the *status quo ante*. As my friends have pointed out, the Bengal Chemical Works have been the pioneers in the field of our Swadeshi Movement. The employees were not paid adequate wages at that time. Their wages were comparatively low. The employees worked there getting these low wages only because they had the idea of serving the motherland, serving for the welfare of the country. Therefore it is that they did not clamour for higher wages. They took it as a part of their life's mission and worked there. That being the case, the wage-level of the Bengal Chemical Workers were very much below the level of wages enjoyed by the Chemical, Pharmaceutical and drug industries in other parts of the country,—including those of West Bengal, I may point out. Therefore, disparity in wage-level exists today even. My respectful submission is that this Bill does not provide anything with regard to the matter of giving proper consideration to that aspect.

I would request the Government to see that when this Company is being taken over by the Government, they should see to it, that this Company becomes a Central Government Undertaking, that it becomes a unit at par with other Drug, Chemical and Pharmaceutical units under the Central Government. There should not be any disparity in wages between these employees and others similarly placed, for example, that of the I.D.P.L. and

so on. Would the Government give this assurance to the House? This is my submission. And then, lastly, I wish to say this much. As I have stated already, it is no doubt, a step in the right direction. This Bengal Chemical Works has got enough opportunities and potentialities for further development. And this can be achieved only if the Government takes vigorous steps in the matter of further modernisation of this unit; and by this way only this unit can become a nucleus for further development of the pharmaceutical industry in the north-eastern and eastern regions of the country as a whole. What is needed today is that they should have a comprehensive project in the matter of developing it, expanding it, modernising it, and converting it into a nucleus for the development of the pharmaceutical industry for the entire region.

Lastly, it has been pointed out that even after the management was taken over by the Government about two years ago, the company did not or could not earn any profit. That is a minus point and this is due to the fact that the Government did not cleanse the management itself. Many superannuated officers, many inefficient and corrupt officials were there. Having regard to that, the Government should see that a new management is brought in with men of energy, dynamism, persons who are incorruptible, who have got vision and commitment to the public sector philosophy. Instead of that if merely somebody is inducted there for the pleasure of someone, then that management cannot rise to the occasion and really act in a manner which is required in this particular respect.

With these words, I conclude and I hope that the hon. Minister would favourably respond to my suggestions.

SHRI BAPUSAHEB PARULEKAR (Ratnagiri): Mr. Deputy-Speaker, Sir, according to the Statement of Objects and Reasons, four grounds are mentioned as to why the Government felt it necessary to acquire this parti-

cular company. It has been mentioned that the company began to show steady decline and the commercial activity of the company stagnated from 1969-70 to 1971-72. Though it showed an upward trend till 1974-75, it started declining thereafter. Lastly, it is mentioned that the company was also mismanaged and, therefore, on 15th December, 1977, the Central Government took this particular concern for management. These are the reasons why the Government has come up with this Bill for acquisition of this company.

Now, if the grounds which are mentioned in the Statement of Objects and Reasons are true, real and genuine, I do support the Bill, but after going through the Bill, I have my own doubts as to whether these grounds are genuine and whether this Bill is a very clean bill. *Prima facie*, one feels that there is nothing in this Bill about which one could say something, but after going through the Bill, I feel that there are many things which this House should consider very seriously. It is mentioned that the original company was not properly managing the business. But I would like to ask the hon. Minister what the position is after the Government company came on 15th December, 1977. From 15th December, 1977 up to this day, nearly a period of three years has elapsed. There is no mention whether this Government company to whom the management of the original company was given did manage the business properly. I was expecting a statement to that effect during the speech of the hon. Minister, but no reference to it was made.

Secondly, was this company during these three years running at a profit and what was the commercial activity? In the absence of it, it is difficult for me to endorse clause 6 of the Bill. Clause 6 of the Bill mentions that after the acquisition, this very company will again be vested in the com-

pany which is running the affairs of the company for the last three years. In my submission, if this Government company which took over in 1977 was running this original company in profit, was managing the properties rightly, there were no losses, why did the Government feel the necessity of this Bill? And if, according to the Government, this company was not properly managing the state of the original company and not doing business properly why under Section 6, a provision is made in this Bill that after the acquisition, this very company will be vested in the existing company, for, we find on page 5 that the "Government shall vest in this existing company on the date on appointed date"? So, two points are there. If the existing company was not properly managing the properties because of which you are acquiring the property, it does not stand to reason that you should again vest the property in that company. And if the existing Government company was properly managing the company, the need for acquisition does not arise. I would, therefore, request the Honourable Minister to reconcile these two points and explain to this House as to why he felt the need and necessity for bringing this particular legislation.

Sir, the interesting point is that it seems, reading Section 7 of the Bill or Clause 7 of the Bill, there is something before the eyes of the Government.

Sir, Section 7 mentions that the Government may even form a new Government company and vest original company in the other company. What is this? Have you before your eyes certain panel of persons who are to be appointed to the new company? You want to create a new company. Why this existing company and new existing company? Have the original existing company which came to take up this particular thing in December, 1947, given them the entire management? Why this Section 6 and Section 7? I would, therefore,

request the Honourable Minister to explain why this new company, existing Government company and not the custodian, of course, to which I would come later.

Sir, the second point and a very important point is that the Government wants us to see a clause by which we are to burden the exchequer to the tune of Rs. 5.02,76,000. I respectfully submit for the Government and the Honourable Minister to lay on the table of the House a report as to who made this valuation, to circulate to all the Members the report on what basis we are to say 'yes' to this particular clause. It may be Rs. 10 crores, it may be Rs. 2 crores, but only because the statement is made that this particular property is worth Rs. 5,76,00,000.

Sir, speaking about the Bill, my friend said that we have no resources. We are wasting money like this. Mr. Basu it may be Rs. 10 crores. You may get more money. There must be satisfaction, before the vote, of testing properly and disbursing the grant of the Government of India. Without any date before us only because of this acquisition, the company is valued at Rs. 15 crores and 76 lakhs and we have to pay Rs. 2,000 per month from 1977. I respectfully submit that it will be very difficult. We are answerable to the people. People ask me after I go back to the constituency "On what basis you sanctioned Rs. 6.5 crores?" and I will have no answer to give. Therefore, when you come with a Bill of this particular type, it is absolutely necessary for the Government, Sir, to inform us about the details of this.

Sir, the last interesting point to which I would like to make a reference is that the Government had extinguished all the liabilities of the previous company, and also of mortgages, everything. I have nothing to say about it. But, in Clause 3 you

and Trans. of Undertakings) Bill

will find that the dates prior to 1st of April, 1979 are extinguished. How you have found out this particular day? Are there any favourite creditors of Government after 1st April, 1979? Who are these people. How many people are there? What is the amount? I would request the Honourable Minister to inform this august House as to what is the amount that is to be paid by the company to the creditors from this particular date, who are the creditors to whom the money is to be paid and how you have come with this date, the 1st of April, 1979, and not second day of April?

Sir, a reasonable suspicion arises in the minds of prudent men that there must be something fishy that some persons are to be obliged because their debts are not to be extinguished, their money is to be paid, the money that is prior to 1st April, 1979, is not to be paid. I, therefore, respectfully urge the Honourable Minister that it would have been better for him to come with this information.

I, therefore, respectfully urge the hon. Minister that it would be better for him to come with all the information. At least, it was expected that he should have given us all the data in his speech. Now, I would request him that in his reply he should tell us about this particular point of view. If these things are explained in his reply, I support this particular Bill.

SHRI K. MAYATHEVAR (Dindigul): Mr. Deputy Speaker, I, on behalf of my party, support this Bill. The Bill has been introduced in the larger interest of the public in India. The population increases in geometrical proportion. The disease also increases in geometrical proportion. Every day, we find a new and wonderful disease in India and elsewhere. The manufacturing companies are manufacturing various medicines. They also go in increasing by leaps and bounds. The poor man is becoming poorer and poorer. It is my duty

to say and point out to the government that a poor man in the street and especially in rural areas is unable to purchase or afford to purchase life-saving drugs and costly medicines. In many local newspapers and national newspapers, day-in-and day-out we are reading so many news items that poor men are dying since they could not afford to purchase costly drugs. Therefore, I plead with the government to take full control on fixation of prices of all drugs and medicines whether they are manufactured or prepared by our nationals or our countrymen or by multinationals or foreigners.

In so far as reduction of prices is concerned, in view of the increase in population and less of production, I don't think in the present state of affairs, the government could reduce the prices considerably to enable the public to purchase costly drugs, life-saving drugs and other medicines. Therefore, I request the government earnestly to produce more, encourage production of these medicines; and by not allowing private monopoly companies, they should still produce more.

In the Janata Government, we were aware that only 40 per cent of the multi-national companies were proposed or attempted to be nationalised. I request this government, competent government—so far as we are concerned, we think and hope that this government is able and capable to do it—to nationalise all the companies irrespective of multi-nationals or national companies. That is the only solution to produce more drugs and medicine. In this way, the government can afford to bring more drugs and medicines in the market and reduce the price and meet the demand of the public. In the Janata regime, when our friends were sitting here we were also making the same demand to the Janata Government when the recommendations of the Hathi Committee were presented by the House. During Janata regime, 40 per cent of

the multi-nationals were nationalised. Now, what about 60 per cent of the multi-nationals? The rest of the non-nationalised companies should be nationalised. Then only we can have a chance, an opportunity and the capacity to reduce the prices of these medicines and can enable the poor man to purchase these medicines.

We are told that prices are controlled by the Health Department. I would like to suggest to them that this theory that population increases by geometrical proportion which was there 200 years back is applicable even now. We should try to control the birth-rate. First of all, without controlling the birth-rate, whoever may be in the power, whether it is your government or myself or anybody else, whichever government comes or even if the devil comes, nobody, can control the prices which are going up like a rocket in the air. First of all, you must use all the machinery which you have used in the 20-point programme in 1976 unequivocally. You have declared the National Security Act. But the provisions of that Act are not applied to control not only the prices of medicines and pharmaceuticals but also the prices of cloth and other essential commodities. All these things are going on. People ask not only the Tamilnadu Government but also this government; our government is being questioned by the public and it is our bounden duty to reflect the opinion of the masses of workers and poor class people.

Adulteration is a crime which is more heinous than even the crime under 302 IPC. 302 covers cases where one fellow murders another fellow; two families or a few families may be involved in the murder case; a few families may be spoiled or destroyed. But if one commits adulteration, it is an offence against humanity; it is against national and international law. We are going to the doctors in hospitals and they give prescriptions

[Shri K. Mayathevar]

but if due to adulteration patients could get only poison from the stores and pharmaceutical shops, it is a very heinous crime. In 1976-77 you introduced a Bill to give penalty for adulteration, life imprisonment, 14 years. Now we are pleading repeatedly for death sentence for adulterators. I request the government to nationalise all the multinationals and the monopolies.

Stringent action should be taken against officials who have committed certain irregularities, want only did misappropriation in Bengal Pharmaceuticals. Hon. friends said some important points about this Bill from the bottom of their heart. Five crores are paid to that company. That amount should be spent by the Central Government in consultation with the state government. It should not be allowed to be paid by the custodian; it may be a politician or some bandicoot who spoiled that company. Old bandicoots should not be allowed to touch a simple pie. It is not your money or the Chairman's money; it is the money of the toiling masses. Therefore, you must take the utmost care to control this company by direct control in consultation with the state government. With these words, I support the Bill.

SHRI SOMNATH CHATTERJEE (Jadavpur): We have supported this; no doubt about it. We have seen that immediately after the government takeover of the management, there was considerable improvement in the quantum of production and in the management efficiency. But recently there have been complaints of decline in the efficiency. I am sure after nationalisation, proper attention will be paid to the organisation. I wanted to know from the hon. Minister that so far as IDPL projects were concerned, at one time a decision was taken that in that part of India where pharmaceutical industry is almost non-existent except for one or two units which had become sick, the IDPL units would be set up in West

Bengal and land had been made available in Kalyani, sufficient quantum of land. I would like to know from the hon. Minister whether that project is still being pursued or it had been scuttled or shelved. It is an important matter. I would request the hon. Minister to kindly look into it so that the project is carried into effect. A very important demand of the people of that area can be met by that.

श्री राजनाथ सोनकर श/स्त्री (संझ-पुर) : आदरणीय सभापति महोदय बंगाल केमिकल्स की औषधियों के सम्बन्ध में यह जो बिल पेश किया गया है, मैं इस का स्वागत करता हूँ और साथ ही साथ मैं इस बिल के माध्यम से मंत्री जी का ध्यान इस ओर ले जाना चाहता हूँ कि औषधियों का निर्माण जिन्दगी का बहुत ही महत्वपूर्ण मामला है। ज्यों ज्यों हम तरकी करते जा रहे हैं, त्यों त्यों औषधियों की विचारधारा में भी परिवर्तन होता जा रहा है।

आजादी के पहले हम लोग जो औषधियां इस्तेमाल करते थे आज उनकी जगह बड़ी बड़ी औषधियां जो बड़ी बड़ी इंडस्ट्रीज में तैयार की जाती हैं ने ले लिया है। पहले जो यहा नहीं होती थी।- अर्थर्ववेद की सृचाओं में संघ पुष्टि पुर्नवाकाली मिर्च के बारे में स्पष्ट रूप से लिखा हुआ है कि यदि आदमी को सी वर्ष तक जिन्दा रहना है तो वह इन औषधियों का सेवन करे। लेकिन आजादी के बाद हम सब लोगों को सी वर्ष जिन्दा रखने के लिये अनेक दूसरी केमिकल, औषधियां निर्मित की जाने लगी हैं और अब हर आदमी उनका फायदा उठा रहा है। यह औषधियों के विचारधारा में बहुत बड़ा परिवर्तन हुआ है लेकिन इसके साथ साथ केमिकल इंडस्ट्रीज की भी अपनी विचारधारा में बहुत बड़ा परिवर्तन हुआ है।

केमिकल इंडस्ट्रीज जो मानव के जीवन के लिये औषधियों का निर्माण करती हैं और जिन्हे मानव वैसे के बल पर खरीदता है। कभी कभी यह सुना जाता है कि यदि डाक्टर किसी औषधि को लिखता है और पेशेन्ट बाजार में औषधि खरीदने के लिये जाता है या उसके परिवार के लोग जाते हैं तो वह औषधि बाजार में गायब पाई जाती है। वह औषधि या तो वहां होती ही नहीं। यदि किसी दवा वाले ने उसे छिपा कर रखा हुआ है तो वह उसका ब्लेक करता है और उसका चौंगुना पांच गुना दाम वसूल करता है। यहां तक कि कुछ औषधियों की जिनकी कि फैक्ट्री की किमत दो सौ रुपये होती है वे बाजार में दो-दो सौ रुपये तक में मिलती है। कभी कभी तो कम्पनियों द्वारा औषधियों में बड़ी भंयकर मिलावट भी कर दी जाती है।

गत वर्ष कानपुर का ग्लूकोज काण्ड पूरे देश में गूंज उठा था। ग्लूकोज जहां से लाया गया वहां उसमें ऐसी मिलावट की गयी कि उसको लगाते ही बीमार मौत के घाट उत्तर गये। यह बड़े आश्चर्य की बात है। इसका अखबारों में हल्ला मचा और इसकी उत्तर प्रदेश की विधानसभा में भी गूज हुई। उग काण्ड का क्या हुआ यह तो मंत्री जी हो जानें लेकिन उस काण्ड में 80-85 आदमी जम्हर मौत के घाट उत्तर गये और इस काण्ड को पूरा देश जानता है।

मान्यवर अभी मैंने आज से 22-23 दिन पहले एक डाक्टर की सलाह पर एक पेरीटन (Piriton) नाम की दवाई बाजार से खरीदी वह दवाई बनारस में पांडेपुर के एक बहुत बड़े मेडिकल स्टोर-एहसान मेडिकल स्टोर-से खरीदी थी। यह दवाई देश की एक प्रसिद्ध कंपनी ग्लेक्सो की औषधि है उसको खरीद कर जब मैं डाक्टर को उसे

दिखाने के लिए ले गया तो डांक्टर ने उसको हिला डुला कर देखा। दवा की उस शीशी में एक चीटा मौजूद था। यह ग्लेक्सो कम्पनी हिन्दुस्तान में ही नहीं विदेशों में भी दवाएं बेचती हैं और एक बड़ी लोकप्रिय कम्पनी है। मैं उस शीशी को जिसमें कि चीटा था, इस हाउस में पेश करूँगा। अब यह तो मंत्री जी ही जाने कि वे जाली दवाइयां हैं या असली हैं। मैं निवेदन करूँगा कि सरकार इसकी जांच करे। अभी इसकी सील भी नहीं टूटी है।

एक बात और बताना चाहता हूँ। मेरे एक मित्र ने डेढ़ माह पहले एक औषधि खरीदी। वह सूर्या मेडिकल लखनऊ द्वारा बनाई गई स्ट्रिट थी। उस बोतल को इस्तेमाल करने से पहले जब देखा गया तो उसमें मक्खी थी। वह भी मेरे पास इस समय मौजूद है। यह पता नहीं कि सारी इस प्रकार की दवाइयां बनारस में ही जा रही हैं या सब तरफ जा रही हैं। यह तो मंत्री जी ही बतला सकते हैं कि मंत्री जी मिलावट कर रहे हैं या सरकार ने इलेक्शन के लिये पैसा लिया है और यदि जनता सरकार के जमाने में यह मिलावट की गई है तो वह कांग्रेस सरकार के जमाने में कैसे आ गई? आशा है मंत्री जी इन सब बातों का उत्तर देंगे।

मैं सूर्या मेडिकल के बारे में बात कर रहा था। यह उत्तर प्रदेश की बड़ी प्रसिद्ध कंपनी है, जिसकी बोतल में मक्खी पाई गई है। सबसे अश्चर्य की बात तो यह है कि उस शीशी पर आबकारी डिपार्टमेंट के अधिकारी की मुहर लगी है और उसके सिगनेचर भी हैं। माननीय आबकारी मंत्री जी भी बैठे हुए हैं। वे आबकारी अधिकारी आई. ए. एस. पी., आई. पी. एस. होंगे। वे भी इसमें हिस्सेदार हैं।

[श्री राज नाथ सोनकर शास्त्री]

महोदय, यह इतना गंभीर मामला है। हम तो एक ससद सदस्य थे, हमने अपनी बात यहां हाउस में कही लेकिन देहातों में जो व्यक्ति होंगे, करोड़ों आदमी होंगे, जिनको इस प्रकार की मिलावटी दिवाइयां दी जाती होंगी, उनकी क्या स्थिति होगी? यह गंभीर मामला इस बिल से ज्यादा जरूरी है इसलिये मैं माननीय मंत्री महोदय से निवेदन करूँगा कि वे तुरन्त इन सब बातों पर ध्यान दें जिससे नाखों, करोड़ों आदमियों के साथ, उनकी जिदगों के साथ इस प्रकार का जो मजाक किया जा रहा है वह समाप्त हो।

महोदय, मैं विशेष इस बिल पर तो नहीं कहूँगा, लेकिन इस प्रकार की जो मिलावट कम्पनियों द्वारा की जा रही है उसके बारे में पुनः मंत्री जी से विनम्रता-पूर्वक अनुरोध करूँगा कि वे इसे देखें। इस संबंध में यदि आवश्यक हो तो हम भी वे शीशियां उनके सामने प्रस्तुत करेंगे। मंत्री महोदय यह पता लगाएं कि इस मिलावट में सरकार का हाथ है या किसी व्यक्ति विशेष का हाथ है या किसी पार्टी विशेष का हाथ है?

आपने मुझे समय दिया, धन्यवाद।

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI P. C. SETHI): I am very grateful to the hon. Members who have participated in the discussion on this Bill.

SHRI HARIKESH BAHADUR (Gorakhpur): Hon. Members say that I should support this Bill. I am supporting this Bill.

SHRI P. C. SETHI: Though it is very late.

Barring the exception of Shri Verma, who was opposed to the nat-

ionalisation of this Company, and for that matter to the word "nationalisation" itself, because he was of the opinion that nationalisation results in more losses and, therefore, nationalisation should not be resorted to, almost all the hon. Members who have stood up here have welcomed and supported the Bill, though of course they have pointed out the various defects and deficiencies which they have found in the Bill. I am thankful to Shri Mohammed Ismail, who has not only supported the Bill but, as the leader of the Company's union, has thrown open an invitation to me to visit this factory. I assure him that I would take the earliest opportunity to go there. . . (Interruptions) Now the invitation has been accepted, it would be difficult to withdraw it.

Coming to Shri Mulchand Daga, he has neither supported it nor opposed it, but he has not liked the general methodology of the Bill. He perhaps thinks that there is a ready draft available in all the Ministries, and that is put up here as a stereotyped Bill. He has pointed out that, according to the 1951 Act, the Government has the full authority to go into the affairs of the Committee, and that they should have done it much earlier. I do not know what he means, but if we go into the previous history of the Company, it was not doing badly. In the initial stages, as has been pointed out by various hon. Members, particularly from West Bengal, this Company has its foundation in the liberation movement of our country, and many of the employees of this Company have actively participated and helped the national movement. The very purpose of establishing this Company was a benevolent one, and that was to have the Indian pharmaceutical and drug industry established in that part of the country, which would provide the benefit of drugs and pharmaceuticals to Indians. Apart from manufacturing drugs and pharmaceuticals, it has also been making a hair oil.

SHRI SOMNATH CHATTERJEE:
Cantherdine also.

SHRI P. C. SETHI: Yes, Cantherdine.

Shri daga was asking for details about the shareholders of this Company. The total number of shareholders of this Company is 3096. The shares held by the Life Insurance Corporation and Government agencies are 7428 and the rest are held by the general public. The authorized capital of this Company was Rs. 1 crore and subscribed capital Rs. 79.95 lakhs. Some hon. members, including Shri Daga, suggested that the shareholders should be paid back. The accumulated losses of the Company before the Government took over the Company in 1977, amount to Rs. 2.70 crores. Therefore, had the Government not come to the rescue of the Company and taken over the undertaking on behalf of the Government to run it, not only the entire share capital would have been wiped out but, if the Company had gone into liquidation, nothing would have been obtained. So, as far as the money of the shareholders is concerned, unfortunately, the position is they have lost much more than what they have invested.

As far as the question as to why this Company went into loss after the take-over is concerned, this question has also been raised by Bapusaheb. As far as the loss of the Company is concerned, I have pointed out that after taking over, as has been pointed out by various hon. Members, the Company has done fairly well. The losses of this Company decreased in 1978-79 from Rs. 197 lakhs to Rs. 97 lakhs. In 1979-80 they again increased to Rs. 148 lakhs. But in this particular year, Rs. 57 lakhs had to be given as a wage increase and therefore, this position was obtained.

As far as the overall turnover is concerned, the Company did very well indeed and the turnover in 1977-78 was Rs. 422 lakhs which has now come in 1979-80 to Rs. 841 lakhs. Therefore, whatever has been pointed

with regard to the management after the take-over, I have not gone into the details as to how these losses have come, but I can say that the overall performance of the Company after the take-over had not been bad because more money was injected, running capital was given and cash credit was given and this total credit which the Company got from various institutions like the United Bank, the Industrial Reconstruction Corporation of India etc. comes to about Rs. 263,00,000. Therefore, with the injection of this money, this Company tried to turn the corner and I am very happy to say that by and large the workers fared very well and they tried to build up the production by their very good work.

As far as the management is concerned, what Bapusaheb has referred to has been stated in the Bill till the affairs of the Company before the Government took over the Company in 1977 and not about the affairs of the Company after the Government took over. And therefore, when the Government had taken over this Company to run it, we were hopeful that we would be able to improve the affairs of the Company and perhaps if it is turned into a profitable company, we might not nationalise it. But, Sir, our hopes did not prove true and ultimately now the Government has taken the decision to take over the Company.

It has also been pointed out by some of the hon. Members, as for instance, Mr. Arakal asked me as to what were the findings of the Commission. He also asked that instead of investing so much, why should we not form a new company with Rs. 5 crores because it will be better; otherwise this amount of Rs. 5 crores which we are going to invest will again go into private hands. When I come to the scheme of payments, the hon. Members will realise that nothing is going into the private hands and therefore, this fear that this Rs. 5 crores will go down the drain is not correct. This Company

[Shri P. C. Sethi]

has got vast lands and about what Bapusaheb has asked as to how the Committee came to the figure of Rs. 5.02 lakhs, as a matter of fact, looking into the cost escalation of the land which the Company has got at various places, the compensation could have worked out to even a bigger amount. But compensation now in terms of what the courts have decided is what the Government gives. It is an amount and therefore, we have not taken into consideration the escalated price of the land and the Cabinet has decided to give the compensation of Rs. 5 crores.

15.00 hrs.

When I come to the scheme of payment, I shall explain how this Rs. 5 crores is going to be disbursed.

Therefore, it would not be possible to have a company of this size within this amount of Rs. 5 crores. This company has got vast resources of land. A big building is going to come up on behalf of this company in Bombay, and it has got the resources and the capability to advance to become a much bigger public sector company. Our idea in taking over the company is not merely to nationalise it, but to streamline its management, production, availability of raw materials etc., to have very happy labour relations, to modernise it and diversify its production to the best extent possible so that it becomes a model unit for this part of the country which at one time was the pioneer in the chemical and drug industry.

Shri Narayan Choubey has said that this Bill should have come earlier. I agree that it could have come earlier, but ultimately he was happy, and we are all happy, that the Bill has come, and therefore this company's nationalisation has been welcomed by him also.

He also pointed out that the chief executive of the company is a mechanical engineer and is not a

chemical man. But he is a man of business administration, he was in Engineers (India) Ltd, and he knows administration. If, after enquiry, we find that the management is not good, certainly Government has the option and, as Mr. Chitta Basu described, has the pleasure to dismiss him.

It was also pointed out by Mr. Choubey that workers' participation should be ensured. We will try our best to keep up the morale of the workers.

As many hon. Members, including Mr. Chitta Basu, have pointed out, the disparity in the payment of wages between the IDPL workers and the workers of this company should be kept in view, and they should be brought on a par. We shall be certainly very happy to do it. I may inform Mr. Basu and Mr. Mohammed Ismail, who also happens to be the leader of the labour there, that after the take-over we have increased their wages and given Rs. 57 lakhs. So, it can be done in small doses. Otherwise, if we include the past payments due to the workers, the company may not have a good start. Therefore, till the company is modernised and it is able to turn the corner, they should not expect a sudden increase. I hope they would continue to co-operate. We on our part will try to do our best to see that all the public sector companies under the roof of the Central Government are paid on the same lines. This is our ultimate objective.

A question was raised by Mr. Halder about supply of raw materials, and particular mention was made of mutton tallow for which in a particular year the company had to spend Rs. 50,000 more. This article is usually imported through one of the subsidiaries of the STC, and in that year that subsidiary told us that they would not be in a position to get it and asked us to go into the local market for purchase. The tenders were invited. Unfortunately, the

imported price of mutton tallow is cheaper than the given price in India. Therefore, the company had to pay Rs. 50,000 more. But we will try and see that in future, through the company which is now nationalised, such things are not repeated.

The hon. Member, Mr. Chitta Basu, also asked as to who will be appointed as the Custodian and as to why the Government should have the pleasure. He asked: Will they appoint somebody whom they like and not appoint somebody whom they do not like? This is the way, generally, the bills are framed. But I am happy to inform the House and, particularly, Mr. Chitta Basu who has raised this point that the Government is going to appoint a Government company, namely, SSPL as the Custodian. Therefore, the fear that we are going to appoint a particular person according to our pleasure should not be there. The Custodian will function only till such time a new Government company is formed. Here, I would like to refer to Clause 6 for the benefit of the hon. Member. It says:

"Notwithstanding anything contained in sections 3 and 4, and subject to the provisions of section 7, the Central Government may, if it is satisfied that an existing Government company is willing to comply,"

This Clause is not as if we are undecided. But before we plunge into this question, we have framed the clause in a manner so that the Government's satisfaction is obtained before we decide this question, whether a new company is to be formed or an existing company is to be allowed. As far as the Bill is concerned, the clause by clause position of the Bill is quite satisfactory.

As far as the "amount" arrived at is concerned, the Evaluation Committee consisted of eminent persons, Dr. P. R. Gupta, Adviser (Drugs), Shri D. K. Jain, Deputy Adviser, the Bureau of Public Enterprises, Shri

S. C. Basu, Registrar of Companies, Shri Shyamal Banerjee, Marketing Officer, the Hindustan Fertilisers Ltd. and Shri B. K. Keayla, O.S.D., the Department of Chemicals. They arrived at an amount which was about Rs. 7 crores. But, as I said, it was ultimately decided to give Rs. 5 crores and four thousand.

As regards the scheme of payment which we have envisaged, the position is like this. We have provided in the Bill that there will be priorities and in terms of those priorities the payments would be made. In addition to the Custodian, there will be one person who would make these payments after assessing everything. The first category of persons who are likely to be paid, the top most priority, would be the wages, the salaries and other dues of the employees of the company for the post-take-over period as well as arrears in relation to the wages, the salaries, the provident fund and other dues of the employees for the pre-take-over period. Therefore, this is the first priority which will go out of Rs. 5 crores and odd. This amount is quite substantial. It may be in the vicinity of Rs. 71.27 lakhs. The second category would be the loans advanced by the Central Government and interest due thereupon. This is again a substantial amount which is about Rs. 165 lakhs. This is the second priority which will be on the payment to be made.

The third category would be loans advanced by banks and financial institutions, guaranteed by the Central Government, and interest due thereon and this will be Rs. 90,70,000/- Credit facilities for the purposes of trade and manufacturing operations etc. would be Rs. 87.91.000/-

Therefore, these are the various priorities that we have fixed and, in terms of these priorities, payments would be made and this new company would be formed if it is found necessary. Keeping the sentiments of the

[Shri P. C. Sethi]

hon. Members in view, we will try our best to retain the same name of the company. Even if a new company is to be formed, we will try to find out whether we can retain the same name and nomenclature of the company in order to keep intact the historical association connected with this name.

With these words, I am very thankful to the Hon. Members ..

SHRI SOMNATH CHATTERJEE.
What about IDPL?

SHRI P. C. SETHI: That question does not arise out of this. Similarly the question which Shri Ramavtar Shastri mentioned also does not arise out of this. But I may say that we have not yet taken a final decision. West Bengal would be definitely kept in view when we finally plunge into the decision of having public sector drug units in various parts of the country. I can assure the hon. Member that we will do our best to keep West Bengal also on the map.

Regarding the points raised by Shri Shastri, they are also important, although not connected with the Bill, because if there is any 'Makhi' in the medicines, it is a most undesirable thing to happen and if the medicines available in the market are adulterated, that is also very unfortunate. It is an unfortunate coincidence and rather a tragedy of events that whether it is Glaxo Peritone or whether it is Surya Medical Spirit—whatever type of things Mr. Shastri went to purchase in the market, he either found a cheater or a 'Makhi'. Most of the people who have been purchasing these medicines of the company have not made these complaints. But I do believe that what Mr. Shastri says should be correct.

श्री राजनाथ सोनकर शास्त्री : 'हो सकता है' नहीं बत्तिक "है" ।

SHRI P. C. SETHI: I said it should be correct; I did not say it is 'likely' to be correct.

Although I am not concerned directly with the adulteration problem, he need not produce the bottles in the House. We can certainly take up the matter with the Health Minister and we will try to do our best to find out the particular reason. I can assure him that every Party does take donations for Elections, but as far as medicines are concerned, medicines are lifesaving drugs and we have never touched medicines or the medical field for this purpose.

SHRI BAPUSAHEB PARULEKAR: The hon. Minister has not replied to one point. With your permission I would say this is important. I am highly obliged to you for replying to all points, but I made out a last point as to how you have arrived at the date 1st April 1977—i.e., extinguishing all the dates—and whether the priorities which you just now gave to the House take into consideration the liabilities that are created after 1st April 1979. If you refer to sub-clause (3) of Clause 5, it says:

"(a) save as otherwise expressly provided in this Act, no liability of the Company in relation to its undertaking, in respect of any period prior to the 1st day of April, 1979, shall be enforceable against ."

How have you arrived at this date and what about the liabilities before this date? The priority figures which you gave are all after 1st April 1979

SHRI P. C. SETHI: The Hon. Member had the fear that there is something fishy in arriving at this date. All that I wanted to clear was in terms of the categories which I have just now indicated before the House and also the amounts which I did not want to disclose at the first instance because this might unnecessarily create some problems for those who are not in the range of getting anything. Therefore, I would like to point out that in regard to the categories which I have pointed out, whether it is salary, loans advanced by the Central

Government, loans advanced by banks, credit available for various purposes, etc., the loans will be repaid...

SHRI BAPUSAHEB PARULEKAR:
They are after 1st April 1979.

SHRI P. C. SETHI: As far as wages and salaries are concerned, wages, salaries, provident fund and other dues of the employees are for the pre-takeover period also.

15.15 hrs.

[**SHRI MARINATHA MISRA** in the Chair]
Therefore, as far as wages and salaries of the workers are concerned, it is not only the cut-out date of 1979 but also the pre-takeover date.

MR. CHAIRMAN: I shall now put the motion for consideration to the vote of the House. The question is:

"That the Bill to provide for the acquisition and transfer, in the public interest, of the undertakings of the Bengal Chemical and Pharmaceutical Works Limited, and for matters connected therewith or incidental thereto, be taken into consideration."

The motion was adopted.

MR. CHAIRMAN: Now, we take up clause-by-clause consideration. I think, to Clause 2 to 10, there are no amendments given notice of. I shall put them together to the vote of the House. The question is:

"That Clauses 2 to 10 stand part of the Bill."

The motion was adopted.

Clauses 2 to 10 were added to the Bill.

Clause 11—(Duty of persons in charge of Management of Undertakings) of the company to deliver all assets etc.)

Amendment made

Page 7, line 24,—
2390 LS—10.

for "the manner in which" substitute—

"the manner in which the management of" (1)

(**Shri P. C. Sethi**)

MR. CHAIRMAN: The question is:
"That Clause 11, as amended stand part of the Bill."

The motion was adopted.

Clause 11, as amended, was added to the Bill.

Clauses 12 to 16 were added to the Bill.

Clause 17—(Payment by Central Government to the Commissioner)

Amendment Made
Page 10, line 39.—

for "the said account" substitute—
"the said deposit account" (2)

(**Shri P. C. Sethi**)

MR. CHAIRMAN: The question is:
"That Clause 17, as amended. stand part of the Bill."

The motion was adopted.

Clause 17, as amended, was added to the Bill.

MR. CHAIRMAN: There are no amendments to Clauses 18 to 22. I shall put them together.

The question is:

"That Clauses 18 to 22 stand part of the Bill".

The motion was adopted.

Clauses 18 to 22 were added to the Bill.

Clause 23—(Disbursement of money by Commissioner to Claimants.)

Amendment Made:
Page 13, line 2,—

for "such claims" substitute—
"such claim" (3)

[Mr. Chairman]

Page 13, line 3,—

for "such amounts are due" substitute—

"such amount is due" (4)

(Shri P. C. Sethi)

MR. CHAIRMAN: The question is:
"That Clause 23, as amended, stand part of the Bill."

The motion was adopted.

Clause 23, as amended, was added to the Bill.

Clauses 24 to 33 were added to the Bill.

The Schedule was added to the Bill.

Clause 1, the Enacting Formula, the Preamble and the Title were added to the Bill.

SHRI P. C. SETHI: I beg to move:
"That the Bill, as amended, be passed".

MR. CHAIRMAN: Motion moved:
"That the Bill, as amended, be passed".

SHRIMATI GEETA MUKHERJEE (Panskura): Sir. we support the Bill. But I felt the compulsion after hearing the Minister's reply. The point is that the reply that the Minister gave about the management of the company, I do not feel that he has done enough home task on it and how very important the re-organisation of the management is from the point of view of making this company a success probably he has not properly appreciated. Because of only that I rise to speak.

Sir, All India Trade Union Congress (AITUC) was the first and foremost champions for its taking over and nationalisation. The Minister would do well to see what was the big enthusiasm created by the workers led by their unions which brought this big improvement in production in the first two years. Even after that if the government money is not spent correctly then it is the management of that company which is responsible and in

that a big role has been played by the Chief Executive of Bengal Chemicals. It is good you have made another government undertaking the custodian but that does not automatically mean that that custodian will take up a new set up. In reply to Shri Narayan Choubey's remarks the Minister's answer is that this gentleman who is now the Chief Executive of Bengal Chemicals though a mechanical engineer, is experienced in administration and he is such and such. It shows that the Minister holds a brief for him.

Sir, all of us got a psychological moment in Bengal Chemicals when as a breakthrough the Government took over this company. Now, when we are passing the Bill, if you do not make up your mind to give another big psychological boost to these very workers who defended government money by adopting a clear-cut attitude towards the old management and Chief Executive Officer about whom they are complaining so much, the things will not improve. You have said that you will have investigation. I am afraid these investigations take such a long time that the entire psychological moment is gone and lot of money is wasted. That is why I am particularly requesting you to understand the urgency of it and not take long long time for this very necessary re-organisation. I would request you to call for the workers' representatives and listen to them and take a quick decision. This is my specific request.

Sir, one or two more points and I am done. You were very kind to say about the IDPL unit in West Bengal which you have in your consideration. As soon as I hear the word 'consideration' I get very much allergic. Shri Hidayatullah was quite right when he said that when it is only 'consideration' it means that the files are lost. When it is 'active consideration' it means the file has been found. So, your 'consideration' may mean that the file is lost. So, I do not know when it will come into active consideration. Our experience with relation to Haldia petro-chemicals is very bad. You are coming to Haldia on 28th and, I hope, you will make a categorical announce-

ment that you have given the licence. Secondly, this IDPL from 'consideration' when will it become under 'active consideration'?

श्री रामावतार शास्त्री (पटदा) : समाप्ति जी, मैं बंगाल कैमिकल एंड फार्मास्यूटिकल बक्स के राष्ट्रीयकरण के विधेयक का हार्दिक समर्थन करता हूं और इसलिये करता हूं कि इस कम्पनी का सम्बन्ध राष्ट्रीय आन्दोलन के साथ बहुत गाढ़ा था और मैं अपने को राष्ट्रीय आन्दोलन का एक सीधाही मानता हूं। इसलिये यह मेरा कर्तव्य और धर्म हो जाता है कि सरकार जब इसे ले रही है तो इसका जितनी खुशी के साथ समर्थन किया जाये वह करना चाहिये।

यह ठीक ही कहा गया है कि इस कम्पनी का सम्बन्ध स्वदेशी आन्दोलन से अन्योन्याश्रित रहा है और उन दिनों इस कम्पनी में साबुन, तेल और दवाइयां मब बनती थीं। हम लोग उस जमाने में कांग्रेस के बालेन्टियर थे, हम चाहते थे कि इसकी बनी हुई ज्यादा से ज्यादा बनी हुई चीजें लोग खरीदें और इसको प्रोत्साहित करें क्योंकि यह स्वदेशी आन्दोलन का एक पार्ट एंड पार्सल था। जब ग्राप इतनी बड़ी कर्सन को, संस्था को अपने हाथ में ले रहे हैं तो इसको एक राष्ट्रीय स्मारक समझकर लें और इसकी उन्नति के लिये जो भी संभव हो करें।

इस सिलसिले में मैं यह भी जहर कहना चाहता हूं कि इसके मैनेजमेंट में, प्रबन्ध में ऐसे ही लोगों को रखें जिनका विश्वास राजकीय क्षेत्र के दर्शन में हो, उसमें विश्वास करते हों निजी क्षेत्र के दर्शन वालों को मेहरबानी कर के इस तरह के कारखानों में मत डालिये, नहीं तो वह इसे आधीकर समाप्त कर देंगे और यह बाटे में जाकर लिकिडेशन में चला जाएगा।

आपने इसकी चर्चा की कि हम मैनेजमेंट को ठीक रखेंगे, अगर कोई गड़बड़ी होगी तो तुरन्त कार्यवाही करेंगे लेकिन शुरू से ही ऐसे लोगों को इसमें रखें, जो इसमें विश्वास रखते हैं।

आखिरी बात मैं यह कहना चाहता हूं कि यहां जो दवाएं अब बनती हैं, क्या मैं उम्मीद करूं कि उनके अतिरिक्त जो बहुत सारी जीवन रक्षक दवाएं हैं उनका उत्पादन भी इस में होगा। यह हम जहर मन्त्री महोदय से एश्योरेंस चाहेंगे कि राष्ट्रीय स्मारक के रूप में जिस संस्था को हम पुष्पित और पल्लवित करने जा रहे हैं, इसके जरिये हम जनता की जिन्दगी को बचाने वाली कुछ दवाएं भी उत्पादित कर सकेंगे या नहीं?

इन्हीं शब्दों के साथ मैं इस विधेयक का हार्दिक समर्थन करता हूं।

श्री मोहम्मद इस्माइल (देंकपुर) : मभापति जी, मैं सिर्फ इतना ही कहना चाहता हूं कि लाइफ सेविंग ड्रग्ज जो यहां तैयार की जायें, मेरा कहना यह है कि सर पी० सी० राय के जमाने में बंगाल कैमिकल की जो मशहूर दवाएं होती थीं, उनको पहले शुरू किया जाये। उसके एक्सटेंशन के बाद यह काम करें।

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI P. C. SETHI): Mr. Chairman, Sir, to the best of my knowledge, I think, I had not said anything which should have provoked Shrimati Geeta Mukherjee. All I said about the management was this, that the person holding the affairs of the company at the moment is not only a Mechanical Engineer, but a Business Administration man also. About the need to have greater home-work into the affairs of the management is concerned, I can assure the hon. Member that when we go into the question of forming a new company or continuing with the old

[Shri P. C. Sethi]

company we will examine the set-up of the existing management and see how far they have fared, in the past two or three years and if we find that they have been lacking in management or if there is anything wrong about them, we would not hesitate to remove them. She has also suggested that the workers' representatives should be taken into confidence and be asked about the affairs of the company. I assure her that we would certainly do it.

Shastriji has said that the persons who are holding the management of this company should have an outlook of managing the public sector companies, they should not be persons who are interested to carry on the interests of the private sector. I assure him as also the entire House that we will put in such persons who believe in the public sector and who would like to do work in the public sector industriously.

With regard to the expansion of the company, I have already said that our first task would be to modernise it, and the second task would be to diversify it. And as has been suggested by Shri Mohammed Ismail, whatever patent medicines were being produced by this company based on the formulations or prescriptions given by Dr. Roy, we would certainly try our best to manufacture them in big quantities and varieties. Secondly, when we go in for further expansion of these things, we would also keep in view the suggestion given by Shastriji that some life saving drugs should also be produced in this company.

As far as the IDPL and Haldia units are concerned, I am going to Haldia on the 28th along with the Chief Minister and we hope we would be able to do something about the problems they are facing in Haldia, particularly when you are asking for a new unit there. Our old unit of Fertilizers is stranded there; we are paying wages for nothing because the power is not available.

SHRI SOMNATH CHATTERJEE:
The file is lying with your Energy Minister. He is busy correcting 'Who is Who'.

SHRI P. C. SETHI: If we are assured of all the cooperation and help, we would certainly try and do our best whatever we can do for Haldia. Now, it would not be desirable as wanted by Shrimati Geeta Mukherjee that I should go there and announce something on the 28th when the House is sitting. If I do that, you will put me in the dock here. So, I do not want to do that.

I again thank the hon. Members and request that the Bill, as amended be passed.

SHRI ANANDA GOPAL MUKHOPADHYAY (Asansol): Sir, I am thankful to Shastriji for pointing out the association of Bengal Chemicals with the fight for freedom of the country. One thing has perhaps been missed, and that is the association of the greatest scientist of the day, Dr. Pratulla Chandra Roy. I would request the hon. Minister to commemorate the memory of this great scientist, who was the founder of this company and also a pioneer in the chemical industry in the whole of country. While keeping the interests of this company, I hope, the hon. Minister will take care to commemorate the memory of this great personality.

MR. CHAIRMAN: The question is:
"That the Bill, as amended, be passed".

The motion was adopted.

15.40 hrs.

HIGH COURT AND SUPREME COURT
JUDGES (CONDITIONS OF
SERVICE) AMENDMENT BILL.

MR. CHAIRMAN: The House will now take up the High Court and Supreme Court Judges (Conditions of Service) Amendment Bill. Shri Shiv Shankar to move.

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI P. SHIV SHANKAR): Mr. Chairman, Sir.

SHRI SATISH AGARWAL (Jaipur): On a point of order, Sir, under Rule 69.

MR. CHAIRMAN: Let him move the motion.

SHRI SATISH AGARWAL: After his moving the Bill, where is the question of raising my point of order?

* MR. CHAIRMAN: Before putting it to vote, you can express your views.

SHRI SATISH AGARWAL: I am raising on a point of order under Rule 69. There is no question of taking an objection after it is moved.

MR. CHAIRMAN: You can express your views afterwards.

SHRI SATISH AGARWAL: Mr. Chairman, my point of order is that the Bill as presented to the House cannot be taken into consideration and he cannot be permitted to move it, because it is a mandatory provision which has been violated in this case. I draw attention to Rule 69:

"A Bill involving expenditure shall be accompanied by a financial memorandum which shall invite particular attention to the clauses involving expenditure and shall also give an estimate of the recurring and non-recurring expenditure involved in case the Bill is passed into law." In this particular Bill, no doubt, a test contained is the financial memorandum. In this particular Bill, you are going to make a certain provision to one High Court Judge. Regarding estimate, Rs. 13,500 crores has been given in this Bill. But, so far as the other expenditure, it is to be incurred from the consolidated fund of India, on account of some concessions to be made for leave allowance etc. from 45 days to 120 days. You have given some statistics that in the case of a Chief Justice, the difference will be something near about Rs. 20 for such and such month. In the case of others, the difference will be so much, six plus and minus, which

can go up. We would like to know on what basis on the past experience how much percentage of the High Court and the Supreme Court Judges are availing of this benefit of medical leave, how much additional payment you have to make on that account and how much additional expenditure this Parliament is to incur on that score, that estimated expenditure. In the financial memorandum you have not given, you have simply not given the figure. You have simply given the figure that they are being paid for 45 days. Now they will get this full salary on medical grounds for four months. I would like to know what is going to be the total expenditure, estimated expenditure, approximate expenditure, out of the Consolidated Fund of India which is to be paid to the High Court Judges, which is to be paid to the Supreme Court Judges, to the High Court Judges from the Consolidated Fund of the States? But, so far as the Supreme Court Judges are concerned, that expenditure has to be out of the Consolidated Fund of India. You are duty-bound because the provision under Rule 69 says that you shall indicate the total recurring and non-recurring expenditure. Unless this particular point is mentioned, unless this is known to the House, there is no point, because Rule 69 clearly lays down and it is a mandatory clause. Without complying with this, the Bill cannot be permitted to be moved.

SHRI MOOL CHAND DABA (Pali): The Bill has already been moved and now it is for consideration. Therefore, the question does not arise at this time. The Bill has been moved for consideration.

SHRI SATISH AGARWAL: The Bill has not been moved as yet.

SHRI P. SHIV SHANKAR: Mr. Agarwal is very well aware that I have never practised astrology in my life and it is not possible for me exactly to say at this stage how many judges will go on leave and for how many days so that I should be able to put in a consolidated from the approximate amount. That is why I have made it out approximate taking into considera-

[Shri P. Shivshankar]

tion the days. Suppose a man takes 75 days leave, what will be the position and so on and so forth. That is approximate and that should satisfy my friend and he may now allow me to proceed.

MR. CHAIRMAN: Now you may please proceed in the light of the clarification made by you. Now, he will allow you.

SHRI SATISH AGARWAL: On the basis of the experience, the hon. Law Minister can very well tell the House, because there are more than 500 vacancies in the High Courts and the Supreme Court and you are not going to grant the leave like that. (Interruptions) You can say on the basis of estimate that in the past annually so many High Court judges and Supreme Court Judges were on medical leave. (Interruptions).

SHRI P. SHIV SHANKAR: The House is aware that with the advent of the Constitution on 26th January 1950, the salaries of the Judges of the Supreme Court and also the High Courts including that of the Chief Justice of the Supreme Court as also the Chief Justices of the High Courts had come into force in the manner provided in the Constitution. The salaries of the Supreme Court Judges including the Chief Justice and the salaries of the High Court judges including the Chief Justices are referable to Article 125 and Article 221 respectively read with Part D of the Second Schedule to the Constitution. Under Clause (2) of Article 125 every judge of the Supreme Court is entitled to such privileges and allowances and to such rights in respect of leave of absence and pension as is determined by or under law made by Parliament from time to time. Clause 2 of Article 221 is in *para meteria* with clause (2) of Article 125 for the privileges, allowances and the rights relating to the judges of the High Courts.

In terms of the legislative power, the Parliament in terms of Clause (2) of Article 125 enacted in 1958, the

Supreme Court Judges (Conditions of Service) Act 1958, as Act 41 of 1958 to regulate certain conditions of service of the judges of the Supreme Court. Earlier thereto, the High Court Judges (Conditions of Service) Act, 1954 was brought on the anvil of statutes in 1954 as an Act to regulate certain conditions of service of the judges of the High Courts. These conditions of service *vis-a-vis* the judges of the Supreme Court as also the judges of the High Courts were modified by amendments from time to time.

The Hon'ble Members are aware that right from the ushering in of the Constitution, there was no revision in the salaries of the judges of the Supreme Court and also the High Courts. From time to time what was sought to be provided and revised was their conditions of service *via-a-vis* certain fringe benefits.

Supreme Court Judges have been entitled without payment of rent to the use of an official residence by virtue of Section 23(1) of the Supreme Court Judges (Conditions of Service) Act 1958 and also under Act. 125 read with Part D of Second schedule of the Constitution. Likewise, the High Court Judges are entitled without payment of rent to the use of an official residence under the High Court Judges (Conditions of Service) Act, 1954. The value of rent free accommodation provided to judges is being treated as a perquisite under the Income Tax Act and they are being taxed accordingly. At the time of amendment of the Acts relating to the service conditions of judges of the Supreme Court and the High Courts in 1976, the then Chief Justice of India had suggested that the value of rent free furnished accommodation provided to judges should be free of Income Tax and also pointed out that if it was not made free of Income Tax, the proposed benefits to be given would be illusory. It was requested that this benefit be treated as a privilege and not as a perquisite. On a careful consideration, it is deemed fit that the value of rent-free accommodation provided

to the judges of the Supreme Court and the High Courts or the allowance given to the High Court judges in lieu thereof should be made free of income tax. It is with this objective that Section 23(d) is sought to be inserted as an amendment to the Supreme Court Judges (Conditions of Service) Act 1958 and section 22(d) as an amendment to the High Court Judges (Conditions of Service) Act 1954.

Judges of the Supreme Court and High Courts as on today are entitled to a leave on full allowance equal to monthly rate of pay for a period upto 45 days if such leave is availed of on medical grounds. It has been felt that this period should be extended upto a maximum of 120 days instead of the present entitlement for 45 days. It is with this objective that amendment is sought in both the Supreme Court Judges (Conditions of Service) Act 1958 and also the High Court Judges (Conditions of Service) Act 1954 by substitution as also addition in the relevant provisions.

For the purpose of calculating pension under the High Court Judges (Conditions of Service) Act 1954 and the Supreme Court Judges (Conditions of Service) Act 1958, a person who held a 'pensionable civil post' before becoming a judge of the High Court or the Supreme Court is entitled to count his service as a judge of such court as service in that post and also to a special additional pension for such service. The benefit is not available to a person who has held a 'pensionable military post' before becoming a judge of the High Court or of the Supreme Court.

SHRI SATISH AGARWAL: Only one person. You are now providing for this.

SHRI P. SHIV SHANKAR: Only one person who was appointed much earlier than we took over. It is accordingly proposed to remove this distinction and necessary amendment for that purpose is sought to be

brought by virtue of the amendment Bill in relevant provisions of both the enactments dealing with the conditions of Service of the Supreme Court judges as well as the High Court judges.

AN HON. MEMBER: Has he not retired already?

SHRI P. SHIV SHANKAR: Thus, this Bill seeks to amend the High Court Judges (Conditions of Service) Act 1954 and the Supreme Court Judges (Conditions of Service) Act 1958 to achieve the above objectives.

I beg to move*:

"That the Bill further to amend the High Court Judges (Conditions of Service) Act, 1954, and the Supreme Court Judges (Conditions of Service) Act 1058, be taken into consideration."

MR. CHAIRMAN: Motion moved:

"That the Bill further to amend the High Court Judges (Conditions of Service) Act, 1954 and the Supreme Court Judges (Conditions of Service) Act, 1958, be taken into consideration."

SHRI SATISH AGARWAL: Section 22(d) is being added which gives retrospective effect from 1975 and which says that rent shall not be computed for income tax purposes.

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS AND DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI P. VENKATA-SUBBIAH): It is a novel method.

SHRI SATISH AGARWAL: I want a clarification from the hon. Minister so that the debate is purposeful. Otherwise, I will exercise my right to vote and say so many things. We are lawyers and we can speak for hours without a point. Mr. Shiv Shankar knows it well.

The clarification I want is this. Clause 5 seeks to make an amendment which will have retrospective effect from 1975, and it says that they are entitled to rent-free accommodation

* Moved with the recommendation of the President.

[Shri Satish Agarwal]

and no income-tax will be paid on that. Is it that the none of the income-tax returns of the High Court and the Supreme Court Judges have been finalised and no tax has been levied on them? Is it the position that for five years they have not been assessed to income-tax. If they have been assessed to income-tax, are you going to reopen the assessments? There is no provision for refund in the Bill.

SHRI P. SHIV SHANKAR. I am aware that my hon. friend has better knowledge about assessment because he was the Minister concerned for three years from 1977 to 1979. I may bring to the notice of the House that this amendment was brought into force from 1-10-1974 and we did a little exercise as to what benefit we are going to give to them if we are going to give retrospective effect from 1-10-1974. It is a small benefit, not more than two and half or three lakhs of Rupees for the whole country. We thought that this benefit should be provided to them from 1-10-1974, because the idea behind, when the amendment was moved in 1976 itself, was that it should not be taxed. It was a small benefit. Now, if I am aware Sir, in many cases unfortunately, perhaps Mr. Agarwal is much better aware of the many a Judge has preferred the appeals, some are also pending in the High Court. We do not want to create a situation. These matters should be heard and decisions either way could be taken. We would like that the benefit should be provided from 1-10-1974 and if at all, in the case of any person if the assessment has already been completed, necessarily, they would be given that part of the money, having regard to the fact that the law is retrospective, because it would be deemed that there was no law on such date for the purpose of assessment and necessarily the refund will have to be given. That is the position.

MR. CHAIRMAN: Thank you very much. Mr. Somnath Chatterjee.

SHRI SOMNATH CHATTERJEE: (Jadavpur): Sir, by this bill some small relief is being intended to be provided to the Judges of the Supreme Court and the High Courts and we do not have any objection to granting this relief and to the objects of the Bill, unless of course the Government intends to recruit henceforward Judges from the military for manning the highest courts in this Country and the States. But Sir, what we object to is the method of piecemeal legislation on important matters like the salaries of Judges. Sir, in matters like this I believe that the Government should not, as it has become its habit, rely on *ad-hocism*. When a problem comes up if you tackle it piecemeal, in an *ad hoc* manner, the overall problem still remains. Sir, what we want is—and it is essential—that in matters like this after due deliberation and consultation with the concerned people, comprehensive legislative measures should be brought having in built provisions for adjustment taking into account the rise in the cost of living—thanks to their economic policy. Sir, we know that this is the only service where the emoluments have gone down since the days of Independence, and probably that had prompted my Hon. friend to come out of his job as soon as he got an opportunity. Now this is almost a vicious circle. We don't get good people unless we offer them good emoluments and we also don't have a good judiciary unless we get good people. This is the vicious circle we have. People in various spheres of life in our country may wonder—where there is abysmal poverty and more and more people are going down the poverty line—as to why the Judges should get Rs. 3,500 or Rs. 4,000. But, Sir, we don't want famished Judges. Sir, we ought to have at least in the higher judicial service—I advocate for all, the whole judiciary upto the lowest subordinate courts—judges with proper emoluments and proper terms and conditions of service.

MR. CHAIRMAN: For the advocates also? You can advocate for the advocates also?

SHRI SOMNATH CHATTERJEE:
Advocates Sir? We have to earn by our own merit. I earn a lot in spite of the Government or sometimes with the help of the Government, because of the wonderful orders they pass. Sir, the position is that there is a feeling in the country that there is too much of a difference between the salaries of the Judges and the salaries of other people, especially when more and more people are going below the poverty line.

16.00 hrs.

But in the context of the set-up that we have in this country, the role of the judiciary has to be acknowledged. We have no illusion that we cannot remove poverty from this country nor can we usher in a welfare society only through the help of the judiciary. There are many deficiencies and weaknesses in our judicial system. But what we feel is that we must have a strong and independent judiciary because in the context of authoritarian and draconian laws in this country having a field day, judiciary apart from the peoples' movement, according to us, provides a bastion against such attacks. That is why, we want an independent and fearless judiciary to meet the challenges of an executive which is always seeking to get more and more power—draconian power for that matter. We have no doubt that in the days to come when incompetence, the inefficiency and the mal-functioning of this Government are more and more exposed, there will be greater and greater risk of more and more draconian and dictatorial powers being arrogated by this executive; otherwise, they cannot govern. That is why, within a few months of the coming into power of this Government we have found that black laws have been enacted completely subverting the very basis of the constitutional set-up. In this country, the role of the law is being thrown to the winds. What we find today is that the people are again being made targets of authoritarian powers and laws. In such cases, the people will be forced

to take recourse to the judiciary to meet the challenges of the executive. That is why, we have seen the other day one of our esteemed colleagues here, was arrested under this infamous black Ordinance. He had had to go to the Supreme Court. When he went to the Supreme Court, his release order was made. But he has taken up the challenge before the Supreme Court and now, he has filed a petition. I hope, he succeeds against this black Ordinance. Therefore, although we have no illusion, we cannot afford in this country a weak judiciary or a judiciary which is not able to withstand the other influences which may be brought to bear upon them. For the sake of the people, for the sake of preserving their minimal rights in this country, it cannot but be accepted that we want a free, independent and fearless judiciary. We have seen and it has been not in the too distant past, how the voices of the people were muted by various types of laws and how attempts were made to make the judiciary sub-servient with expectation of commitment. We heard about committed judges—commitment not to the rule of law but to one individual and one party. We have seen that whenever one party comes to power, there is not only erosion of the peoples' rights but there are always serious dangers of the people losing more and more of their rights. What we have noticed is that a calculated attempt is always made to mount up a sustained attack on the judiciary. What are the methodologies adopted? We have seen recently—I may not be misunderstood—the tantrums by Lilliputians by staging a command performance in the guise of the so-called lawyers, in deference. The Constitution of this country had been framed under the leadership of persons like Pandit Jawaharlal Nehru. We have many reservations about the present Constitution. When the occasion comes to discuss about the merits or demerits, we hope to get that opportunity in this House to make our submissions, but what we find is that an attempt is being made to denigrate the judiciary, to mount an attack on the judi-

[Shri Somnath Chatterjee]

ciary by people who have overnight become eminent lawyers, people whose names were not heard at all in the past. They are now advocating how this judiciary has to be curbed, how the constitutional set up has to be changed, and for what objective? To teach the opposition a lesson. They are saying "these people are going beyond control, this judiciary is standing in the way of progress, therefore, curtail their power". But when the question is asked point out one instance where the judgment has gone wrong, except for your own defective laws, we do not find any example.

Well, I am not holding any brief for the judiciary, which is not attuned to the urges and aspirations of the people of this country. The people have been at the receiving end for too long; they had great hopes and expectations, which have been belied for 33 years in this country... (Interruptions) Unfortunately, it has been in your hands, in the hands of people like you

You are always in the look out for scape goats. What we object is, to explain away your deficit, deficiencies and mal-functioning, you are always searching for scape goats—the opposition, foreign agencies, judiciary, bureaucracy and so on and so forth. But you do not search your own heart, you do not try to find out why this country is in this morass today, which provision of the Constitution is standing in your way.

You have amended the Constitution so many times. Until you were thrown out, for 42 times the Constitution was amended under the Congress Party regime. It was under the guiding spirit of Pandit Jawaharlal Nehru that this Constitution was framed and there were giants to help him. If you now find that a particular provision of the Constitution is standing in your way, you could change it. But you

have amended the Constitution for the purpose of providing immunity, even for criminal action, to the Prime Minister of the country; you amended the Constitution for the purpose of absolving all electoral offences of one individual in this country. What sort of people could have voted for such a measure? Were the provisions of the Constitution standing in the way of achieving a welfare State in this country? How long would you dance for the purpose of one individual, however great or important he or she may be? Therefore, do not find out scape goats. Your economic policy is there, your subservience to the monopolists of this country and giving them sustenance, the multi-nationals are flourishing in this country, there are more and more monopolists in the country in the sense they are bigger now with larger financial resources though lesser in number, there are more and more people below the poverty line, more and more unemployment, more and more uneducated people. Even after 33 years of independence, do you not feel ashamed that there are crores of people who are totally illiterate? Do you not feel ashamed that you have not been able to provide drinking water to the villages? Which provision of the Constitution has stood in your way?

I am supporting this Bill by which some improvement is being made in the conditions of service of the learned Judges. I know some unfortunate appointments are made but, by and large, let us hope the dark clouds which had engulfed the judiciary during the black days of the emergency are finally removed. We have to have a throbbing, Supreme Court, a resonant Supreme Court, which is attuned to the urges and aspirations of the people. As the Chief Justice the other day mentioned, where is the scope for confrontation with the executive? Suppose you pass a law, like the National Security Ordinance, and let us hope the Supreme Court strikes it down, will it be against the ethos of this Constitution? Will it be

a judgment against the people of this country? Will it be a judgment against an egalitarian society and Welfare State will it be constructive to the fundamental rights of the people? Will you then call the judges as subserving the vested interests if they strike down the National Security Ordinance?

The other day, the Supreme Court allowed the appeal on the writ petition which I had argued for the LIC employees. They have approved the demand for payment of bonus which was taken away by an executive fiat. Now, the Supreme Court has allowed it and this, is your respect for the Constitution. Although the Supreme Court has delivered the Judgment 10 days back, not a single pie is being paid and the Chairman of the LIC said that 'as the Finance Ministry from Delhi has asked us not to pay, we won't carry out the Supreme Court order.' This is the way you are showing respect to the Constitution and the Supreme Court Judgment. I am sure, and I hope by this small pittance the Judges will not sell themselves. I have that much of faith in the Judges. But it is good. Whatever little good you are doing we are supporting it. We have supported the previous Bill strongly and wholeheartedly when you are nationalising an important concern in this country which has become sick due to mismanagement. We have supported it wholeheartedly. We are supporting you on this Bill. Now, you choose. Opposition sometimes, judiciary sometimes, bureaucracy sometimes, Constitution sometimes, but you never find any fault with you. My respectful submission to this venerable gentleman for whom I have a very high regard, personal regard, is: Don't be carried away by these emotions. I do not know if he was a free man and whether left to himself he would have mooted so many bizarre proposals that we are now finding. Transfer of 1/3rd Judges, transfer of Chief Justices in this country is there a functioning Government?

is anything working in this country? Can you imagine that for this country, the whole of India with 66 crores of people, out of a strength of 18 Judges in the Supreme Court there are vacancies of 8 Judges? Six Judges' vacancies are already there and in January next there will be another vacancy. Three court rooms of Supreme Court are lying locked up because there are no Judges and there is an alarming increase in arrears. Everybody knows this. Questions have been put on this. My hon. friend, the Law Minister is answering them, admitting those mounting arrears. Now, the State Governments cannot be blamed. So far as High Courts are concerned, I know the usual plea is: 'The State Chief Justice is not doing this and that etc., etc., what can we do?' But as far as the Supreme Court appointments are concerned, the State Governments have nothing to do. The Chief Justice of a State High Court has nothing to do with it. It is for the Central Government and the Chief Justice of India.

Sir, the date of retirement of a Judge is known. This is not correcting a 'Who is Who' where nobody knows what is going to happen. The date of retirement of a Judge is known from the date of his appointment. Therefore, there is nothing cropping up suddenly. These are not vacancies due to sudden deaths. These are vacancies due to superannuation. Why can't the process of consultation start? Why can't the appointments be made? Supposing the Chief Justice of India and the hon. Law Minister cannot agree and the Prime Minister cannot agree on certain appointments, the Supreme Court will be denuded of Judges ultimately and there will be no Judges. The Law Minister knows it and he owes an explanation to the country as to why there are no appointments made in the vacancies in the Supreme Court which are there for some time. I do not know. So far as High Courts are concerned, nearly 70 vacancies are there—you will correct me, probably

[Shri Somnath Chatterjee]

64 or 65. When there is a demand for increase in the strength of Judges in the different High Courts, even the original quota is not filled.

Sir, the High Courts are blamed in many cases. High Courts are to be blamed, we lawyers are to be blamed, the Civil Procedure has to be blamed. The procedure that has been there in this country also adds to the accumulation of arrears. All practising lawyers know that. Nobody is absolved of responsibility in that. But how do you solve it? By keeping vacancies in the strength of Judges, the number of Judges? My friend will say that the Janata Government did not do anything. But, with the anniversary of the Congress Party coming to power nearing, reliance on the Janata Government's inefficiency should reduce. One year is sufficient time at least for the appointment of Judges.

Let us assume that the Janata Government failed abjectly, totally failed. Where is your activity? You have been in power for ten months and six days, if my arithmetic is correct. A child can be born in ten months, and you cannot find out a Judge? This is the position in this country. What is the explanation?

SHRI JANARDHANA POOJARY (Mangalore): He is going outside the Bill and raising so many points which are not relevant.

SHRI MOOL CHAND DAGA: It is not within the scope of the Bill. The Bill has got limited scope.

SHRI R. K. MHALGI (Thane): This is the first reading.

SHRI MOOL CHAND DAGA: He has raised a valid point that it is not within the scope of the Bill.

SHRI RATANSINH RAJDA (Bombay South): He is entitled to say that it is a still-born Government.

SHRI SOMNATH CHATTERJEE: So long as the present system of government and the constitutional set-up continue in this country, it has to work, however imperfect it may be. Some people may have dreams of changing it, but as long as they do not succeed in realising their dreams, this system has to work. But if you bring about a situation which shows that the entire edifice is crumbling down, how are you going to solve these pressing problems in this country? The whole edifice seems to be crumbling down. No. Judges; the Supreme Court Judges are not there.

We have been hearing so many times, we are sick of it, about legal assistance to the poor. There was one committee over which another committee sits, over which yet another committee sits. How many committees have been set up by the Government I do not know. Krishna Iyer, Bhagwati, Bhagwati and Krishna Iyer, separately and jointly, I lose track of the permutations and combinations in the membership of these committees. When I was in the Consultative Committee I raised this question. Their answer was: it is being studied. Sometimes it was under consideration, at others it was under active consideration. Now that Mr. Stephen is a Minister now, he knows what the differences are. Our Vice-President has given certain meanings of these terms. Therefore, the position today is that there is almost a non-functioning state of affairs.

This failure to fill up the vacancies can be due to either of two reasons. Either it is motivated, i.e., they cannot find people to their complete satisfaction, or it is due to their utter incompetence bordering on abdication of their minimum responsibilities to the people of this country in fulfilling their constitutional obligations. If it is motivated and they want to find out people of their liking, who will decide who is to their liking? We have heard the phrase "committed Judges". What is that commitment, please tell us. Who finds out the commitment of the Judge? If a practising lawyer is

sought to be brought in, or a person from the judicial services is promoted to the High Court, or an appointment is made to the Supreme Court, what are the commitments that should be there? We heard about it earlier also. Is it due to their failure to find out committed Judges that these vacancies are there, that they cannot deal with the problem of arrears, that they cannot provide a scheme of legal aid to the poor.

Who is going to decide as to who is a committed judge? The other day, the Prime Minister of India made a charge against the West Bengal Government that it is putting committed judges, they are interfering and they have got committed judges in the High Court. I do not know who briefed her. The State Government does not appoint a judge. During the time of the present Left Front Government, the two appointments were made but their names had been approved earlier than the Left Front Government had been installed. The process of appointment was gone through even before the Left Front Government was there. With regard to this, this is a charge made by the Prime Minister of India.

What is happening in this Ministry I do not know. I had great hopes. Still, I hope that he will rectify himself, he will energise himself and he will get out of the groove. I think, his hands are tied down too much. We have seen him in the past; we have seen him initially. We had great hopes in him. I am not saying this for the sake of speaking in front of him. We had hopes because when we have to tolerate this Government, let us have some good people. But when we find that there is a complete standstill, we cannot help bringing this to the notice of this highest forum in this country. Therefore, my submission before the august House is this, let these very important matters be dealt with.

Please do not bring out theories like this, namely, transfer of judges whole-

sale or one-third. Six Chief Justices in this country are Acting Chief Justices. What will be the morale. What will be his position? They are Acting Chief Justices. This proposal of transfer of Chief Justices, this tendentious proposal, is acting against maintenance of a proper morale. After all they are also human beings. They had the taste of ruthlessness during the Emergency. How many judges were transferred? Now, the Supreme Court has said that without their consent, they should not be transferred. The Government treats the Supreme Court judges or the High Court judges as ordinary employees. Even ordinary employees ought to have their rights regarding transferr. They cannot be arbitrarily transferred. There is no proposal, no method to find out on what considerations they are going to be transferred. Is it with the objective of national integration? Are they going to take the consent of the State Governments concerned, as if they have nothing to say?

While we support the Bill, my request is that there are various important matters which require immediate attention. Otherwise, in this country even the imperfect judicial system is coming to a grinding halt. Please do not preside over the liquidation of whatever judicial system we have in this country. We will give our support. But be a free man yourself and do it. Thank you.

SHRI H. K. L. BHAGAT (East Delhi): Mr. Chairman, Sir, I have very great respect for the hon. Member, Shri Somnath Chatterjee. I heard him with respect and rapt attention. It does not give me pleasure today to say this that I did not expect this from him. At least they profess to be a progressive party. He spoke as a spokesman of that party. I expected from him that when he was traversing beyond the limited scope of the Bill that he would put the situation in the country in a proper perspective with regard to justice and judicial system.

I am sorry to say that after hearing him, I have come to this painful conclu-

[Shri H. K. L. Bhagat]

sion that he has acted like a status quo ist. If you take the burden of his whole speech he thinks, well, the only place where the whole thing can be managed to his satisfaction is judiciary, the courts and so on and so forth; somebody is attacking them; the Government is attacking them and, therefore, they can get the support from there. That is where he began his speech and that is where he ended his speech. It was very amusing for me to hear from him. Do not be carried away by emotions'. Well, Sir, we thought we were elected to Parliament always on the basis of certain ideas, certain ideologies and certain thoughts for the people which were based on emotions. Emotions play a very important part in the life of a nation, in the life of a Party. I would say that Mr. Somnath Chatterjee spoke like an emotionless person. Now, after all, what is the true perspective today? I have very great respect for the Judges; I mean no disrespect to them. My Party and I stand for a free and independent Judiciary, certainly, and we have done nothing to denigrate the Judiciary; I wish to say that. Now, making general allegations like that is meaningless. My friend said 'You did this; you did that; you passed the Constitution Bill; you did that' etc. All these issues were settled by whom? It was not by you and me; they were settled by the people of India in the 1980 Elections. All these issues which he raised.. (Interruptions).

They settled all these issues which my friend was talking about. He went on talking during the Elections, he went on talking after we lost the Elections; all these issues were settled by the people of India who are sovereign.

Now, for example, my friend was trying to give an impression that they stand for Parliamentary democracy and we are opposed to it, that we are going to destroy the system

and they are the defenders of Parliamentary democracy. Mr. Somnath Chatterjee's Party is working—somewhat working—under the leadership of Shri Charan Singh: they have made some kind of a joint front. Shri Charan Singh, almost immediately after they were defeated in the Lok Sabha Elections, said that Parliament has become irrelevant. Now, leaders of the Opposition Parties who call Parliament irrelevant come forward today and say 'we stand for Parliamentary democracy'!

Now, lawyers held a Conference in Delhi. He said it was a command performance, that they are unknown people and not known people. My friend talks of democracy, professes to have faith in democracy, but lawyers who are opposed to their views have no right to call a conference and the Prime Minister has no right to go there! In this country, tremendous problems are there, and you shut your eyes! I do not want any confrontation between the Parliament and the Judiciary. I do not want it; nor does the Government want it. But the basic fact remains that in India the question before us in Parliament and the question before the people of India is whether the Directive Principles of state Policy enshrined in the Constitution will have precedence or not. That is the question and, on that, many things depend. He said he could cite judgments. I can cite scores of judgements where social justice has been stalled. Now, sometimes there is a conflict between social justice, technical justice and judicial justice. They might be right in their own way to give the judgements they give, but the net effect of it is that social justice is stalled. Have we to help the people of India or not? I want to ask Shri Charan Singh whether the people of India are satisfied today with the justice they were giving. I am not blaming the Judiciary alone: it is the system. Are

we giving them quick justice? Are we giving them timely justice? Is this not an issue? I expected him to raise this vital question and say that something radical must be done to improve the system. There is no use sleeping over it. You are a lawyer; I am also a lawyer. We use precedents; we are *status quo* minded. When we argue a case in 1980 we talk of judgments in 1925, we talk of judgments in 1940. We are, in approach *status quo* minded; we go into precedents. I thought Mr. Chatterjee would say 'Let us start a new precedent, create a new precedent: The judicial system must be completely overhanded; its procedure must be simplified; there must be changes'. I personally believe that the present system of the Judiciary or the judicial system needs drastic changes, whereby quicker justice is given. I believe in association with representatives of the people while deciding a case. I am for it, strongly for it. My friend has shut his eyes and said: "Well, Mr. Shiv Shanker, a child is born in ten months, but you have not been able to appoint for delivering this appointment of judge." I would say, 'Mr. Shiv Shanker, quickly produce these appointments, but do not indulge in an abortion which the West Bengal Government has done'. I refer to the mess you have made in West Bengal, the misrule, the situation of chaos and anarchy that you have created there. And you talk of the rule of law! You have no face... (Interruptions).

SHRI SATYASADHAN CHAKRA-BORTY (Calcutta South): Do not attack the State Government.

SHRI H. K. L. BHAGAT: I will.

SHRI SATYASADHAN CHAKRA-BORTY: You cannot. Then you must substantiate it. (Interruptions) Mr. Chairman, he is attacking a State Government without substantiating it. Has he any right to do it?

MR. CHAIRMAN: When I think that he is going beyond the scope of

the discussion, I will prevent him. Now let him continue.

SHRI H. K. L. BHAGAT: I am only commenting on what hon. Shri Somnath Chatterjee has said. He said, "Look, these lawyers these small friars, get together and they want to tell the Opposition as to what they should do"...

MR. CHAIRMAN: As lawyers, you must be friends.

SHRI H. K. L. BHAGAT: I would only say this. He may have developed a big name today. I may have developed a little name today. But my friend must remember that this is democracy; people who are not known today become known tomorrow: people who work today become leaders of tomorrow. Why should these lawyers not discuss this question of the role of the Opposition? He was asking, "Are they going to teach us?" Yes, you need to be taught. You are indulging in the worst kind of political duplicity at this time. On the one hand you are telling the farmers in India, "Look do not take the foodgrains to the Government; do not give the foodgrains to the Government; ask for a higher price". You should know that our Government, our Party, has been much more sympathetic to the farmers, did much more for the farmers, than what the Lok Dal and the Janata Government did and whom you had supported. On the one hand you tell them, "Look, do not take the foodgrains to the Government" and on the other hand you tell the city people—there are posters from BJP and others—"Look, this Government is not giving you foodgrains; they will raise the prices". You ask the farmers to ask for a higher price and at the same time you ask the consumers to agitate. You say one thing to the farmers and other thing to the consumers. This was what you did in 1971 when you were defeated and this is what you are doing now also. You are trying to sabotage the whole procurement scheme the whole distribution system. You say that this is a Government

[Shri H. K. L. Bhagat]

which is not functioning. What are you doing? The people of India need to teach you. They taught you a lesson. Still they need to quit you. What do we see here? We see a totally desperate and a disparate Opposition today, not reconciled to the defeat, even after their defeat, and trying to create more and more difficulties for the Government. (Interruptions). Now, what I say is this. This is where the people of India, the lawyers including, have a right to tell you how the Opposition should be have. They were within their rights to do so and the Prime Minister was right in going there and addressing them. Have we not to think as to what is to happen to this country, where are the difficulties, what are the difficulties and what are we to do? Are we to go on the dotted lines? My respectful submission to the Government is this: you have got a verdict for changing the conditions in the country; act bravely, act courageously; do not vacillate; act with courage and in time otherwise, time will overtake you. People will not hear any alibi, they will not hear excuses from you—"Well we did not do that because they did not want it or these people did not want it".

Therefore, my submission in regard to the judicial system also is that the Government must think radically, must come forward with radical measures. I am in agreement with him there. He says that Government have brought forward a piecemeal thing and adds, at the same time, that it is a good thing. What is wrong in bringing forward even a piecemeal thing which is good? My submission is this. I would demand of this Government that they should appoint a Judicial Reforms Commission—not the usual type which goes on recording statements after statements for years together and ultimately produces a report which remains locked up for years.

Appoint a Judicial Reforms Commission which does not have the

people of status quo mind. A small period should be fixed for this Judicial Reforms Commission to come out with basic things. There is no conflict on the principle. The fundamental rights will prevail. There the conflict is still there. He knows it. The whole country knows it.

Therefore, my submission, with all respect, is this that the scope of this Bill is very limited. It is very unfortunate that instead of cooperating, he says that the Government is nonexistent. I say you are no alternative. My friend says that the instrument has failed. Why are you not responding? My friend knows that you were then there but you were found wanting. We are here because you were found wanting when you were here. That is how we are here. Now you say we are useless. I say you were proved useless. Do you want someone from outside? Mr. Chatterjee would like someone to be imported; he may have some imported ideas, certain men in his mind. But the Indian people know it well. There are tremendous difficulties that they are facing. I say the difficulties created and the developments in the country were because of three years' grave misrule of the Janata Government. I agree with them that for long we cannot go on giving these alibis. Therefore, we have got to correct these things. This Government has to conquer them. This Government under Mrs. Gandhi's leadership can conquer them with determination and tact. Prophet of doom may have said many things many times. I have said both inside and outside that the country would march forward under Mrs. Gandhi's leadership. That had proved correct.

With these words, I support this Bill.

MR. CHAIRMAN: Mr. Bhagat, you forgot to thank Mr. Chatterjee. All was said and done. He assured you of his support as also his party's support. But you forgot to thank him.

SHRI H. K. L. BHAGAT: I very warmly thank him.

MR. CHAIRMAN: Mr. Mayathevar.

SHRI K. MAYATHEVAR (Dindigul): Mr. Chairman, Sir, I welcome this Bill on behalf of my party. My learned friend, Shri Chatterjee mentioned that this is a piecemeal bill. I say we can come to certain conclusions even though it is a piecemeal bill. Something is better than nothing. So you will have to be satisfied with this.

We expected more from the Government and from the Law Minister. In this Bill, the hon. Law Minister was kind enough to provide certain more facilities by way of giving exemption from the assessment of income-tax on the House rent allowances alone. Underline the word 'alone'. I expected more from this hon. Minister because the hon. Minister was contacted many high court judges and so he knows fully well about the difficulties of the judges. This is according to our own personal knowledge. He knows what they have in their minds.

Although I welcome this Bill giving the exemption for the house rent allowance, he should have given exemption for their car allowance also. You are giving them a car allowance of Rs. 300 per mensem for high court and supreme court judge. Can you imagine or dream that Rs. 300 is sufficient and adequate for a judge of the high court or the supreme court to use the cars for the official purposes? I am having bitter experience with the present state of affairs. There is a hike in petrol and diesel. I am here concerned with petrol price which has been raised. We expect to spend more on this. In my constituency I spend Rs. 250 per day for 25 litres of petrol for one Ambassador Car. The petrol cost is sufficient for one or two days. The allowance which you are paying covers one or two days' petrol for the cars of the judges of the high court or the supreme court. I request the Law Minister to raise the allowance for the car upto Rs. 750 per mensem for the judges. I am sure the

Finance Minister who is here is kind enough to agree to this because he has also applied his mind judiciously. I hope he would agree to this after hearing our voices here and in consultation with the Law Minister. That is why he is very much present here.

Therefore, the car allowance should be raised to Rs. 750 from Rs. 300. Regarding salaries, as several learned friends have said, that after independence, the salary of the High court judges was reduced from Rs. 4,000 to Rs. 3,500 per mensem it seems. I am subject to correction. I am told they were receiving Rs. 4,000 per mensem prior to 1950 and after the institution of our Constitution of India that salary was reduced to Rs. 3,500. This is not advisable nor welcomed by anyone in this House.

With the present cost of living the present quantum of salary paid to High Court judges is not sufficient. I would like to request the Government to bring forward a more comprehensive Bill covering all these points which may satisfy adequately the judges of both High Courts and Supreme Court.

Sir, as has been told to me, there has not been any change in the salary of these judges for the last 120 years. Although amendments were made in 1954, 1968 and 1976 yet these amendments did not touch even an iota of increasing the basic salary of High Court and Supreme Court judges. When we want an independent judiciary and also the judges to be above politics, suspicion and corruption then we should provide all the amenities to them satisfactorily. Therefore, I would request both the Law Minister and the Finance Minister who are sitting here to apply their judicial mind and consider favourably raising their salaries to a great extent.

Sir, today eminent lawyers are not coming forward to accept the post of High Court judge because the salary is not adequate and sufficient. To attract eminent lawyer to these posts we must enhance the salary.

[Shri K. Mayathevar]

Sir, in Madras High Court out of twenty-five judges as many as four vacancies are lying unfilled. I will request the Law Minister to fill up these vacancies as early as possible.

SHRI P. SHIV SHANKAR: Till recently the Chief Justice said that is not necessary to fill them up.

SHRI K. MAYATHVAR: I want that these vacancies in the Madras High Court be filled up.

MR. CHAIRMAN: Do you want to go against the Chief Justice's advice?

SHRI K. MAYATHEVAR: Sir, I am not at all going against the advice of anybody. I will be within that ambit, I will be within the four corners of the advice of the learned people in this country. Delay defeats justice, as we all know only too well. We want appointment of more judges in the High Court and the Supreme Court. I am myself a lawyer. The Law Minister also knows the position very well. He is having lot of experience in this profession. Thousands and thousands of cases are pending, especially civil cases; appeals and revisions cases are pending and they run into many thousands, 40,000, 50,000 etc. in the Appellate side in the High Court and in the Supreme Court. This is the case not only in the Madras High Court, but this is the case in various other High Courts in the other States of the country. There is need for having more judges so that these cases can be disposed of quickly and justice could be rendered to the litigants at the earliest possible time. Justice delayed is justice denied and litigants should be rendered justice at the earliest possible time. So, I recommend for the appointment of more judges.

You are having the Supreme Court only in Delhi and people have to come all the way to Delhi and the Supreme Court is always crowded. I want you to open a branch or a bench of the Supreme Court in Madras to cater to the Southern States. The common

man should not be put to the trouble of going to the Supreme Court at Delhi alone. So, the hon. Minister should take steps to open a bench or a division of the Supreme Court at Madras or at any other place in the Southern Region, for the convenience of the people of the Southern Region of the country. We should have such bench of the Supreme Court in the South for the convenience of the people of the South. This is my earnest request to the hon. Minister and I trust he will agree to my suggestion.

Regarding my own district, I would say this: We are having high courts only in the capital towns and cities of the various States. In Tamilnadu, the people have unanimously demanded for the setting up of a division of the High Court at Madurai. Our hon. Finance Minister knows about this demand of the people very well. Our hon. Law Minister can get guidelines from the hon. Finance Minister. There was this unanimous demand for the setting up of a Bench of the High Court at Madurai. This demand of the people has not been acceded to and this demand has been pending for a long time. I request him to look into the matter.

Then, in Madras, out of 25 judges, 24 judges have got no official residence. It does not mean that they live in their own houses. That is not so. Many judges whom I contacted yesterday and day-before-yesterday tell me that they are living in rented houses. They are coming from ordinary, farmers' families and middle-class families. It is the Ministers who are encroaching all these houses. The State Government Ministers go and occupy all these Government residential houses. Do you think the State Ministers are better people and more honest people than these high court judges? I request him to provide Government residential accommodation for all the 25 High Court Judges to help their families and the future of their children. I am not against any community or any religion or any

religion or any political party. What I feel in the bottom of my heart and the wish of the people of Tamil Nadu also is that the vacancies in the posts of High Court Judges in Madras be filled from the Scheduled Caste and Scheduled Tribes and backward classes. At the time of the D.M.K. regime and also Congress-I regime in Tamil Nadu, appointment to the posts of High Court Judges were made from Scheduled Castes and Scheduled Tribes and also Backward Classes. But for the last 3½ years or so, we have not come across any appointment being made from the Scheduled Castes and Scheduled Tribes and Backward Classes. We earnestly appeal and plead to the Law Minister as also the Finance Minister to consider my request. At present, there are some vacancies existing for the posts of High Court Judges in Madras High Court. Please consider appointment of 3 or 4 judges from the Scheduled Caste and Scheduled Tribes and one or two from the backward classes. In this connection, I may submit that people who are backward should not be allowed to remain backward for ever. Otherwise this will create an awkward position in the days to come. You still have to protect them by giving encouragement and uplift them from their down-trodden condition. Our Hon'ble Prime Minister, while addressing the Seminar recently, had correctly stated that the rule of law should be close to the rule of life.

Sir, all this time I was pleading for the High Court Judges and for their benefit and welfare. Now, I would like to appeal to the Supreme Court and High Court Judges, on behalf of common man in the street, that they should not attach more importance to the legality of every case when there is dispute over Part-III and Part-IV of the Constitution. Part-III deals with the Fundamental Rights and Part-IV deals with the Directive Principles of State Policy. When there is a clash between these two Chapters, all the judges should attach greater importance to the wel-

fare of the people, that is, Part-IV should be given precedence over Part-III because welfare of the poor people who constitute a majority should be the primary concern of everyone of us.

Sir, we are wedded to socialism. Some hon. Members had expressed that the Government was for a committed judiciary. I have no allegations against the present Government. In this country nobody else except Srimati Indira Gandhi would be able to protect the poor people. (Interruptions) That is why you were thrown out in the 1980 election. You could not continue for more than 2½ years. Within your party, there was dissension and your party was fragmented. Your party broke of its own. You are now divided so much that in future elections also, you have no prospects because there is no unanimity in your own party and you have no unity amongst yourselves. You cut your own throats. The impact of the downfall of your party is so much that it could be compared to that of a mud pot going to pieces when it falls on the ground. Therefore, please do not talk about the socialism, democratic socialism and national democracy. With these words, I welcome this Bill.

SHRI XAVIER ARAKAL (Ernakulam): Mr. Chairman, Sir, I rise to support this Bill. As a matter of fact, this Bill aims to amend the two earlier Acts, one Act of 1954 and two Acts of 1958. With one amending Bill, it is seeking to amend these two Acts. This Bill proposes three things. One, the High Court and Supreme Court judges may be allowed full salary (equal to monthly rate of pay) for the first 120 days of leave on full allowances, if such leave is availed on medical grounds; two, the value of rent-free residence provided to High Court and Supreme Court Judges should be exempted from income-tax and three, distinction between persons who have held pensionable civil posts and pensionable military posts

[*Shri Xavier Arakal*]

before appointment as judges should be removed. Now, these are the three points involved in this amendment. But, Sir, the first Speaker on this Bill has taken us quite far off. I was really surprised to hear a Marxist member speaking for and on behalf of the High Court and Supreme Court judges and demanding higher and higher pay and more facilities. This is the ideology of my hon. Friend. I was really surprised to hear this.....(Interruptions). That was really a surprising event in this discussion, but I am not going to take on that point further.

16.58 hrs.

[*MR. DEPUTY-SPEAKER in the Chair*]

As I said, this is a Bill which has got three objects. Now, in our country, in our system two types of people always get more benefit than others. One is the organised militant unions, or labour force and the other class which always gets the benefit is the rich and the affluent. How many of us honestly think about poor and those who are below poverty line? How many of us honestly say that the Supreme Court and High Courts cater to the needs of the masses? That is why, we say that judiciary should not be static; it should always be changing according to the times.

The proviso to clause 3, chapter II says:

"Provided that where leave on full allowances is granted to a Judge on medical certificate the monthly rate of leave allowances shall, for the first one hundred and twenty days of such leave, be a rate equal to the monthly rate of his salary."

Now, what happens if he falls sick for a continuous period? Section 9 of the 1954 Act, as mentioned in the Annexure to the Bill says:

"The monthly rate of leave allowance payable to a Judge while on leave on full allowances shall be

for the first forty-five days of such leave a rate equal to the monthly rate of his salary, and thereafter two thousand two hundred and twenty rupees."

Will he now be able to get that benefit? My submission is....

MR. DEPUTY-SPEAKER: You may continue after the Assam budget is presented.

17.00 hrs.

ASSAM BUDGET, 1980-81

**THE MINISTER OF STATE IN
THE MINISTRY OF FINANCE
(SHRI SAWAI SINGH SISODIA):** I beg to present a statement of estimated receipts and expenditure of the State of Assam for the year, 1980-81.

Statement

BUDGET OF THE GOVERNMENT OF ASSAM FOR 1980-81

Sir, I lay on the Table of the House the regular Budget of the State of Assam for the financial year 1980-81.

2. The interim Budget of the State of Assam for the current year was presented to Parliament on the 14th March, 1980 and on that basis the House had granted supply for the first 4 months of the year (April to July, 1980). Later, a second Vote on Account for a further period of 4 months (August to November, 1980) was obtained to June, 1980. Though the term of the President's Rule in the State is expiring after about 3 weeks, the regular Budget for the current year is being presented in Parliament to keep the State Government in funds beyond November, 1980

3. The revenue receipts are estimated at Rs. 298.73 crores as against Rs. 303.73 crores in the interim Budget. The estimates now presented show a deterioration of Rs. 27.87 crores in State's tax revenues and Rs. 17.19 crores in non-tax revenues but these are substantially offset by

larger grants and contributions from the Centre. The expenditure on revenue account, has risen from Rs. 313.55 crores in the Interim Budget to Rs. 368.95 crores, because of larger Plan outlay and the higher level of expenditure on the maintenance of law and order.

4. The provision for State Plan has been increased from Rs. 160 crores in the interim Budget to Rs. 198 crores; the Central assistance has been stepped up from Rs. 115.38 crores to Rs. 135.20 crores. Owing to the difficult financial position of the State Government in the context of the agitation on the foreigners issue, the Government of India will also provide a special loan of Rs. 40 crores during the year.

5. Despite larger transfers from the Centre, the overall deficit for the current year will increase from Rs. 17.89 crores in the interim Budget to Rs. 34.64 crores. It is hoped that with the improvement of the situation in Assam, the State will be able to improve its revenue collections to bring down the level of deficit.

PLAN OUTLAY

6. The State Plan for the current year includes Rs. 74.80 crores for power, Rs. 37.97 crores for agriculture and allied services, Rs. 21.32 crores for education, Rs. 21.62 crores for health and social and community services, Rs. 17.79 crores for transport and communications and Rs. 13.36 crores for irrigation and flood control. The State Plan also includes Rs. 12.04 crores for the development of Hill Areas. To relieve increasing unemployment among the educated youth, a provision of Rs. 1 crore has been made for the special programme launched for the educated unemployed.

7. In addition to Rs. 12.04 crores for Hill Areas development provided in the State Plan, a sum of Rs. 8.80 crores has been provided for the Special Hill Plan mainly for agricul-

ture, roads and social and community services. Another Rs. 3.19 crores have been provided for Tribal Sub-Plan. The estimates also include a supplementary provision of Rs. 1.55 crores for Scheduled Castes. Provision for Central and Centrally Sponsored Plan Schemes aggregates Rs. 48 crores; these include Rs. 16.16 crores for Brahmaputra flood control, Rs. 5.18 crores for rural water supply, Rs. 3.36 crores for N.E.C. projects, Rs. 5.72 crores for public health and family welfare, Rs. 7.05 crores for national rural employment programme, Rs. 2.86 crores for schemes for small and marginal farmers and agricultural labour.

8. A substantial step up has been made in power outlay; Rs. 74.80 crores have been provided in the current year's Plan. During the year, 3 mobile gas turbines of 3MW each, 3 sets of 15 MW each of Lakhwa Thermal Power station and one unit of 60 MW of the coal based Bongaigaon Thermal Power Station are due to be commissioned, adding 114 MW to the existing installed capacity of 151 MW. Work on the lower Barapani Hydel Project and the expansion of the Chandrapur Thermal Station has started. However, on account of the agitation, there has been slippage in the commissioning of the Namrup Unit. About 1400 villages are expected to be covered under Rural Electrification Programme during the year.

9. Following the recommendations of a Central Task Force appointed early in the year, the State Government have initiated several measures to raise farm productivity from the current year's kharif season. The area under high yielding varieties has increased from 6 lakh hectares in 1979-80 to about 8 lakh hectares during the current year. There has been a three-fold increase over the last year in the supply of high yielding varieties of seeds. Similarly, supply of fertilisers has doubled over the last year. An expanded rabi programme has also been taken up for

[Shri Sawai Singh Sisodia]

the rabi season. With the support given by the Government of India, adequate rabi seeds and fertilisers have been procured and distributed. The total foodgrain production is expected to be around 26.20 lakh MT during the year; which will be the highest ever production so far.

10. In order to mitigate the increasing unemployment amongst educated unemployed, a special provision of Rs. 1 crore has been made in the current year's annual Plan. The programmes drawn up to relieve unemployment include training for young men for employment as P.W.D. Contractors, artisans, farm managers, telephone operators, stenographers and modernisation of machinery for training in I.T.I.s etc.

11. To deal effectively with the socio-economic problems of the hill areas in Assam, an integrated development approach had been adopted in the State since 1967-68. The District Councils in the two autonomous Districts have been entrusted with the implementation of the Plans. A separate Planning Board for hill areas makes the policy frame and reviews the Plan activities. Emphasis has been placed in the current year's Plan on soil conservation, jhum control and development of plantation crops like coffee, rubber etc. In addition, substantial provisions have been made for development of transport and communications. Adequate funds have been provided for social service facilities like education, health and water supply.

12. Assam is largely dependent on outside supply for its requirements of wheat, pulses, salt, sugar, edible oils and other essential consumer goods. Despite the transport bottlenecks and the agitation, the State Government could maintain adequate supply of these essential commodities through the public distribution system. Owing to the special efforts made by the State Government, there was a mark-

ed improvement in the availability of key construction materials like steel, cement, etc. during the current year in comparison with the past few years. Despite enormous constraints as well as the agitational atmosphere in the State, the prices of essential commodities in the State continued to compare favourably with prices prevailing elsewhere in the country. The market prices of foodgrains particularly rice and wheat could be kept steady during the lean months of the year when prices have a tendency to rise high.

13. Assam has been visited by floods almost every year. The State had two waves of floods, this year; one in July and again in August causing widespread damage to life and property. Besides, widespread damage was caused to roads, bridges and buildings. The Government of India have approved expenditure of Rs. 12.72 crores for providing relief and rehabilitation measures.

14. The Government of India have stepped up significantly investments in the region during the current year. The construction of the broad-gauge railway line from New Bongaigaon to Gauhati has been speeded up. The refinery-cum-petro-chemical complex at Bongaigaon is making steady progress despite frequent stoppage of work on account of the present agitation. The Rs. 300 crores complex, one of the largest in the country will produce 30,000 tonnes of polyester fibre annually. Recently, Government of India have appointed a High Powered Committee to examine the possibility of setting up further down-stream industries in this complex. Work on the second Brahmaputra bridge to cost Rs. 65 crores is progressing on schedule and is expected to be completed by 1985. A comprehensive programme for improvement of telecommunication facilities in Assam has been planned. This includes additional telephone lines for Gauhati, improvement of STD facilities, large scale expansion of the

microwave system and additional ultra high frequency radio links.

15. As the Hon'ble Members are aware, Government have been making earnest efforts to resolve the foreigners problem in Assam. Many rounds of discussions have been held with the agitators. Many of their demands have been accepted in principle and Government have also initiated several measures. I do not wish to go into the details as the House has already discussed the situation in Assam on the 17th November, 1980, and the Home Minister has explained the various steps taken by Government and also the results of discussions with the agitators.

HIGH COURT AND SUPREME COURT JUDGES (CONDITIONS OF SERVICE) AMENDMENT BILL—
Contd.

MR. DEPUTY-SPEAKER: Now, Mr. Xavier Arakkal.

SHRI XAVIER ARAKKAL (Ernal-cuam): Therefore, a statement with regard to the benefits accruing on this precise date should be given.

Sir, I am surprised to see that as far as the conditions of the lower cadre of judiciary is concerned, we have not done justice. For example, the living conditions of Magistrates, anyone of us can go and see, have been astonishing. How they are, what is their condition, under what circumstances they are functioning there, you can see. It is a matter which is detrimental to the essence of our judiciary and justice in our country.

Sir, as I said earlier, we always look at the top and not to the bottom. The priority is given to the top and not to the bottom. The process should be reversed if the aim is to dispense justice to the poor at the lower level.

Sir, as far as the judiciary is concerned, this should have an All India

pattern. The system should be formulated and amalgamated into one system, one pattern. Then only a proper dispensation of justice can be obtained in our country. I wanted to refer to Court fees and advocates provident Fund also. These are matters which we have already mentioned also. I hope in the present Session, a Bill may be brought in, to have a uniform Court fee in our country. As it stands now, the present system is helpful, not to the poor. It is beyond the reach of the poor. If you take any State and the system therein, you will see that only the rich can afford to go to the courts. This should be eradicated and drastically changed.

Sir, I want to raise another point. I like to make a reference to Section 22-D. I would like to know how much amount is payable to the judges under the Income-tax Act of 1961, if this is amended. This is a relevant point which deserves the consideration of this House. Now, we are dealing with house rent allowances to these judges. What about the income and the assessment on that? That point is not mentioned anywhere. These are the remarks which I have to make. I hope a statement will be made by the Minister on these points.

SHRI BAPUSAHEB PARULEKAR (Ratnagiri): Mr. Deputy Speaker, Sir, I stand to support this Bill. In fact, the benefits which are being given under this Bill are very small benefits. But I only feel that we are discriminating. Why these benefits only to the High Court Judges? What about the Government employees? So, I would request the Government to give all these benefits from 1975 to all the employees. When the High Court Judges themselves speak of discrimination and decide the matter, they feel that they themselves are getting discriminated under this particular Bill. I, therefore, feel that the High Court Judges may not like this Bill. I would request that this particular advantage of the benefit which is being extended to the High

[Shri Bapusaheb Parulekar]

Court Judges should be first extended to the lowest man, the Civil Judge, the Judicial Magistrate, the District Magistrate. A High Court Judge who is getting Rs. 3500 or Rs. 4000 would not bother about this petty amount. If a person who is getting Rs. 400 or Rs. 500 gets the benefit, he will be much obliged. That is the only thing which I have to say about this. Why have you only referred to this? You better ask your Chief Ministers to legislate on this particular basis so that the lower judiciary can get benefit out of this.

In paragraph 2, you have mentioned that instead of pensionable civil posts you want to change them to military service also. I hope you do not want to induct into the judiciary the retired Generals; and that is why you are waiting for this appointment of the High Court Judges. Now that the Marshals and Air Marshals are coming as Governors, I do not know whether you are not thinking of bringing Generals in the judiciary.

SHRI SOMNATH CHATTERJEE
(Jadavpur): Mr. Justice Air Marshal.

SHRI BAPUSAHEB PARULEKAR: Apart from this, Mr. Justice Air Marshal Many hon. friends have expressed their opinions with reference to the administration of justice, about the appointment of High Court Judges, about transfer of High Court Judges. The main grievance seems to be that justice should be administered for the poor. So, it is high time now for the Government to explain whether the justice is administered according to the law or according to the manifesto of the Ruling Party. I seek clarification from the hon. Law Minister on behalf of the Government. It is for one reason that the Chief Minister of Maharashtra has said that the High Court Judges should not be committed to the Constitution; they should be committed to the manifesto of the Ruling Party.

Unfortunately, up to this moment, neither the Prime Minister nor a single member of the Government have so far said anything about this remark of the Chief Justice. Not only this, the Chief Minister has further said that the duty of interpreting the Constitution should not be left to the High Court Judges. So, the Chief Minister of Maharashtra who took the oath in the name of the Constitution is showing totally a disrespect to the Constitution. Is it because of this that you are not finding people for appointment as Judges? My esteemed colleague, Mr. Somnath Chatterjee has said that there are about 45 vacancies of High Court Judges.

AN HON. MEMBER: 68.

SHRI BAPUSAHEB PARULEKAR: As the latest figure goes, it is 44. It seems that some appointments have been made. Then there are about six vacancies of the Supreme Court Judges and five vacancies of the Chief Justices. This is an unprecedented act in the history of your country after independence. So, we do not know the reason.

Repeatedly we ask questions from our hon. Law Minister. But what has happened? He takes the attack so sweetly and repels it with very sweet and bright smile on his face so that he takes all wind out of our sail. Therefore, it becomes very difficult to ask him questions again and again.

MR. DEPUTY SPEAKER: Attack with a smile will always be sweet.

SHRI BAPUSAHEB PARULEKAR: Mr. Shiv Shankarsaheb, you owe an explanation to this House as to why this much delay? Is it not a fact that during Janata regime, recommendations were made for all the vacancies to the government and you have sent back all for screening? Is it because of that that you are not in a position to fill up these particular vacancies?

we believe that justice is to be done to the poor; there cannot be two opinions about that. But if you legislate for the rich and ask the judges to interpret the law for the poor, how could that be done, unless as somebody, said here that interpretation should be made in favour of the poor even at the cost of illegality. I do not subscribe to that view and I believe that the hon. Law Minister will not subscribe to that view.

Coming to arrears, we are interested in spending two hours in giving benefit to the judges but we have no time to consider the plight of the litigants who are standing in queue, waiting for years. We find 7223 matters in Supreme Court pending for more than 3 years and 1,79,450 matters pending in High Courts for more than three years. How are you going to clear them? Give benefits; we do not mind. You decide this way or that way whether judges should be transferred or should not be transferred. Mr. Shiv Shanker should consider the plight of people who are appellants or respondents in 7223 matters pending in the Supreme Court; these matters must have started 12 or 13 years ago in the original court. We are taking these matters very lightly. What is the difficulty? Take us into confidence. Are you not getting good people? I may suggest that there are plenty of good advocates in this Parliament; you can make a request to them to do this for some time. But now, you are making practically a mockery of the entire judicial system.

I do not know whether you want to change the Constitution to the Presidential system. My esteemed colleague Mr. Bhaghat was criticising Shri Somnath Chatterjee for his reference to the conference of layers. He said: what harm is there if the Prime Minister presiders? There is no harm. But who were invited?

I did not receive an invitation in the bar. Only two Members of Congress (I) received invitation. They are the proper representatives of the bar? That is the crux of the matter. They wanted to introduce a presidential system in which the President shall be the head of the judiciary and then anything can be done. I remember to have read a draft of the Bill of the amended Constitution during the emergency. It was circulated to all judges. One of the judges disclosed that after his retirement. That mentions what type of presidential system you want to introduce, what is in your mind. That talk is going on. The hon. Law Minister says: nothing doing, I have not read it. That is what I remember to have heard. He may have dictated it; he may not have read what has been dictated..... (Interruptions) There are many apprehensions in the minds of the people. We find many articles in the papers. But the only answer is: we have not taken a decision; the matter is not finally decided.

Mr. Bhagat was also referring to the judicial system; diraonian laws of 40s should be changed; we advocates go on citing cases of 1940. He himself is a very good advocate. But when there is no recent case after 1940, what can I do? I have to cite the 1940 cases. If you want to change the laws, change the laws. But this cannot be an excuse for not filling up the vacancies.

As far as Bombay High Court, is concerned, it is one of the important high Courts in the country. A lot of arrears are there; a lot of judges are there. We knew when Chief Justice Deshmukh was to retire. He retired yesterday. But till today our government, which government has come to power on the slogan 'a government that works', is not in a position to appoint a person.

[**Shri Bapusaheb Parulekar]**

Are there no competent persons in the Bar.**

There may be some advocates, a few who attended the Conference, no doubt. If your choice is going to fall on them I have nothing to say. OK. You may bring these people and let the matters be heard this way or that way.

THE MINISTER OF INFORMATION AND BROADCASTING (SHRI VASANT SATHE): Can an allegation be made against the chief Minister of a State? This is contrary to the rules.

AN HON. MEMBER: This is contrary to the rules. (*Interruptions*).

SHRI BAPUSAHEB PARULEKAR: Mr. Sathe, you were not here when the Government of West Bengal was being attacked and this very objection was raised and there is a precedent. Had you been here.... (*Interruptions*)

AN HON. MEMBER: That is no precedent.

MR. DEPUTY-SPEAKER: Better avoid, better avoid.

SHRI BAPUSAHEB PARULEKAR: Mr. Deputy Speaker, I am not making an allegation, I am making a statement of fact.

SHRI VASANT SATHE: What is that? What is the statement of fact?

SHRI BAPUSAHEB PARULEKAR: You have heard me, Mr. Sathe. Why are you that much impatient? I know the rules.

MR. DEPUTY-SPEAKER: You know the rules, therefore act according to the rules.

SHRI BAPUSAHEB PARULEKAR: Yes, Sir.

MR. DEPUTY-SPEAKER: You should not mention about a personality who is not a member of the House. That is the Rule. Please don't mention. You act according to the Rules. Merely knowing the Rules is not enough.

SHRI BAPUSAHEB PARULEKAR: Mentioning is not prohibited in the rules.

MR. DEPUTY-SPEAKER: We will go through the proceedings. If there is anything found against Rule 353, if I find anything against Rule 353, I will have to unfortunately expunge it.

SHRI BAPUSAHEB PARULEKAR: That you can always do.

I am not making an allegation** (*Interruptions*).

This is a question. This is a question.

SHRI VASANT SATHE: 'Committed to the Constitution'. Not to the manifesto. You are misquoting the Chief Minister. It is mischievous. 'Committed to the Constitution'. So shall we....

SHRI BAPUSAHEB PARULEKAR: One opposition member is talking and three Ministers and members are simultaneously attacking and bursting out.

AN HON. MEMBER: Rule 352 says--

'A member while speaking shall not--'

see clause (v), it says--

'reflect upon the conduct of persons in high authority unless the discussion is based on a substantive motion drawn in proper terms;'

AN HON. MEMBER: "Whether the question is"...

Can we not put a question?

MR. DEPUTY SPEAKER: You shall not make any mention of any person who is not a member of this House.....

SHRI BAPUSAHEB PARULEKAR: Under what rule, Sir?

MR. DEPUTY-SPEAKER: Under Rule 352.

SHRI BAPUSAHEB PARULEKAR: All right, Sir.

MR. DEPUTY-SPEAKER: You have already mentioned. Because you know the rules I would have to expunge it.

SHRI BAPUSAHEB PARULEKAR: Therefore, Sir, I will put that in a question. Apart from this statement, I might invite the attention of the Hon. Law Minister to this particular fact.... (*interruptions*) I am merely concerned with this question. I would like to request the Law Minister kindly to look into the matters of arrears in courts and how these can be solved. This question of filling up the vacancies has got to be solved somehow. I would like to ask the Hon. Minister whether it is a policy —how the Chief Justices are appointed. The policy is whether the Judges who will be committed to the manifesto and not to the Constitution. Sir, with these words, I support the Bill.

श्री वृद्धि राज जैन (बाड़मेर) : उपाध्यक्ष महोदय, मैं उच्च न्यायालय और उच्चतम न्यायालय न्यायाधीश सेवा शर्त संशोधन विधेयक 1980 के सम्बन्ध में अपने विचार सदन के ममक्ष रखना चाहता हूं।

जो हमारी वर्तमान न्याय प्रणाली है वह अभी तक भी गरीब आदमी को मदद नहीं पहुंचा सकी है। हमें यह मान कर चलना पड़ेगा कि जब तक हमारी न्याय प्रणाली में गरीब आदमी को हम मदद नहीं पहुंचा पाते हैं उसे न्याय

नहीं दे पाते हैं तब तक हम अपने उद्देश्यों की पूर्ति नहीं कर सकते। जब तक हम इस प्रजातंत्र में गरीब आदमी को न्याय नहीं दिला सकते हैं तब तक हम प्रजातंत्र को भी सफल नहीं मान सकते।

एमजॉसी के समय में बीस सूती कार्यक्रम के अन्तर्गत लीगल एड के बारे में हमने कुछ कदम उठाये थे परन्तु उनका क्रियान्वयन किसी भी प्रान्त में हुआ है या नहीं, यह तो मैं नहीं कह सकता लेकिन मैं अपने राजस्थान के बारे में जानता हूं कि वहां अभी तक पुअर परसंस को लीगल एड नहीं मिली है। इस के लिए राज्य सरकार प्रावधान भी नहीं करती है कि कितना फण्ड इस काम के लिए खर्च होगा जिससे कि पुअर परसंस को लीगल एड मिल सके। एमजॉसी के समय में कुछ व्यवस्थाएं की गयी थीं। परन्तु फ्री लीगल एड के लिए जो वकील मुकर्रर किये गये थे, वे सब से लो स्टपड़ड के, बहुत ही निम्न कोटि के वकील रखे गये थे। अगर हम ऐसी निम्न कोटि के वकील मुकर्रर करें जो कि ठीक तरह से पैरवी न कर सकें तो उनसे गरीब आदमियों को कैसे मदद मिल सकती है।

अभी सुप्रीम कोर्ट में, हाई कोर्ट्स में एसियर्स की बात कही गई। मैं भी कहता हूं कि उनकी संख्या बहुत ज्यादा है। सुप्रीम कोर्ट में तीन-तीन, पांच-पांच और दस-दस साल के एसियर्स पड़े हैं। वहां दस साल पुराने 102 केसिज पैंडिंग हैं और हाई कोर्टों में तो दस-दस साल के 14,971 केसिज पैंडिंग पड़े हुए हैं। इस तरह से न्यायालयों में जब तीन-तीन, पांच-पांच और दस-दस सालों के केसिज हजारों की संख्या में हों तो आप खुद समझ सकते हैं कि हमारी न्याय प्रणाली की क्या व्यवस्था है। हमने प्रजातंत्र प्रणाली अपनायी है और उस

[श्री बृद्धि चन्द्र जैन]

प्रणाली में जब कोर्टों में इतने केसिज पेंडिंग हों और दस-दस सालों से पेंडिंग हों तो आप अनुमान लगा सकते हैं कि दस साल पुराने केस की आज क्या इम्पार्टेंस हो सकती है। आज उनकी कोई महत्ता नहीं है। इसलिए ऐसे केसिज का कोई भी सही तौर पर जवाब नहीं दे पाता है।

आज हम रिट पेटीशंस के अधिकारों और कांस्टीट्युशन के बारे में बड़े बड़ी बातें करते हैं। मैं पूछता हूँ कि गरीब आदमी कितनी रिट पेटीशंस देते हैं, और हाई कोर्ट और सुप्रीम कोर्ट का एडवोकेट उनके लिए लड़ता है। वे उनके लिए लड़ते हैं जिनसे पांच-पांच हजार रुपये मिलते हैं।

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI P. SHIV SHANKAR): Mr. Chatterjee is there.

SHRI SOMNATH CHATTERJEE: If I tell you the names, it may be a news to you. I fleece them when they fight among themselves but not the poor. Kindly find out from the trade unions.

श्री बृद्धि चन्द्र जैन: इस प्रकार के कुछ एडवोकेट्स हैं....।

आवार्य भगवान देव (अजमेर) : पैसा लेते हैं**

(व्यवधान)

श्री रामावतार शास्त्री (पटना) : ये मृप्त में करते हैं। (व्यवधान)

आवार्य भगवान देव) : सारे पैसा लेते हैं। (व्यवधान)

श्री रामावतार शास्त्री ** (व्यवधान)

श्री बृद्धि चन्द्र जैन: मेरा उन एम० पीज और एम० एल० एज० से निवेदन है जो हाईकोर्ट और सुप्रीम कोर्ट में प्रेक्षित्स करते हैं कि वे जनता के प्रतिनिधि बन कर यहां आये हैं। तो वे प्रतिज्ञां करें कि हमको कुछ केसेस गरीबों के फाइट करते हैं। (Interruptions)

MR. DEPUTY-SPEAKER: I have to explain something. I have to expunge what my brother, Shri Ramavtar Shastri—I am Lakshmana—has said. For his age he should not have used such an expression.

SHRI RAMAVATAR SHASTRI: He said I am speaking**

MR. DEPUTY SPEAKER: I will go through the proceedings and see whether he has used such an expression. If so, I will expunge it. As a joke, I would say that at his age he should not have used such an expression. I hope he knows the meaning of that. Therefore, in the interest of his age and position, I am expunging it, because it should not be recorded as Ramavtar has said it.

SHRI RAMAVATAR SHASTRI: It is a proverb.

MR. DEPUTY-SPEAKER: You are not a *karma yogi*. I have expunged it, because of your age.

SHRI RAMAVATAR SHASTRI: ** is not unparliamentary.

MR. DEPUTY-SPEAKER: It is more than unparliamentary.

श्री बृद्धि चन्द्र जैन : मैं भी एडवोकेट रहा हूं। उपाध्यक्ष महोदय, जो एडवोकेट फी फाइट करते हैं, उनकी मैं प्रशंसा करता हूं, उनको मैं एप्रेसिएट करता हूं और केन्द्रीय सरकार और विधि मंत्री जी से निवेदन करना चाहता हूं कि अंजादी को 33 साल हो गए हैं और प्रजातंत्र वो सुदृढ़ करने के लिए और गरीब आरम्भी को न्याय दिलाने के लिए न्याय को सस्ता करना होगा। अन्याय हमेशा गरीब आदमी पर होता है। उस अन्याय में उसको मदद मिलनी चाहिए, लेकिन मदद नहीं मिलती है, क्योंकि न्याय बहुत महंगा है इसलिए न्याय को सस्ता करने के लिए डेमोक्रेसी का डी-सेंट्रलाइजेशन करके न्यायपालिकाओं को अधिकार दिए जाएं और लैंगिल एंड के लिए व्यवस्था की जाए।

उपाध्यक्ष महोदय, नियुक्तियों और स्थानान्तरण के बारे में मेरा दृष्टिकोण यह है कि डेमोक्रेटिक सिस्टम में कोई भी ऐसा नहीं कर सकता कि मेरे विचारों के जजेज हों। यदि जनता पार्टी यह सोचे कि जजेज हमारे कमिटेड हों तो ऐसा हो नहीं सकता। जेज ज कमिटेड होंगे तो न्याय नहीं कर सकते। वे कमिटेड होंगे तो इंडिपेंडेंट नहीं हो सकते। इसलिए आप राजस्थान की सरकार को और अन्य सरकारों को निर्देश दें कि हाई कोर्ट के चीफ जस्टिस से मिलकर जल्दी से जल्दी हाई कोर्ट के जजेज की नियुक्तियां करा दें और आप भी सुप्रीम कोर्ट के चीफ जस्टिस से कोआपरेट करके इन नियुक्तियों के बारे में व्यवस्था करें। यह व्यवस्था करनी पड़ेगी। यदि कोई चाहे कि उसके मन की व्यवस्था हो जाए तो ऐसा नहीं हो सकता।

उपाध्यक्ष महोदय, इस बिल की एक बात मुझे पसंद नहीं आई और वह

है इनकम टैक्स के बारे में। इनकम टैक्स के एगजम्पशन की जो कलाज है जिसमें हाउस रैन्ट की बात की गई है। इससे अन्य सरकारी कर्मचारी भी हाउस रैट के बारे में एगजम्पशन मार्गेंगे। यह एक परिपाठी बन जाएगी और जो सरकारी अफसर हैं, आई ए एस अफसर हैं वे भी इस प्रकार की सुविधाओं की मांग करने लग जाएंगे। मैं इसको पसन्द नहीं करता हूं। इस बास्ते उनको भी यह सुविधा प्रदान नहीं की जानी चाहिये।

दूसरे जो संशोधन आप ने रखे हैं उनका मैं समर्थन करता हूं। लेकिन उसके साथ-साथ मैं यह भी कहना चाहता हूं कि मुंसिफ कोर्ट के जो जज होते हैं वा जो सैशन जज होते हैं इनकी तनखावाहें बहुत कम हैं। हाई कोर्टस के जजों की तनखावाहे भी आज की महंगाई जो देखते हुए, आज के कंट्रैक्स्ट में बहुत कम हैं लेकिन उनकी तो बहुत ही कम हैं। आप इंसाफ करना चाहते हैं तो इनकी सैलेरीज की भी आपको बढ़ावा चाहिये और उन लोगों को भी अच्छी सैलेरी आपको देनी चाहिये। मैं राजस्थान की बात करता हूं। वह मुंसिफ कोर्ट और सैशन कोर्ट में कुरप्तान बढ़ता जा रहा है। ज्यूडिशरी में कुरप्तान बढ़े यह ठीक नहीं है। राजस्थान में आर ए एस और आर जी एस के जो अफसर हैं उनको अधिक सुविधायें इन लोगों के भुकाबेलि में मिलती हैं, जीप आर्दि की सुविधायें उनको मिलती हैं लेकिन इनको कोई सुविधायें नहीं मिलती हैं। इसलिए यह भी ज़रूरी है कि इनकी सैलेरीज और सुविधायें दोनों बढ़ें। एगजैकिटव साइड में जीप तथा दूसरी प्रकार की सुविधायें उनको उपलब्ध हैं, उनका लाभ वे उठाते हैं लेकिन वह

[श्री दृद्धि चन्द जैन]

लाभ इन को नहीं मिलता है। इसके बारे में भी सोचने की आवश्यकता है और कुछ कदम उठाने की आवश्यकता है।

फी लीगल एड के बारे में भी आपको गम्भीरता के साथ सोचना चाहिये। इस सम्बन्ध में पार्टी-इन-पावर और अपोजीशन पार्टीज की कान्फेस बुला करके और सब को कान्फिडेंस में ले करके ऐसी नीति निर्धारित की जानी चाहिये जिस से गरीब आदमियों को लाभ पहुंच सके, उनकी मदद हो सके, उनको न्याय मिल सके।

इन शब्दों के साथ मैं इस विधेयक का समर्थन करता हूँ।

श्री विजय कुमार यादव (नालंदा) : इस बिल का सभी माननीय सदस्यों ने समर्थन दिया है। जजों को जो सुविधायें दी जा रही हैं उनका समर्थन सभी और से हुआ है। लेकिन मैं कहना चाहता हूँ कि देश में न्याय जगत की जो स्थिति है वह बहुत ही चिन्ताजनक है। कई माननीय सदस्यों ने कहा है कि देश में हाई कोर्ट्स और सुप्रीम कोर्ट में लम्बित मूकदमों का अम्बार लगा हुआ है। मैंने इसके बारे में एक सवाल उठाया था जिस का उत्तर मुझे 18 तारीख को दिया गया। उसके मुताबिक देश में 1 लाख 86 हजार 603 मुकदमे तीन साल या इससे ऊपर की अवधि से लम्बित हैं। पांच साल या इससे अधिक समय से जो मुकदमे लम्बित हैं उनकी संख्या 90 हजार 748 है। दस वर्ष से ऊपर से जो मुकदमे लम्बित हैं उनकी तादाद 15 हजार 73 है। इसी तरह से सुप्रीम कोर्ट में तीन वर्ष से जो मुकदमे लम्बित हैं उनकी संख्या 7223 है और पांच वर्ष या उससे ऊपर के समय से जो मुकदमे लम्बित हैं उनकी संख्या 5675

है और दस वर्ष से ऊपर के समय से जो मुकदमे लम्बित हैं उनकी संख्या 102 है। इतने लम्बे समय से जो लोग इन मुकदमों में उलझे हुए हैं उनकी क्या अवस्था हो गई होगी इसका अनुमान आप स्वयं लगा सकते हैं। आजादी के 32 साल के बाद भी आज हम इस लायक नहीं हुए हैं कि हम दावा कर सकें कि हम ने गरीब आदमियों के लिए न्याय उपलब्ध करवा दिया है। एक तरफ न्याय लगातार महंगा होता जा रहा है और दूसरी तरफ इतने लम्बे असे से लम्बित मुकदमों की बजह से इन मुकदमों में फंसे लोगों की क्या दुर्दशा हो रही है, इसका अंदाजा आसानी से लगाया जा सकता है। जो मुकदमे इतने वर्षों से लम्बित हैं, उनमें न्याय की उमीद नहीं की जा सकती है। बहुत सारे मुकदमों के गवाह मर गये होंगे, जो जिन्दा भी है, वे क्या गवाही दे सकेंगे 10, 10 साल से लोग न्याय पाने के लिए दोड़ रहे हैं, उनके मुकदमें खत्म नहो हो रहे हैं। सचमुच में यह एक आजाद देश के लिये कलंक के टीके के अलावा और कुछ नहीं हो सकता है।

आज जुडिशियरी की क्या हालत है? आज यह बात कही जाती है कि जुडिशियरी कमिटेड नहीं होनी चाहिये। मैं इस बात का हिमायती हूँ कि जुडिशियरी कमिटेड होनी चाहिये। हमारा जो संविधान है, उसमें इस बात का उल्लेख है कि हमारा देश समाजवाद को चाहता है, हमारा देश गरीबी और बेरोजगारी दूर करना चाहता है। कोई भी व्यक्ति जो न्यायपालिका के ऊचे स्थान पर बैठाया जाता है, अगर वह इससे कमिटेड नहीं होगा तो हमारे पूरे संविधान का इसे मखौल होगा। हम देश के साथ जो न्याय करने की बात सोचते हैं, वह नहीं कर सकते हैं।

इसके साथ ही साथ शासक दल के लोग या किसी दूसरे की समझ यह है कि जुडिशियरी का मतलब, उनके दल के मैनिस्फैटो के साथ कमिटेड होना चाहिये, तो यह सचमुच में हिन्दुस्तान के लिये एक बहुत बड़ा दुर्दिन होगा। चाहे कहीं का भी चीफ मिनिस्टर इस सवाल को उठाता हो, मैं समझता हूँ कि केन्द्रीय सरकार को इस सवाल पर अपनी नीति स्पष्ट करनी चाहिये क्योंकि जो चर्चा हो रही है वह किसी मामूली आदमी की नहीं हो रही है, एक बड़े प्रभावशाली व्यक्ति की हो रही है। इससे पूरे देश की जनता के बीच में अम फैल सकता है और इसे दूर करने के लिये आवश्यक है कि सरकार के ऊंचे औहदे पर जो लोग बैठे हैं, उनको इस मामले में पूरी चीज को साफ करना चाहिये।

एक बकील होने की हैसियत से मुझे भी इस बात की जानकारी है कि लोअर कोर्ट्स में और हाई कोर्ट्स में आज भ्रष्टाचार हो रहा है, और न्याय मिलने में दिक्कत आ रही है। जो न्याय करने वाले लोग हैं, उनमें से बहुत सारे लोग न्याय नहीं कर पाते हैं। आमतौर पर यह बात है कि अगर आपको किसी मुकदमें में अपने पक्ष में फैसला कराना है तो फलां बकील को रखिये, आपका मामला तय हो जायेगा, फलां बहस करने वाले को रखिये, हाई कोर्ट में तमाम इस तरह की बात होती है। लोअर कोर्ट में जब तक पैसा न दीजिये, मैं नहीं कहता कि सब के सब मजिस्ट्रेट मुन्सिफ या न्याय करने वाले खराब हैं, लेकिन यह विभाग पहले भ्रष्टाचार से अलग माना जाता था, लेकिन अब बड़े पैमाने पर यह सारी चीजें इसमें भी घुस रही हैं।

ऐसी स्थिति में जब हम इस बात का ऐलान करते हैं, लोगों को कहते हैं

कि फ्री लोगल-एड देंगे, तब आज क्या हालत हो रही है? इस सिलसिले में सरकार की ओर से कोई कदम नहीं उठाया जा रहा है सिवाय घोषणा, ऐलान और चौप नारे देने के अलावा। जो कदम सरकार को उठाने चाहिये, वह नहीं उठाये जा रहे हैं। यही वजह है कि आज न्याय के प्रति और न्याय में जो खुद गड़बड़ी है, उसके विरुद्ध सरकार के प्रतिनिधि एक आशंका व्यक्त कर रहे हैं, लोगों के दिल में शक हो रहा है और लोगों का जुडिशियरी पर से यकीन उठाना जा रहा है। यह स्थिति आज पूरे देश में व्याप्त है। इसलिये आवश्यकता इस बात की है कि इस तरफ ध्यान दिया जाये। आज बहुत सारी बातों की चर्चा की गई, हम लोग यही देखते हैं, जब कभी कोई कानून की बात हो, उसका सीमित फायदा भी जनता को उठाने को नहीं मिलता है। आज उसी तरह के कानून पेश किये जाते हैं जैसे हमारे देश में बहुत सारे राज्यों में लैंड रिफार्म एक्ट बनाया गया, लेकिन देखा जाता है कि निचले स्तर पर जब उसे लागू करने की बात की जाती है तो वह मामला हाई कोर्ट में लेजाकर पैंडिंग कर दिया जाता है और हाई कोर्ट में जजेज क्योंकि कास्टीट्यूशन के प्रति कमिटेड नहीं है, इसलिए बहुत लम्बे समय तक उसको लम्बित रख दिया जाता है और भूमि सुधार के मुताबिक जो फैसला होना चाहिये, उसके खिलाफ फैसले होते हैं। इस सिलसिले में सुविधायें देने की जो बात कही गई है, मैं उसका विरोधी नहीं हूँ लेकिन देश की आम जनता चाहती है कि हमारी जुडिशरी गरीबों और मजदूरों के पक्ष में, समाजवाद के पक्ष में, कमिटिड होनी चाहिए और मैं मांग करता हूँ कि उसके लिए कदम उठाये जायें।

SHRI JANARDHANA POOJARI (Mangalore) Mr. Deputy-Speaker, Sir, I rise to support the Bill. I have gone through the contents of the Bill and I am also aware of the scope of the Bill. I do not want to dilate much as was done by Mr. Somnath Chatterjee. But, at the same time, I may submit that our party does not want to denigrate the judiciary. We respect judiciary. That has been clear and, I think, by our acts we have dispensed away with that suspicion.

Coming to the service conditions of the judges, I may say that they must be paid a respectable salary so that they do not get tempted. Their service conditions must be improved. At the same time, if it is said that judges are under-paid or ill-paid or ill-houses, I respectfully disagree with this view. As you know, given the *per capita* income of this country, the poor people living below the poverty line, whether the judges are getting a low salary or whether the judges are getting more than what are expected, according to Justice Venkataramaiah of the Supreme Court, he has clearly stated that they are getting "enough". That is the word used by him.

Now, I may say, if we go to the lower cadre, that is, the subordinate cadre, I fully endorse the views expressed by Mr. Arakkal. In this context, I may suggest that the Government of India should set up an all-India service with the status and pay-scale of IAS for this cadre, that is, of the subordinate judges to ensure speedy trial in the subordinate courts. Otherwise, it will affect the legal service to the poor people.

What is the position of the retiring judges? After an amendment to article 220 of the Constitution, a number of retired High Court Judges and a number of Chief Justices practise in the Supreme Court. It has been observed by impartial observers and if, for example, I hap-

pen to be an impartial observer, if we go to the Supreme Court, we see these retired High Court Judges and Chief Justices arguing the case in the Supreme Court, in the course of arguments, referring to their own judgement or commenting upon their own judgement or relying on their own judgement or, we can say, relying upon a judgment where they have been a party.

SHRI XAVIER ARAKKAL: Do you support the idea of retiring High Court judges practising in the Supreme Court?

SHRI JANARDHANA POOJARI: I am coming to that point. Already, the age of retiring judges has been raised to 65 years. You take that into consideration. Not only that. The pension of judges has been enhanced. Is it not odd to look at these retired High Court judges practising in the Supreme Court and, at the same time commenting upon their judgment and relying on their own judgments? I feel that this practice must be stopped. I appeal to the hon. Law Minister to do away with this practice. Otherwise, I feel, the judiciary will not function properly.

Then, coming to the argument that Judges want more, one point has been raised, that Judges are very low paid and their emoluments, to the extent of Rs. 5000 are not sufficient, since the Ministers are getting more. I am posing this question to you—to Shri Somnath Chatterjee or any other Member who raised this question, from the Opposition Parties—what is the payment that is made to Ministers? What is the payment that is made to Members of Parliament? Do you agree with me that Members of Parliament are paid only Rs. 500.00? Do you think that Members of Parliament are not competent, that they are not honest? I am asking you this question because you advanced an argument that competent people and honest

people are not coming to the Judiciary because of the low salary. What about Parliament? Why are you denigrating Parliament?

AN HON. MEMBER: This is a service.

SHRI JANARDHANA POOJARY: Everything is service. This is also service; I do not say it is not a service. But, at the same time, we must also lead a respectable life. Otherwise, tomorrow the people of the country may say that because we people are corrupt we are not demanding much salary.

I may be permitted to submit one thing. Let us not give out an impression to the people of this country that Members of Parliament do not require any salary at all.

SHRI K. MAYATHEVAR: We want it; we want more.

SHRI JANARDHANA POOJARY: That is why I submit, let us not advance the argument that only Supreme Court judges must be given so much and the Ministers should not be paid more. When a Minister can lead a life, when Members of Parliament can lead a life with their salary, why cannot Supreme Court Judges lead a life with Rs. 5,000/- especially when most of the people of the country are living below the poverty line?

Now, about the judicial functions, I may be forgiven for saying that in the case of the Minerva Mill the Judiciary exhibited robust independence. I should not have said this, but you know what has happened in the case of other judgments—I need not tell you. This was done under the pretext of the 'basic structure'. Have you gone through the Constitution? I do not find anywhere the words "basic structure of the Constitution". Who created it? It is the Judiciary. I would say there are vested elements in the Judiciary. There is a feeling in the country that when the vested interests

lose to the Executive, the rest of the Judiciary pass stay orders or try to get a legislation struck down, thereby giving the power of meting justice to a coterie or the artists of injustice. We must be very careful. In this Parliament we are 545 Members and we are producing some legislation—social legislation—and rules. Why? It is for the people of this country whom we are representing. I can say that I represent 20 lakhs of people. There may be only 7 1/2 lakhs voters, but in the constituency there will be 20 lakhs of people. We have got some responsibility—social responsibility—and we are coming here and creating legislation. But one or two Judges sitting in the Supreme Court strike down this social legislation! Do you agree with the view that it should be so? No. Let them have their rights but, at the same time, let them not brow-beat us; we are not brow-beating them. We are also legislators and we have got our responsibilities. I fully agree with Mr. Bhagat when he said on the Floor of this House that the feeling of the people is that they are not getting justice. How many people are coming to the Supreme Court? How many poor people of this country are coming to the Supreme Court? Let us analyse it. Let us analyse and after analysing all these things, we may come to the conclusion that justice is not meted out to the poor people of this country. I am just bringing to your notice that we, Parliamentarians, must not be under the impression that the judges have come from the Heavens. They are also human-being like us. I am making this request to all the Members. Let us not denigrate ourselves; and if there is a feeling throughout India that Members of Parliament are not honest, let us lead a respectable life and show to the world that Members of Parliament also have got responsibility, they are also honest people.

With these words, I conclude.

SHRI A. NEELALOHITHADASAN (Trivandrum): Sir, I support this Bill

in principle even though there are some shortcomings as pointed out by some hon. Members, because, this is a Bill which is mainly intended to give some financial relief to High Court judges and Supreme Court judges. Under the present day conditions, along with the people who are living below the poverty line, even those people who are having a fixed or definite monthly income are having difficulties in making both ends meet. So, I support this Bill in principle.

Moreover, this Bill is connected with our judiciary which is one of the main pillars on which our Constitution itself stands. The founding fathers of our Constitution wanted our Constitution to rest on three main pillars, namely, the Judiciary, the Legislature and the Executive, and they wanted a mutual balance between these three organs, namely, the Judiciary, the Legislature and the Executive. While taking part in this discussion, let me put before the hon. House that there are some strong apprehensions in the minds of the public of our country about the future, about the fate, of the judiciary in our country. There are press reports appearing that there is a strong difference of opinion between the Law Minister and the Chief Justice of India as regards posting and transfer of judges of High Courts: So, posting of judges is delayed. There are also reports in the press that the Government of India is going to amend the provision in the Constitution which seeks consultation with the Chief Justice of India in posting of judges of High Courts. So, I request the hon. Minister to put an end to these apprehensions remaining in the minds of the public.

There is also apprehension as regards the federal system under the Constitution which we are having today. Some hon. Members have incidentally pointed out. I am not against the lawyers assembling themselves and discussing about various academic subjects including the federal system or any other

system. I am not against even some of the Members of the ruling party or someone else assembling themselves and discussing all these things. Our Prime Minister has been elected under the Constitution and under the Federal system. She has taken oath under the present Constitution. She was going to inaugurate such a conference and calling for a debate on various types of system....(Interruptions)

MR. DEPUTY-SPEAKER: Mr. Nadar, our country is a free country.

SHRI A. NEELALOHITHADASAN: The Chief Minister of Maharashtra is publicly advocating for the presidential system. In an interview in the *Times of India* dated 16th November he has been publicly advocating for such a system. He is also elected as per the present federal system. May I request them that, whether the Prime Minister or the Chief Ministers, if they want to undertake any other system or if they want to change the present system, let them resign the posts they are holding as per the present Constitution and the present federal system. Some hon. Members have pointed out that our Chief Minister was taking about the commitments of the judges to the manifesto of the ruling party. Mr. Bhagat was also speaking that. He was also elected to this Parliament on the basis of certain ideology I am asking a question as to whether the ruling party has done anything within the period of 11 months to analyse or review as to whether they have done anything as per their manifesto.

MR. DEPUTY-SPEAKER: Mr. Nadar, please come to the scope of the Bill.

SHRI A. NEELALOHITHADASAN: I am asking them whether their Party of inside or out side parliament has taken up this subject for discussion? Has the Government or the Cabinet reviewed and discussed what has been

done so far on the basis of your election manifesto? Then, how are you entitled to talk about the commitment of judges?

MR. DEPUTY-SPEAKER: Would you like to continue the next day or are you concluding now?

SHRI A. NEELALOHITHADASAN: I shall be concluding. I support Mr. Mayathevar's request for starting a bench at Madurai, of the Madras High Court. Similarly, in Trivandrum, the capital of Kerala, there is no Bench of the Kerala High Court. We were requesting for a very long time to have a Bench in Trivandrum. The Government of India had asked for some clarification of the State Government

in 1973 in this respect. They have not yet sent the clarifications to them. I request the Law Minister to write to the State Government of Kerala prescribing the period within which they should send their opinion and do the needful for starting at the bench of the Kerala High Court with filing powers at Trivandrum at the earliest. With these words, I conclude.

MR. DEPUTY-SPEAKER: The House stands adjourned till 11 A.M. tomorrow.

18.00 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Friday, the 21st November, 1980/Kartika 30, 1902 (Saka).