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Thursday, June 19, 1980

Jyaistha 29, 1902 (Saka)

LOK SABHA DEBATES

**Third Session
(Seventh Lok Sabha)**



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**LOK SABHA SECRETARIAT
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LOK SABHA DEBATES

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LOK SABHA

Thursday, June 19, 1980/Jyaistha 29,
1902 (Saku)

The Lok Sabha met at Eleven of the
Clock.

[MR. SPEAKER in the Chair]

ORAL ANSWERS TO QUESTIONS

Introduction of Diesel Coach

*163. SHRIMATI BIBHA GHOSH GOSWAMI: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have considered the demand to introduce Diesel Coach in Shantipur-Nabadwip-ghat narrow guage line;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) to (c) Yes Sir, the feasibility of introducing the diesel rail car on Shantipur-Nabadwipghat was examined but not found feasible due to technical reasons. Therefore, there is no proposal at present to introduce diesel rail cars on this section.

SHRIMATI BIBHA GHOSH GOSWAMI: I am surprised at the answer given by the Minister. He may not know the background. The move for introduction of the diesel rail car was initiated after the Nadia District Travellers' Association, a few MLAs

and myself met Shri Padmanabhan, the then G.M., Eastern Railway. It was understood that, with some modifications, the diesel coach will end the malady of the section to a great extent but the coaches are lying there at the Shantipur Railway shed since April 1979.

In view of this, Sir, and in view of the fact that the present state of non-performance and near collapse of the train services has compelled lakhs of the general public to seek other means of transport, thereby causing a big loss of about Rs. 1 1/2 lakhs per month to the Railways and in the interests of lakhs of handloom weavers of the traditional centres of handloom production and marketing, namely Nabadwip and Shantipur, where business of a volume of around Rs. 100 crores is transacted per year, and also in the interest of lakhs of pilgrims going to the cities of Naba and Shantipur and Mayapur—the birth place of Shri Chaitanya Nath, etc....

MR. SPEAKER: This is not a supplementary; I will not allow it.

SHRIMATI BIBHA GHOSH GOSWAMI: I am finishing Sir.

There is a commotion there.....

MR. SPEAKER: This is not the way to put supplementaries; I will not allow it.

SHRIMATI BIBHA GHOSH GOSWAMI: So, in view of this, will Government review its position, take up the required re-orientation of the platforms and track if necessary and implement the diesel coach service at

an early date to ensure the viability of the section itself?

SHRI MALLIKARJUN: As the Hon. Member has mentioned, the diesel car is lying at the moment in Shantipur, no doubt, but the Government has already—probably on the representation of the Hon. Member herself or of somebody else—sent three diesel cars to the Eastern Railway and one of it has been sent to Shantipur-Nabadwipghat section. But, unfortunately, when the diesel car was put on trial, it was found that, for technical reasons, it was not possible to run it. For example, the axle load of the Shantipur line is four and odd tonnes whereas the power car is five and odd tonnes; therefore it is not feasible.

Apart from that, in that area, for the turning up of the rail car there is no turn table land to have triangle.

So, after it was found not feasible, it was to be diverted to the Khatwa-Bardwan section. However on the representation of some people, it is still lying there.

Therefore, I feel that since it is not feasible, the Hon. Member may kindly wait for some time.

SHRIMATI BIBHA GHOSH GOSWAMI: I would like to know from the hon. Minister whether the local population of Shantipur persuaded the Railway authorities to stop the removal of the diesel train from Shantipur Railway Yard around midnight on 5th January, 1980, and whether, in view of numerous representations from all sections of the people like the Nabadwip Travellers' Association, the Shantipur Travellers' Association, the MLAs, the Chairman of Municipalities and also the Joint Committee of Passengers Associations and Railwaymen's organisations of Sealdah Division etc. Government will take a fresh view of the matter and sit across the table with repre-

sentatives of all these organisations to settle the issue to the satisfaction of all concerned.

SHRI MALLIKARJUN: There was no lapse on the part of the Government as the hon. Member has mentioned. About the representation, it is already lying there. Now, in the light of the request of the hon. Member, we will reconsider it and do whatever is necessary and possible.

MR. SPEAKER: Supplementaries should not be so lengthy. Next Question.

Showing of Sikkim and Assam as a separate country by U.S. Magazine

†
*164. **SHRI P. M. SAYEED:**
SHRI NAVIN RAVANI:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether American Magazine Newsweek of 26th May, 1980, has published a map depicting Sikkim and Assam as separate countries;

(b) whether Government has taken any action in the matter with the U.S. Government;

(c) the reaction of Indian Government in this regard; and

(d) whether Indian Embassy in Washington was instructed to take up the matter with the publishers of the magazine?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): Yes Sir. In the Asian Edition of US Magazine "NEWSWEEK" dated May 26, 1980 an inset map of eastern parts of India, Bangladesh and Bhutan has been published on page 12. The whole of Assam and Skkrim have been shown in a different colour from the rest of India.

(b) No Sir, since NEWSWEEK is a non-Government publication, raising the matter with the U.S. govern-

ment would not have served our purpose.

(c) and (d). Serious objection of Government of India to this cartographic misrepresentation of Indian territory has been conveyed both to the local representatives of NEWSWEEK in India and to the highest level of management of the NEWSWEEK in New York through our Embassy in Washington. The publishers expressed their regret at their inadvertant error and this regret is also carried in the June 16 issue of NEWSWEEK in the response to a letter from our Embassy.

SHRI P. M. SAYEED rose—

MR. SPEAKER: Is there any scope for supplementaries?

SHRI P. M. SAYEED: I want to ask, Sir.

It is unfortunate that, whenever such a cartographic aggression is taking place.....

DR. SUBRAMANIAM SWAMY: He has said, 'cartographic misrepresentation.'

SHRI P. M. SAYEED: He has used a mild word; I have to use the word 'aggression.' Is there any objection?

MR. Speaker, Sir, either this august body takes cognizance of this first or the External Affairs Ministry other than our Embassies in the respective countries takes organization of it. To quote an example, in 1970, in a school textbook in Syria the whole of Maharashtra, Gujarat, Rajasthan, Punjab, Kashmir and U. P. were shown as part of the Islamic World. The funny thing was this. This information was brought to the notice of the Government by the Israel Consul, Mr. Yakov Morris; our Embassy was not aware of what was happening there. Again, in the case of a map published by the Soviet Union 50,000 sq. miles of our own territory in the NEFA area were gifted away as part of China.

AN HON. MEMBER: Aksai Chin.

SHRI P. M. SAYEED: Yes.

Thirdly, in UK also the same thing happened in 1968. The National Geographic Magazine has published Kashmir as an independent country. I do not know but either in the West or in the East they have a fancy of taking these things in a very light manner. I just wanted to know from the hon. Minister whether any cartographic aggression done deliberately or otherwise by the respective governments and which has been taken up by the Government of India is pending for rectification and also in this very case, I want to know whether our Embassy has taken note of or taken cognizance of this thing first or the External Affairs Ministry or the august body.

SHRI P. V. NARASIMHA RAO: In this case it is not possible and it was not possible for our Embassy in Washington to take note of it for the simple reason that this is an Asian edition of the Magazine which is not available in the U. S. A. This is available only in the Asian countries. They have different editions for different areas and because this map concerns this area, they have been good enough to tell us about their own error to the people concerned and that is how it has been brought to their notice and rectified.

SHRI P. M. SYEED: In view of the present developments that are taking place in the eastern region, I want to know whether the government has undertaken any intelligent investigation in different countries where such cartographic aggression either deliberately or otherwise was done.

SHRI P. V. NARASIMHA RAO: This does not arise. We do not undertake a wild-goose chase in all countries for cartographic errors or aggression as the hon. Member puts it. As and when these matters come to our notice we take it up with the people concerned.

SHRI NAVIN RAVANI: I would like to know from the hon. Minister

whether the Government is aware of the conspiracy of some foreign countries, particularly, of the western countries and China, to create disturbance and sabotage in our country in the eastern region and what steps have been taken to unearth foreign arms, literature, propaganda material and foreign money and how much the Government is able to do this.

SHRI P. V. NARASIMHA RAO: I do not think there is any connection between the question and the supplementary.

SHRI EDUARDO FALEIRO: The so-called inadvertent mistake of the Newsweek was really not so inadvertent as it appears; it was deliberate and mischievous for in the text which accompanies the map it is mentioned 'India gobbled up Sikkim in 1974.' We forgot for the moment this issue of the Newsweek. I would like to ask a general question. I want to know whether the government is aware that the American media—not only newspapers but also the radio—and the media of western countries including UK and France, deliberately denigrate this country and any amount of un-Indian and anti-Indian programmes are shown in their media and our people there react strongly to that but our Embassies in those countries do not react as strongly and as promptly as it is desirable. If so, I want to know whether the government will be kind enough to direct our Embassies and our Missions to take immediate action and come out strongly against this misrepresentation and anti-Indian propaganda in the western media.

SHRI P. V. NARASIMHA RAO: In this case I presume that the regrets for the error both cover the map and the text.

So far as the general question is concerned, we are taking steps to see that whenever such propaganda

takes place and wherever it takes place, it is brought to the notice of those governments abroad by our Embassies and the Ministry here to the extent it is necessary. But generally, the reply is that the government as such are not responsible for what the publishers publish. They say theirs is a free society, there is freedom of Press and all the rest of it. So, we are seriously thinking of how to meet this kind of thing effectively. But, so far as protests are concerned, they are being made quite regularly whenever an occasion arises.

DR. SUBRAMANIAM SWAMY: I agree with the Minister that in regard to non-official cartographic misrepresentation and aggression whatever, we can hardly do anything about it except to bring it to their notice and get an apology for that.

I would like to know from the Minister whether he knows that in certain countries there are officially published maps which do not conform with our view of the border. For example, the Soviet Atlas still publishes parts of Aksai Chin as part of China or as a disputed area. I want to know whether the government is aware of it or not.

SHRI P. V. NARASIMHA RAO: We are aware of official maps also in certain cases misrepresenting facts. Not just one but several cases we have known and we have brought them to the notice of the governments concerned. It seems that some of those who are publishing the maps do it according to their opinions rather than according to facts.

SHRI SANTOSH MOHAN DEV: Is it a fact that in Assam, in the post offices in Gauhati, Nowgong, Tejpur and other areas maps depicting Assam as United State of Assam, that is, Greater Assam, are being sold across the counters? If so, what steps does the Government propose to take to stop this? The same

type of map is also being published in the News Weekly. These are being printed in the Government of India post cards and are being distributed and these are being bought by the public. I can give one of the post cards in which they have printed it. Will the Government take action against them?

SHRI P. V. NARASIMHA RAO: If this is being done within the country, then I think, the question should be addressed to the Home Minister.

MR. SPEAKER: Next question. Mr. Imbichi Bava.

Financial assistance for Sailing Vessels

*165. **SHRI E. K. IMBICHI BAVA:**

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

(a) whether it is a fact that due to hike in oil prices and scarcity of oil, the mechanised cargo boat service has become very difficult; and

(b) if so, whether Government propose to provide financial assistance to build sailing vessels in Kerala to overcome the cargo transport problems?

THE MINISTER OF SHIPPING AND TRANSPORT AND TOURISM AND CIVIL AVIATION (SHRI A. P. SHARMA): (a) Yes, Sir.

(b) The Government of India have already introduced a scheme for grant of repayable loans to the maritime State Governments or being disbursed to sailing vessels owners for construction of new mechanised sailing vessels and mechanisation of existing sailing vessels. The Government of Kerala have, however, not availed of any loan assistance under this scheme till the end of 1979-80. The question of granting loan assis-

tance to the Govt. of Kerala for this purpose will be considered as and when a proposal is received from them.

MR. SPEAKER: There is no Supplementary, Next Question.

SHRI MONORANJAN BHAKTA: Mr. Speaker: Sir, I want to put a supplementary on this.

Just now, the hon. Minister has replied that he will provide financial assistance to the sailing vessels. Sir, in this connection, I would like to ask a pertinent question. The Sailing Vessels Association has time and again represented to the Government of India to provide them with the loan assistance from the S. F. D. C. and, if so, whether Government is going to consider this issue of grant of loan assistance from the SFDC with a very minimum interest rate?

SHRI A. P. SHARMA: Sir, loans to these sailing vessels are routed through the State Governments and, in this particular case of the sailing vessels, there is a loan amount earmarked for this purpose. As and when the State Governments make a request, such loans are considered. So far as SFDC loan is concerned, it is not available for sailing vessels.

SHRI XAVIER ARAKAL: The Minister stated that the loan was not availed of till 1979-1980. Has the Government of Kerala ever applied and got this assistance in this matter? That is prior to the period 1975-77 have they applied and got this assistance?

SHRI A. P. SHARMA: This scheme is working since 1975 and as I have already stated in reply to an earlier question, no request had been made by the Kerala Government so far. Only one request had come from the Kerala Government for Rs. 40 lakhs for importing outboard engines for mechanising the existing sailing fishing vessels. But, no specific request for the release of loan or no detailed applica-

tions have been received so far from the Kerala Government for mechanising or constructing sailing vessels.

New Railway line in N.E. States

*166. SHRI P. A. SANGMA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have decided to construct new Railway Lines in the North-Eastern States; and

(b) if so, the progress made so far?

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

(b) Final location (engineering) survey for the six new lines in the N. E. Region aggregating 211 kms. is in progress. Final location survey has been completed over a length of 145 kms. Land acquisition papers for these stretches are under preparation. Other preliminary works such as construction of camp offices, godowns for cement etc. are also in progress.

SHRI P. A. SANGMA: Mr. Speaker I expected, the hon. Minister to give a statement. But, on the other hand, he has given an answer simply saying that the works on the new lines are in progress. There are six new lines which have been taken up. I want to know from the hon. Minister about the progress made in each of these six new lines.

Secondly I want to know from the Minister by which year the six new projects are expected to be completed.

SHRI MALLIKARJUN: Sir, as the hon. Member desire to know as to what extent the progress has been made, I would like to tell him that the Urgency certificates for the four out of the six lines have been cleared.

In this regard let me bring to the knowledge of the House also that this was taken up with the Planning Commission in 1974 when the North Eas-

tern Council along with the Governor met the then Prime Minister and she took lot of initiative in the matter and the things have taken the present shape.

At the moment urgency certificates have been cleared for four of these lines. That is, Balipara-Bhalukpong, 33.45 K.M.; Dharmanagar-Kumarghat; Silchar-Jiribam, and Lalaghat-Bhairabi lines. Regarding rest of the two lines after completion of certain preliminary things these also will be cleared. So far as the completion date is concerned, by 1984-85 these six lines will be completed. The Planning Commission has cleared the same. About Rs. 50.29 crores are required. So, everything has been done in respect of taking progressive steps in this direction.

SHRI P. A. SANGMA: The Minister was silent on this point because, in respect of lines concerning of my State nothing has been done so far.

Any way I want to know how many new projects have been surveyed in the entire N.E. region. Sir, I am in possession of a letter written to me by the former Railway Minister, Prof. Madhu Dandavate. He was replying to me with reference to the debate held in the House. The letter said that a survey has been conducted from Goalpara to Mohendragunj in Garo Hills district. But it does not appear in the map which has been presented to us by the Railway Department. Therefore I am in confusion. So I request the Minister to clarify the correct position whether a survey has been conducted here as per the letter written to me by the former Minister Prof Madhu Dandavate.

PROF. MADHU DANDAVATE: I cannot withdraw that letter with retrospective effect.

SHRI MALLIKARJUN: As far as the survey that is done is concerned, 8 new railway lines have been sur-

veyed. One is Gauhati-Burnihat (Assam-Meghalaya); 28.21 K.M. The other is Rangapara Bhalukpong (Assam-Arunachal) 35.45 K.M.

Then you have Murkongselek Pasighat (Assam-Arunachal) 32.00 K.M.

Tippling-Itanagar (Assam Arunachal) 70.00 K.M.

Pancharanaghat Darangiri (Assam Meghalaya) 121.55 K.M.

Lalaghat-Sairang 102.35 K.M.; Lora-ghat-Bhairabi 48.77 K.M.

Amguri-Tuli (Assam-Nagaland) 17.07 K.M.

Regarding the specific question which the Hon'ble Member has asked, at the moment I do not have the reference of the letter written to him by the then Railway Minister. However I will try to get that reference also.

Now, so far as these lines are concerned, already the progress is absolutely in an advanced stage. My friend will have the benefit of these lines within a short time.

श्री कमल नाथ भा : अध्यक्ष महोदय, मैं आपके माध्यम से मंत्री महोदय का ध्यान नार्थ-इन्स्ट्र्यु इंडिया की एक बहत ही महत्वपूर्ण योजना की ओर आकृष्ट करना चाहता हूँ और जानना चाहता हूँ कि उसका सर्वे हआ है या नहीं वह कोंसी एरिया मे. . . .

MR SPEAKER: No; this is disallowed.

क्षेत्रीय सलाहकार समितियां

* 168. श्री निहाल सिंह: क्या संसदीय कार्य मंत्री यह बताने की कृपा करेंगे कि-

(क) क्या सरकार का विचार रेलवे मे क्षेत्रीय सलाहकार समितियां पुनः गठित करने का है; और

(ख) यदि हाँ, तो कब तक और क्या उनमें विपक्षी दलों के सदस्यों को भी शामिल किया जाएगा ?

संसदीय कार्य मंत्री (श्री भीष्म नारायण सिंह):

(क) और (ख). रेलवे क्षेत्रों के लिए अनपेचारिक परामर्शदात्री समितियां का गठन शीघ्र हो किया जायेगा। प्रत्येक संसद सदस्य को रेलवे की इन क्षेत्रीय समितियां में से किसी एक पर नियुक्त किया जाता है।

श्री निहाल सिंह : मैं मंत्री महोदय से जानना चाहता हूँ कि संसद सदस्यों के अलावा बाहर के लोग भी इन समितियां में लिए जाएंगे ?

श्री भीष्म नारायण सिंह : मान्यवर, बाहर के लोग जोनल कसल्टेटिव कमेटीज के सदस्य नहीं बनाए जा सकते। उस में सिर्फ उस जान के संसद सदस्य होते हैं।

श्री दृष्टिध चन्द्र जैन : मंत्री महोदय न बतलाया कि शीघ्र ही इन जोनल कसल्टेटिव कमेटीज का निर्माण होगा तो यह कब तक हो जायेगा इसका स्पष्टीकरण वह करेंगे ?

श्री भीष्म नारायण सिंह : सम्माननीय सदस्य को इस बात की जानकारी होगी कि संमद के दोनों सदनों द्वे सदस्य उस क्षेत्र के जो होते हैं वे इन जोनल कमेटीज के सदस्य हआ जाते हैं। आप को मालूम ही हैं कि राज्य सभा में 50 के आसपास स्थान अभी रिक्त हैं। जब तक राज्य सभा के उन पदान के आस पास सदस्यों का चुनाव नहीं हो जाता तब तक इनका गठन नहीं दिया जा सकता था। इसी कारण जोनल कमेटीज का गठन मैं नहीं कर सका, अन्यथा मैं दैयर हूँ इराजा गठन करने के लिए।

श्री राम विलास पासवान : जहाँ तक मेरी जानकारी है रेलवे की इन जोनल कमेटीज में जिस जान के जो एम पी होते हैं राज्य सभा और लोक सभा के वही मेम्बर होते हैं, तो राज्य सभा के जिन मेम्बरों का चुनाव बाकी है, उनका जब चुनाव हो जाएगा तो वे अपने अपने जान से इन कमेटीयों के मेम्बर हो जाएंगे। तब तक जो लोक सभा के और जो राज्य सभा के भी सदस्य हैं उनको मिला कर इनका गठन कर लिया जाय और

फिर बाद में जब उनका चुनाव हो जाय तो उनको भी उसमें डाल दिया जाय, इसमें क्या कठिनाई है?

श्री भीष्म नारायण सिंह : माननीय सदस्य के सूक्ष्म पर मैं विचार करूँगा।

MR. SPEAKER: Q. No. 169...Q. No. 170... The members are absent. I have been having this phenomenon for the last three days.

AN HON. MEMBER: They are from the ruling party.

MR. SPEAKER: From each section of the House.

Super Power confrontation in Indian Ocean

*171. **SHRI JANARDHANA POOJARY:** Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether Government's attention has been drawn to the news item published in local daily of 30th May, 1980 'Indian Ocean is increasingly becoming an arena of super power confrontation'; and

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

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) Government have been newspapers reports to this effect.

(b) India is committed to the UN Resolution of 1971, regarding the establishment of a Zone of Peace in the Indian Ocean. Therefore, we are concerned by the fact that there has been a heavy increase in the military presence of the outside powers in the Indian Ocean. We believe that great power military presence and competition in the Indian Ocean is inimical to the peace and stability of this area.

SHRI JANARDHANA POOJARY: contrary to the assurance given to the

littoral countries, Diego Garcia is now built up as a formidable naval and air base in that sensitive area by USA. Not only that, according to an expert's report, about 21 warships including Aircraft Two Task Force are facing now 12 fighting ships as also 15 support ships of the Soviet Union in that region. The Indian Ocean has become a region of confrontation and rivalry. Not only that; it has become a cock-pit of tension and pressure. Under these circumstances, will the Minister state whether the Government of India is going to initiate steps to advance the Colombo summit meeting of 1981 on Indian Ocean, with the support of the littoral countries?

SHRI P. V. NARASIMHA RAO: It may not be possible to advance it at this stage; but we are making all preparations to see that the conference is effective. We are in touch with the littoral countries, each of which is equally worried and equally concerned. There have been some consultations in New York; and now I think the stage is set for the conference in Colombo. Our thrust has been, and will be to make the great Powers themselves responsible for the implementation of the declaration, as opposed to the littoral and hinterland States getting bogged down in consideration of inter-se interests. So, this is our approach; and this is our thrust. And I don't think that there is any other alternative, except to mobilize world opinion, and particularly the opinion of all countries in this area on this matter.

SHRI JANARDHANA POOJARY: What is the reaction of the Government of India to a proposal for the setting up of a small task force of littoral countries to sensitize world opinion, and also to coordinate the response of the littoral countries to the external interference in this region?

SHRI P. V. NARASIMHA RAO: The conference is being prepared for. There is no need for any task force, as I see it. But if there is any need to take other countries into confidence and impress upon them the need for this conference and the need for a favourable result from it, that could be done. I don't think we need to call it a task force, because it gives a different meaning altogether.

SHRI INDRAJIT GUPTA: Under the provisions of International Law as they exist at present, there is not much that can be done about the mere passage of ships, even if they are war ships, through the Indian Ocean waters, i.e. ships which are in passage or motion. But a distinction should be made between this and the question of setting up fixed bases in that area. That is the position. I would like to know why the Government of India does not seem, recently, to be very much concerned—they may be concerned, but they are not giving public expression to it—about the fact that the USA openly declared this: there is a statement by Mr. Warren Christopher, Assistant Secretary of State during a National Television interview in the United States, where he has said—and I quote:

“Since Diego Garcia harbours have been deepened to accommodate aircraft carriers and nuclear submarines and the runways have been lengthened to permit the big nuclear weapons-carrying bombers to take off and land, the USA will, from now on, have a permanent military presence in the area, the Assistant Secretary of State Mr. Warren Christopher said....”

So, I would like to know whether the Government is drawing any distinction between the movement and passage of ships, to whichever Power they may belong, through these waters—because I don't think anything can be done under the international law about it—as opposed to deliberate setting up of a permanent

military presence, as in Diego Garcia.

SHRI P. V. NARASIMHA RAO: We are very much conscious of this distinction. We have made a full note of what is happening there: and it is not correct to say that there has been any diminution in our concern lately. It is not correct.

DR. SUBRAMANIAM SWAMY: Taking Mr. Indrajit Gupta's question forward, I grant that Diego Garcia has created tension in the Indian Ocean area. But the number of war ships of the Soviet Union, in terms of ship-days, has also vastly increased. In fact, the Soviet warships' presence in the Indian Ocean has gone up 5 or 6 times. whether they make a distinction in this regard; whether they consider the presence of both the bases and the warships as.....

MR. SPEAKER: I think this question has already been answered.

DR. SUBRAMANIAM SWAMY: No, it has not been answered. Whether they consider them on par: whether he considers one more acceptable than the other.

SHRI P. V. NARASIMHA RAO: There is a conference going on in regard to furtherance of this cause. Now when the conference goes on, it will take up all these matters in all these aspects. I need not sit in judgment over anything right now. (Interruptions) It is not proper.

SHRI NIREN GHOSH: Whether the government considers confrontation in the Indian Ocean as a danger to peace and contrary to the idea of this Ocean being declared a zone of peace; if so, whether the Government of India consider the movement of ships and installations in Diego Garcia as a hostile act; whether the Government consider in conjunction with the littoral countries to get it declared in the Non-aligned Conference that this is an hostile act.

SHRI P. V. NARASIMHA RAO: It was as far back as in 1971 that the Indian Ocean was designated for all time as a zone of peace.

So far as the declaration part is concerned, it has been done by the United Nations, and when it has been done by the United Nations; it is an attempt deemed to have been made by every nation which is represented in the United Nations. It is not merely a question of declaration; it is a question of how we enforce the declaration and that is what it is all about. (Interruptions) It is not possible to permit....

SHRI NIREN GHOSH: Is this not a hostile act by these Super Powers?

SHRI P. V. NARASIMHA RAO: The United Nations is going to convene a conference on whatever further declarations are to be made. It is better that we leave it to that conference.

SHRI R. L. BHATIA: What is happening in Diego Garcia is the strengthening the fleet of U.S. warships which are 37 in number by now. Have you raised any protest against it to them, the US Government, in this respect? He has mentioned in that statement that this matter should be raised by public opinion. What measures he has adopted for raising public opinion against this?

SHRI P. V. NARASIMHA RAO: I have already said that this matter has been taken up. We have conveyed our concern at the highest level. But what remains to be done is mobilization of world opinion, particularly the opinion of the littoral countries; not that the littoral countries have not expressed themselves so far; they have. But this has to be done again and again until we succeed in our objectives. That is why this conference is being planned and we are making elaborate arrangements to see that the conference is successful.

Former Prime Minister's secret meeting with South African Prime Minister

*172. SHRI INDRAJIT GUPTA: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether it is a fact that the then Prime Minister, Shri Morarji Desai, had a secret meeting with the South African Prime Minister at Frankfurt; and

(b) if so, whether the purpose and content of these talks have been ascertained?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) According to available information, Shri Morarji Desai had a meeting in Frankfurt in June, 1979, with the South African Foreign Minister, Mr. R. S. Botha. This has been confirmed by Shri Morarji Desai himself in his statement to the press reported on 16 May, 1980.

(b) Government have made efforts to ascertain the purpose and content of the talks but without success, as there is no record of the meeting available.

SHRI INDRAJIT GUPTA: I would like to know, as far as the Minister is aware, whether this is the first occasion at least since independence when a Minister of the Central Government of India has had any personal contact with Minister level representative of the South African Government or whether there have been any other occasions when such talks have taken place or contacts have taken place?

SHRI P. V. NARASIMHA RAO: As far as I am aware, this is the first occasion. There is a total ban on Indian nationals going to South Africa on business or for tourism leave alone the heads of the Governments or members of the government talking to each other.

SHRI INDRAJIT GUPTA: In that case, if that is the interpretation of

the Government of India's stand, I think it would appear that the former Prime Minister committed a breach of the existing principles and decisions which the government has taken in this regard. I should like to know from him whether the present government has expressed its disapproval. It has not, as far as I know, because a few days ago when we were talking about Moshe Dayan's visit, we were told that there were no records available. It was made to appear that such a talk which was carried out secretly was harmful to the country's image abroad and so on. In the case of South Africa, India since the days of Mahatma Gandhi has been in the forefront of the struggle against apartheid and Morarji Desai claims to be a disciple of Gandhiji. In that sense, news appearing that he had a secret meeting at Frankfurt air port with the South African Minister, would it not do damage to the image of India, particularly in the eyes of the people of Africa and South Africa. From that point of view should not the government express itself and make its position clear?

SHRI P. V. NARASIMHA RAO: I am expressing the view of the government here and now that this was not the proper thing to do. Our relations with the people of South Africa have been so good and friendly and we have been helping them right from the beginning, not just recently. This history is more than half a century old. So I do feel, Government feel that a meeting like this would certainly create misunderstanding not only between the people of South Africa and ourselves but between us and the people of other African countries, particularly countries like Namibia which are still struggling against foreign domination. So, I am sure that it was not the proper thing to do.

SHRI G. M. BANATWALLA: The hon. Minister just now said that such a meeting would create wrong

impressions on the people of South Africa. But we would like to know definitely from the government whether any wrong impressions were created and if so what steps the government took immediately on assumption of office in order to see that any mischief done by such a secret meeting is corrected and things put properly.

SHRI P. V. NARASIMHA RAO: Minister standings would come only when the information that a meeting like this has taken place, becomes known. This knowledge has come to the world only recently. Now we are taking steps to see that there is no further misunderstanding. As I said on a previous occasion, the exposure of this meeting on the floor of this House is also a step in that direction.

श्री भालिक एम. एम. ए. लां: अध्यक्ष महोदय, पिछले चन्द दिनों में दो सीक्रेट मीटिंग की बात हमारी नालिज में आई है। मैं मंत्री महोदय से जानना चाहता हूँ कि क्या जनता पाटी की हक्कमत के पिछले तीन सालों के दौरान इन दो मीटिंग के अलावा दूसरे देशों के साथ कोई और साज-दाज करने की इच्छिता है ?

श्री पी. वी. नरसिंह राव : अभी तक नई नहीं जानता, लोकन अगर कोई जैर जानकारी होगी, तो सदन के सामने पर्याप्त करूँगा ।

PROF. K. K. TEWARY: The hon. Minister admitted that the surreptitious meeting of the former Prime Minister with some representative of the—Prime Minister of South Africa violated all norms and considerations; he admitted on the floor of the House. Will he initiate a move to condemn this violation?

SHRI P. V. NARASIMHA RAO: I do not think there is any need for going further.

श्रीमती कृष्णा साहबी : भूतपूर्व प्रधान मंत्री श्री मोरारजी देसाई की जो यह गुप्त बैठक हुई, क्या यह राष्ट्र के हितों के अनुकूल थी

और क्या संसद के माननीय सदस्यों का विश्वास इसमें प्राप्त नहीं किया जा सकता था ?

श्री धी. बी. नरसिंह राव : मैं इस प्रश्न का जवाब पहले ही दें चुका हूँ ।

पाकिस्तान द्वारा अस्त्रों की खरीद

* 173. श्री फूलचन्द वर्मा :
श्रीमती प्रीमिला दंडवते :

क्या विदेश मंत्री यह बताने की कृपा करेंगे कि क्या यह सच है कि पाकिस्तान परिचमी देशों से लगातार बड़े पैमाने पर हीथियार खरीद रहा है ?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): Government have seen reports to this effect.

श्री फूलचन्द वर्मा: अध्यक्ष महोदय, मैंने मंत्री महोदय से बहुत सीधा और स्पष्ट प्रश्न पूछा था कि पाकिस्तान परिचमी देशों से लगातार बड़े पैमाने पर शस्त्र खरीद रहा है क्या इसकी जानकारी उन्हें है। इसका उन्होंने यह जवाब दिया है कि उन्होंने इस आशय की खबर अस्तराओं में देखी है। मैं समझता हूँ कि मेरे प्रश्न का उत्तर नहीं आया है, फिर भी मैं आप के माध्यम से मंत्री महोदय से जानना चाहूँगा कि क्या यह सही है कि फ्रांस से पाकिस्तान आधुनिकतम लड़ाकू विमान खरीद रहा है, जिससे भारत की सतरा होना स्वाभाविक है? साथ ही मैं यह भी जानना चाहूँगा कि 26 जनवरी, 1980 को फ्रांस के राष्ट्रपति जब भारत आए थे, तो क्या उनसे इस सम्बन्ध में सरकार की ओर से चर्चा की गई थी और यदि चर्चा की गई थी, तो फ्रांस के राष्ट्रपति की क्या प्रतिक्रिया थी। उस सम्पूर्ण चर्चा का सम्पूर्ण व्यौरा क्या है ?

SHRI P. V. NARASIMHA RAO: This is the latest that has come to us. A U.N.I. Report Datelined Moscow and quoting Western Diplomatic Sources Stated that Pakistan was in the process of buying military equipment worth Rs. 2,000 crores from various Western countries. The Pakistan Embassy New Delhi and the Pakistan

Foreign Office in Islamabad denied this and the Pakistani Press branded it as a story planted by the Indian Government to cover up its own contract with the Soviet Union, for military equipment. We are aware that Pakistan has been negotiating with various manufacturers in the United States and European countries for the purchase of sophisticated equipment and the Report that Pakistan had entered the Western Arms market with a shopping list worth Rs. 2000 crores is not likely to be incorrect. However, we have yet no confirmation as regards the number, size and the types of deal that have been finalised.

This is the position. We would certainly get this information in course of time. We are not going to leave it just at that. ,

श्री फूलचन्द वर्मा: अध्यक्ष महोदय, मैं यह कहना चाहता हूँ कि पाकिस्तान के पास लड़ाकू पनडुब्बियों की संख्या जो है, वह भारत से अधिक है। इसके अलादा पाकिस्तान कछु परिचमी देशों से आधुनिकतम लड़ाकू पनडुब्बियां खरीदने का सौदा कर रहा है जो इस बात को ध्यान में रखते हए कि ये जो पनडुब्बियां पाकिस्तान खरीदेगा, उनका उपयोग भारत के सिलाफ हो सकता है और इससे एशिया महादीप की शान्ति को लुटरा पैदा हो सकता है, ऐसी स्थिति में क्या भारत भी अपनी रक्षा-पंक्ति को मजबूत करने के लिए देश की सुरक्षा के लिए विदेशों से इस प्रकार के लड़ाकू हीथियार, औजार, विमान और पनडुब्बियां खरीदने का विचार कर रहा है और यदि विचार किया है या इस बारे में कोई सौदा हुआ है, तो उसका सम्पूर्ण व्यौरा क्या है ?

श्री धी. बी. नरसिंह राव: भारत अपनी सुरक्षा के लिए क्या करता है, उसमें पाकिस्तान या किसी देश विशेष को लाने की आवश्यकता नहीं है। हमारी सुरक्षा की जो आवश्यकताएं हैं, वे हम जानते हैं और उनको पूरा करने के लिए तत्पर हैं। जहां तक पाकिस्तान का प्रश्न है, हम उन से यह कहने

की कांशिश कर रहे हैं कि हमसे उन को कोहू खतरा नहीं है, इसलिए इतने बड़े पैमाने पर हथियार खरीदने के चक्कर में न पड़िये। पहले भी कांशिश की है और आगे भी कांशिश करेंगे। वे नहीं सुनते या नहीं मानते, तो यह लाचारी है। हमारे देश की जो सुरक्षा का सवाल है, वह हमारा काम है और उसके लिए हम तत्पर हैं।

श्री फूर्मचन्द बर्मा: मेरे प्रश्न का जवाब नहीं आया। मैंने मंत्री महोदय से यह स्पष्ट प्रश्न पूछा था कि भारत अपनी सुरक्षा के लिए किन-किन दूसरे देशों से आधुनिकतम हथियार खरीद रहा है। . . (व्यवधान) . .

अध्यक्ष ब्रह्मोदय: यह नहीं बताया जा सकता है। The question is irrelevant. Disallowed.

SHRI CHINTAMANI PANIGRAHI: In recent times it is not very difficult to collect the military information of different countries. I would like to know from the Minister whether from the different super-powers who have their own satellites and other means to get information about various military activities in different countries, including Pakistan, our Government has got any information from those satellites which pass on information that Pakistan is already in a state of preparedness for having a nuclear bomb and tunnels are already being dug, for conducting atomic tests which also has been spotted by the satellites? When our Government has very often told the Pakistan Government that there is no question of attack from our side on Pakistan, why is Pakistan moving in this direction? Sir, these military informations are no longer secret to any country. I would like to know from the hon. Minister whether India has offered to Pakistan that there should be a peace pact between India and Pakistan and if so, why is this kind of military preparedness going on there?

SHRI P. V. NARASIMHA RAO: Our information about the preparations of other countries, I must say, is adequate. I need not say anything

further than this.

SHRI RATANSINH RAJDA: Is the Minister aware of the fact that there is a craving for friendship in the people of Pakistan with India, especially after the Soviet military intervention in Afghanistan? In view of this, will the Government take the initiative to persuade Pakistan that in case of aggression against Pakistan by any other power, India would run to the rescue of Pakistan and that is why Pakistan should not fall into the machinations of the western powers?

SHRI P. V. NARASIMHA RAO: We know that the people of Pakistan and the people of India want to be friendly with each other and they do not want to be inimical to each other. That is why we have been impressing upon the Pakistan Government that in view of this very strong feeling among the peoples of both countries, they should respond to the needs of friendship and not respond to the needs of belligerency. This is what we have been telling them. (Interruptions). We do not believe in any military pacts. That is basic with us. Therefore, it is not possible to enter into any pact of that kind with any country.

SHRI RATANSINH RAJDA: I am not talking of any pact...

MR. SPEAKER: Shri Bhogendra Jha.

SHRI BHOGENDRA JHA: This large-scale arming of Pakistan in the first place is against the people of Pakistan themselves by this undemocratic regime. Secondly, it is creating problems for Afghanistan by unsettling the stability of the whole region with which we are also concerned and delaying normalisation of relations. Lastly, it is bound to hit us today, tomorrow or the day after. In such a context, I want to know whether the Government of India through this House is making known to the

world that whichever countries supply arms to Pakistan willingly or unwillingly are creating conditions of destabilisation in this part of the world and so no Government should do it and that India will take it as an unfriendly act? May I know whether we are prepared to offer to Pakistan a no war pact, so that we can remain in peace?

SHRI P. V. NARASIMHA RAO: While I would not term it as an unfriendly act because it has a certain technical connotation, I would submit that this is precisely what we have been trying to impress upon all the countries for the last six months. There has been some effect and we feel that we have succeeded to some extent. So far as no war pact is concerned, it is well-known that we have offered it and in fact, the latest thinking is that the Simla Agreement itself constitutes a no war pact.

Ways and means to eliminate accidents on Indian Railways

*174. SHRI K. A. RAJAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether he had urged the Research Designs and Standards Organisation (RDSO) of Railways while addressing the 17th meeting of the Central Board of Railway Research to find ways and means to eliminate accidents from the Indian Railways caused by mechanical or technical failure;

(b) if so, whether the RDSO has made any effort in this regard thereafter; and

(c) if so, the details thereof?

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

(b) and (c). The improvement in the designs and specifications of track structure, vehicles and Signal and Telecommunication Gear is an on-go-

ing Research and Development activity of Research Designs and Standards Organisation.

SHRI K. A. RAJAN: Addressing the 17th meeting of the Central Board of Railway Research, the Union Minister urged the Research, Designs and Standards Organisation of the Railways to find ways and means to eliminate accidents from the Indian Railways caused by mechanical or technical failure. He had also stressed the need for minimising the import of equipment from abroad.

In the light of the above statement, I would like to know from the hon. Minister, (a) What are the activities assigned to be undertaken by the RDSO? (b) Has the RDSO undertaken any research for developing a new braking system to avoid possible accidents?

SHRI MALLIKARJUN: It is true that the hon. Minister at a meeting of Central Board of Railway Research addressed by him on 31-3-80 stressed this aspect on officials of RDSO. In that meeting, the Minister had asked them to evolve a mechanism to avoid frequent occurrence of accidents.

The hon. Member desired to know whether any brake system had been developed by the RDSO. It is true that an air brake system has been developed to increase the braking power of all the trains.

Apart from that, modification in the brake system has been done to bring about 80 to 120 per cent improvement in case of the tare weight.

There are many other research activities being conducted by the RDSO. For example, in signalling and telecommunications, they have developed automatic lifting barriers at level crossing gates. While the train is running due to some other reason or in the event of any incapacitation

of the driver or sudden heart attack, they have developed a vigilance control device which will come into operation and the train will come to an automatic halt.

SHRI K. A. RAJAN: I would like to know specifically from the hon. Minister whether Mr. A. R. Fernandez has submitted a hydro-pneumatic brake system patented in the year 1966, to RDSO? Have the Railways received the drawing and other details thereof? If so, what action has been taken on that particular thing?

SHRI MALLIKARJUN: At the moment, I do not have any information about it. But as the hon. Member desires, I will seek the information from the RDSO whether they have taken cognisance of the system developed by a citizen of this country, Mr. Fernandez.

रेलगाड़ियों में लूट और डकैती की घटनाओं को रोकने के लिए अतिरिक्त पुलिस सहायता

* 175. श्री छोतभाई गांधीतः
श्री जी. बाई. कृष्णनः

क्या रेल मंत्री यह दताने की कृपा करेंगे कि:

(क) व्या रेल गाड़ियों में हांने वाली लूट और डकैती आदि की घटनाओं को दखते हए केन्द्रीय सरकार ने राज्य सरकारों से, विशेषकर राज्य के लिए, अतिरिक्त पुलिस सहायता की मांग की है जिससे भविष्य में ऐसी घटनाओं की पुनरावृत्ति न हो, और

(ख) यदि हां, तो रेल यात्रियों की सुरक्षा के लिए सरकार ने क्या ठोस कार्य-वाही की है?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFAR SHARIEF): (a) and (b). A statement is laid on the Table of the House.

Statement

(a) Yes, Sir..

(b) Policing being a State subject, the responsibility of safety of passengers and their belongings rests with the government railway Police which functions under the State Governments. They are taking the following preventive measures in this regard:

(1) Escorting of important trains at night by armed guards of Government Railway Police of concerned State Government.

(2) Beat patrolling at stations platforms/waiting halls.

(3) Surveillance over criminals and known bad characters.

(4) Checking of night trains by supervisory officers.

(5) Posting of armed pickets at vulnerable stations.

(6) Special squads of C.I.D. of the State Governments take up investigations of important cases to apprehend the gangs responsible for these crimes.

Besides, the Railway, on their part, take the following action:

(1) The Railways maintain close liaison with the State Police authorities at all levels.

(2) Vestibuled doors of coaches are closed between 2200 hrs. and 0600 hrs.

(3) TTEs|Attendants|Conductors have instructions to remain vigilant to prevent entry of unauthorised persons into reserved compartments

(4) Whenever there is spurt of crime in a particular area, the attention of the State Government concerned is drawn for better protection to railway passengers and necessary assistance is rendered

whenever required. Over, 2,000 armed Railway Protection Force personnel have been deployed to assist Government Railway Police in escorting the affected trains in vulnerable sections all over the Indian Railways.

(5) With a view to having a prompt channel of communication to the armed police guards whenever alarm chain is pulled at night as also to alert the passengers about the possibility of a crime in such a situation, orders have been issued fixing a standard alarm chain whistle code of two sharp and one long blast of train engine whistle. This standard code has been made known to all police authorities so that when such an alarm is sounded, the Police escorts could split in parts and detrain on both sides of the train to apprehend the escaping criminals.

(6) Police escorts have been provided accommodation in the centre of the train.

(7) With a view to improving lighting arrangements on both sides of the train after it stops, a special lamp which is supposed to provide sufficient light to clearly spot moving object with in about 200 yards is under experiment.

(8) A post of DIG|chief Security Officer (anti-dacoity) is being created in the Railway Board to strengthen measures from the Railway side in dealing with the problem of crimes in trains.

श्री छोतभाई गांधी : देश में सफर करने वाले पैसेंजर्ज के साथ चारी डैक्टी की घटनाएं घटित होती रहती हैं जो कि अखबारों में पढ़ने को मिलती रहती हैं। रेल मंत्रालय की ओर से पैसेंजर्ज की सुरक्षा के लिए क्या उपाय किए जा रहे हैं यह जानकारी लेने के लिए मैंने यह प्रश्न पूछा था। मंत्री महोदय ने इसका विवरण भी दिया है। मैं जानना चाहता हूँ कि देश के किन किन

भागों में और कौन सी रेलों पर ज्यादा संख्या में ये चारी डैक्टी की घटनाएं होती हैं और उनका क्या कारण है और उनके रोकने के लिए क्या उपाय किये जा रहे हैं?

SHRI C. K. JAFFER SHARIEF: It is the general law and order situation which is reflecting on the Railways also. As has been mentioned in the statement, the Government Railway Police have taken a number of measures. They are:

1. Escorting of important trains at night by armed guards of Government Railway Police of concerned State Government.
2. Beat patrolling at stations platforms|waiting halls.
3. Surveillance over criminals and known bad characters.
4. Checking of night trains by supervisory officers.
5. Posting of armed plickets at vulnerable stations.
6. Special squads of C.I.D. of the State Governments take up investigations of important cases to apprehend the gangs responsible for these crimes.

Besides, the Railways on their part,

take the following action:

1. The Railways maintain close liaison with the State Police authorities at all levels.
2. Vestibuled doors of coaches are closed between 2200 hrs and 0600 hrs.
3. TTEs|Attendants|Conductors have instructions to remain vigilant to prevent entry of unauthorised persons into reserved compartments.

4. Whenever there is spurt of crime in a particular area, the attention of the State Government concerned is drawn for better protection to railway passengers and necessary assistance is rendered whenever required...."

MR. SPEAKER: Question Hour is over.

WRITTEN ANSWERS TO QUESTIONS

Chandigarh-Ludhiana Rail Link

*1267. PROF. NARAIN CHAND PARASHAR:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the project to link Chandigarh with Ludhiana by a direct Railway line has been surveyed and sanctioned;

(b) if so, the findings of the survey as also the estimated cost of the Project; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTER OF RAILWAYS (SHRI C. K. JAFFAR SHARIEF):
(a) to (c): A final location (engineering) survey for the construction of Jagadhri-Chandigarh-Ludhiana rail link was carried out during 1971-73, which revealed that Chandigarh-Ludhiana portion (BG, 95 kms) would cost Rs 19.76 crores (at 1971-72 price level) and was not financially viable. In view of the limited financial

resources which are not adequate even to progress the schemes already in hand, it has not been possible to undertake the construction of this rail link so far. However, the entire matter regarding policy for construction of new railway lines has been entrusted to a National Transport Policy Committee and their report has just been received by the Planning Commission. The proposed rail link would be given due consideration in the light of the accepted recommendations of this Committee.

Wagons for Essential Commodities for Tripura

*169. SHRI AJOY BISWAS:

Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware that essential commodities are not reaching Tripura due to shortage of wagons;

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

(c) the number of wagons which carried essential commodities to Tripura during the last five months (month-wise)?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFAR SHARIEF)

(a): No.

(b) Does not arise.

(c) :

Commodity	Jan '80	Feb. '80	March '80	April '80	May '80	Tot. I
Foodgrains	425	592	441	549	929	2936
Salt	34	127	117	51	36	365
Sugar	13	35	45	58	38	189
Cement	49	46	82	264	75	516
Pulses	10	23	27	3	4	67
Edible Oil	9	9	20	8	27	73
Steel	12	33	41	31	32	149
Total	552	865	773	964	1141	4295

Coal to Power Generating Plants

*170. SHRI K. MALLANNA:

Will the Minister of RAILWAYS be pleased to lay a statement showing:

(a) whether efforts have been made by his Ministry during the last six months to meet the challenge of supplying coal to power generating plants and supplying drinking water to drought-affected areas in the country; and

(b) if so, the details thereof?

- THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFAR SHARIEF):

(a) and (b). A statement is laid on the table of the House.

STATEMENT

MOVEMENT OF COAL TO THERMAL POWER STATIONS:

From the following comparative figures, it will be seen that there has been a significant increase in movement of coal to thermal power stations during the last six months as compared to the corresponding periods of the previous years:—

Month	Daily av. no. of wagons of coal loaded for powerhouses	
	1980	1979
January	—	2913
February	—	3323
March	—	3287
April	—	3299
May	—	3189*
June (upto 10th)	—	3233*
*(Approximate)		

SUPPLY OF DRINKING WATER TO DROUGHT-AFFECTED AREAS IN THE COUNTRY:

The Railways made arrangements for supplying water free of cost in drought-affected areas on the request of State Governments.

Production vacuum in Cochin Shipyard

*176. SHRI K. KUNHAMBU:

SHRI SATYA GOPAL MISRA:

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

(a) whether it is a fact that there will be a production vacuum in the Cochin Shipyard due to lack of orders; and

(b) if so, the steps being taken by Government to remedy the situation?

THE MINISTER OF SHIPPING AND TRANSPORT AND TOURISM AND CIVIL AVIATION (SHRI A. P. SHARMA): (a) and (b). The Shipyard has so far firm orders for 3 ships of 75,000 DWT each and last of these ships is expected to be undocked in December 81. Efforts are being made to secure further order for ships of 75,000 DWT each. In case this is not possible, Cochin Shipyard proposes to switch over to ships of 35,000 DWT to 45,000 DWT each for which there may be orders. Efforts are being made to avert production vacuum.

Legislation for Workers' Participation

*177. SHRI ARJUN SETHI:
SHRI K. PRADHANI:

Will the Minister of LABOUR be pleased to state:

(a) whether Government propose to bring a legislation allowing the workers participation in management;

(b) whether the views of State Governments have also been sought in this regard; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR (SHRI T. ANJIAH): (a) to (c). The entire question of workers participation in management arising out of the report of a 21-Member Committee is proposed to be discussed in a Conference of State Labour Ministers scheduled to be held in July 1980. The question of legislation would be considered in the light of the recommendations of the Conference and a Tripartite Conference to be called subsequently.

Coastal Shipping

*178. SHRI CHITTA BASU: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether Government propose to step up coastal shipping;

(b) if so, whether Government have under consideration any proposal to set up a public corporation for the purpose; and

(c) if so, the details thereof?

THE MINISTER OF SHIPPING AND TRANSPORT AND TOURISM AND CIVIL AVIATION (SHRI A. P. SHARMA): (a) Yes, Sir.

(b) No, Sir.

(c) Does not arise.

Double track for Krishnanagar-Lalgola Section

*179. SHRI RENUPADA DAS: SHRI ZAINAL ABEDIN:

Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are considering for laying a double track between Krishnanagar and Lalgola and electrification of the section;

(b) if so, when; and

(c) if not, the reasons thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFAR SHARIEF):

(a) No Sir.

(b) Does not arise.

(c) The existing capacity in the section is considered adequate to meet the present requirements of traffic.

Trains cancelled due to shortage of Coal

*180. SHRI PIUS TIRKEY: Will the Minister of RAILWAYS be pleased to state:

(a) the number of trains cancelled for want of adequate supply of coal during the last six months;

(b) whether it is a fact that the efficiency of Railways has also been affected due to inadequate supply of coal; and

(c) the steps taken by Government to meet the need of coal for Railways?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFAR SHARIEF):

(a) The minimum and maximum number of trains which remained cancelled due to shortage of coal during December 1979 to March, 1980 is given below:—

Month	Minimum No.	Maximum No.
December 1979	162.5 pairs	262.5 pairs
January 1980	120 ,,	149.5 ,,
February 1980	117 ,,	120 ,,
March 1980	Nil	88 ,,

There had been no major cancellation of passenger trains during April and May, 1980 on account of loco coal shortages excepting that some trains were cancelled on Southern Railway for short periods of 2-3 days due to

some bottlenecks in the speedy movement of coal.

(b) No, Sir.

(c) Close liaison is being maintained with the coal producing authorities and the Ministry of Energy for stepping up the movement of steam coal for meeting the combined requirements of both Industries and Railways.

Running of Calcutta-Maldah Gour Express during day time

*181. SHRI ANANDA PATHAK: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are considering the proposal for running the newly introduced tri-weekly Calcutta-Maldah Gour Express during the day time instead of night;

(b) if so, when; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFAR SHARIEF):

(a) No, Sir.

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

धरलू नौकरों के लिये विधान

*182. श्री मूलचन्द डागा: क्या श्रम मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार को पता है कि आज भी कई धरलू नौकरों और नाबालिग बच्चों का शोषण किया जा रहा है तथा उनके साथ मानवीय व्यवहार नहीं किया जाता;

(ख) यदि हां, तो क्या सरकार का कोई विधान लाने का प्रस्ताव है जिससे उन्हें शोषण, दमन और अत्याचारों से बचाया जा सके; और

(ग) यदि नहीं, तो इसके क्या कारण हैं?

श्रम मंत्रालय में राज्य मंत्री (श्री दी. अंजेया): (क) से (ग). सरकार ने बाल

श्रमिकों की समस्याओं की जांच करने के लिए श्री एम. एस. गुरुपदस्वामी की अध्यक्षता में एक समिति गठित की। इस समिति ने असंगठित क्षेत्र में बाल-श्रमिकों और धरलू नौकरों के रूप में काम करने वाले बालकों की समस्याओं का ध्यान रखा। समिति का यह विचार है कि हालांकि बाल-श्रमिकों की संख्या अधिक है, लेकिन उन्हें वे अधिकार और हौसियत नहीं दी गई है, जोकि धरलू नौकरों को मिलनी चाहिए। इस समिति ने कुछ सिफारिशें की हैं, जो अब हाल ही में नियुक्त उच्चाधिकार प्राप्त समिति के विचाराधीन हैं। गुरुपदस्वामी समिति की रिपोर्ट की सिफारिश की उच्चाधिकार प्राप्त समिति द्वारा जांच करने के पश्चात् ही बाल श्रमिकों को शोषण से बचाने के लिए कानून बनाने की वांछनीयता और आवश्यकता पर विचार किया जाएगा।

बीकानेर शहर के बीच में से होकर गाड़ियों का चलना

1233. श्री मनफल सिंह चांधरो: क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या गाड़ियों के बीकानेर शहर के बीच में से होकर चलने के कारण रेल पत्र-टक घंटों तक बंद रहते हैं जिससे यातायात ठप्प हो जाता है;

(ख) यदि हां, तो क्या सरकार इस कठिनाई को दूर करने के किन्हीं उपायों पर विचार कर रही है; और

(ग) यदि हां, तो तत्संबंधी व्यौरा क्या है?

रेल मंत्रालय में उप-मंत्री (श्री मर्लिन-कार्जुन): (क) जी नहीं। समपार किसी एक समय में सड़क यातायात के लिए 10 मिनट से अधिक समय के लिए बन्द नहीं रखे जाते।

(ख) और (ग). तथापि, यातायात को निर्बाध रूप से चालू रखने के उद्देश्य से यह प्रस्ताव किया गया था कि अस्पताल रोड और चैंबटी-गजनेर रोड पर समपारों के बदले दो उत्परी सड़क पुलों का निर्माण किया जाये। राज्य सरकार ने इस सम्बन्ध में

1976 में सूचना दी थी कि वह उपरी सड़क पुस्तों के निर्माण के पक्ष में नहीं है। इसके बलावा उन्होंने सुझाव दिया कि वर्तमान रेलवे लाइन को बीकानेर सिटी से दूर हटाकर बाईपास लाइन का निर्माण किया जाये। निम्नलिखित कारणों से रेल प्रशासन द्वारा प्रस्ताव को स्वीकार नहीं किया गया:-

(1) राज्य सरकार द्वारा सुझाये गये बीकानेर रेलवे स्टेशन के स्थान का अर्थ यह है कि भारी लागत पर रेलपथ का संरक्षण किया जायेगा और इससे दिल्ली और जोधपुर के बीच 20 कि. मी. की दूरी बढ़ जायेगी।

(2) जोधपुर से दिल्ली और विलोमतः यात्रा करने वाले सभी यात्रियों को 20 कि. मी. के अतिरिक्त किराये का भुगतान करना पड़ेगा।

(3) यदि नया स्टेशन शहर से दूर स्थापित किया जाता है, तो बीकानेर में रहने वाले लोगों को स्टेशन से आने-जाने के अनावश्यक अतिरिक्त सड़क प्रभारों का भुगतान करना पड़ेगा जिसका उनके द्वारा विरोध होगा।

राज्य सरकार से कहा गया है कि यदि वे रेलवे स्टेशन को शहर में दूर स्थानांतरित करने की आवश्यकता अब भी महसूस करते हैं तो उसकी लागत उन्हें वहन करनी होगी। तदनुसार नयी बाईपास लाइन के लिए सर्वेक्षण करने के लिए 4.77 लाख रुपये का अनुमान उन्हें अप्रैल 1978 में भेजा गया था, परन्तु उसके लिए अभी तक उनकी स्वीकृति प्राप्त नहीं हुई है।

Pande Committee on National Transport Policy

1234. PROF. MADHU DANDAVATE: Will the Minister of RAILWAYS be pleased to state:

(a) when the 'Pande Committee' on National Transport Policy was appointed;

(b) when it submitted its report to Government;

(c) whether the Committee has recommended the construction of a

broad gauge Railway line from Apta to Mangalore; and

(d) if so, what steps are proposed to implement this recommendation?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) On 26th April, 1978 by the Planning Commission.

(b) On 8th May, 1980, to the Planning Commission.

(c) Yes.

(d) Construction of line from Apta to Roha is in progress. The Planning Commission's approval has been sought to extend this line upto Dasgaon.

Raiganj—Balurghat Rail link

1235. SHRI SUBODH SEN: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware that there is no railway link between Raiganj and Balurghat in West Bengal; and

(b) if so, when the construction work will start and the details thereof?

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

(b) No investigations for the proposed rail link between Raiganj and Balurghat have been carried out in the recent past. However, in order to examine the feasibility for extending the rail communication to Balurghat, a traffic survey for Eklakhia-Balurghat via Gajol rail link was carried out during 1972-73, which revealed that the project is highly unremunerative. In view of limited financial resources which are not adequate even to progress the schemes already in hand, it is not possible to take up the construction of Raiganj-Balurghat rail link at present.

Post of Divisional Personnel Officer

1236. SHRI S. M. KRISHNA: Will the Minister of RAILWAYS be pleased to state:

(a) the names of Divisions on the Northern Railway in which the post of Divisional Personnel Officer has been upgraded to that of Senior D.P.O. and the manner in which these posts have been filled up;

(b) whether in some of the Divisions the existing incumbents are being continued although some of them have not been selected for promotion by the Union Public Service Commission;

(c) whether it is due to non-availability of selected personnel to replace them or some other reasons and in the latter case what are these; and

(d) how long it will take to replace them with the selected persons?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALIKARJUN): (a) to (d). The posts of Divisional Personnel Officers in Moradabad, Ferozpur, Bikaner and Jodhpur Divisions of the Northern Railway have been recently upgraded to that of Senior Divisional Personnel Officers. While the post of Senior Divisional Personnel Officer, Ferozpur has been filled in by a selected Junior Administrative Grade Officer of the Indian Railway Personnel Service, the remaining posts will be filled shortly by selected JA Grade Officers of the Indian Railway Personnel Service, as soon as the final list of Indian Railway Personnel Service optees, now under compilation in the current initial Constitution stage of the Indian Railway Personnel Service, is drawn up.

Villages covered by Railways

1237. SHRI BALASAHEB VIKHE PATIL: Will the Minister of RAILWAYS be pleased to state:

(a) the programme about laying of new railway tracks during 1980 and

1981 to connect the distant villages by rail with a view to catering to the need of rural areas;

(b) the likely expenditure to be incurred thereon; and

(c) when the new tracks proposed to be laid will be opened to public traffic?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) to (c). There are 26 new line projects in progress in 1980-81 (approved before 31-3-80) with an aggregate length of 1800 km. These are dispersed all over India. These will be progressively completed one by one from 1980-81 onwards.

All these projects are estimated to cost around Rs. 441 crores and an expenditure of Rs. 150 crores has been incurred upto 31-3-1980. A sum of Rs. 45 crores has been proposed during 1980-81.

4 new line projects costing about Rs. 60 crores with a total length of 285 km. have been included in the budget for 1980-81. These will also be completed in about 5 to 6 years' time after 1981-82 when the work on them will be in full swing.

Signal and Tele-communication staff

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

(a) the total strength of the signal and tele-communication staff in the Katihar division of the North Eastern Railway;

(b) how many of them have been allotted railway quarters;

(c) whether all essential staff of signal and Tele-communication Department have been allotted railway quarters; and

(d) if not, the reasons therefor and the steps Government propose to take in this regard?

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

Investment by Southern Railway

1239. SHRI A. NEELALOHITHA-DASAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Southern Railway has invested over six crores of rupees by way of capital contribution to the Kerala State Road Transport Corporation;

(b) if so, losses incurred by the above Corporation in the years 1978 and 1980; and

(c) whether Southern Railway has its representation in the management of Kerala State Road Transport Corporation?

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

(b) 1978-79: Rs. 3.71 Crores 1979-80: Rs. 13.11 crores.

(c) Yes.

Modernisation scheme of Madras Port Trust

1240. SHRI D. S. A. SIVAPRA-KASAM: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether any modernisation scheme has been submitted to Government by the Madras Port Trust;

(b) if so, the details thereof; and

(c) the action taken by Government thereon?

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

(a) Yes, Sir.

(b) (i) Provision of Container Terminal.

(ii) Expansion of Jawahar Dock.

(c) A decision would be taken on merits of the proposals.

Sangli-Miraj branch line

1241. SHRI R. K. MHALGI: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Government have sanctioned bringing of old Madhavnagar Station on the main line and joining it to the New Sangli and restoration of the Sangli-Miraj Branch line;

(b) if so, the progress made so far and the amount released therefor; and

(c) when the said project is likely to be completed?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) to (c). Bringing old Madhavnagar on the main line by providing a chord line between Nandre and New Sangli, and restoration of Miraj-Sangli rail link have already been included in the interim rail budget 1980-81 with an initial outlay of Rs. one lakh each. Further action will be taken after regular budget is passed.

Number of tickets issued from Gwalior

1242. SHRI N. K. SHEJWALKAR: Will the Minister of RAILWAYS be pleased to state what is the daily average number of tickets issued from Gwalior to Bombay and Gwalior to Kandwa, Manmad, Nasik and Kalyan and other important stations between Itarsi and Bombay VT?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): The total daily average number of tickets of all

classes issued from Gwalior to important stations is as under:—

To Stations	No. of tickets
Bombay V. T.	28
Dadar	11
Kalyan	9
Nasik Road	2
Mumad	4
Jalgaon	2
Bhusaval	3
Kindwai	3

कालका-हवड़ा डाक गाड़ी में 480 कि. मी. से कम यात्रा करने वाले यात्री

1243. श्री चन्द्रपाल शोलानी : क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या 1 अप/2 डाउन कालका-हवड़ा डाक गाड़ी में ऐसे यात्रियों को इसमें यात्रा करने की अनुमति नहीं है जो दिल्ली और हवड़ा के बीच 480 कि. मी. से कम दूरी तक मफर करना चाहते हैं जबकि यह प्रतिबंध दिल्ली और कालका के बीच यात्रा करने वाले यात्रियों पर लागू नहीं होता;

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

(ग) क्या सरकार का विचार इस प्रतिबंध को समाप्त करने का है और यदि हां, तो कब तक?

रेल मंत्रालय में उप-मंत्री (श्री मल्लकार्जुन): (क) लम्बी दूरी के यात्रियों को नसुविधा से बचाने के लिए रेल प्रशासनों द्वारा गाड़ियों के उपयोग को ध्यान में रखते हुए कुछ मेल/एक्सप्रेस गाड़ियों में यात्रा करने पर प्रतिबन्ध लगाया जाता है। 1 अप/2 डाउन कालका-हवड़ा मेल पूर्णतया आरक्षित गाड़ी है और लम्बी दूरी के यात्रियों की ओर से इसकी भारी मांग है। अतः कम दूरी के यात्रियों के लिए प्रतिबन्ध लगा दिया

गया है। दिल्ली और हवड़ा के बीच इस गाड़ी से यात्रा करने की दूरी सम्बन्धी पावंदी दूसरे दर्जे के लिए 480 कि. मी. और पहले दर्जे के लिए 160 कि. मी. है। मध्यवर्ती स्टेशनों को पहले आओ पहले पाओ के आधार पर दिये गये आरक्षित कोटे को छोड़कर इस दूरी से कम यात्रा करने के इच्छक यात्रियों को इस गाड़ी से यात्रा करने की अनुमति नहीं है।

(ख) इसके निम्नलिखित कारण हैं :—

(1) दिल्ली और कालका के बीच वास्तविक दूरी केवल 268 कि. मी. है, अतः वहां दूरी प्रतिबंध लागू करने का प्रश्न नहीं उठता।

(2) दिल्ली और कालका के बीच गाड़ी पूर्णतया आरक्षित नहीं है।

(3) दिल्ली-कालका खण्ड पर एक यात्री गाड़ी के अतिरिक्त यही एकमात्र मेल/एक्सप्रेस गाड़ी है।

(ग) जी नहीं।

पाकिस्तान में साधुबेला जाने के लिये सुविधार्थी

1244. श्री भगवान देव: क्या विदेश मंत्री सिंधियों के लिए पाकिस्तान में धार्मिक स्थानों की यात्रा के लिए प्रबन्ध के बारे में 27 मार्च, 1980 के अतारांकित प्रश्न संस्था 1888 के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि:

(क) क्या इस बीच पाकिस्तान सरकार उन धार्मिक स्थानों (शाइन्स) की सहमत सूची में सम्मिलित करने के लिये सहमत हो गई है;

(ख) यदि हां, तो तीर्थयात्रियों को साधुबेला तथा अन्य धार्मिक स्थानों पर जाने के लिये सुविधार्थी कब तक उपलब्ध करा दी जायेंगी; और

(ग) यदि नहीं, तो क्या इस बारे में शीघ्र ही अपनी स्वीकृति भेजने के लिए पाकिस्तान सरकार को फिर लिखा गया है?

विदेश मंत्री (श्री पी. बी. नरसिंह राव): (क) अभी तक नहीं।

(ब) चूंकि इस मामले पर निर्णय पारिकस्तान सरकार को लेना है इस लिए यह नहीं कहा जा सकता कि यह प्रबन्ध कब तक हो जाएगा। फिर भी भारत सरकार की कोर्सिश यह है कि इस सम्बन्ध में जल्दी कासला हो जाए।

(ग) फरवरी, 1980 में विदेश सचिव जब इस्लामाबाद गए थे उस समय दोनों देशों के बीच इस मामले पर भी बातचीत हुई थी। पारिकस्तान सरकार ने मई 1980 में नई दिल्ली स्थित अपने राजदूतावास के माध्यम से हमें सूचित किया कि इस मामले पर पारिकस्तान सरकार अभी विचार कर रही है।

Cost of Living Index

1245. SHRI JYOTIRMOY BOSU: Will the Minister of LABOUR be pleased to state:

(a) whether it is a fact that under Cabinet orders 1971 series of consumer price index has been kept sealed; and

(b) whether it is also a fact that in that series under the direction of Finance Ministry (Economic Affairs) some action was initiated to lower the cost of living index?

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR (SHRI T. ANJIAH): (a) and (b). No Sir. With a view to revising the current series of Consumer Price Index Numbers (1960—100), Labour Bureau had undertaken fresh Family Budget Surveys in 1971. However, there was a persistent demand that before the 1971 series were released, the index number should be reviewed and deficiencies therein, if any, should be rectified. Government, therefore, constituted a Committee in May '77 (Rath Committee) to go into the various aspects of the index numbers. The Report of the Committee is presently under consideration of Government.

Ship Repairing Yard at Haldia

1246. SHRI SOMNATH CHATTERJEE:

SHRI NIREN GHOSH:

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

(a) the steps taken by Government about the Ship Repairing Yard at Haldia, the details thereof;

(b) whether it is a fact that the concerned files are missing in the Ministry; and

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

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

(a) M/s. Garden Reach Shipbuilders & Engineers Ltd., Calcutta, had submitted a project report for ship-repair complex at Haldia. The report was examined by Government and the Company was advised to re-examine the viability of the project and other relevant aspects without taking into account the proposal for production of off-shore platforms and some additional constructions recommended by the Calcutta Port Trust and submit a supplementary report for consideration. M/s. CRSE have since sent a supplementary report.

(b) No, Sir.

(c) Does not arise.

देश में जनसंख्या वृद्धि को रोकने के लिए योजनाएँ

1247. श्री भीला भाई : क्या स्वास्थ्य मंत्री यह बताने की कृपा करेंगे कि:

(क) देश में जनसंख्या वृद्धि दर क्या है;

(ख) पिछले तीन दशकों अर्थात् 1950, 1960 तथा 1970 के दौरान जनसंख्या वृद्धि दर क्या थी; और

(ग) जनसंख्या में वृद्धि को रोकने के लिए सरकार द्वारा किन नवीनतम योजनाओं पर विचार किया जा रहा है?

स्वास्थ्य मंत्रालय में राज्य मंत्री (श्री निहार रंजन लाल्कर): (क) जनसंख्या प्रोजेक्शन की विशेषज्ञ समिति ने (भारत के महापंजीयक की अध्यक्षता में योजना बायोग द्वारा गठित) यह अनुमान लगाया कि 1976-80 के पांच वर्ष के लिए वार्षिक घातीय (एक्सपोर्टेशन) वृद्धि-दर की औसत 1.97 प्रतिशत है।

(ख) जनगणना के आंकड़ों पर आधारित 1941-50, 1951-60 और 1961-70 के दशकों की वार्षिक घातीय वृद्धि दर का औसत क्रमशः 1.25 प्रतिशत, 1.96 प्रतिशत और 2.22 प्रतिशत बनती है। जनसंख्या प्रोजेक्शन की विशेषज्ञ समिति के अनुमानों के अनुसार 1971-81 के दशक की जनुमानित वृद्धि दर 2.04 प्रतिशत हो जाएगी।

(ग) जनसंख्या वृद्धि को नियंत्रित करने के लिए सरकार की नीति यह है कि प्रेरणा और शिक्षा के माध्यम से इस कार्यक्रम को अपनाने के लिए लोगों की स्वीकृति प्राप्त की जाये। इस कार्यक्रम की सफलता काफी हद तक छोटे परिवार के आदर्श को अपनाने के लिए सामाजिक इष्टिकाण में परिवर्तन पर निर्भर करती है जो पुनः अन्य सामाजिक-आर्थिक कारकों से ज़ड़ी हुई है। सरकार का विचार है कि लोगों को समझा-बुझा कर और प्रेरणा के माध्यम से छोटे परिवार के सिद्धान्त के लाभों के बारे में उनके दिल में विश्वास पैदा किया जा सकता है। यह कार्यक्रम पूर्णतः स्वैच्छक आधार पर चलाया जा रहा है। यह व्यापक नीति का एक अभिन्न अंग होगा, जिसमें शिक्षा, स्वास्थ्य, मातृ एवं शिशु देखरेख, परिवार कल्याण, महिलाओं के अधिकार और पोषण, जैसे विषय शामिल होंगे। मातृ एवं शिशु स्वास्थ्य को बढ़ावा देने के लिए विशेष बल दिया गया है।

2. इस कार्यक्रम को बढ़ावा देने के लिए सरकार के सभी मीडिया साधनों को प्रयोग में लाया जा रहा है। लोगों को समझाने-

वकाने और प्रेरित करने के लिए सारे दोष प्रेषणके गणभान्य नेताओं के शिविर लगाये जा रहे हैं। परिवार नियोजन की सेवाओं प्रदान करने के लिए एक आधारभूत ढांचा तैयार किया जा चुका है और लोग अपने परिवार को सीमित रखने के लिए निःशुल्क और स्वेच्छा से किसी भी गर्भनिरोधक तरीके को अपना सकते हैं। मातृ एवं शिशु स्वास्थ्य, रोग प्रतिरक्षण तथा पोषण कार्यक्रमों को बढ़ावा देने के लिए विशेष ध्यान दिया जाता है। इस कार्यक्रम के लाभ के पहलुओं को बताने के लिए इस वर्ष के दौरान विशेष अभियान भी चलाये गये। यह महसूस किया गया कि इन सभी उपायों से जनसंख्या की वृद्धि-दर पर प्रभाव पड़ेगा।

Ministerial and Operational Staff Working in D.T.C.

1248. SHRI SATISH PRASAD SINGH: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether the Ministerial and Operational staff working in the Delhi Transport Corporation are allowed all offs and gazetted holidays or they are given compensatory leave and/or monetary benefit in lieu thereof;

(b) the details thereof;

(c) whether it is a fact that the Operational staff in the D.T.C. are not allowed any Second Saturday off nor they are given any compensatory allowance in lieu thereof;

(d) if so, the reasons therefor; and

(e) the remedial steps proposed to be taken in the matter?

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

(a) The Ministerial & Operational staff working in the Delhi Transport Corporation are allowed weekly offs and all the gazetted holidays as declared by the Central Government for its employees under the Negotiable Instruments Act, 1981. When in the

exigencies of service they are required to work on off days they are allowed compensatory leave as well as each compensation; and if required to work on Gazetted Holidays, they are given cash compensation only.

(b) The Ministerial staff as well as the Operational staff is given $1\frac{1}{2}$ times of the Basic Pay besides normal-wages if called on the work on a Gazetted Holiday. For working on an off day, they are paid double the wages and a compensatory rest (off).

(c) Yes, Sir.

(d) The Operational staff is governed by Motor Transport Workers Act, 1961. According to Section 13 of this Act, they are required to work 8 hours in a day and 48 hours in a week. Their duty is spread evenly for 8 hours a day on all the 6 working days in a week. Thus they are not allowed the facility of Second Saturday off or compensatory allowance in lieu thereof.

(e) Does not arise in view of the position explained against (d) above.

Import of Drug by ICI Ltd.

1249. PROF. AJIT KUMAR MEHTA:
SHRI R. L. P. VERMA:

Will the Minister of HELATH be pleased to state:

(a) whether it is a fact that Imperial Chemical Industries Ltd. are in collaboration with some foreign firm and if so, the particulars thereof;

(b) whether the drug "Eraldin Practolol" is imported by this company;

(c) whether this drug has to pass through some tests in some Governmental laboratory and if so, what are they and their recommendations;

(d) whether this drug has adversely affected the patients who consumed it;

(e) whether Government are aware that this company has paid a lot of compensation in U.K. and other countries to the affected persons who took this medicine;

(f) if so, whether Government will get this issue examined by a High Level Committee; and

(g) what action is proposed to be taken against the manufacturers of this drug?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH (SHRI NIHAR RANJAN LASKAR): (a) to (g). Practolol is a cardia drug indicated in the management of angina pectoris and cardiac arrhythmias. Enalidin is a brand of Practolol produced by M/s Imperial Chemical Industries Ltd., U. K. The Alkali and Chemical Corporation of India Ltd., Calcutta now shifted to Madras) is a subsidiary of M/s. Imperial Chemical Industries Ltd., U.K. The firm was granted permission by the Drugs Controller (India) to import Practolol under Rule 30-A of the Drugs and Cosmetics Rules in November, 1973. Practolol and its preparations were included in the British Pharmacopoeia, 1973 when this drug was permitted import. Subsequently permission to import and market Practolol preparations were granted to serve all Indian firms. In August 1974 the Alkali and Chemical Corporation of India informed the Drugs Controller (India) of possible side effects of skin or eye lesions on some the request to discontinue treatment with Practolol. The firm had informed leading cardiologists in the country about these side effects with the request to discontinue treatment with Practolol immediately if patients developed skin rashes or showed ocular signs or symptoms. A suitable warning about these side effects was also included in the package leaflet of the product.

Drugs Controller (India) had subsequently asked all manufacturers marketing Practolol preparations to include a statement regarding the side effects observed with the drug. Following reports received from the World Health Organisation that some countries had withdrawn the marketing of Practolol, the Drugs Controller (India) in August, 1975 cancelled permission granted for import or manufacture of Practolol preparations to Alkali and Chemical Corporation of India and to other firms. The firms were also asked to withdraw stocks of the drugs which may have been released in the market by them.

As Practolol was included in the British Pharmacopoeia and standards for this drug were available, the question of conducting any test in Government laboratories did not arise. We have no information as to whether the company has paid compensation in U. K. and other countries to persons who took the medicine and suffered from side effects. No reports have been received of any cases of toxic effects as a result of the administration of this drug in India.

Encroachment of Railway Land by M's Oriental Building and Furniture Company Ltd.

1250. SHRI NAVIN RAVANI: Will the Minister of RAILWAYS be pleased to state:

(a) how much railway land has been encroached upon in New Delhi by M/s Oriental Building and Furniture (P) Limited;

(b) how much encroached portion of this land is occupied there by its sister concern Pure Drinks Limited and since what period;

(c) how much amount of arrears of rent is falling due to this company and for how long;

(d) what steps are being taken by the Railway Administration to get

that land vacated and arrears to be recovered;

(e) when that company went to High Court and why the appeal against High Court order was not preferred in time; and

(f) what is the position at present?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) 2,743 sq. yards of railway land near Minto Bridge Railway station, were licensed to M/s. Oriental Building and Furnishing Co., Private Limited. The agreement expired on 31-12-1972, but they have not so far vacated the area.

(b) Details in this regard are not known.

(c) The total amount due from this company from 1st January 1968 upto June 1976 on account of arrears of rent and damages and interest etc., for unauthorised occupation is about Rs. 17.75 lakhs, after adjusting the amount already paid by them and security deposit available with the Railway.

(d) Application has been filed in the Court of Estate Officer in July 1975 for eviction and realisation of arrears/damages.

(e) and (f). The Company M/s. Oriental Building and Furnishing Co. Private Limited filed a suit in the High Court of Delhi in 1977 asking for arbitration and also for an interim stay order against eviction. The Railway contested the case but the High Court passed the stay order on 30-8-1977. The main suit for arbitration is still pending before the High Court and is being contested. The next date of hearing is 14th July, 1980.

No appeal was made against the stay order of the High Court as according to legal opinion the Supreme

Court was not likely to interfere in this stay order.

भिलाई पावर हाउस रेलवे स्टेशन

1251. थी नन्द किशोर शर्मा: क्या रेल मंत्री यही बताने की कृपा करेंगे कि:

(क) क्या जिला दुर्ग (मध्य प्रदेश) में भिलाई पावर हाउस रेलवे स्टेशन की गत कई वर्षों से उपेक्षा की जा रही है;

(ख) यदि हाँ, तो उसके क्या कारण हैं;

(ग) क्या सरकार इसको संचार रूप से चलाने और इसके कार्यकरण में सुधार के लिए कोई कदम उठायेगी; और

(घ) यदि हाँ, तो कब तक?

रेल मंत्रालय में उप-मंत्री (थी मल्ल-काजुन): (क) जी नहीं।

(ख) प्रश्न नहीं उठता।

(ग) और (घ). पहले यह स्टेशन ठेके-

दार द्वारा संचालित फलैंग स्टेशन हुआ करता था, किन्तु 1-11-78 से इसे नियमित हाल्ट स्टेशन में बदल दिया गया है। इस स्टेशन पर प्रतीक्षालय, बैंचे, प्लेटफार्म पर रोशनी, प्लेटफार्म के फर्श में सुधार तथा पानी के नलकों जैसी बुनियादी सुविधाएँ पहले ही से प्रदान की हुई हैं। भविष्य में जैसे जैसे यातायात बढ़ेगा और अधिक सुविधाओं की व्यवस्था की जायेगी।

Farm Pension Scheme

1253. SHRI AMARSINH V. RATHAWA: Will the Minister of LABOUR be pleased to state:

(a) the names of States which have introduced farm pension scheme in their States for the benefit of agricultural workers;

(b) whether Government propose to introduce such a scheme throughout the country; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR (SHRI T. ANJIAH): (a) It has been reported in the Press that Kerala and West Bengal are introducing such a scheme. Details are being obtained from the concerned State Governments.

(b) and (c). There exists a Central Standing Committee on Rural Unorganised Labour, to advise Government on administrative and legislative measures necessary to improve the conditions of rural workers. A Sub-Committee of the Central Standing Committee has recently finalised a draft Central Bill for agricultural workers, which is shortly to be considered by the Central Standing Committee. This matter would be discussed in the Labour Ministers' Conference to be called soon.

Secret Understanding at Simla Agreement

1254. SHRI N. E. HORO: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether it is a fact that the former Minister of External Affairs had stated that Prime Minister Indira Gandhi entered into some 'secret' understanding with the then Pakistan Prime Minister Z. A. Bhutto at the Simla Conference but he said he would not disclose it in national interest;

(b) whether it is also a fact that the former Minister of External Affairs had clarified that Government had no relations with Israel and South Africa and that passport issued by India stated clearly its holder could not visit Isarel and South Africa; and

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

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) Answering a Parliament Question on this subject, the former Minister for External Affairs Shri Atal Behari Vajpayee had stated that "On the basis of press reports, the text of the Agreement and other informal reliable evidence, I cannot help suspecting that some secret understanding was reached which has not been recorded."

(b) Yes, Sir. Indian passports are valid for all countries except the Republic of South Africa.

India does not have diplomatic relations with South Africa and Israel.

(c) Prime Minister, Smt. Indira Gandhi, has made it clear that there was no secret agreement between her and Mr. Bhutto.

Notwithstanding the liberalisation in the policy of endorsements on Indian passports there is no change whatsoever in India's policy with regard to Israel.

Harassment to Lady Passengers by Railway Pass Holders

1255. SHRI K. KUNHAMBU: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware that the Malayalee passengers particularly women, are harassed and subjected to humiliation by a handful of railway passholding goondas in Jhalarpet-Katpadi Section of the Southern railway;

(b) whether Government have got any memorandum from the passengers of Kerala bound trains, particularly the Jayanti Janata; and

(c) if so, the action taken to protect the passengers?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) to (c) Some complaints alleging ill-treatment of long distance passengers particularly

women bound for Kerala by commuters from Madras to Arkonam and Jolarpettai were received. On enquiry it was found that the commuters had entered reserved compartment for want of accommodation in unreserved carriages. This unauthorised entry of commuters was resisted by long distance passengers resulting in wordy quarrel. However, no physical harm was caused to any passenger nor there was any eve teasing. To prevent recurrence of such incidents, 2 extra bogies are now being attached to 41 Up/42 Dn. Madras-Cochin-Madras-Kerala Express and 1 Up/2 Dn. Madras-Mangalore-Madras Mails. Six extra bogies are also being attached to 301 Up/70 Dn between Madras Central-Arkonam and Arkonam-Madras Central. Escorting of selected trains by Government Railway Police and Railway Protection Force has also been undertaken between Madras and Jolarpettai to prevent unauthorised entry of commuters in reserved bogies? Railway Protection Special Force have also been stationed at Katpadi and Jolarpettai to prevent untoward incidents at the time of passing of Jayanti Janata Express.

Subsidy for Purchase of Indian Ships

1256. SHRI NARAYAN CHOURAY: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether Government has a proposal under consideration to give subsidy for purchasing ships built in Indian Shipyards to counter their higher cost in relation to those built in foreign shipyards;

(b) whether it is a fact that Government is already giving 33.33 per cent subsidy in the case of fishing trawlers built in India;

(c) if so, what is the difference between the prices of Indigenous fishing trawlers/ships and those of foreign built; and

(d) the reasons for high cost of indigenous built fishing trawlers and ships?

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

(a) The Govt. is already giving subsidy to Shipyards according to a pricing formula evolved in 1971. This formula has been found to be quite inadequate and the matter is under examination.

(b) In order to remove the inherent cost disadvantage of indigenously built fishing trawlers, *vis-a-vis* imported trawlers, Government have announced payment of subsidy at a flat rate of 33 per cent of the price of trawler to the indigenous trawler manufacturers.

(c) The net difference in the price of a typical 23 metre indigenous trawler as worked out in the 10 Year Perspective Plan for development of Fishing Trawler Building Industry prepared in April 1978 was approximately Rs. 12 lakhs (Rs. 53 lakhs as compared to imported trawler cost of Rs. 41 lakhs).

As regards ships, it is estimated that they could be obtained 30 to 35 per cent cheaper from abroad than Indian-built ships.

(d) Fishing Trawlers:

(i) 40 per cent custom duty on imported materials and components which comprise about 20-30 percent of the cost of a trawler.

(ii) Incidence of 5 per cent excise duty and 8 per cent sales tax.

(iii) Subsidy of about 20 to 40 per cent given by Governments of trawlers building countries to their own builders.

(iv) Heavy incidence of taxes, duties on indigenous components and materials which have import content in them.

(v) Absence of any customs duty on imported trawlers.

Ships

(i) Disparity in production facilities and methods between foreign shipyards and Indian shipyards affecting the efficiency and productivity in the latter considerably.

(ii) Availability of materials—

—Due to failure of indigenous suppliers of materials and equipments to adhere to the committed delivery dates.

—Due to time cycle involved in import of major components.

(iii) the plus element on indigenous materials that Indian yards have to incur as compared to foreign yards.

(iv) the plus element on imported materials representing freight and insurance which is an additional burden to Indian yards.

(v) Additional costs of holding higher inventories required to be maintained on account of the higher lead time required and also due to uncertainties in supplies.

(vi) Excise Duty on the price of a ship which is as high as 8 per cent.

(vii) High incidence of taxes, duties at various stages on all materials and ship ancillaries. The Sales Tax and cumulative incidence of taxes and duties etc. work out roughly to 35/40 per cent of the basic price of ship in India.

(viii) State assistance, direct and indirect—at much higher rates provided to the ship building industry in many industrially advanced countries.

(ix) Heavy incidence of depreciation and interest on borrowings due to high capital outlay of the new shipyards like Cochin Shipyards.

त्रिपक्षीय तंत्र को सुदृढ़ करना

1257. श्री कमला मिश्र मध्यकर: क्या अब मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार को जानकारी है कि पांच केन्द्रीय मजदूर संघों ने कर्मचारियों के हितों की उचित सुरक्षा को इष्ट से त्रिपक्षीय तंत्र को और सुदृढ़ बनाने की आवश्यकता पर बल दिया है;

(ख) यदि हाँ, तो सरकार ने इस संबंध में क्या कदम उठाये हैं और इनका क्या परिणाम निकला; और

(ग) यदि नहीं, तो उसके क्या कारण हैं?

अब अंत्रालय में राज्य मंत्री (श्री डॉ. अंजैया): (क) से (ग). एक केन्द्रीय ट्रेड यूनियन संगठन ने सुझाव दिया है कि त्रिपक्षीय तंत्र को फिर से चालू किया जाना चाहिए। सरकार का विचार शीघ्र ही त्रिपक्षीय सम्मेलन आयोजित करने का है। त्रिपक्षीय आंदोर्गिक समितियां भी पुनः गठित करने का विचार है।

Increase in Population of Delhi

1258. SHRI BHIKU RAM JAIN: Will the Minister of HEALTH be pleased to state:

(a) whether it is a fact that the population of Delhi has been showing enormous increase during the past few years;

(b) what is the population increase trend of Delhi every year during the last ten years;

(c) whether Government propose to check growth of city's population and the problems created thereby; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH (SHRI NIHAR RANJAN LASKAR): (a) Yes, Sir.

(b) On the basis of the projections made by the Expert Committee on Population Projections (appointed by the Planning Commission under the Chairmanship of Registrar General of India), the estimated annual growth rates in respect of Delhi during the last few years, from 1971-72 to 1980-81 (1st. March to 1st March) are as follows:—

Year	Growth (rates %)				
1971-72	—	—	—	—	4.50
1972-73	—	—	—	—	4.46
1973-74	—	—	—	—	4.42
1974-75	—	—	—	—	4.38
1975-76	—	—	—	—	4.34
1976-77	—	—	—	—	4.30
1977-78	—	—	—	—	4.23
1978-79	—	—	—	—	4.22
1979-80	—	—	—	—	4.18
1980-81	—	—	—	—	4.14

The above growth rates include the effects of natural growth i.e the excess of births over deaths and migration. For instance, overall growth rate of 4.22 per cent in 1978-79 consists of 1.76 per cent natural growth component and 2.46 per cent migration.

(c) and (d) Under the centrally sponsored scheme, F.P. measures are implemented to check the natural growth of population in Delhi.

For tackling problems created by the growth in city's population, increased plan outlays have been provided under different sectors of development such as housing, Urban Development, Education, Medical Roads and Transportation, Power, Water Supply etc.

Besides, the Ministry of Works & Housing has rendered assistance during the last five years to the extent of Rs. 618 lakhs for the development of 5 ring towns under the National Capital Region Plan Viz, Meerut, Gurgaon, Alwar Panipat and Hapur to reduce the pressure on Delhi's population. During the current year a sum of Rs. 75 lakhs has been provided for giving assistance to these ring towns. These ring towns are intended to serve as counter magnets in order to divert away immigrant population from Delhi.

Reservation in Trains

1259 SHRI T. R. SHAMANNA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware that the travelling public are finding it difficult to get reservation in trains for long journey travel particularly from Bangalore to Bombay or Delhi etc. and so also, the return journey; and

(b) if so, the steps which Government propose to take to see that accommodation is made available for long journey travel?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) and (b). some difficulties are experienced by passengers during summer rush period. Additional coaches are provided on trains to clear wait-listed passengers. Reservation quotas are allotted in the summer specials for passengers originating from Bangalore area.

It has since been decided to double head 125/126 Bangalore-Trivandrum-New Delhi K. K. Express and also augment the load of 303/304 Mahalaxmi Express to provide more accommodation for passengers. The position will ease as soon as these are given effect to.

Need of Wagons for Transportation of Coal from BCCL

1260 SHRI SUSHIL BHATTACHARYYA: Will the Minister of RAILWAYS be pleased to state:

■

(a) the number of wagons needed daily for transporting coal from Eastern Coalfields Ltd. and Bharat Cocking Coal Limited to meet the requirements of Industrial units and power houses;

(b) whether there is any gap between the requirement and supply of wagons for coal loading; and

(c) if so, the steps taken by Government to remove the gap?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Under ideal conditions ECL and BCCL should require a total of 3600 wagons per day for industries, power houses, steel plants, Railways and others.

(b) Yes.

(c) Power supply interruptions are presently affecting production of coal, as well as its movement by rail. As soon as power supply position improves, the rate of loading is also expected to improve.

Conversion of M.C. Road as National Highway

1261. SHRI V. S. VIJAYA RAGHAVAN: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether the Government of Kerala has requested the centre to convert the Main Central Road as National Highway;

(b) whether the centre has rejected the proposal;

(c) if so, the reasons therefor; and

(d) whether Government would reconsider the proposal?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH): (a) to (d). The Kerala Government had sent a proposal which amounted to the declaration of Main Central Road from Angamally to Trivandrum via Muvattupuzha, Kottayama and Kottarkara as a National Highway. Due to financial constraints and other priority considerations, Government are unable to take over any new road as a National Highway at present. This also applies to the road in question.

New Railway Lines in Western Zone

1262. SHRI AHMED M. PATEL: Will the Minister of RAILWAYS be pleased to state:

(a) whether any new railway lines have been taken in hand for construction during the last three years in Western Zone of the country;

(b) if so, the progress made so far; and

(c) the time by which these will open for traffic?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) to (c). The conversion of the narrow gauge line from Nadiad to Kapadvanj into Broad Gauge extension of the same upto Modasa was taken up in 1978-79. 7 per cent progress has been made on this work and no target date has yet been fixed.

The construction of a new B. G. line from Kota to Chittorgarh and extension with a parallel B. G. line up to Neemuch has been approved in 1980-81 and the final location survey is in progress.

Inter-State Migrant Labour

1263. SHRI AMAR ROYPRADHAN:

Will the Minister of LABOUR be pleased to state:

(a) the steps so far taken to provide basic amenities like legal protection, shelter etc. to the inter-state migrant labour; and

(b) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR (SHRI T. ANJIAH): (a) and (b). To provide basic amenities including legal protection, shelter, medical facilities, clothing, allowances regular payment of wages and other suitable working conditions for inter-State migrant workmen, Parliament has enacted the "Inter-State Migrant Workmen (Regulation of Employment and Conditions of Service) Act, 1979."

Setting up of anti-dacoity unit to check decoity and robbery

1264. SHRI OSCAR FERNANDES: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Government propose to establish an anti-dacoity unit to check incidents of dacoity and robbery on trains; and

(b) if so, the details thereof?

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

(b) A post of Joint Director in Security Directorate of the Railway Board at Delhi is being upgraded as CSO|DIG (anti-dacoity) to strengthen measures from the Railway side to deal with the problem i.e. by way of rendering assistance to the State Police.

Andal-Sainthia line

1265. DR. SARADISH ROY: Will the Minister of RAILWAYS be pleased to state the steps taken by Government regarding the extension of the Andal-Suri-Sainthia line upto Karimpur via Kandi-Berhampur-Jalangi and the details in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): There is no proposal under consideration for the present for undertaking a survey for a new B. G. line linking Sainthia with Karimpur.

Probe into working of special employment exchanges

1266. SHRI M. RAM GOPAL REDDY: Will the Minister of LABOUR be pleased to state:

(a) whether Government have decided to probe into the working of special employment exchanges in the country; and

(b) if so, the details in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR (SHRI T. ANJIAH): (a) Yes, Sir.

(b) A Working Group under the Chairmanship of Director General of Employment and Training|Joint Secretary in the Ministry of Labour consisting of a representative each from the Ministry of Social Welfare, Finance, Health, Planning Commission and Department of Personnel and Administrative Reforms has been constituted to probe into the working of Special Employment Exchanges for Physically Handicapped and suggest measures for improvement.

Digging of a canal in the Middle of Balari Bar

1267. SHRI NIREN GHOSH: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether there is any expert opinion that a canal be dug in the middle of Balari bar from one end to another north and south; and

(b) if so, whether Government have examined the proposal and the results thereof?

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

(a) There is expert recommendation for dredging a cut across the Balari Bar after fixing its alignment by model tests.

(b) Model tests recommended by the experts are under way. Further necessary action will be taken in the matter after these tests are over and results have been evaluated.

Dacoities Committed in running Trains During 1979-80

1268. SHRI R. P. YADAV:
SHRI N. K. SHEJWALKAR:

Will the Minister of RAILWAYS be pleased to state:

(a) the number of dacoities committed in the running trains during the year 1979-80 and the estimated loss of life on account of looting personnel belonging of the passengers;

(b) whether the culprits have been traced and punished accordingly; and

(c) the amount paid by way of compensation/ex-gratia payments to the victims|next kins?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) During the financial year 1979-80, 229 cases of dacoities and robberies were com-

mitted in running trains on all Indian Railways. Eight persons lost their lives in these cases.

(b) Yes, 293 culprits were apprehended. They are being dealt with according to law by the States.

(c) No compensation/ex. gratia is admissible to victims in such cases.

Katwa-Bandel Railway Line

1269. PROF. RUP CHAND PAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal under the consideration of Government for electrification and doubling of the Katwa-Bandel railway line; and

(b) if so, when it will be taken up and details thereof?

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

(b) Does not arise.

Recasting the route of Nilachal Express

1270. SHRI KRISHNA CHANDRA HALDER: Will the Minister of RAILWAYS be pleased to state:

(a) whether he has received a joint petition from the Members of Parliament urging upon to recast the route of Nilachal Express in the interest of the people of Purulia, Bankura and Midnapur districts in West Bengal; and

(b) if so, what steps have been taken in the matter?

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

(b) 175/176 Triweekly Puri-New Delhi Neelachal Express has been routed via Bokaro Steel City and

Tatanagar in order to connect the industrial centres of Bihar with New Delhi. The passengers to and from Bokaro Steel City and the Steel Authorities had also been demanding a fast service to go to Delhi for long time. Therefore, it is not desirable to divert Neelachal Express via Bankura or Purulia depriving these passengers of this facility.

पूर्वोत्तर रेलवे से उधार डीजल इंजन

1271. श्री कृष्ण चन्द्र पांडे: क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या पूर्वोत्तर रेलवे ने अन्य रेलवे से डीजल इंजन उधार लिये हैं;

(ख) यदि हां, तो उसके क्या कारण तथा उन रेलवे जोनों के नाम क्या हैं जिनसे इंजन उधार लिये गये हैं तथा कितने इंजन उधार लिये हैं;

(ग) क्या इन्हों की कमी के कारण रेल गाड़ियां समय पर नहीं चल रही हैं; और

(घ) यदि हां, तो इस सम्बन्ध में सरकार का क्या अविनाशनीय कार्यवाही करने का विचार है?

रेल मंत्रालय में उप-मंत्री (श्री मौलिकार्जुन): (क) जी नहीं।

(ख) प्रश्न नहीं उठता।

(ग) जी नहीं।

(घ) प्रश्न नहीं उठता।

China's recent maps showing more Indian area as "lost" territories

1272. SHRI V. KISHORE CHANDRA S. DEO: SHRI S. R. A. S. APPALA, NAIDU:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether it is a fact that China's recent maps have included some more Indian areas which they claim as their "lost" territories; and

(b) if so, the action taken by the Government of India in this regard?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) Government are not aware of any map issued recently by the Government of PRC making fresh claims to Indian territory over and above their claims as reflected in earlier Chinese official maps.

(b) Government of India have consistently made clear to the Chinese Government that the true boundary between the two countries is as shown in official Indian maps and has protested on innumerable occasions against inaccurate depiction of the India-China boundary in Chinese maps.

Influx from Bangladesh

1273. SHRI K. P. SINGH DEO:
SHRI MANPHOOL SINGH CHAUDHARY:
SHRI AMAR ROY PRADHAN:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether it is a fact that influx of Bangladesh nationals into Assam is continuing unabated;

(b) if so, whether Government have any estimate of the number of such people coming into India;

(c) whether the issue has been taken over with the Government of Bangladesh; and

(d) if so, their reaction in this regard?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) and (b). Yes, Sir. However, it is difficult to estimate with any accuracy the number of such persons coming into India during any particular period.

(c) and (d). Illegal migration of Bangladesh nationals into India has been and continues to be the subject of discussions with the Government of Bangladesh.

Assistance to Indian Visitors by Indian Missions Abroad

1274. SHRI M. V. CHANDRA SHEKHARA MURTHY:
SHRI P. M. SAYEED:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether it is a fact that Government have directed all its Missions abroad to provide full courtesy and assistance to Indian visitors;

(b) if so, what was the background for such a directive;

(c) whether it is also a fact that a large number of complaints have been received by Government that Indian visitors abroad, especially Members of Parliament, have not been extended due courtesy and assistance; and

(d) the details of the directive issued by Government in this regard?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P V. NARASIMHA RAO): (a) to (d). Over the years the Ministry of External Affairs has constantly directed all its Missions abroad to deal with all Indian visitors with courtesy and politeness and to provide them necessary assistance. Following the relevant recommendations contained in the recent report of the Estimates Committee (the 29th Report) a special circular letter was addressed to all the Missions on the 17th April, 1979.

The circular instructions to the Missions stress the importance of extending all due courtesies and facilities to visiting Indian dignitaries and particularly to Members of Parliament and rendering consular services in a courteous and helpful manner to all Indian visitors. Since the issue of the instructions no complaints have been received by the Government about the non-observance of these instructions.

Installation of Body and Brain Cat Scanners

1275. SHRIMATI GEETA MUKHERJEE: Will the Minister of HEALTH be pleased to state:

(a) whether the Delhi Neurological Research Institute had prepared a project about a year back to instal three body scanners and nine brain CAT Scanners all over the country;

(b) if so, the details thereof;

(c) whether it is a fact that it has taken a long time and licence to import machines is still pending; and

(d) if so, the steps being taken to help the institute to get these machines and complete the needy projects?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH (SHRI NIHAR RANJAN LASKAR): (a) and (b). The Ministry of Health and Family Welfare have no knowledge of the project prepared by the Delhi Neurological Research Institute, a private organisation, to instal three body scanners and nine brain CAT Scanners all over the country. However, a reference was received in December, 1979 from the Chief Controller of Imports and Exports, New Delhi for clearance from the technical angle regarding grant of licence for the import of a CAT Scanner, valued at Rs. 14.45 lakhs, by the said Institute. The Directorate General of Health Services recommended the case to the Chief Controller of Imports and Exports.

(c) The Ministry of Health and Family Welfare are not concerned with the issue of import licence.

(d) The reference received from the Chief Controller of Imports and Exports, New Delhi has been returned to them on the 28th January, 1980.

Railway Coach Factory in Palghat

1276. SHRI A. K. BALAN:
SHRI V. S. VIJAYA-RAGHAVAN:

Will the Minister of RAILWAYS be pleased to state:

(a) whether there was a proposal for starting a Railway Coach Factory in Palghat District, Kerala; and

(b) if so, what is its present position?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) and (b). A proposal for setting up a new Railway Coach Production Unit is under examination and no final decision regarding its location etc. has yet been taken.

Personnel Branch Clerical Staff

1277. SHRI E. BALANANDAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware that different yard-sticks are being followed in different Zonal Railways in the case of Personnel Branch clerical staff; and

(b) if so, the details thereof, Railway-wise?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) It is presumed that the question refers to the determination of the strength of staff in the Personnel Branch. If so, the answer to part (a) of the question is in the affirmative. This is so because of the historical reasons. The various company railways had their own manning scales before the Government took over these Railways. In order to have uniform yard-sticks for application on all Railways, for identical work in the identical conditions, Southern Railway are conducting a work study.

(b) Because of different working conditions on different Zonal Railways, comparable yard-sticks cannot be furnished. Efforts to evolve uniform yard-sticks are being made as stated in part (a) above.

Congestion in Bombay Port

1278. SHRI SUBASH CHANDRA BOSE ALLURI: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) the steps which Government propose to take to remove congestion in the Bombay Port; and

(b) by what time the situation will be normalised?

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

(a) An Inter-Ministerial Standing Committee constituted by the Government reviews the flow of traffic in respect of bulk commodities like fertilizers, cement, edible oils etc. at regular intervals with a view to distribute cargo properly among different Major Ports including Bombay. Action is also being taken to develop the facilities at Bombay Port.

(b) The situation at Bombay has been normal for some time past.

Resolutions adopted by West Bengal Assembly

1279. SHRI DINEN BHATTACHARYA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware that the West Bengal Assembly unanimously adopted on 21 April, 1980 two resolutions demanding immediate laying of double tracks between Sheoraphuli and Tarakeshwar, extension of lines up to Bishnupur in Bankura via Arambagh and laying of double tracks between Krishnanagar and Lalgola and electrification of the section;

(b) whether Government are also aware that the resolution further demanded extension of the Andal-Suri-Sainthia line up to Karimpur in Nadia via Kandi-Berhampore-Jalangi in Murshidabad district; and

(c) if so, reaction of Government thereto?

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

(b) and (c) Do not arise.

Quota for Pilgrimage of Iraq

1280. SHRI GHULAM RASOOL KOCHACK:
SHRI MANPHOOL SINGH CHAUDHARY:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether it is a fact that the Chief Minister of Jammu and Kashmir has requested the Central Government to fix annual quota of 500 pilgrims to the celebrated muslim shrine in Iraq;

(b) if so, whether the quota of pilgrims from the State has been increased; and

(c) if so, to what extent?

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

(b) and (c). As against a quota of 2,000 pilgrims from India fixed for (1977 and 1978, the number of pilgrims who visited Iraq was 90 and 21 respectively. During 1979, against the fixed quota of 1,250 only 367 persons went on pilgrimage to Iraq. It would be seen that the quota has never been utilised fully and therefore, there is no need to fix a separate quota in respect of Jammu and Kashmir State. As and when the demand for seats increases suitably, the question of fixing a quota for Jammu and Kashmir will be considered.

Congestion Surcharge

1281. SHRI K. T. KOSALRAM: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that the total traffic handled at major ports from January to April, 1980 has been much higher than during the corresponding period of last year;

(b) if so, the details thereof;

(c) whether it is also a fact that the Shipping Conference have stopped since 25th May, 1980 any congestion surcharge at the major ports; and

(d) if so, how much money as surcharge would have been paid by the shippers to the Shipping Conference Vessels from October, 1977 to April, 1980?

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

(a) Yes.

(b) The total traffic handled at the major ports during the period from 1 January to 30 April, 1980 was 31 million tonnes as compared to 28 million tonnes during the corresponding period in 1979, an increase of 10 per cent.

(c) Major Conference Lines have withdrawn congestion surcharge at the major ports with effect from 5 May, 1980.

(d) The information on the subject is not being compiled on a regular basis. Accordingly, the required information is not available with the Ministry. However, the Bombay Port Trust have indicated that the additional freight paid by shippers to the vessels of five Conference Lines for the period from October, 1977 to June, 1979 in respect of Port of Bombay amounted to U.S. \$ 58.189 million.

Publishing of Erratic Indian Maps by other Countries

1282. KUMARI KAMLA KUMARI: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether it is a fact that some nations have published maps of India showing some of the Indian territory as the parts of other countries;

(b) if so, the details thereof; and

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

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

(b) Such maps have been published by China, Pakistan, Soviet Union and some East European countries, Great Britain and the United States. Some maps depict, in the Jammu and Kashmir area, the line of control as the line dividing India and Pakistan. Others depict the India-China border in accordance with the Chinese alignment. In some maps, Sikkim is shown separate from India although the word "Ind" is printed over the area. The Chinese maps relating to western sector of India-China boundary in Ladakh, middle sector and eastern sector depict the Chinese claims. Pakistani maps wrongly depict Jammu and Kashmir and Junagadh and Manavdar.

(c) The question of incorrect depiction of India's borders has been taken up on appropriate occasions with the concerned governments from time to time.

Reasons for withholding Pay of Staff of Dr. R. M. L. Hospital

1283. SHRI MOHAMMED ISMAIL: Will the Minister of HEALTH be pleased to state:

(a) the reasons for withholding the pay of employees of Dr. Ram Manohar Lohia Hospital for the month of December, 1979; and

(b) whether Government are taking steps for releasing the pay for December, 1979 to staff?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH (SHRI NIHAR RANJAN LASKAR): (a) The pay of such of the employees who went on strike was withheld in accordance with the principle of 'No-Work-No-Pay'.

(b) No.

Deaths due to Silicosis by Silica Cutters Engaged in Slate Pencil Mining

1284. DR. VASANT KUMAR PANDIT: Will the Minister of HEALTH be pleased to state:

(a) whether the attention of Government have been drawn to the increasing number of deaths due to Silicosis by Silica cutters engaged in Slate-pencil Mining;

(b) whether Government have carried out any survey in the District of Mandsaur in Madhya Pradesh, where the largest deposits of Silica are being exploited for making Slate-pencils; and

(c) if so, what immediate steps Government have taken to prevent death of over 600 persons now affected by Silicosis?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH (SHRI NIHAR RANJAN LASKAR): (a) to (c). The required information is being collected and will be laid on the Table of the Sabha.

Steps Taken to Defuse Tension in South Asia

1285. SHRI CHIRANJI LAL SHARMA: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) the steps taken or proposed to be taken to defuse the present tension in South Asia; and

(b) the results thereof?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) Government of India have initiated and continued, through diplomatic channels and through bilateral contacts, the process of consultation with a large number of countries with a view to finding ways and means of defusing the situation in the South-Asian region and for moving towards creation of conditions that would facilitate a political solution.

(b) Our consultations have convinced us that the Indian view point is well appreciated. An important outcome has been that there has been no escalation in the situation in the past few months. The initial over-reaction of some countries appears to have been modified and there seems to be a realisation that a militaristic response is not the answer. Although there is no plan of action or outline of a solution visible so far, there is general agreement that there has to be a negotiated political settlement and in the meantime an observance of restraint by all concerned.

India's mediation between USA and USSR on Afghanistan Issue

1286. SHRI P. RAJAGOPAL Naidu: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether Government are mediating between U.S.A. and U.S.S.R. to diffuse Afghanistan issue; and

(b) if so, the results thereof?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) No Sir.

(b) Does not arise.

O. T. Allowance to Ministerial Staff

1287. SHRI A. K. ROY: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any provision for payment of over-time allowance to the Ministerial staff;

(b) if so, why Ministerial staff are not paid over-time for working extra hours beyond rostered duty hours;

(c) whether there is a ban on creation of posts and recruitment of Ministerial staff;

(d) if so, why it is not lifted and Ministerial staff are not recruited in proportion to the staff recruited in other categories to cope with increased work-load;

(e) whether split duty allowance is granted to the Ministerial staff performing shift duty in work-shops by the Railway Board; and

(f) if so, why it was stopped and what decision Government have taken on this issue?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Yes But when booked to work on the day of their rest, they are required to be given compensatory day of rest.

(b) They are not normally booked to work overtime. However, when required to do special items of work or extra work justifying extra payment, the ministerial staff are generally paid honorarium for the additional work.

(c) While there is a ban on creation of new posts, there is no ban for recruitment to clerical categories to fill vacancies created due to normal attrition.

(d) The ban on the creation of new posts has been imposed on the Railways in pursuance of ban orders issued by the Ministry of Finance as a measure of economy and the Min-

istry of Railways can not lift it unilaterally.

(e) No.

(f) The ministerial staff who avail of rest interval for their own convenience and not in the administrative interest are not eligible for the benefit of split shift duty. The concession was, therefore, not extended to these staff.

वैगनों से माल न उतारना

1288. श्री तारिक अनबर : क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार को इस बात की जानकारी है कि व्यापारियों द्वारा वैगनों के समय पर माल न उतारने के कारण, वैगनों की भारी कमी हो गई है और रेलवे गोदामों पर वैगनों को खड़ा करने में भी भारी कठिनाई हो रही है; और

(ख) यदि हाँ, तो इस सम्बन्ध में सरकार क्या उपचारात्मक उपाय कर रही है?

रेल मंत्रालय में उप मंत्री (श्री मल्लिकार्जुन):

(क) रेले के छठे स्थानों पर परैषितियों द्वारा उत्तराई के लिए अनमत छठे समय के भीतर माल डिब्बों को खाली न किये जाने के बारे में चिंतित है। यह भी माल डिब्बों के अपेक्षाकृत अधिक केरों और परिणामस्वरूप उनकी उपलब्धिता कम होने का एक कारण है। यद्यपि केवल यह ही माल डिब्बों की भारी कमी होने का कारण नहीं है तथापि इससे मौके-बे-मौके कठिनाईयां उत्पन्न हुई हैं।

(ख) माल डिब्बों को शीघ्रतापूर्वक खाली करके और इस प्रकार माल डिब्बों की अपेक्षाकृत अधिक उपलब्धता सुनिश्चित करने के उद्देश्य से निम्नलिखित कदम उठाये गये हैं—

(1) सितम्बर, 1979 से विलम्ब शुल्क दरों में 50 प्रतिशत की वृद्धि।

(2) सितम्बर, 1979 से 60 पैसे प्रति टन प्रति घंटे की दण्डात्मक विलम्ब शुल्क दरों को बढ़ाकर 1.50 रु. प्रति टन प्रति घंटा करना।

(3) स्वयं रेलों द्वारा माल डिब्बों से माल उतारना और उसके लिए सूपूर्दर्शी के समय पार्टीर्यों से प्रभार लेना ।

(4) माल डिब्बों को शीघ्र स्थानी कराने और उतारे गये परेषणों को हटाने के लिए व्यापारियों और स्थानीय वाणिज्य मंडलों का सहयोग प्राप्त करने के लिए उनके साथ निकट सम्पर्क ।

(5) विलम्ब शुल्क और स्थान शुल्क की उच्चतर दरों लगाने के लिए महत्वपूर्ण स्टेशनों को निम्नतर कोटि से उच्चतर कोटि में पुनः वर्गीकृत करने के लिए रेलों को प्राधिकृत करना ।

(6) प्रमुख माल गोदामों और स्टेशनों पर राविवार के दिन के लिए भी स्थान शुल्क लागू करना ।

(7) कितिपय महत्वपूर्ण स्टेशनों को "अधिसूचित स्टेशन" घोषित करना जहां रेलों को उन स्टेशनों पर उठाये जाने की प्रतीक्षा में पड़ी है और परिवहन अवधि के समाप्त होने के सात दिन के अन्दर सपुदर्शी न ली गयी आवश्यक वस्तुओं के निपटान की शक्तियां प्राप्त हैं। सम्प्रति, भारतीय रेलों पर 100 से अधिक स्टेशनों को "अधिसूचित स्टेशन" घोषित किया जा चुका है।

Lalitpur-Satna Railway Line

1289. SHRI ARVIND NETAM: Will the Minister of RAILWAYS be pleased to state:

(a) whether the feasibility survey for Lalitpur-Satna Railway Line has been included in the current years' Railway budget;

(b) if so, the details thereof; and

(c) if not, the reasons thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) and (b). A preliminary Engineering-cum-Traffic

Survey for the construction of a 455 kms. long new line from Lalitpur to Singrauli via Khajuraho, Satna and Rewa was taken on hand in December 1978 and is expected to be completed by the end of March, 1981.

Introduction of Train on Khazipet-Balharshah Section

1290. SHRI G. NARSINMHA REDDY: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware that the South Central Railway has neglected to provide convenient train facility for Khazipet-Balharshah section, which is important industrial belt in Andhra Pradesh, to go to Hyderabad; and

(b) if so, whether Government propose to issue necessary instructions to introduce the train immediately?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) and (b). At present 2 pairs of trains viz. 21/22 New Delhi-Hyderabad Express and 335/336 Hyderabad-Nagpur Passenger connect Ballarshah-Khazipet with Hyderabad. In addition passengers can also travel by availing of the connecting services with change-over at Khazipet.

Introduction of an additional train on this route is not operationally feasible due to saturated line capacity on sections enroute and inadequate terminal facilities at Hyderabad.

दिलदार नगर से गोरखपुर तक की साइन

1291. श्री जेनुल बशार : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार को पूर्व रेलवे में मुगल-सराय पट्टना सेक्शन में दिलदार नगर स्टेशन से गोरखपुर, मउनाथ भंजन, दोहरीघाट होते हुए गोरखपुर तक नई रेल लाइन बिछाने का कोई प्रस्ताव मिला है ?

(ब) यदि हाँ, तो क्या यह प्रस्ताव स्वीकार कर लिया गया है; और

(ग) यदि नहीं, तो इसके क्या कारण हैं?

रेल भ्रात्य से उप संचो (श्री मल्लिकार्जुन):
 (क) से (ग). जी नहीं। इन्दारा और दोहरी-घाट के बीच पहले से ही मीटर आमान की एक लाइन मैजूद है। दोहरीघाट और सहजनवा के बीच एक नयी लाइन के लिए 1977 में किये गये प्रारम्भिक इंजीनियरी-एवं-यातायात सर्वेक्षण से यह पता चला कि 67.52 कि.मी. लम्बी इस लाइन पर 13.27 करोड़ रुपये लागत आयेगी और इससे 0.85 प्रतिशत (डी सी एफ) प्रतिफल की प्राप्ति होगी। कभी प्रतिफल और धन की कठिनाई को देखते हए इस प्रस्ताव पर आगे कार्रवाई नहीं की गयी। सहजनवा-गोरखपूर मीटर लाइन सम्पर्क समस्तीपुर-बाराबंकी आमान परिवर्तन परियोजना का एक अंग है और 1980-81 तक इसका आमान परिवर्तन कर दिये जाने की प्रत्याशा है। तारीघाट को गाजीपुर से मिलाने का कोई प्रस्ताव नहीं है क्योंकि इस काम में गंगा नदी पर अधिक लागत वाले पुल का निर्माण भी शामिल है।

Mobile Booking Clerks

1292. DR. RAJENDRA KUMARI BAJPAI: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Mobile Booking Clerks are working in Zonal Railways for the last many years who get their pay/honorarium at the rate of one rupee per hour;

(b) if so, the number of such Mobile Booking Clerks zone-wise and Division-wise;

(c) whether it is a fact that the pay given to Mobile Booking Clerks

at the rate of one rupee per hour is very meagre and they are being deprived of the facilities available to Railway employees;

(d) if so, the reasons therefor;

(e) whether Government propose to provide all those facilities such as Pass. P.T.O., Increment, Medical treatment, etc. to Mobile Booking Clerks as are provided to other employees and increase the rate of their pay; and

(f) if so, by what time and if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) and (c) to (f). The services of volunteers from amongst the student son/daughters and dependents of Railway employees are being utilised on a part time basis to man the booking counters during the peak hours with a view to provide financial assistance to the wards of the Railway employees during their academic career. These volunteers are paid an honorarium at a rate ranging between Re. 1/- to Rs. 2/- per hour. The services of these students are voluntary in character and distinct from the paid workers and regular employees and as such they are not entitled for the facilities admissible to the Railway employees, nor is there any such proposal under consideration.

(b) The number of student and wards of Railway employees deployed as volunteer Mobile Booking Clerks on each Zonal Railway except North-east Frontier, Southern and South

Central Railways where the scheme has not been introduced, is as under:

Railway	Division on which voluntary Mobile Clerks are deployed.	No. of Volun- tary Booking Clerks deployed on each Divi- sion.	Total No. of Voluntary Mobile Booking Clerks deployed at each Zonal Railway.
Central	Bombay	47	62
	Nagpur	3	
	Jhansi	12	
Eastern	Howrah	96	333
	Sealdah	43	
	Asansol	19	
	Dhanbad	19	
	Danapur	113	
	Mughalasarai	43	
Northern	Moradabad	51	104
	Lucknow	19	
	Delhi	16	
	Allahabad	16	
	Bikaner	2	
North Eastern	Varanasi	9	9
Western	Bombay	153	153

**Delay in Clearance f Nhava Sheva
Port Project**

1293. SHRI P. J. KURIEN: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that the Planning Commission has taken 17 years to clear Nhava Sheva Port Project near Bombay;

(b) if so, the reasons for such a long delay to clear the project; and

(c) what was the cost of the project when it was submitted and the present estimated cost for the same?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH): (a) and (b). No. The Nhava Sheva Port Project was mooted in 1971 and was formally referred to Planning Commission in 1973 when the programmes for development of major ports for the Fifth Five Year Plan were being finalised.

(c) In 1971 the Nhava Sheva Port Project was estimated to cost about Rs. 52 crores. It is now estimated to cost about Rs. 175 crores.

Essential Commodities through Road Transport

1294. SHRI MADHAVRAO SCINDIA: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether Government are aware that of late there has been many fold increase in transportation of food articles and other essential commodities of mass consumption by road transport throughout the country;

(b) if so, whether Government are also aware that the transportation of these commodities through road transport is a heavy burden on common man as a result of high charges by transporters; and

(c) if so, the remedial measures taken or proposed to be taken by Government to force the transporters to bring down the charges?

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

(a) Yes Sir, there has been some increase registered by Road Transport Sector in transportation of goods including essential commodities like foodgrains, sugar and coal. Since this had been primarily due to requirement of reaching goods to areas where rail facilities either do not exist or are not available to the requisite extent, and to serve in time the needs of increased overall demand generated in areas affected by drought in different parts of the country, movement by road transport was unavoidable. There had also been increased transportation by rail in respect of essential commodities as in the attached statement.

(b) Road transportation is generally costlier than the rail transport affecting the prices.

(c) For purposes of ensuring the reasonableness of freight charges, the Motor Vehicles Act, 1939 empowers the State Governments to issue directions to the State Transport

Authorities to fix freight charges including maximum and minimum thereof.

On Northern Railway which is major foodgrain loading Railway, record loading of sponsored foodgrains was achieved in May' 80. Loading of sponsored foodgrains from Northern Railway from January 1980 onwards compared with corresponding months of last year is shown below:

Month	STATEMENT	
	(In thousand tonnes)	
January . . .	557	744
February . . .	571	663
March . . .	587	846
April . . .	704	811
May . . .	662	858
..		
	3081	3922
	(27 % increase)	

2. This year, Railways were specifically called upon to step up supplies to deficit states of Bihar, West Bengal, Orissa & North Eastern region. The level of movement was accordingly stepped up for these States.

3. As regards loading of other essential commodities it is stated that 47318 wagons (BG & MG) were loaded with salt during the period January to April' 80 as against 46544 wagons during the corresponding period of last year.

Sugar:

4. With regard to sugar during the period January to May' 80 30,557 wagons (BG & MG) of levy sugar have been loaded as compared to 22,630 wagons of sugar loaded in the corresponding period of the previous year.

5. Imported Edible Oils

The loading of imported edible oils in tank wagons from ports to Vanaspati factories in the hinterland was 3849 BG and 1083 MG./4932 T. Ws. during the 1st five months of 1980 as compared to 3353 BG and 1407 MG/ 4760 T.Ws during the corresponding period of last year.

Demand for wagons for loading edible oils and Vanaspati in tins and drums is also being generally met in full.

6. Coal. i

The daily average loading of coal during the 1st. five months of the 1980 and the corresponding months of 1979 was as under:—

	In term of 4-Wheelers	
	1979	1980
January . . .	9291	8968
February . . .	9330	9291
March . . .	9205	9251
April . . .	8885	8876
May . . .	8396	8520
Over all Average . .	9021	8981

The slight drop in loading during the current year is due to Assam agitation, acute drought conditions and frequent interruptions in power supply to the Eastern and South, Eastern Railways.

Talcher-Sambalpur Line

1295. SHRI NITYANANDA MISHRA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government of Orissa has requested the Railway Ministry to start the earth-work of the proposed Talcher-Sambalpur Railway line as a measure to provide employment to the people of drought-hit areas; and

(b) if so, what steps have been taken in this regard?

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

A communication has been received indicating that the Government of Orissa has decided to provide support for doing the earth-work under "Food for Work" Programme for Talcher-Sambalpur rail link. Field work of the survey has been completed and the survey report is being compiled by the Railway and it is expected to be received shortly. Further action will be taken on receipt of the survey report.

जबलपुर जिले के पांडी गांव में खान दुर्घटना

1296. श्री रामावतार शास्त्री: क्या अमंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि मध्य प्रदेश में जबलपुर जिले की दैहर तहसील के पांडी गांव में खान दुर्घटना में 13 व्यक्ति मारे गये;

(ख) यदि हां, तो खान दुर्घटना के क्या कारण हैं; और

(ग) मृतकों के परिवारों के कल्याण के लिए सरकार ने क्या कार्यवाही की है?

अमंत्रालय में राज्य मंत्री (श्री टी. अंशुया) : (क) और (ख). खान सुरक्षा महानिदेशालय द्वारा भेजी गई रिपोर्ट के अनुसार, दुर्घटना 11-4-1980 को हुई, जबकि 19 ग्रामीणों का एक ग्रूप मध्य प्रदेश के बाला घाट जिले में पांडी-मरी गांव के एक खुले उत्खनन से हुई मिट्टी हाथ से खोद रहे थे यह उत्खनन औवर-हैंगिंग के नीचे था, जहां पहले ही छुई मिट्टी निकाली गई थी, जिससे अड्डर कट हो गया था। यह दुर्घटना 1.5 मीटर की उंचाई से औवर हैंगिंग के निचली तहों के एका-एक गिरने के कारण हुई, जिसके परिणामस्वरूप 13 व्यक्तियों की मृत्यु हुई, 2 व्यक्तियों को गंभीर चोटें आई, तथा चार को मामूली चोटें आई। वह भूमि, जहां यह दुर्घटना हुई, वन विभाग, मध्य प्रदेश की है। यह छुई मिट्टी का उत्खनन खान नहीं है, क्योंकि यह खनिज बाला क्षेत्र नहीं है। इस भूमि को किसी को भी पट्टे पर नहीं दिया गया था।

(ग) बालाघाट के कलकटर द्वारा कुर्त सहायता के रूप में प्रत्येक मृतक के आंशिकों को चावल के दो-दो बैग वितरित किए गए।

Determination of Representative Character of Unions

1297. PROF. MADHU DANDAVATE: Will the Minister of LABOUR be pleased to state:

(a) whether Government have evolved in consultation with the Central Trade Union Organisations any acceptable formula for determining the representative character of trade union; and

(b) if so, the salient features of this formula?

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR (SHRI T. ANJIAH): (a) and (b). Government held discussion with five Central Trade Union Organisations recently regarding the procedure for determining the representative character of the unions. At the last meeting held on 8th May, 1980 it was agreed that the organisations would discuss the question among themselves and come forward with a formula. It is proposed to hold another meeting with them to decide the issue.

Technical Co-operation among Developing Countries

1298. SHRI S. M. KRISHNA: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether India was represented at the high-level meeting on review of Technical Co-operation among Developing Countries (TCDC) held in Geneva in May last;

(b) if so, the measures for pooling of resources and transfer of technology among developing countries proposed by India and the reaction of the participating countries thereto; and

(c) the outcome of the Conference?

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

(b) and (c). Some concrete proposals and suggestions originated and piloted by the Indian delegation resulted from the meeting. They were accepted and find a place in the documents adopted by the Conference. The meeting invited developing countries to cooperate in strengthening and developing their rtransport and communication linkages and more specifically to identify transport and communication capacities and needs, organise general training and research and exchange expert and consultancy services. They were also asked to share their accumulated experience in planning and dealing with enormous problems facing rural and urban communities including problem of migration of rural population to cities. They were requested to identify national research and training centres having the capacity to undertake technical cooperation activities with multi-national scope. The meeting invited the Development Banks and Funds to include, subject to their constitutional procedures, the use of capacities and supplies of developing countries to a greater extent in their projects involving developing countries. Organisations of the U.N. Development Systems were also requested to take action which could enable greater technical cooperation among developing countries in joint ventures, supply of equipments for projects expansion of inter-agency procurement services, sub-contracting, consultancies and training facilities in projects financed by U.N. Development System.

Measures were also suggested for enhancing the financial resources available for TCDC.

Number of visa Applications by Pakistani Nationals

1299. SHRI JANARDHANA POOJARY: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) the number of applications received during 1979 from Pakistani nationals for issue of visas and the number to whom visas were issued;

(b) whether Government are considering any proposal to minimise Pakistani visitors problems; and

(c) if so, the details thereof?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) During the year 1979, the Embassy of India, Islamabad and, Consulate General of India, Karachi together received 1,190,564 visa applications from Pakistani nationals and granted visas to 1,93,255 which included 5038 visas granted by Indian Embassy, Islamabad, on the basis of applications received prior to 1979.

(b) and (c). With a view to minimise any inconvenience to Pakistani nationals seeking Indian visas, the Government of India constantly review ways and methods to facilitate the issue of visas, such as sending additional staff etc. when necessary to help expedite the disposal of visa applications by our Missions. The Office of the Consul General of India at Karachi, which dealt with more than 75 per cent of the total number of visa applications from the Pakistani nationals, has started granting visas to most applicants either on the same day or on the day after the receipt of visa applications. As such, Pakistani nationals are not facing any serious problems.

Extension of Chandigarh-Ranchi Express to Kalka

1300. SHRI NARAIN CHAND PASHAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether a request has been received by Government for the extension of the Chandigarh-Ranchi Express to Kalka for the benefit of the tourist and the people of Himachal Pradesh;

(b) if so, the decision taken by Government on this request; and

(c) if not, the likely date by which the decision would be taken?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) to (c). Yes, 183/184 Ranchi-Chandigarh triweekly Express is also providing inter-city service between Chandigarh and New Delhi. While it is a fact that the rakes of this train has to be taken to Kalka for purposes of maintenance, it is, however, not desirable to book passengers as the rake is being run to Kalka purely according to operational convenience without following any fixed time schedule. Moreover the passengers at Chandigarh will severely resent loosing the convenience of the only originating train that has been provided to them. Further the extension of Ranchi-Chandigarh Express to Kalka during inconvenient hours in the night will not be of any help to the passengers from Simla area as the connecting trains cannot be run on narrow-gauge during inconvenient hours in the night and passengers, therefore, will have to spend the night at Kalka. This would also not benefit the tourists as well as other passengers desiring to travel to interior parts of Himachal Pradesh.

Expansion of CGHS to cover other Major Cities in the country

1301. PROF. NARAIN CHAND PASHAR: Will the Minister of HEALTH be pleased to state:

(a) whether Government have any plans to extend the Central Government Health Scheme to cover other major cities of the country in the near future;

(b) if so, whether Simla, Hamirpur, Mandi, Solan and Dharamsala in Himachal Pradesh would be covered;

(c) if so, the likely dates by which each one of the above cities would be covered by the scheme; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH (SHRI NIHAR RANJAN LASKAR): (a) to (d). There is no proposal to extend Central Government Health Scheme to any city in the near future taking into account the need to consolidate the scheme in the cities already covered, and due to financial constraints.

Doubling of Delhi-Ambala Route

1302. PROF. NARAIN CHAND PASHAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any sanctioned scheme for the doubling of section of the Northern Railway;

(b) if so, the period during which the entire route from Delhi up to Ambala via Karnal would be doubled;

(c) the estimated cost of the project;

(d) the latest progress made in the execution of the project; and

(e) whether Government have any plan to expedite the completion of the project in view of the heavy traffic on this route?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) to (e). Yes. On Delhi-Ambala-Kalka section doubling exists between Delhi-Ganaur. The work of doubling Ganaur-Panipat at an estimated cost of Rs. 3.65 crores is in progress and is expected to be completed by 31-3-81. The work of doubling Panipat-Bhaini Khurd and Shahbad Markanda-Ambala Cantt. has been included in 1980-81 Budget. The work would be completed in about 3 to 5 years time depending on allocation of resources by the Planning Commission. There is no sanctioned scheme for the present to double the existing single line sections Bhaini Khuri-Shahbad and Markanda and

Ambala-Kalka and this will be considered in subsequent budgets.

The estimated cost of doubling the sections already approved is Rs. 22.00 crores approx.

All efforts are being made to complete the scheme of Doubling already sanctioned expeditiously subject to the availability of resources.

Kovalam-Trivandrum Line

1303. SHRI A. NEELALOHITHADASAN: Will the Minister of RAILWAYS be pleased to state whether Government have any plan to construct a Railway line connecting Kovalam and Vizhinjam with Trivandrum Railway Junction?

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

गंगानगर एक्सप्रेस के धूल भरे डिब्बे

1304. श्री मनफल सिंह चांधरी: क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या गंगानगर से सादुलपुर तक रेल मार्ग कच्चा होने के कारण गंगानगर एक्सप्रेस गाड़ी के डिब्बों में धूल पड़ती रहती है; और

(ख) इस सम्बन्ध में क्या उपचारात्मक उपाय किये गये हैं?

इस मंत्रालय में उप-मंत्री (श्री मनस्कजुन): (क) गंगानगर से सादुलपुर तक काले पैकेज के बदले धीरे-धीरे पत्थर की गिट्टी की पैकिंग की व्यवस्था की जा रही है। इससे काफी हद तक डिब्बों में धूल आनी कम हो जायेगी।

(ख) इस मार्ग पर रेल पथ की वर्तमान बाल पैकिंग के बदले धीरे-धीरे पत्थर की गिट्टी की पैकिंग की व्यवस्था की जा रही है। इससे काफी हद तक डिब्बों में धूल आनी कम हो जायेगी।

गंगानगर एक्सप्रेस गाड़ी में सूचियाओं की लाराब स्थिति

1305. श्री भनकूल सिंह धांधरी : क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या यह सच है कि गंगानगर एक्सप्रेस की अधिकांश बोगियां लाराब हालत में हैं, रीटों पर हमेशा धूल जमी रहती है, इस गाड़ी के लिये कोई डीजल इंजन नहीं है और पंखे तथा फ्लश काम नहीं करते हैं और शांचालय वाटर-पाइपों में कोई टोटी नहीं लगी है;

(ख) क्या यह भी रच है कि गाड़ी कभी समय पर नहीं आती है; और

(ग) यदि हां, तो सरकार इस सम्बन्ध में क्या सुधारात्मक कार्यवाही करेगी ?

रेल मंत्रालय में उप मंत्री (श्री मौलिलदारजुन): (क) जी नहीं।

(ख) 211/212 जयपुर-श्री गंगानगर एक्सप्रेस का समय पालन मुख्यतः जंजीर सीचाने, दर्घटनाओं, इंजन की खराकियों, तृकानों यादि के कारण अपेक्षित स्तर का नहीं रहा है।

(ग) 211/212 एक्सप्रेस के चालन पर कड़ी निगरानी रखी जा रही है और उनके समय-पालन में सुधार के लिए सभी प्रयास किये जा रहे हैं और परिहार्य रक्कानी के मामलों में उपयुक्त कार्रवाही की जा रही है।

यमूना बिहार से केन्द्रीय सीदिवालय तक बस सेवा

1306. श्री धन्दपाल जैलानी : क्या नौवहन और परिवहन मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार का विचार यमूना बिहार से केन्द्रीय टर्मिनल तक सीधी बस सेवा चलाने का है, और

(ख) यदि हां, तो यह सेवा कब तक आरंभ कर दी जायेगी ?

नौवहन और परिवहन मंत्रालय में राज्य मंत्री (श्री बृदा सिंह) : (क) जी, नहीं।

(ख) उपरोक्त (क) के उत्तर को ध्यान में रखते हुए प्रश्न नहीं होता।

अंतर्राज्यीय बस टर्मिनल के समीप यमूना पर पूल

1307. श्री धन्दपाल जैलानी : क्या नौवहन और परिवहन मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या दिल्ली में अंतर्राज्यीय बस टर्मिनल के समीप यमूना नदी पर एक पुल बनाने का प्रस्ताव विचाराधीन है, और

(ख) यदि हां, तो प्रस्तावित पुल का कब तक निर्माणकार्य आरंभ होने और पूरे होने की सम्भावना है ?

नौवहन और परिवहन मंत्रालय में राज्य मंत्री (श्री बृदा सिंह):

(क) जी, हां।

(ख) निर्माण कार्य शुरू होने की संभावित तारीख :

तकनीकी और वित्तीय अनुमति मिलने पर इस निर्माण कार्य के 1981 में शुरू होने की सम्भावना है।

पूरे होने की तारीख :

शुरू होने के लगभग 5 वर्षों में।

Centenary Celebrations of Darul Uloom

1308. SHRIMATI PRAMILA DAN-DAVATE: Will the Minister of EXTERNAL AFFAIRS be pleased to

(a) whether it is a fact that the Prime Minister inaugurated the centenary celebrations of Darul Uloom in New Delhi recently; and

(b) if so, the details thereof ?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) and (b). Yes, Sir. On an invitation from Shri Mohammad Tayyab, President, Darul Uloom, Deoband (Saharanpur), Prime Minister inaugurated the centenary celebrations of Darul Uloom on 21st March, 1980 at Deoband and not in New Delhi.

Centenary celebrations of the Darul Uloom, the renowned Islamic Educational Centre at Deoband, Uttar Pradesh, commenced on the 21st March, 1980. The celebrations were also accompanied by a convocational conference of scholars which was being held at Deoband after a lapse of 70 years. About 6,000 foreign delegates from several Islamic countries attended these celebrations.

परिवार नियोजन लक्ष्यों की उपलब्धि

1309. श्री भगवान देव : क्या स्वास्थ्य मंत्री यह बताने को कृपा करेंगे कि:

(क) वर्ष 1977-78, 1978-79 और 1979-80 के दौरान, राज्यवार, परिवार नियोजन लक्ष्यों की उपलब्धि का प्रतिशत क्या रहा;

(ख) उक्त अवधि के दौरान जनसंख्या में राज्यवार, कितने-प्रतिशत वृद्धि हई;

(ग) चालू वर्ष के दौरान, राज्यवार, परिवार नियोजन के लक्ष्य क्या हैं; और

(घ) क्या सरकार इस वर्ष के दौरान अब तक प्राप्त किए गए लक्ष्यों से सन्तुष्ट है?

स्वास्थ्य भंग्रालय में राज्य मंत्री (श्री निहार रंजन लास्कर) :

(क) 1977-78, 1978-79 और 1979-80 की अपर्याप्ति सूचना सभा पटल पर रखे गये विवरण एक से तीन में दी गई है। [ग्रन्थालय में रखा गया। दौर्लक्ष्य संख्या एल. टी-937/803]

(ख) 1977, 1978, 1979 तथा 1980 की अनुमानित जनसंख्या और 1977-78, 1978-79 तथा 1979-80 की वृद्धि दर सभा पटल पर रखे विवरण चार में है। [ग्रन्थालय में रखा गया। दौर्लक्ष्य संख्या एल. टी-937/803] ये भारत के महापंजीयक की अधिकता में योजना आयोग हवारा नियुक्त

जनसंख्या प्रोजेक्शनों की विशेषज्ञ समिति द्वारा तैयार किये गये प्रोजेक्शनों पर आधा-

(ग) और (घ) 1980-81 के लिये परिवार नियोजन के विभिन्न तरीकों के राज्यवार लक्ष्य और अप्रैल, 1980 के महीने की उपलब्धि, जिसके आंकड़े अननितम हैं, का एक विवरण पांच सभा पटल पर रखा है। [ग्रन्थालय में रखा गया। दौर्लक्ष्य संख्या एल. टी-937/803] यह विवरण अप्रैल, 1980 के लक्ष्यों की प्रतिशत उपलब्धि भी दर्शाता है। इस विवरण में यह दरें जा सकता है कि अप्रैल, 1980 में 27 प्रतिशत आनुपातिक नसबंदी आपरेशन के लक्ष्य, 46 प्रतिशत लूप निवेशन के लक्ष्य, 24 प्रतिशत प्रचलित गर्भनिरोधकों के लक्ष्य तथा 7 प्रतिशत मूख्सव्य गोलियों के उपयोग कर्ताओं के लक्ष्य प्राप्त किये गये हैं। दैसे, चालू वर्ष के लक्ष्यों की पूर्ति के बारे में कुछ कहने के लिए पहले महीने का कार्य ही काफी नहीं है। पिछले अनुभव से पता चलता है कि यह कार्य वर्ष के बीतने के साथ-साथ बढ़ता जाता है।

31 दिसंबर, 1979 को रद्द रेल गाड़ियां

1310. श्री भगवान देव : क्या रेल मंत्री यह बताने को कृपा करेंगे कि :

(क) 31 दिसंबर, 1979 को कितनी रेलगाड़ियां रद्द की गयीं;

(ख) जनवरी 1980 से ऐसी कितनी रेलगाड़ियों को पुनः चलाया गया; और

(ग) शेष रेलगाड़ियों को कब तक पुनः चलाए जाने की संभावना है; और उनकी संख्या क्या है?

रेल भंग्रालय में उप मंत्री (श्री मील्लका-र्जून) : (क) से (ग) 31-12-79 को सभी रेलों पर 181 जोड़ी गाड़ियां रद्द थीं जिनमें से 151 जोड़ी गाड़ियां फिर से चलायी जा चुकी हैं तथा कम यातायात होने के कारण 22 जोड़ी गाड़ियों को स्थायी रूप से रद्द कर दिया गया है। जैसे-जैसे स्थिति में सधार होगा, विजली की कमी, विजली में कटौती के कारण इंजनों के अनुरक्षण में कठिनाई, पानी की कमी, समझौते तूफान से पीड़ित क्षेत्रों में इंजीनियरी कार्य आदि

विभिन्न कारणों से रद्द 8 जोड़ी गाड़ियों को भी दोबारा चलाया जायेगा।

नसीराबाद-बूंदी सम्पर्क

1311. श्री भगवान देवः क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार को पता है कि ब्रिटिश शासन काल के दौरान नसीराबाद तथा बूंदी के बीच जिला अजमेर (राजस्थान) में बरास्ता सरवर्द, केकारी, देवोली तक एक अस्थायी रेल लाइन बिछायी गई थी जिस को बाद में एक स्थायी लाइन में बदला जाना था;

(ख) क्या सरकार इस लाइन को जो अभी भी अस्थायी है, स्थायी लाइन में बदलेगी जिससे कि इस पिछड़े क्षेत्र का विकास हो सके;

(ग) यदि हां, तो इस लाइन को स्थाई लाइन में कब तक बदला जायेगा; और

(घ) यदि नहीं, तो इसमें क्या दिक्कत अनुभव की जा रही है?

रेल मंत्रालय में उप-मंत्री (श्री मर्स्सका-जुर्न): (क) इतने समय बाद यह बताना संभव नहीं है कि नसीराबाद और बूंदी के दीच कोई अस्थायी रेलवे लाइन थी।

(ख) और (ग). इस समय बूंदी के रास्ते कोटा को नसीराबाद से जोड़ने वाली कोई रेलवे लाइन नहीं है और न ही इन दोनों स्थानों के बीच कोई लाइन बिछाने का प्रस्ताव है।

Chinese invitation to Tibetans to visit their Homeland

1312. SHRI S. M. KRISHNA: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether it is a fact that some Western countries are helping for the contact between the Tibetan exiles and the Chinese;

(b) whether some Tibetan exiles have already visited Peking and Tibet;

(c) if so, whether Government have been apprised of their impressions; and

(d) whether any invitations to visit their homeland have been extended by the Chinese Government direct to the Dalai Lama's Headquarters or through the Government of India?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) Government are not aware of such efforts.

(b) and (c). Delegations made up of Tibetans resident in India have visited China including Tibet. They have informed us that they had gone in response to invitations and appeals from the Government of China.

(d) As an act of courtesy, a broad and general picture of impressions gained by the first delegation were given to the Government of India.

होरा मिल, उज्जैन द्वारा कर्मचारी राज्य बीमा योजना के अन्तर्गत जमा कराई गई धनराशि

1313. श्री निहाल सिंहः क्या अम मंत्री यह बताने की कृपा करेंगे कि:

(क) हीरा मिला, उज्जैन (मध्य प्रदेश) द्वारा जनवरी, 1977 से मई 1980 के भीतर कर्मचारी राज्य बीमा योजना के अन्तर्गत कितनी धनराशि जमा कराई गई;

(ख) इस बारे में उन की ओर अभी कितनी धनराशि बकाया है; और

(ग) अब तक उसकी वसूली न किये जाने के क्या कारण हैं?

अम मंत्रालय में राज्य मंत्री (श्री टो. अंजेया): (क) और (ख). कर्मचारी राज्य बीमा निगम ने सूचित किया है कि 48,35,800/-रुपये की धनराशि जमा कराई गई है और कोई राशि बकाया नहीं है।

(ग) प्रश्न नहीं उठता।

**कर्मचारी राज्य बीमा निगम द्वारा एलाइनिक
ग्लास इंडस्ट्रीज, बड़ौदा और बंगलार के
विरुद्ध कार्यवाही**

1314. श्री निहल सिंह: क्या अम मंत्री एलाइनिक ग्लास इंडस्ट्रीज, बड़ौदा और बंगलार में कार्य कर रहे कर्मचारियों के बारे में 27 मार्च, 1980 के अतारांकित प्रश्न संख्या 2072 के उत्तर के संबंध में यह बताने की कृपा करेंगे कि कर्मचारी राज्य बीमा निगम द्वारा इन उद्योगों के विरुद्ध की गई कार्यवाही का व्यौरा क्या है और इस संबंध में कितना और अधिक समय लिये जाने की संभावना है?

अम मंत्रालय में राज्य मंत्री (श्री टी. अंजेया): कर्मचारी राज्य बीमा निगम ने सूचित किया है कि मैसर्स एलाइनिक ग्लास इंडस्ट्रीज, बड़ौदा ने ठोकेदारों के माध्यम से नियोजित कर्मचारियों के संबंध में अंशदान अभी तक जमा नहीं कराए हैं। अतः देव राशियों की वसूली के लिये उनके विरुद्ध कार्यवाही प्रारंभ की गई है।

Bridge over Damodar River

1315. SHRI SOMNATH CHATTERJEE:

SHRI KRISHNA CHANDRA HALDER:
SHRI SUSHIL BHATTACHARYA:

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

(a) whether Government will consider the demand of West Bengal Government to grant money for the construction of a bridge over the Damodar River at Dishergarh;

(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) to (c). The proposed bridge over Damodar, when constructed, would fall on a State road. It is, therefore, the concern of West Bengal Government. The State Government have

asked for Central financial assistance amounting to Rs. 15 crores for this bridge under the Central aid programme of State Roads of inter-State or Economic Importance. The Government of India are, however, unable to accede to the State Government's request as there is no provision at present for considering any new work under the aforesaid programme.

Lock-out in Kesoram Cotton Mills, Calcutta

1316. SHRI INDRAJIT GUPTA: Will the Minister of LABOUR be pleased to state:

(a) whether he had convened a conciliation meeting in Delhi on 17-4-1980 to try to find a solution to the prolonged lock-out in Birla's Kesoram Cotton Mills, Calcutta which has been continuing since January, 1980;

(b) if so, whether he made any specific proposals at the meeting to enable the factory to resume production; and

(c) the attitude of the management and the union thereto?

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR (SHRI T. ANJAH): (a) and (b). Yes, Sir. Various proposals were discussed and no specific proposal was made by the then Labour Minister.

(c) The factory has since re-opened on 5th June, 1980.

Wage Panel for Port and Dock Workers

1317. SHRI P. M. SAYEED:

SHRI M. V. CHANDRASHEKHARA MURTHY:
SHRI SUBHASH CHANDRA BOSE ALLURI:

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

(a) whether Government have set up a 12-member Wage Panel to go

into the demands of port and dock workers for wage revision;

(b) if so, the terms of reference of the panel and constitution of the panel;

(c) whether the representatives of the workers have also been associated with the panel; and

(d) when the report of the panel is likely to be submitted?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH):
(a) Government have set up a Bipartite Wage Negotiating Machinery with 10 representatives each of employers and workers on 14-5-1980.

(b) The Bipartite Wage Negotiating Machinery will negotiate the revision of the existing 'wage structure', including all matters considered by the Wage Revision Committee for Port and Dock Workers, and allied matters agreed to be discussed by the Nego-

Employers' sides

1. Chairman of Bombay, Calcutta, Madras, Visakhapatnam, Cochin, Kandla & Tuticorin Port Trusts.
2. Deputy Chairman, Calcutta Dock Labour Board.
3. Shri R.U. Pat, Secretary, Bombay Port Trust
4. One Representative of the Federation of Associations of Stevedores.

(c) Yes, Sir.

(d) No time limit has been fixed for completion of the negotiations and arriving at a Settlement.

Centralised Cargo Booking Agency

1318. SHRI P. M. SAYEED:
SHRI JANARDHANA
POOJARY:
SHRI M. V. CHANDRASHE-
KHARA MURTHY:

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

(a) whether there is a proposal for

tiating Machinery, for the Class III and Class IV employees of (a) Major Port Trusts; (b) Dock Labour Boards; (c) Administrative Bodies of the Dock Labour Boards; and (d) Workers registered or unregistered (Listed) under any of the Schemes framed under the Dock Workers (Regulation of Employment) Act, 1948. The settlement will take effect from 1-1-1980, except in the case of Class III and Class IV employees and Workers of New Mangalore Port for whom this will be implemented from the date of setting up of the Post Trust, viz., 1-4-1980. The Wage Negotiating Machinery will also cover the employees and workers of Stevedores, who are neither registered nor listed under the Dock Workers (Regulation of Employment) Act, 1948, but who have been covered by the recommendations of the Wage Revision Committee for Port and Dock Workers under various settlements. This Bipartite Wage Negotiating Machinery has been set up with the following composition:—

Employees' sides

1. Five Representatives of All India Port and Dock Workers' Federation.
2. Two Representatives of Indian National Port and Dock Workers' Federation.
3. Two Representatives of Port, Dock and Waterfront Workers' Federation of India.
4. One Representative of Water Transport Worker's Federation of India.

having a centralised cargo booking agency and a system of export of cargo as envisaged by the Desai Committee years ago;

(b) if so, the main recommendations of the Committee;

(c) the reasons for not considering the suggestions earlier; and

(d) when the final decision in this regard is likely to be taken?

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

(b) The recommendations, broadly speaking, envisage a scheme of aggregation of cargoes, establishment of a centralised cargo booking agency for through-bookings and creation of a Freight Equalisation Fund to compensate the shippers against higher freight rates charged by the Conference Lines.

(c) and (d). The proposal for centralised cargo booking agency involves complex issues and needs thorough examination taking into account varying view-points. Also the shipping industry was facing severe crisis for the past few years. It was not, therefore, possible to take a decision in the matter earlier. It would take some more time to take a final decision.

Bonus Formula

1319. SHRI P. M. SAYEED:
SHRI M. V. CHANDRASHE-KHARA MURTHY:

Will the Minister of LABOUR be pleased to state:

(a) whether it is a fact that the Chief of the Employers' Federation of India has suggested that the bonus formula adopted by Government for its departments should be made applicable to industrial undertakings in the country in view of its soundness; and

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

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR (SHRI T. ANJIAH): (a) and (b). The President of the Employers' Federation of India in a Memorandum submitted to Government, on behalf of the Federation has stated that the concept of Bonus linked with Productivity deserves to be promoted and that the principle of productivity-linked bonus accepted in respect of railway workers should be extended not only to those covered by the Bonus Act, but also to other categories of employees who are demanding payment of bonus.

This suggestion along with other suggestions for amendment of Payment of Bonus Act is receiving the attention of the Government.

Legislation for Unorganised Labour

1320. SHRI P. M. SAYEED:
SHRI K. MALLANNA:
SHRI ARJUN SETHI:
SHRI GHULAM RASOOL KOCHACK:

Will the Minister of LABOUR be pleased to state:

(a) whether Government propose to introduce legislation to regulate the working conditions of unorganised labour;

(b) whether the proposed law will help in improving the lot of agricultural labour, of whom women constitute much higher percentage;

(c) if so, the main features thereof; and

(d) when it is likely to be introduced?

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR (SHRI T. ANJIAH): (a) to (d). The Central Standing Committee on Rural Unorganised Labour had constituted a Sub-Committee to go into the details of a Central Legislation for agricultural workers. The Sub-Committee has submitted its report with a draft Agricultural Workers Bill. The Central Standing Committee will consider the Draft Bill and advise Government suitably. According to the 1971 Census out of a total of 47.5 million agricultural labourers, men constituted 31.7 million and women the remaining 15.8 million.

Riveters of Integral Coach Factory

1321. SHRI E. K. IMBICHIBAVA
Will the Minister of RAILWAYS be pleased to state whether the semi-skilled riveters working at the Integral Coach Factory, Madras whose nature of work require very high skill

proposed to be promoted as skilled workers in consideration with their nature of work?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): The matter is under consideration of the Railway Workers' Classification Tribunal who are examining the classification of Artisan staff on the Indian Railways. Final decision will be taken after receipt of the report.

मैसर्स न्यू इण्डिया रेन मिल्स, बम्बई की ओर बकाया भविष्य निधि और कर्मचारी राज्य बीमा योजना की राशि

1322. श्री निहाल सिंह: क्या अम मंत्री मैसर्स न्यू इण्डिया रेन मिल्स, बम्बई की ओर बकाया भविष्य निधि और कर्मचारी राज्य बीमा योजना की राशि के बारे में दिनांक 22 मार्च, 1979 के अतारांकित प्रशन संख्या 4364 के उत्तर के संबंध में यह बताने की कृपा करेंगे कि:

(क) क्या कर्मचारी राज्य बीमा योजना और भविष्य निधि की शेष 7.83 लाख रुपयों और 8.57 लाख रुपयों की राशि को इस बीच मैसर्स न्यू इण्डिया रेन मिल्स, बम्बई से बसूल कर लिया गया है;

(ख) यदि नहीं, तो इसके क्या कारण हैं; और

(ग) इस संबंध में सरकार का विचार क्या कार्यवाही करने का है?

अम मंत्रालय में राज्य मंत्री (श्री टी. बंजेया): (क) जी नहीं।

(ख) और (ग). कर्मचारी भविष्य निधि और प्रकीर्ण उपवन्ध अधिनियम 1952 और कर्मचारी राज्य बीमा अधिनियम, 1948 के अधीन जारी किए राजस्व वसूली प्रमाण-पत्र अभी भी राज्य राजस्व प्राधिकरणों द्वारा पास लंबित पड़े हैं। कर्मचारी भविष्य निधि और प्रकीर्ण उपवन्ध अधिनियम, 1952 की धारा 14-कक के अधीन दायर किए गए अभियोजन मामले और भारतीय दण्ड संहिता की धारा 406/409 के अधीन दायर की गई शिकायतों भी लंबित पड़ी हैं।

कर्मचारी राज्य बीमा अधिनियम, 1948 के अधीन भी अभियोजन चलाए गए हैं।

एलोपैथिक, होम्योपैथिक और आर्युदैदिक अस्पतालों की स्थापना

1323. श्री निहाल सिंह: क्या स्वास्थ्य मंत्री निम्न जानकारी दर्शाने वाला एक विवरण सभा-पटल पर रखने की कृपा करेंगे कि:

(क) गत दो वर्षों के दौरान राज्य सरकारों ने कितने एलोपैथिक, होम्योपैथिक और आर्युदैदिक अस्पतालों की स्थापना की तथा प्रत्येक अस्पताल में कितने बैडों की व्यवस्था की गई; और

(ख) क्या इस कार्य के लिए केन्द्रीय सहायता दी गई है और यदि हां, तो कितनी? स्वास्थ्य मंत्रालय में राज्य मंत्री (श्री निहाल रंजन लास्कर): (क) सूचना एकत्र की जा रही है और सभा-पटल पर रख दी जाएगी।

(ख) राज्य सरकारों द्वारा एलोपैथिक होम्योपैथिक और आर्युदैदिक अस्पतालों को सोलने के लिए केन्द्रीय सहायता दिए जाने की कोई योजना नहीं है।

P.F. Office at Agartala

1324. SHRI AJOY BISWAS:

SHRI BAJU BAN RIYAN:

Will the Minister of LABOUR be pleased to state:

(a) whether there is any proposal to set up a separate Regional Provident Fund Commission Office at Agartala; and

(b) if so, when it will come up?

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR (SHRI T. ANJIAH): (a) and (b) No, Sir. There is, however, a proposal to open a sub-regional office at Agartala which awaits approval by the Central Board of Trustees of the Employees Provident Fund Organisation.

Stranded Indians in Cairo

1325 SHRI K. MALLANNA: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether Government's attention has been drawn to news-item appearing in Indian Express dated the 4th May, 1980 that 24 Indians including 4 Keralites, who set out seeking a fortune in the Gulf region were stranded in Cairo without even means to buy food;

(b) if so, the details thereof; and
 (c) the reaction of Government thereto?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) to (c). According to a report received from Embassy of India, Cairo, a group of Indians came to Cairo with the connivance of a recruiting agent. On receipt of a report by the Indian Embassy in Cairo about the difficulties being faced by these Indian nationals, an official of the Embassy interviewed these persons and gave them such assistance as possible. Since then six of these Indian nationals have returned to India and the rest have proceeded to Ankara. These Indian nationals had return tickets for India. None of these Indian nationals is now in Cairo.

Employment of women

1326. **SHRI K. MALLANNA:** Will the Minister of LABOUR be pleased to state:

(a) whether it is a fact that the employment of women in the organised sector has been growing at a faster rate than the general employment since 1972; and

(b) whether Government propose not to allow the women in night shift particularly in industries?

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR (SHRI T. ANJIAH): (a) Yes, Sir. The employment of women in the organised sector has been growing at a faster rate than the total employment in the organised sector, the average annual rate of growth of women employment from 1972 to 1979 being of the order of 4.2 percent as compared to the average annual rate of growth of 2.9 percent in total employment in the organised sector.

(b) According to the Factories Act, 1948, women are not allowed to work in night shifts and there is no proposal to amend this.

High price of Report of Committee on Child Labour

1327. **SHRI K. MALLANNA:** Will the Minister of LABOUR be pleased to state:

(a) whether it is a fact that report of the Committee on Child Labour is unlikely to be within the reach of most of the persons at it has been priced at Rs. 75.10;

(b) whether it is also a fact that the book running in to only 112 pages of printed matter is of particular interest to voluntary organisations in child welfare correctional institutions and other social works; and

(c) if so, the reaction of Government in this regard and the reasons for high price?

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR (SHRI T. ANJIAH): (a) to (c). It is true that the report of the Committee on Child Labour is a small volume of interest to Government as well as voluntary organisations dealing with Child Welfare. The price of the report has been fixed at cost as per norms prescribed by Government. Any reduction in the price would have involved a subsidy which was not considered necessary.

Road projects in Assam

1328. **SHRI JANARDHANA POOJARY:** Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether Government have approved a number of road projects in Assam; and

(b) if so, the details thereof?

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

(b) The position is as under:

(i) Road/Bridge works of a total cost of Rs. 37.34 crores have been sanctioned in Assam from 1st April 1969 so far under the various Central Road Programmes.

(ii) Road/Bridge schemes of a total cost of Rs. 9.60 crores have been sanctioned under the North Eastern Council Programme since the 1st April, 1974 so far.

(iii) In addition, development of over 1400 Kms. of roads was sanctioned as part of the work being

handled by the Border Roads Organisation in the area since the inception of this Organisation in March 1960.

Holding up of trains at Patna Junction

1329. SHRI INDRAMIT GUPTA: Will the Minister of RAILWAYS be pleased to state:

(a) whether all trains were held up at Patna junction for five hours on the 16th May, 1980 when railway policemen run amuck, beating up railway staff and breaking furniture;

(b) whether the trouble was caused by refusal of a railway sub-inspector to show a valid pass or ticket to the ticket collector at the exit, and the subsequent altercation; and

(c) whether any inquiry has been held into the incident and action taken against the guilty policemen?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) to (c). Yes, on 16-5-1980, all trains were held up at Patna Junction Station for nearly 3½ hours and not for 5 hours, for alleged assault on ticket collectors of Patna Junction Station by Government Railway Police staff of Patna Junction station as a sequel to an altercation between SI/ GRP, Bhagalpur and a Ticket Collector on duty at Enquiry Counter Patna Junction Station. However, no breaking of furniture of Station has been reported.

District Magistrate, Patna had set up a Committee for finding out the cause of the trouble but in the meantime the Railway staff of Patna Junction Station filed a criminal case against the G.R.P. Staff in the Court of Chief Judicial Magistrate/Patna. The Committee, therefore, could not finalise the enquiry, as the case became subjudice. However, SI/GRP, Bhagalpur who was involved in the altercation has been placed under suspension by SRP/Patna.

बस्तर क्षेत्र में रेल लाइनों के लिए सर्वेक्षण

1330. श्री फूल घन्द वर्मा: क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार ने बस्तर क्षेत्र में रेल लाइनों विधाने के लिए अनेक सर्वेक्षण किये हैं; और

(ख) यदि हाँ, तो रेल लाइनों विधाने का काम कब तक आरम्भ करने का विचार है?

रेल संत्रासय में उष मंत्री (श्री मल्लिकार्जुन): (क) और (ख). जी हाँ, योजना आयोग के परामर्श से दिल्ली-राजहरा से जगदलपुर तक एक नये बड़ी लाइन रेल सम्पर्क का निर्माण करने के प्रस्ताव पर विचार किया जा रहा है।

Smaller vessels for coastal shipping

1331. SHRI K. A. RAJAN: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether the Cochin Shipyard is working to prescribed schedule;

(b) whether Government have plans to build smaller vessels suitable for Indian Coastal Shipping; and

(c) whether and how the Shipyard has helped the growth of industries to function as ancillary units?

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

(a) No, Sir. Every effort is being made to catch up the time lost.

(b) No—However the Government of India have a scheme for grant of repayable loans to the maritime State Governments for being disbursed to sailing vessels owners for construction of new mechanised sailing vessels and mechanisation of the existing sailing vessels for the coastal run.

(c) One Ancillary Unit for production of Oxygen and Acetylene to meet its requirements has been established in the Cochin Shipyard premises.

Ants and foreign material found in bottles of Glucose

1332. SHRI K. A. RAJAN:

SHRI R. P. YADAV:

SHRI S. M. KRISHNA:

Will the Minister of HEALTH be pleased to state:

(a) whether it is a fact that ants and other foreign material were noticed in a bottle of life saving intravenous glucose in J. P. Hospital, Delhi;

(b) if so, whether any enquiry was made to find out the company which supplied these bottles; and

(c) if so, the details and action taken against them?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH (SHRI NIHAR RANJAN LASKAR): (a) Yes, objects like ants and other foreign material were found in some bottles of intravenous transfusion solution in Lok Nayak J. P. Hospital.

(b) and (c). The bottles were manufactured by Lok Nayak J. P. Hospital in their own intravenous transfusion manufacturing unit. The hospital authorities have since stopped the manufacturing of intravenous transfusion solution. The Delhi Administration has been requested to take necessary action against the concerned persons.

पत्रकारों को रियायत

1333. श्री छोतभाई गांधीजीतः क्या रेल मंत्री यह बताने की कृपा करेंगे कि:-

(क) क्या यह सच है कि कछु पत्रकारों को हाल ही में रेलवे द्वारा यात्रा करने की सुविधा देने संबंधी कोई रियायत प्रदान की गई है; और

(ख) यदि हां, तो तत्संबंधी व्यौरा क्या है?

रेल मंत्रालय में उप मंत्री (श्री मर्सिलकार्डन): (क) और (ख). हाल ही में यह विनियोग किया गया है कि जिला मुख्यालय में प्रत्यायित पत्रकारों को वर्ष में एक बार वापसी यात्रा के लिए रेल रियायत प्रदान की जाये। यह रियायत दूसरे दर्जे के लिए 50 प्रतिशत और पहले दर्जे के लिए 15 प्रतिशत है। पत्रकारों के लिए यह आवश्यक है कि वे निर्धारित फर्म पर सम्बद्ध जिला जन सम्पर्क अधिकारी अथवा उस जिले के जिलाधीश का एक प्रमाण पत्र प्रस्तुत करें। जिसमें अन्य बातों के साथ-साथ यह उल्लेख होना चाहिए कि चाहे रियायत वर्ष में एक ही बार प्राप्त की जा रही है। यह प्रमाण पत्र सम्बन्धित मण्डल रेलवे मुख्यालय में, नामित स्टेशन के स्टेशन मास्टर के समक्ष प्रस्तुत किया जाने वाला रियायती आदेश जारी करने के लिए पेश किया जायेगा और मण्डल रेलवे मुख्यालय से रियायती आदेश प्राप्त करने के बाद नामित स्टेशन का स्टेशन मास्टर पत्रकार को रियायती टिकट जारी करेगा।

Decrease in working days of rural workers

1334. SHRI CHHITTUBHAI GAMIT: Will the Minister of LABOUR be pleased to state:

(a) the findings of 32nd round of National Sample Survey 1977-78 regarding decrease in working days of rural workers, women and children; and

(b) what steps are being taken to improve the situation?

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR (SHRI T. ANJIAH): (a) The National Sample Survey Organisation has conducted surveys on employment—unemployment in its 27th Round (October, 1972-September, 1973) and its 32nd round (July 1977—June, 1978). The results of these surveys are, however, not comparable. The 27th round covered the age group 5 years and above, whereas the 32nd round covered the age group 15—59 years. For the sake of comparability the data for the age

group 15—59 years for the two surveys are given below:—

	Persons days (Million)			
	27th round (Oct. 1972—Sept. 1973)		32nd round (July 77—June 78)	
	Male	Female	Male	Female
Rural	99.12	43.86	104.85	40.03
Urban	27.42	5.10	28.61	5.65

(b) A number of employment/beneficiary oriented programmes like the Small Farmers Development Programmes, the Drought Prone Areas Programmes, the Integrated Rural Development Programme and the Desert Development Programme for increasing the employment level of agricultural labour are being implemented. Side by side, self-employment promotion programmes and entrepreneurship development programmes including the District Centres Scheme, Food for Work Programme, Operation Flood II Programme, training programmes for the rural youths etc., initiated over the past few years have been creating and will continue to create employment opportunities. The 20 Point Economic Programme which had benefited the poor, the landless, the artisans, the handloom weavers, Scheduled Castes and Scheduled Tribes and other socially backward classes is being revitalised and implemented. Agriculture and rural development, with special emphasis on assistance to small and marginal farmers as well as agricultural labourers, are to receive priority in the Government's strategy for rural development.

थ्रिमिकों के विवादों पर होने वाले व्यवस्था में भागीदारी

1335. श्री छोटभाई गामितः क्या अमंत्री यह बताने की कृपा करेंगे कि:

(क) क्या एसा कोई प्रस्ताव सरकार के विचारधीन है जिसके अन्तर्गत थ्रिमिक विवादों

पर होने वाले व्यवस्था को कर्मचारी तथा नियोक्ता दोनों के द्वारा ही समान रूप से वहन करने की व्यवस्था हो;

(ख) क्या सरकार को पता है कि विवाद नियोक्ता के विरुद्ध ही होते हैं और व्यवस्था को केवल थ्रिमिकों को ही वहन करना पड़ता है; और

(ग) यदि हाँ, तो इस बारे में सरकारी नीति का व्यौरा क्या है?

अमंत्रालय में राज्य अंत्री (धी दो. अंजेया) (क) जी, नहीं।

(ख) और (ग). जब श्रम न्यायालयों या आद्योगिक अधिकरणों को मामले भेजे जाते हैं, तब विवाद के पक्षकार उनका प्रतिवाद करने के लिए अपना प्रबन्ध स्वयं करते हैं। इस समय न तो नियोजकों और न ही संबंधित थ्रिमिकों के पास दूसरे पक्षकार से वह लार्ज लेने का कोई कानूनी अधिकार है, जो उन मामलों में किया जाए।

तिब्बत के विवाद के हल करने के लिए चीन द्वारा प्रस्ताव

1336. श्री छोट भाई गामितः क्या विदेश मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या यह सच है कि तिब्बत के विवाद को हल करने के लिए चीनी नेताओं ने एक प्रस्ताव किया है;

(ख) यदि हाँ, तो क्या इस संबंध में दलाइ लामा द्वारा भी कोई संकेत किया गया है; और

(ग) यदि हां, तो उसका व्यापर क्या है?

विवेक मंत्री (धी पी. बी. नरसिंह राव): (क) भारत सरकार ने तिब्बत के संबंध में चीन सरकार द्वारा उठाये जा रहे विभिन्न कदमों के बारे में प्रेस रिपोर्ट देखी हैं। लेकिन सरकार को इस संबंध में चीन के किसी ठोस प्रस्ताव की जानकारी नहीं है।

(ख) और (ग). सरकार को इस बात की जानकारी है कि भारत में रहने वाले तिब्बतियों के एक प्रतिनिधिमण्डल ने चीन की यात्रा की है। हमारा ख्याल है कि दलाइलामा ने चीन सरकार के नियंत्रण पर इन प्रतिनिधिमण्डलों को तिब्बत की स्थिति का अध्ययन करने के लिए वहां भेजा था।

Dacoities Gangsterism and Robberies in Trains

1337. SHRI CHITTA BASU:

SHRI N. K. SHEJWALKAR:

SHRI SAIFUDDIN

CHAUDHRY:

Will the Minister of RAILWAYS be pleased to state:

(a) the number of dacoities, gangsterism and robberies in the trains, during the period January to May, 1980 (State-wise and month-wise); and

(b) the steps taken by Government to curb them?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) According to the information collected from State Police authorities the total number of cases of dacoities gangsterism and robberies in the trains during the period from January, 1980 to May 1980 (State-wise and month-wise) are as under:

State	January	February	March	April	May
Andhra Pradesh	—	1	1	2	—
Assam	—	2	—	—	—
Bihar	9	8	8	6	4
Delhi	—	—	1	—	—
Gujarat	1	2	—	1	—
Gor	—	—	—	—	—
Haryana	1	—	1	—	—
Jammu and Kashmir	—	—	—	—	—
Kerala	—	—	—	—	—
Madhya Pradesh	3	1	3	—	1
Maharashtra	4	4	5	4	3
Orissa	2	3	1	1	—
Punjab	—	—	1	—	—
Rajasthan	2	2	—	—	—
Tamil Nadu	—	—	—	2	—
Uttar Pradesh	6	7	7	8	8
West Bengal	9	5	5	10	5
Himachal Pradesh	—	—	—	—	—
Karnataka	—	2	—	—	—

(b) Policing being a State subject, under the Constitution the responsibility of ensuring safety of passengers and their belongings rests with Government Railway Police functioning under State Governments. All important and vulnerable passenger trains are provided with the Police escorts for prevention and detection of crimes in trains. Railways maintain close liaison with State Police authorities at all levels and render necessary assistance whenever required. About 2,000 Railways Protection Force personnel have been deployed to assist Government Railway Police in escorting passenger trains to deter criminals and instil confidence among the travelling public. TTEs/Attendants/conductors have instructions to remain vigilant to prevent entry of unauthorised persons in reserved compartment. There is also a proposal for creating a cell under a Chief Security Officer (Anti dacoity) in the Railway Board to strengthen measures from Railway side to deal with this problem i.e. by way of rendering assistance to the State Police.

Underground Railways Projects for Bombay, Delhi and Madras

1338. SHRI CHITTABASU: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government propose to reconsider the underground Railway Projects for Bombay, Delhi and Madras which were shelved earlier;

(b) if so, whether the preliminary reports of these projects have since been reviewed and re-examined;

(c) if so, the outcome of the review;

(d) whether the Planning Commission has since studied the project report; and

(e) if so, the reaction of the Planning Commission in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) There is no proposal under Government's consideration to reconsider the underground railway projects for Bombay, Delhi and Madras, which were investigated earlier and dropped.

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

(d) and (e). The project reports in respect of the undermentioned schemes relating to provision of Mass Rapid Transit Systems investigated earlier by the Metropolitan Transport Project (Rlys) Organisations at Bombay, Delhi and Madras were submitted to the Planning Commission, who, due to resources constraints, expressed their inability to provide funds for these projects.

Bombay

6th Corridor 34 Kms. Mainly on surface but including 1 Km. underground.

Cost—Rs. 160 crores at 1974 price level.

7th Corridor 27 Kms. including 19 Kms. underground.

Cost—Rs. 150 crores at 1974 price level.

Delhi

36 Kms. underground
97 Kms. surface.

Cost—Rs. 870 crores at 1974 price level.

Madras

22 Kms. including 1 Km underground and partly elevated.

Cost—Rs. 154 crores at 1974 price level.

Bus service from Calcutta to Delhi

1339. SHRI PIUS TIRKEY: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether Government propose to start long distance bus service from Calcutta to Delhi;

(b) if so, what are the details in this regard; and

(c) if not, what are the reasons therefor?

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

(a) No, Sir.

(b) Does not arise.

(c) The operation of a long distance regular bus service on inter-state routes is governed by the reciprocal agreements between the concerned State Govts/U.T. Administrations. As for the bus service from Calcutta to Delhi the Govt. of West Bengal have informed that they do not have under contemplation any proposal to start such a service. Any such proposal envisages consideration of factors like availability or otherwise of rail services to meet the needs of the travelling public, apart from the current diesel situation.

राजस्थान में परिवार नियोजन केन्द्र

1340. श्री मूल चन्द डागा: क्या स्वास्थ्य मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या राजस्थान ग्रामीण एवं नगरीय क्षेत्र में इस समय कितने परिवार नियोजन केन्द्र कार्यरत हैं;

(ख) क्या यह सच है कि जनसंख्या में वृद्धि का सामना करने के दिचार से उपरोक्त क्षेत्रों में इस प्रकार के और केन्द्र स्थापित किये जाने की आवश्यकता है; और

(ग) यदि हाँ, तो वर्ष 1981 के दौरान सरकार ने कितने नए परिवार नियोजन केन्द्र खोलने का लक्ष्य निर्धारित किया है?

स्वास्थ्य मंत्रालय में राज्य मंत्री (श्री निहार रंजन सास्कर): (क) इस समय राजस्थान में जितने परिवार कल्याण केन्द्र कार्यरत हैं उनको कुल संख्या इस प्रकार है:--

ग्रामीण क्षेत्र - 232

शहरी क्षेत्र - 144

(ख) और (ग). वर्तमान प्रतिमान के अनुसार प्रत्येक प्राथमिक स्वास्थ्य केन्द्र के साथ एक-एक ग्रामीण परिवार कल्याण केन्द्र सम्बद्ध है। राजस्थान में सभी प्राथमिक स्वास्थ्य केन्द्रों के साथ एक-एक ग्रामीण परिवार कल्याण केन्द्र सम्बद्ध है। अतिरिक्त ग्रामीण परिवार कल्याण केन्द्रों की मंजूरी पर न्यूनतम आवश्यकता कार्यक्रम के अन्तर्गत राज्य सरकार द्वारा अतिरिक्त प्राथमिक स्वास्थ्य केन्द्रों के खोलने के बाद ही विचार किया जा सकता है। अतिरिक्त शहरी परिवार कल्याण केन्द्रों को राज्य में चरणबद्ध रूप से खोले जाने की भी आशा है।

राजदूतों के रिक्त पद

1341. श्री मूल चन्द डागा: क्या विदेश मंत्री यह बताने की कृपा करेंगे कि:

(क) एसे कितने देश हैं जहाँ भारतीय मिशनों में राजदूतों और उच्चायुक्तों के पद रिक्त पड़े हैं;

(ख) उपरोक्त पदों के रिक्त पड़े रहने के क्या कारण हैं और ये पद किस-किस तारीख से रिक्त पड़े हैं; और

(ग) सरकार का इन पदों को कब तक भरने का दिचार है?

विदेश मंत्री (श्री पी.डी. नरीहंस हरद):

(क) और (ख). इस समय राजदूतों और हाई कमिशनरों के कुल मिलाकर 14 पद रिक्त हैं। इनकी एक सूची सलंगन विवरण में दी गई है, जिसमें यह भी बताया गया है कि ये पद कब से रिक्त हैं।

(ग) इन चाँदह रिक्त पदों में से नीं के लिए नामोदिष्ट व्यक्तियों की घोषणा कर दी गई है इसलिए यह आशा की जाती है कि ये पद शीघ्र ही भर जाएंगे।

सरकार की नीति इन पदों को परिक्रम और सामान्य सेवा-काल के सिद्धांतों के बाधार पर भरने की है। इस बात का सुनिश्चय करने की हर संभव कोशिश की जाती है कि ये पद बहुत दिनों तक रिक्त न रहें। फिर भी बीच-बीच में थोड़े-थोड़े

समय के लिए विभिन्न अपरिहार्य कारणों से ऐसा हो जाता है जैसे जिस व्यक्ति को नामजद किया गया हो, वह किन्हीं व्यक्तिगत और/अथवा किन्हीं अन्य कारणों से तत्काल उपलब्ध न हो पाये; काम को देखते हुए नामांदिष्ट व्यक्तियों में परिवर्तन करना पड़े जाएं।

विवरण

19-6-1980 के लाक सभा में अतारांकित प्रश्न संख्या-1341 में उत्तीर्णित अनुबन्ध।
मिशन-प्रभुओं के रिक्त पद

1. राजदूत	कब से लाली हैं
बैंकाक	9-6-1980
दमिश्क	11-5-1980
दोहा	14-4-1980
मांगादिशू	19-5-1980
मरकत	11-3-1980
पीकिंग	16-11-1979
रोम	27-1-1980
साना	1-8-1979
वियना	16-4-1980
वाशिंगटन	7-7-1979
2. उच्चायुक्त	
लन्दन	18-8-1979
लुसाका	20-4-1980
ओटावा	20-5-1980
पोर्ट लुइ	4-10-1979

Late running of Long Distance Trains

1342. SHRI MOOL CHAND DAGA: Will the Minister of RAILWAYS be pleased to state:

(a) whether late running of long distance trains between Bombay-Delhi/New Delhi has increased;

(b) whether it is a fact that top ranking officers are allowed to detain important trains on flimsy and even wrong pretexts thereby causing great inconvenience to the public;

(c) if so, the details thereof; and

(d) the steps taken or proposed to be taken to prevent any such recurrence?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) No. An analysis of the punctuality performance of long distance Mail/Express trains running between Bombay and Delhi/New Delhi during the months of April and May, 1980 as compared to the corresponding period of last year has shown that there has been no deterioration in the punctuality performance of these trains except 5 Dn/6 Up Punjab Mails, running of which was affected mainly on account of alarm chain pulling, accidents, rains, etc. The running of other trains, however, has improved. A drive has also been launched to improve the running of 5 Dn/6 Up Punjab Mails.

(b) No.

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

Detention of Wagons by Coal Mines

1343. SHRI MOOL CHAND DAGA:

Will the Minister of RAIWAYS be pleased to state:

(a) whether there has been an increased detention of wagons by the coal mines during January-May, 1980;

(b) if so, the details thereof; and

(c) whether such detention is one of the reasons for lack of wagon availability?

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

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

M/s. Rohtas Industries

1344. SHRI NARAYAN CHOUBEY: Will the Minister of RAILWAYS be pleased to refer to reply given to Unstarred Question No. 1956 on the 27th March, 1980 regarding Railway dues from M/s. Rohtas Industries and state:

(a) the details and the period for which a sum of Rs. 3.01 crores, out of which Rs. 2.68 crores is on account of demurrage, has been shown outstanding by Eastern Railway against M/s. Rohtas Industries at Dehri-on-Sone in Bihar;

(b) the reasons for accumulating this huge amount;

(c) why it has taken such a long time to examine the possibilities of taking legal and administrative measures;

(d) whether any decision has since been taken to take legal and administrative measures; and

(e) if so, the details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) The details of the amounts of outstanding and the period to which they refer are as under:—

	Rs. crores.
(i) Freight (Current)	0.05
(ii) Value of consignments in unconnected wagons delivered in excess from 1968 to May, 1979.	0.28
(iii) Demurrage charges (under dispute) for detaining to wagons from August 1972 onwards	2.68
 Total	 3.01

(b) There is no accumulation of freight charges which are being cleared currently by the firm. As regards

value of consignments in un-connected wagons delivered in excess, the accumulation is due to non-surrendering of Railway Receipts by the firm. The accumulation of demurrage charges is due to the dispute which the firm have raised in the implementation of the procedure laid down by the Railway in consultation with the firm for the calculation of these charges in respect of wagons booked for their Works.

(c) to (e). Efforts have been made continuously by the Railway Administration to resolve the dispute and realise the outstanding dues in such a manner as would not cause dislocation in the production of essential commodities for the community. Since the firm is continuing to dispute the dues outstanding as demurrage charges for the period from August, 1972 onwards, the matter is being considered at a higher level on a representation from the firm and if it is found necessary the Railways, in consultation with the Ministry of Law, will also go in for arbitration in accordance with the provisions of the siding agreement with the firm.

Death of Shri Chandradeep Prasad

1345. SHRI NARAYAN CHOUBEY: Will the Minister of RAILWAYS be pleased to refer to reply given to Unstarred Question No. 1881 on 27th March, 1980 regarding negligence of Railway doctor of Pathardih and state:

(a) whether Government have since received the report and examined the question whether the death of Shri Chandradeep Prasad was due to negligence or otherwise of a Railway Doctor; and

(b) if so, the details thereof?

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

(b) In the findings of the enquiry it was indicated that according to Dr. S. K. Sarkar, A.M.O., he was unwilling to accompany the neighbours of the patient, to attend the patient, as he was suffering from severe intestinal colic, loose motions and vomiting and he was not physically fit to render satisfactory treatment to another ailing person.

Subsequently, however, the service of Dr. Sarkar were terminated as his overall performance was found to be unsatisfactory.

Shortage of Traction Motors

1346. SHRI NARAYAN CHOUBLEY: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that late running of train in Sealdah and Howrah division on the Eastern Railway is mainly due to defects in and shortage of traction motors;

(b) wherefrom these traction motors were secured and whether they are not giving proper service; and

(c) what steps Government propose to take in this regard?

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

(b) The older stocks are fitted with imported motors from Japan, U.K. and Switzerland. The traction motors are, however, presently obtained from Bharat Heavy Electricals Ltd. The performance of these traction motors has not been fully satisfactory.

(c) Expedited repair of defective motors has been arranged. Purchase of new motors has also been programmed to tide over the situation.

Kharagpur Railway Workshop

1347. SHRI NARAYAN CHOUBEY: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware of serious load shedding in Kharagpur Railway workshops causing disruption and decline in production;

(b) if so, the number of hours of load shedding suffered in this workshop, week-wise, from 1st January, 1980 to 30th April, 1980;

(c) whether the Railway workshops at Kanchrapara and Liluah have been guaranteed supply of electricity compared to that at Kharagpur;

(d) if so, the reasons thereof; and

(e) whether Government propose to set up its own power house further to expand the newly constructed one in the Kharagpur workshops to have guaranteed supply of electric power and thereby make up the loss in production?

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

(b) Statement of interruptions from 1st January, 1980 to 30th April, 1980—10 days periodwise is enclosed.

(c) No.

(d) Does not arise.

(e) There is no power house newly constructed in Kharagpur workshop. A 1750 KW D.G. Set has been sanctioned for installation in Kharagpur workshop. In addition, proposals to rehabilitate/replace the old worn-out machines of the old thermal power

house at Kharagpur workshops is also under consideration.

Statement

Statement indicating hours of Interruptions of power supply at Kharagpur Workshop (in hours and Minutes)

Total interruptions in hours and minutes during the period

	1 to 10	11 to 20	21 to 31
January 1980	18—30	42—20	98—50
February, 1980	23—45	51—43	54—50
March, 1980	64—40	32—40	61—35
April, 1980	68—55	47—41	66—30

डा. राम मनोहर लोहिया अस्पताल नई दिल्ली के दन्त विभाग में डाक्टरों की कमी

1348. श्री कमला मिश्र मधुकर: क्या स्वास्थ्य मंत्री यह बताने की कृपा करेंगे कि-

(क) क्या यह सच है कि डा. राम मनोहर लोहिया अस्पताल के दन्त विभाग में केवल पांच ही डाक्टर हैं;

(क) क्या यह सच है कि दत रांगों से पीड़ित रोगियों की संख्या में काफी वृद्धि हुई है और उपरोक्त डाक्टर रोगियों की उचित ढंग से देखभाल नहीं कर सकते हैं;

(ग) यदि हाँ, तो क्या सरकार का विचार दंत-विभाग में डाक्टरों की संख्या में वृद्धि करने का है; और

(घ) यदि हाँ, तो कब तक कितने डाक्टर बढ़ायें जायेंगे और यदि नहीं, तो इसके क्या कारण हैं?

स्वास्थ्य मंत्रालय में राज्य मंत्री (श्री निहार इंजन सास्कर): (क) जी हाँ।

(ख) रोगियों की संख्या में वृद्धि हुई है, लेकिन रोगियों की परिचर्या में कोई कमी नहीं है, जिसके लिए वर्तमान डाक्टर साधुवाद के पात्र हैं।

(ग) और (घ). जी नहीं, क्योंकि इसे अस्पताल की अच्छी आवश्यक जरूरतों के कारण वर्तमान बजट व्यवस्था में समायोजित नहीं किया जा सकता।

Army Officers under detention in Pakistan

1349. SHRI SOMNATH CHATTERJEE:

SHRI SAMAR MUKHERJEE:

SHRI INDRAJIT GUPTA:

Will the Minister of EXTERNAL AFFAIRS be pleased to state what steps have been taken to get 40 officers belonging to Indian Army released from the detention in Pakistan since 1971?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHARAO): After the re-establishment of diplomatic relations between India and Pakistan, the question of the release and repatriation of 40 officers belonging to our Defence Services, who took part in the 1971 conflict and are believed to be detained in Pakistan, has been taken up with the Government of Pakistan a number of times through diplomatic channels as well as through various bilateral discussions. The matter was raised during the talks held on the occasion of Foreign Secretary's visit to Islamabad in February, 1980 and subsequently during Sardar Swarn Singh's visit to Pakistan, as the Prime Minister's special emissary, in April 1980. The Government of Pakistan's reply from the beginning had been that they did not have any such persons in their custody. We, however, have not accepted this plea of the Government of Pakistan and have provided them evidence suggesting the deten-

tion of some of these officers in that country.

The Government of Pakistan have now informed us that they have requested their concerned authorities to make another attempt to trace these persons with the help of the additional information supplied by us.

Committee for Calcutta Port

1350. SHRI SOMNATH CHATTERJEE: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether the West Bengal Government made a suggestion to him to set up a committee with the representatives of Calcutta Port Trust, the State Government and Unions to look into the problems of the Calcutta Port; and

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

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

(a) and (b). At a meeting held at Calcutta between the Chief Minister of West Bengal and the then Union Minister of State for Shipping and Transport on 29-10-1979, it was agreed to set up a Machinery for settling the various labour disputes in Calcutta Port. Accordingly a Committee was set up by Central Government on 9-11-1979 to look into and sort out labour disputes and problems afflicting Calcutta Port from time to time, with the following composition:—

(1) Chairman Calcutta Port Trust	Chairman
(2) Joint Secretary, Union Ministry of Shipping and Transport	Member
(3) Labour Secretary, Government of West Bengal	Member
(4) A senior Officer representing Union Ministry of Labour	Member

It was envisaged that the various interests connected with the port operations and trade unions would be associated with the discussions of the Committee to the extent necessary from time to time.

Regional Minimum Wages in Beedi Industry

1351. SHRI A. NEELALOHITHADASAN: Will the Minister of LABOUR be pleased to state:

(a) whether Government have received any representation to have a regional minimum wages to the labourers in the Beedi Industry, at least, with regard to the States of Kerala, Karnataka and Tamil Nadu;

(b) if so, what action has been taken by Government in this regard; and

(c) what action Government propose to take further to achieve this goal of Regional Minimum Wages in Beedi Industry with regard to the above States?

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR (SHRI T. ANJIAH): (a) Yes, Sir.

(b) and (c). The Central Government has been persuading the concerned State Governments to reduce the disparities in the rates of minimum wages in beedi industry, with a view to achieving a certain measure of uniformity in the rates of minimum wages between the neighbouring States.

Provision of Sleeper Coaches

1352. SHRI A. NEELALOHITHADASAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have received representations from passengers travelling from Ahmedabad to stations in Kerala, for the introduction of two direct sleeper coaches, one

for Cochin/Trivandrum and the other for Mangalore to be attached to any of the trains leaving Ahmedabad for Bombay; and

(b) if so, what action has been taken by Government in this respect?

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

(b) Introduction of a through coach between Ahmedabad and Trivandrum/Mangalore via Bombay is not operationally feasible as transference of a through coach from Western Railway to Central Railway and vice-versa via Dadar will affect the operation of train services including suburban services. Provision of a through coach by 145/146 Express has also not been found feasible due to lack of room on 145/146 Express and 19/20 Madras-Trivandrum Mail. Besides, shunting involving 145/46 Navajivan Express at Arakkonam for attaching/detaching the through coach will also cause detention of these trains at Arakkonam. However a firm quota of 50 berths of 2nd Class in a nominated coach has been earmarked in No. 41 Madras-Cochin Express for Kerala bound passenger arriving by 145 Navajivan Express at Arakkonam.

Railway Workshop in Kerala

1353. SHRI A. NEELALOHITHADASAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have received any representation for opening a railway workshop in Trivandrum District of Kerala; and

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

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

(b) Kerala State is served by Southern Railway. The Workshops

already set up on the Southern Railway meet the present requirements of that Railway and there is at present no proposal to set up a New Railway Workshop on the Southern Railway.

Worker's participation in Management

1354. SHRI N. E. HORO: Will the Minister of LABOUR be pleased to state:

(a) whether Government have made efforts for a quick evaluation of the schemes of worker's participation in management of the industrial units both in the public and private sectors; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR (SHRI T. ANJIAH): (a) and (b). The National Labour Institute has been asked to evaluate the working of the Schemes of worker-directors in nationalised banks and central public undertakings. The study is not yet complete. An evaluation of other Schemes is proposed to be taken up by the Government.

Afghanistan's Accusation that China and Pakistan Conspiring against India

1355. SHRI N. E. HORO: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether Government's attention is invited to the *Hindustan Times* dated the 7th May, 1980 that the Afghanistan Government accused Pakistan and China of conspiring against India;

(b) whether the Kabul Radio has also cited China's help to Pakistan in building the Karakoram Highway as part of their plot against India;

(c) whether the Radio has also said that the President Zia-ul-Haq in discussing with the Chinese leaders a secret site for the explosion of a Pakistani nuclear bomb; and

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

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) to (d). Press and radio reports in connection with the topics mentioned in (a), (b) and (c) of the Question have come to the notice of government.

The Government of India remains committed as always to its policy of normalising and improving relations with both China and Pakistan.

Government have protested about the construction of the Karakoram Highway passing through a portion of Jammu & Kashmir, which is an integral part of India.

As far as Pakistan's nuclear programme is concerned, Govt. have no confirmation that discussions have taken place between Pakistani and Chinese leaders specifically about a secret site for the explosion of nuclear bomb. The Pakistan President had however, assured our Prime Minister that Pakistan is not developing nuclear energy for non-peaceful purposes. It is our hope that the Government of Pakistan will abide by its assurances.

बनेक स्थानों पर दीवारों की टूट-फूट के कारण दुर्घटनाओं में वृद्धि

1356. श्री नन्द किशोर शर्मा: क्या रेल भूमि यह बताने की कृपा करेंगे कि:

(क) सरकार को राजस्थान में चौमुखी रेलवे क्रासिंग पर रेलवे लाइन के साथ-साथ अनेक स्थानों पर दीवार की टूट-फूट के कारण योज-रोज हो रही दुर्घटनाओं के बारे में जानकारी है; और

(ख) मीहि हाँ, तो इस प्रकार की दुर्घटनाओं की रोक-थाम के लिए सरकार क्या उपाय कर रही है और उक्त दीवार का पुनर्निर्माण कब तक हो जायेगा?

रेल भूमिय में उप-मंत्री (श्री मल्लिकर्जुन): (क) और (ख). पिछले वर्ष भारी वर्षा के कारण लगभग 76 मीटर लम्बी चहार-दीवारी छह गयी थी। किसी अन्य दुर्घटना की रिपोर्ट नहीं मिली है। रेलवे ने पटरी की बाड़ खड़ी करने के लिए कार्रवाई की है और इसके दो माह में पूरा हो जाने की संभावना है।

Wagons provided for Coal Loading at BCCL

1357. SHRI SUSHIL BHATTACHARYYA: Will the Minister of RAILWAYS be pleased to state:

(a) the steps taken by Government to transport coal by rail to the Thermal Power Stations; and

(b) the number of wagons which had been provided for loading of coal in Eastern Coalfield Ltd. and Bharat Coking Coal Ltd. during the last 12 months, month-wise?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Highest priority is being accorded to allocation of wagons for movement of coal to Thermal Power Stations. Movement of wagons loaded for power stations is also being closely monitored at various levels to ensure quick movement of wagons to power houses.

(b) The number of wagons loaded with coal in Eastern Coalfield Ltd. and Bharat Coking Coal Ltd. during the last 12 months are given below:—

June	1979 — 2924
July	" — 2930
Aug.	" — 2991
Sept.	" — 3081
Oct.	" — 2948
Nov.	" — 3159
Dec.	" — 3224
January	80 — 3161

February	80 — 3458
March	80 — 3155
April	80 — 3243
May	80 — 3297

Revision of Minimum Wages for Agricultural Labours

1358. SHRI G. Y. KRISHNAN: Will the Minister of LABOUR be pleased to state:

(a) whether there are some States which have not revised the minimum wages for agricultural labourers in the last five years; and

(b) if so, the facts thereof?

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR (SHRI T. ANJIAH): (a) and (b). According to available information the minimum wages for agricultural labourers have not been revised in the last five years in Assam. The State Government has been requested to take steps to revise the minimum wages.

Dalai Lama's request for accepting Tibetan Refugees

1359. SHRI G. Y. KRISHNAN: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether it is a fact that the Dalai Lama has stated that the Bhutanese authorities have softened their attitude towards Tibetan refugees;

(b) if so, whether some of the Tibetans have got the citizenship of Bhutan also and if so, the number thereof;

(c) whether the Dalai Lama has requested the Indian Government also to consider and accept Tibetan refugees; and

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

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

(b) Several thousand Tibetan refugees in Bhutan have got Bhutanese citizenship but their precise number is not known as yet.

(c) The Dalai Lama has requested that Tibetan refugees presently in Bhutan who have not accepted Bhutanese citizenship may be accepted for rehabilitation in India.

(d) The question of the possible rehabilitation in India of some of the Tibetan refugees who are presently in Bhutan is being considered by Government in consultation with all concerned.

Setting up of Shipyard in Western Coast

1360. SHRI AHMED M. PATEL: Will the Minister of SHIPPING AND TANSPORT be pleased to state:

(a) whether there is any proposal to have shipyard for repairing ships in the Western Coast of the country; and

(b) if so, the progress made in this regard?

TRANSPORT (SHRI BUTA SINGH):

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND (a) and (b). A 15 year Perspective Plan for Ship Repair facilities in the country is expected to be ready by mid-1981. Setting up of additional shiprepair facilities in the Western Coast etc. will depend on the Perspective Plan and availability of resources.

Amendment of Bonus Act

1361. SHRI AMAR ROYPRA-DHAN: Will the Minister of LABOUR be pleased to refer to the reply given to Unstarred Question No. 2069 on

27th March 1980 regarding proposal to amend payment of Bonus Act 1965 and to state:

(a) whether Government have taken any action to amend the Payment of Bonus Act, 1965; and

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

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR (SHRI T. ANJIAH) (a) and (b): The matter is under consideration of Government.

Movement of Essential Commodities

1362. SHRI OSCAR FERNANDES: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that it was decided by the Railways that close

liaison would be maintained with State Government for movement of essential commodities into the States:

(b) if so, whether the Railways have set up monitoring cells at the zonal and divisional levels to watch movement of essential commodities; and

(c) if so, the details regarding loading, unloading and movement of rice, wheat vanaspati, edible oils, sugar, salt, soft coke diesel and kerosene during the last six months?

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

(b) Yes, but temporarily.

(c) A statement showing loading of foodgrains, petroleum products (POL) imported edible oil, soft coke, sugar and salt is attached.

Statement

Loading in wagons
IMPORTED

Month	FOODGRAINS		P.O.L.		EDIBLE OIL		Soft Coke		SUGAR		SALT	
	BG	MG	BG	MG	BG	MG	BG	BG	MG	BG	BG	MG
1979 December	49696	19782	48058	8656	464	367	3348	694	960	5082	8101	
1980 January	47966	18105	48840	7529	586	206	2976	1971	961	5553	7261	
February	44428	17327	45065	8069	647	187	2407	3335	1885	4004	7830	
March	52134	15818	49904	8949	655	205	3937	4931	3430	4223	7476	
April	*45450	*14640	47700	8850	940	250	2340	3709	2765	4003	6968	
May	*50530	*15438	47058	7874	1021	235	3100	4538	2987	*4867	*5797	

*provisional figures.

Conversion of Amedpur-Katwa Line

1363. PROF. RUP CHAND PAL:

Will the Minister of RAILWAYS be pleased to state the steps taken by Government for the conversion of

the narrow gauge Amedpur-Katwa-Bandel-Katwa line into metre gauge and the details thereof?

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

Ahmedpur-Katwa and Burdwan-Katwa narrow gauge lines non-Government Railways but are worked by the Eastern Railway. There is no proposal presently under consideration for converting these narrow gauge lines into broad gauge.

Sheoraphuli-Tarakeswar Line

1364: PROF. RUP CHAND PAL:
Will the Minister of RAILWAYS be pleased to state:

(a) whether Government propose to consider the demand of double tracks between Sheoraphuli and Tarakeswar and extension of lines up to Bishnupur via Arambagh; and

(b) if so, the details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS

(SHRI MALLKARJUN): (a) No.

(b) Does not arise.

Alarming Increase in Malaria Cases

1365. SHRI AMARSINH V. RATHAWA: Will the Minister of HEALTH be pleased to state:

(a) whether it is a fact that there is an alarming increase in the Malaria cases in the country;

(b) the number of cases of Malaria registered with Government during the last three years, State-wise;

(c) the number of persons died due to the disease during the said period; and

(d) the measures taken by Government to eradicate this disease?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH (SHRI NIHAR RANJAN LASKAR): (a) No, Sir.

(b) and (c): A statement I indicating the State-Wise incidence and deaths due to Malaria during the calendar years, 1977, 1978 & 1979 is enclosed.

(d) A Modified Plan of Operation for controlling Malaria in the country as a whole is being implemented. A statement II containing the salient features of the Modified Plan of Operation is attached.

Statement I

Statewise Incidence and number of deaths due to Malaria during 1977 to 1979

S.1 No. States/UTs.	Name of the	1977		1978		1979 (prov)	
		Incidence	Death	Incidence	Death	Incidence	Death
1	2	3	4	5	6	7	8
1.	Andhra Pradesh . . .	114620	—	71723	—	50150	—
2.	Assam . . .	96771	35	80073	30	64015	58
3.	Bihar . . .	41097	—	44787	—	54573	—
4.	Gujarat . . .	722687	—	399254	—	319020	—
5.	Haryana . . .	639063	2	708098	1	397332	1
6.	Himachal Pradesh . .	42154	—	49947	—	40371	—

1	2	3	4	5	6	7	8
7.	Jammu & Kashmir	37679	—	27376	—	11390	—
8.	Karnataka	536404	—	318890	—	234948	—
9.	Kerala	5468	—	6196	—	3520	—
10.	Madhya Pradesh	365077	—	261740	1	213848	—
11.	Maharashtra	340071	—	215733	1	188050	—
12.	Manipur	1082	—	3655	4	4269	—
13.	Meghalaya	9812	—	9974	—	16356	8
14.	Nagaland	3805	—	8324	—	11770	2
15.	Orissa	212337	—	374591	—	261664	2
16.	Punjab	529147	—	467558	—	298083	—
17.	Rajasthan	231862	—	154549	—	79665	—
18.	Sikkim	98	—	45	—	65	—
19.	Tamil Nadu	83300	—	76227	—	87176	—
20.	Tripura	4332	5	12918	27	10558	25
21.	Uttar Pradesh	433944	1	360059	—	134421	—
22.	West Bengal	15722	1	11850	1	3874	1
23.	A & N Islands	2820	1	2810	—	7388	—
24.	Arunachal Pradesh	24571	9	30127	9	27050	3
25.	Chandigarh	34624	—	37676	—	35896	—
26.	Coalfields	5448	—	3804	—	3907	1
27.	Delhi	178196	—	375077	—	98812	—
28.	D & K Project	20510	—	17078	—	31511	20
29.	Goa	2286	—	450	—	270	—
30.	Lakshadweep	97	—	33	—	6	—
31.	Mizoram	5490	1	12361	—	17895	3
32.	Pondicherry	326	—	302	—	369	—
TOTAL		4740900	55	4144385	74	2708222	147

STATEMENT II**ANNEXURE-II**

The Salient features of the modified Plan of operations are as follows:

The existing NMEP units have been reorganised to conform to the geogra-

phical boundaries of the districts. Previously the Chief Medical Officers of the districts were not involved in the programme but with the re-organisation of the units, they are primarily responsible for the programme in the districts.

2. Increased quantity of various insecticides viz. DDT, BHC, Malathion have been/are being supplied to the States. Alternative, insecticides are also being provided to the Units/districts where the vector has become resistant to DDT/BHC.

3. Insecticidal spray operations have been undertaken in all rural areas which have incidence of 2 or more cases per thousand population

4. Adequate quantity of anti-malaria drugs have been/are being supplied to the State/Union Territory Governments. About 3.40 lakhs Drug Distribution Centres/Fever Treatment Depots have been established to make the drug freely available. In areas where resistance to chloroquine by parasites has been noticed, alternative anti-malarials like quinine have been supplied.

5. Anti-larval operations under Urban Malaria Programme have been intensified. The Scheme has been extended to 12 more towns during 1979 besides the 103 existing towns. Seventeen more towns are proposed to be brought under the scheme.

6. Supervision of the field staff has been toned up.

7. Steps have been taken for undertaking both fundamental and operational research in the field of Malaria Eradication Programme. 14 research schemes i.e., 8 for operational field research and 6 for laboratory research on malaria has been sanctioned by Government of India to the ICMR.

8. For early examination of blood smears and quick treatment of positive cases, laboratory services have been decentralised to the PHC level.

9. With a view to controlling the spread of plasmodium falciparum infection which accounts for death due to cerebral malaria, with the help of World Health Organisation, an intensive programme was started in Octo-

ber, 1977 in 18 districts of the North Eastern Region of the country. It is being extended.

10. The following steps for imparting health education regarding the disease and seeking public cooperation and participation in controlling malaria have been taken.

(i) Panchayats and school teachers have been involved in the distribution of chloroquine tablets.

(ii) Drug Depots have been opened in inaccessible tribal areas. In some States this have been done in collaboration with the Tribal Welfare Departments.

(iii) A new film 'The Threat' was made and released all over the country in fourteen regional languages.

(iv) Posters in regional languages 'Fever May be Malaria: Take Chloroquine tablets' have been supplied to the States for display in Panchayat Ghars, Schools, Primary Health Centres and Sub-centres

(v) A pamphlet in regional languages 'Malaria—What to do' giving the signs, symptoms dose schedule of chloroquine, indication of contra-indication has been supplied to the States for distribution to Panchayats, school teachers and other voluntary agencies.

(vi) It is also proposed to orient the Presidents and the secretaries of the Panchayats on Malaria.

(vii) Folder on the role of the Medical Practitioners has been supplied to the States for distribution to medical practitioners. Similarly, a pamphlet "Why Malaria again" has been supplied to the States for distribution to the Deputy Commissioners, Chief Medical Officers and Block Development Officers for apprising them about the existing problems of malaria and the action proposed to be taken.

(viii) To disseminate the anti-malaria message, special postal stationery has been released by Posts and Telegraphs Departments.

(ix) AIR and Doordarshan have started programmes to educate public on prevention and treatment of Malaria.

Howrah-Amra B.G. Line

1366. SHRI HANNAN MOLLAH: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware that progress of work regarding construction of Howrah-Amra Broad Gauge line is disappointing;

(b) if so, the reasons therefor;

(c) whether Government propose a time-bound programme to complete the work early; and

(d) if so, when this will be completed?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MAI LIKARIUN): (a) and (b). Yes. This was due to non-availability of adequate funds.

(c) and (d). Santragachi—Bargachia section (23 kms. long) is now under construction and is expected to be completed by December, 1980. The remaining portion from Bargachia to Amra/Champadanga will be taken up soon after.

बस्म आन्दोलन के कारण रेलवे को हानि

1367. श्री कण्ठ चन्द्र पांडे : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) असम आन्दोलन के कारण रेलवे को अब तक कितनी हानि हुई है;

(ख) कितनी रेलगाड़ियों को क्षति पहुंची है; और

(ग) रेलवे विभाग ने इस संबंध में क्या कार्यवाही की है?

रेल मंत्रालय में उप-मंत्री (श्री मील्लकार्डन): (क) प्रत्यक्ष और अप्रत्यक्ष दोनों प्रकार की हानि का अनुमान लगभग 1.02 करोड़ रुपये लगाया गया है।

(ख) कोई नहीं।

(ग) संविधान के अन्तर्गत कानून और व्यवस्था का विषय राज्य सरकार का है, आन्दोलनों के दौरान रेल परिसरों के अनुरक्षण का उत्तरदायित्व राज्य सरकार/राज्य पुलिस प्राधिकारियों के अधीन राजकीय रेलवे पुलिस का है।

रेले अपनी ओर से पहिया चलाये रखने के लिए सभी स्तरों पर राजकीय पुलिस प्राधिकारियों के साथ निकट सम्पर्क बनाये रखती है और जब कभी आवश्यकता होती है, आवश्यक सहायता देती है। कानून और व्यवस्था की बिंगड़ती हुई हालत में सभी स्तरों पर रेल सम्पर्क की पर्याप्त सुरक्षा के लिए तथा यात्री और मालगाड़ियों के सञ्चालन के लिए राजकीय पुलिस प्राधिकारियों से तुरन्त सम्पर्क कायम किया जाता है। प्रमुख संस्थापनाओं जैसी रेल परिसम्पर्कियों की रखवाली के लिए भी रे.सु.ब./रे.सु.वि.ब. के कर्मचारियों को दैनात किया जाता है।

Decline in Incidence of Malaria

1368. SHRI K. P. SINGH DEO: Will the Minister of HEALTH be pleased to state:

(a) whether it is a fact that during the last four months the incidence of malaria has recorded a sharp decline in Delhi;

(b) if so, what factors have contributed towards this progress;

(c) whether Government propose to pursue the progress to achieve a total eradication; and

(d) if so, the particulars of the scheme drawn up in this direction?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH

(SHRI NIHAR RAJAN LASKAR):

(a) Yes.

(b) The following factors have contributed towards this decline in the incidence of Malaria in Delhi:

(i) Better coordination and supervision by the various authorities functioning in Delhi.

(ii) Augmentation of manpower and materials support required for the anti-Malaria operations in Delhi.

(iii) Better detection of cases by Malaria Clinics and Fever Treatment Depots established in the Union Territory of Delhi.

(iv) Involvement of engineers in the source reduction of mosquito breeding places.

(v) Fogging operations with Malathion.

(vi) Intensification of insecticide spraying in the rural areas and resettlement colonies with BHC 50 per cent wdp, etc.

(c) Yes.

(d) In order to ensure effective implementation of the Modified Plan of Operations under the National Malaria Eradication Programme, the Chief Secretary, Delhi Administration has been holding weekly review meetings with a view to pin-point the various handicaps and deficiencies noticed in the anti-larval operations, detection of domestic breeding, insecticide spraying operations, efficient functioning of Malaria Clinics, Fever Treatment Depots, Drug Distribution Centres, fogging operations, etc. during the course of implementation of the programme and to coordinate the activities of multiple administrative agencies responsible for the same in Delhi.

Chinese willingness in talks of Tibet

1369. SHRI K. P. SINGH DEO: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether Government's attention has been drawn to the news items appearing in Hindustan Times dated the 10th May, 1980 that China is ready to talk on Tibetan issue;

(b) if so, whether Government consider this as an attitude on the part of the Chinese Government to normalise relations in Asia; and

(c) if so, whether similar gesture has been shown to India?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) Government have not seen any report in the newspaper of the date referred to, but have seen several press items on the various steps being taken by the Chinese Government in relation to Tibet.

(b) and (c). In our view any action by the Chinese Government in regard to Tibet and China's relations with countries in Asia are separate matters.

Unemployed Persons

1371. SHRI A. K. BALAN: Will the Minister of LABOUR be pleased to state:

(a) the number of unemployed people registered with the employment exchanges in the country so far;

(b) how many of them are registered during the year 1979-80;

(c) how many of them are Medical Engineering graduates; and

(d) the total number of persons who got employment during the year 1979-80 under the advice from the employment exchange?

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR (SHRI T. ANJIAH): (a) The number of job-seekers (all of whom are not necessarily unemployed) on the Live

Register of Employment Exchanges at the end of March, 1980 was 146.90 lakhs.

(b) The number of job-seekers registered during the year 1979-80 was 57.82 lakhs.

(c) Information relating to Educated (Matric and above) job-seekers is collected at half-yearly intervals ending June and December each year. The number of Medical and Engineering graduate (including Post-graduate) job-seekers on the Live Register of Employment Exchanges at the end of December, 1979 was 13.8 and 21.8 thousands respectively.

(d) The total number of job-seekers placed in employment through the Employment Exchanges during the year 1979-80 was 4.81 lakhs.

Coal movement to South

1372. SHRI S. M. KRISHNA: Will the Minister of RAILWAYS be pleased to state the steps Government have taken or propose to take to ensure quick coal movement to the various regions in the country especially to the South?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): The Railways accord high priority to movement of coal to various parts of the country. The requirement of coal in the South has always been met at a fairly satisfactory level largely from Singareni Collieries in Andhra Pradesh and the position continues to be so.

Representation from Southern Railway Personnel Branch Staff Association

1373. SHRI E. BALANANDAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have received representation dated the 20th November, 1978 and 14th March,

1980 from the Southern Railway Personnel Branch Staff Association;

(b) if so, the salient points in the representations; and

(c) the steps taken by Government thereon?

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

(b) The representations contain a number of demands which include:

1. Grant of Bonus.

2. Scrapping of ban on creation of posts of office clerks.

3. Grant of overtime allowance to office staff.

4. Automatic promotion to next higher grade to those who have completed 25 years of service etc. etc.

(c) In accordance with Government's policy, staff representations received from any source are given due consideration and action as considered necessary is taken. The demands contained in the representations submitted by Southern Railway Personnel Branch Staff Association have been dealt with within the framework of this policy.

National Port Authority

1374. SHRI SUBHASH CHANDRA BOSE ALLURI: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that in May, 1979 a seminar on Calcutta Port recommended setting up of a National Port Authority; and

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

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

(a) The seminar was held in May, 1980. Official proceedings of seminar have not been received yet by the Government. It is, however, understood that the seminar recommended setting up of a 'National Port Authority' as a statutory body to coordinate port policies at national level.

(b) The suggestion will be considered on merit in due course.

Increasing Wages of Casual Workers

1375. SHRI GHULAM RASOOL KOCHACK: Will the Minister of LABOUR be pleased to state:

(a) whether Government have decided to increase wages of Casual workers in the Central Government offices in Delhi;

(b) if so, to what extent this will help the workers and in which sectors;

(c) whether States have also been asked to increase the wages of their casual workers; and

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

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR (SHRI T. ANJIAH): (a) The daily wage rate of unskilled casual workers employed in the Central Government Offices in Delhi and New Delhi has been revised with effect from 1st January, 1980, as Rs. 9.25 per day.

(b) As a result of this revision, the unskilled casual workers get an increase of Rs. 2.95 per day in their wages.

(c) and (d). No, Sir. It is for the State Governments to take appropriate action.

Late Running of Chetak Express

1376. SHRI JAI NARAIN ROAT: Will the Minister of RAILWAYS be pleased to state:

(a) how many times the Chetak Express from Udaipur to Delhi was late during the last six months;

(b) the main reason for late arrival of this train at Delhi and Udaipur; and

(c) what steps Government propose to take to improve the running of this train?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) from December 1979 to May, 1980, 216 Dn Chetak Express reached Delhi late on 96 occasions.

(b) 215 Up/216 Dn Chetak Expresses ran late during this period due to various reasons like alarm chain pulling, loco losses, maintaining connections with 74 Dn Khandwa-Chittauragarh fast Passenger, agitations, bad weather etc.

(c) Running of 215/216 Chetak Expresses are being monitored on day-to-day basis and all efforts are being made to improve their punctuality performance and the avoidable cases of detention are being suitably taken up. In addition a special drive has been launched to improve punctuality of 74Dn Khandwa-Chittaurgarh Fast Passenger on Ratlam Division to avoid late running of 216 Dn Chetak Express for connecting slip/through coaches arriving by 74 Dn Passenger.

Change in Pay Scales of Railway staff

1377. SHRI RAMAVATAR SHASTRI: Will the Minister of RAILWAYS be pleased to state:

(a) whether pay scales of some of the categories in the Indian Railways have been changed between the years 1973 to 1977;

(b) if so, the details of such categories;

(c) whether the pay scale of Cabin-men has also been changed; and

(d) if not, the reasons thereof?

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

(b) A statement showing details of categories where pay scales have been

changed between 1973 to 1977 is attached.

(c) No.

(d) The scales of pay of Railway employees are generally those recommended by the Third Pay Commission and accepted by the Government. In a very few cases, the pay scales have been changed because of anomalies and other reasons.

Statement

S. No.	Category	Revised Scale originally allotted	Revised Scale as modified
		Rs.	Rs.
1.	Sr. Train Clerks	330—480	330—560
2.	Claims Tracer	330—480	330—560
3.	Hd/Sr. Signaller	330—480	330—560
4.	Sr. Message Checker	330—480	330—560
5.	Gatemen/Trollymen	196—232	200—250
6.	Gatemen/Hd. Trollymen	200—240	200—250
7.	Head Shroff	425—600	425—640
8.	Head Cash Clerks	425—600	425—640
9.	Mistries on Openline in Civil Engg. Deptt.	330—480 } 380—560 }	380—560
10.	Loco Inspector/Fuel Inspector.	550—750 700—900	700—900 840—1040
11.	Foremen—Maintenance/ Mechanical/Boiler Maker Inspector	550—750 700—900	700—900 840—1040
12.	Cypher Operator	425—640	425—700
13.	Guard Grade 'C'	290—480	290—530
14.	Coach Attendant (First Class)	200—240	200—250
15.	Coach Attendant (Air-conditioned)	200—250	210—270
16.	Fireman—B	225—308	260—350
17.	Shunter—B	290—350	290—400
18.	Progress Supdt.	45.5—700	550—750

Designation of Cabinmen Class III staff

1378. SHRI RAMAVATAR SHASTRI: Will the Minister of RAILWAYS be pleased to state:

- (a) whether the Cabinmen are Class III Staff;
- (b) if so, what is their pay scales;
- (c) whether the Cabinmen have uniform designation all over the country; and
- (d) if not, the reason thereof and the details of their designation?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) and (b). The Cabinmen are in two scales of pay viz. Rs. 225-308 and Rs. 210-270. The posts in scale Rs. 225-308 are in Class III and these have been in existence since Rs. 210-270 are in Class IV (Group 'D').

(c) and (d). Yes, except in some Divisions of Northern Railway, where Cabinmen in scale Rs. 210-270 are also designated as Levermen. These designation have been in existence since long and are continuing as such.

रेलवे का सुधार कार्यकरण

1379. श्री रामावतार शास्त्री : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

- (क) क्या सरकार ने रेलवे के कार्यकरण को सुधारने की कार्यवाची योजना तैयार की है;
- (ख) यदि हां, तो तत्संबंधी व्यौरा क्या है; और
- (ग) इसके सरकार द्वारा किस प्रकार से कार्यान्वयन किया जायेगा?

रेल मंत्रालय में उप-मंत्री (श्री मीलकार्ण): (क) से (ग). रेल प्रणाली के कुशलतापूर्वक संचालन में सुधार लाना एक सतत प्रक्रिया है। इस दिशा में हाल ही में काल उपाय किये गये हैं, जो नीचे दिये गये हैं:-

(1) मंडलों के कार्यभार को यूक्तियुक्त बनाने के लिए अतिरिक्त रेल मंडलों का सृजन।

(2) क्षेत्रीय मरुसालयों और मंडलों में प्रबन्ध संगठन को सुदृढ़ करने की दृष्टि से विभिन्न रेल सेवाओं के संबंधों के ठंडे में परिवर्तन।

(3) क्षेत्र स्तर तक अधिकारों का विकेन्द्रीयकरण।

(4) रेल कर्मचारियों के लिए उत्थादकता संबंध बोनस योजना आरम्भ करना।

(5) विजली घरों को कोयला, पेट्रोल, तेल, स्नेहक, चीनी, नमक आदि जैसी अनिवार्य मदों के संचलन में गति लाने के लिए मानिटरिंग कक्षों का खोला जाना।

कुछ और उपाय जो सरकार के विचारधीन हैं इस प्रकार हैं:-

- (i) यात्री आरक्षणों का समाप्त करण
- (ii) माल के परिचालन का समाप्त करण
- (iii) परिचालन उन्नतधार तथा कार्य अध्ययन तकनीकी का विस्तार।

Arms Purchase by Pakistan

1380. SHRIMATI PRAMILA DAN-DAVATE: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether Government have made any attempts to prevail upon the Western countries not to sell arms to Pakistan; and

(b) whether it is also a fact that Pakistan has been making these purchases through Saudi Arabia and other Islamic countries?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) Government has tried to impress upon all countries concerned

that the induction of arms into the countries of this region would be detrimental to peace, stability and confidence building in the region and would lead to escalation of tensions.

(b) Government have seen reports to this effect.

Reorganisation of India Labour Conference

1381. SHRIMATI PRAMILA DAN-DAVATE: Will the Minister of LABOUR be pleased to state:

(a) whether Government have taken any steps to reorganise the Indian Labour Conference on the basis of the increased labour force and trade union activity;

(b) if so, the details thereof; and

(c) if not, what are the avenues for consultation and arriving at consensus on major issues relating to industrial relations?

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR (SHRI T. ANJIAH): (a) and (b). Government propose to convene a tripartite conference shortly to consider, among other things, the composition of the Indian Labour Conference; the conference will be called soon thereafter.

(c) Whenever necessary, consultations are held with the Central employers' and workers' organisations and others on important matters concerning industrial relations.

Wagon Industry

1382. SHRIMATI PRAMILA DAN-DAVATE:

SHRI SUSHIL BHATTACHARYA:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the wagon industry has been facing closure due to railways withdrawing their orders;

(b) whether the wagon Industry has represented to Government for adequate orders; and

(c) if so, the reasons for non-co-operation with the wagon industry?

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

(c) Does not arise.

Sethusamudram Project

1383. SHRI K. T. KOSALRAM: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) the action taken on Ramaswamy Mudaliar Committee's report on Sethusamudram Project in Tamil Nadu;

(b) the action taken on the unanimous resolution of Tamil Nadu Legislative Assembly in this regard which has also been forwarded to the Central Government; and

(c) the reasons for the delay in implementing this project?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH): (a), (b) and (c). The Ramaswamy Mudaliar Committee's Report had pointed out that "Sethusamudram Project", which envisaged joining the Palk Straits with the Gulf of Mannar by cutting a canal, was technically feasible and would be of benefit to Shipping. This was later examined in detail through a high-level committee of the Government of India, spe-

cially constituted for this purpose. Besides, the Central Government had appointed a Chief Engineer in 1965 to carry out the investigations and prepare a reliable estimate and a proper project report. Its examination and studies revealed that the project was technically feasible but the necessity and the justification for the project, which would have been the basis for an investment decision, could not be established. The subject has been considered afresh and it has been decided that the economics of the project made it unviable for implementation. The Tamil Nadu Government has been informed of the decision.

Communication with Bangladesh through Inland water transport

1384. SHRI JYOTIRMOY BOSU: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether the Government of Bangladesh is ready to carry on dialogue with the Union Government to establish communication with India through Inland water transport system; and

(b) if so, the facts thereof and Government's reaction thereto?

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

(a) There is already a Protocol on Inland Water Transit and Trade signed by the Governments of India and Bangladesh under which river services are being operated between India and Bangladesh on the routes specified in the Protocol. This Ministry has not received any communication from the Government of Bangladesh for further dialogue in the matter.

(b) Does not arise.

Power supply affects coal loading

1385. SHRI K. PRADHANI: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that freight traffic movement in general and loading of coal in particular, continued to suffer in the eastern sector due to serious interruption in supply of power in that area;

(b) if so, whether it is also a fact that due to a sharp increase in supply of coal to thermal power stations, other industries are not getting their full supply; and

(c) if so, what efforts are being made by Railways to step up coal supply to the industries also with increased supply to power houses?

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

(b) and (c) With the Increase in supply of coal to thermal power stations from earlier level of 2700-2800 wagons per day to 3200-3300 wagons per day there has been reduction in supply of coal to other Industries particularly from Bengal-Bihar fields. It is hoped that the position should improve with improvement in power supply position in the Eastern Sector.

Ordinance to ban strike by Hospital Employees

1386. KUMARI KAMLA KUMARI: Will the Minister of HEALTH be pleased to state:

(a) whether Government propose to bring legislation banning the hospital employees going on strikes; and

(b) if not, the details of steps to be taken to stop the strikes in hospitals for the protection of interests of the people?

THE MINISTER OF EDUCATION AND HEALTH AND SOCIAL WELFARE (SHRI B. SHANKARANAND):
(a) and (b). Necessary steps are taken to settle grievances of employees quickly so as to ward off strikes.

Inadequate Bus Service on Route

1387. KUMARI KAMLA KUMARI: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether Government are aware that D.T.C. buses plying on Route No. 320 are inadequate and fail to meet the demand of the thick population of the area and they miss maximum trips in general and particularly the buses starting from Swaran Talkies are missing their trips regularly; and

(b) if so the steps being taken to tone up its efficiency?

THE MINISTER OF STATE IN THE MINISTRY OF SHPPING AND TRNSPORT (SHRI BUTA SINGH):
(a) Yes, Sir. There is some inadequacy in the services on route 320 operating between Shahdara and Central Secretariat. It is, however, not correct to say that maximum number of trips are missed in general and on services starting from Swaran Talkies. The operational efficiency of this route and that of the special trips starting from Swaran Talkies is over 80 per cent and the service frequency is of 10/20 minutes.

(b) 16 additional trips have been introduced on the regular route for the convenience of the commuters. Newer buses are proposed to be deployed to cover the operation of this route in order to ensure maximum reliability in the operation.

Use of private wards by patients in AIIMS, New Delhi

1388. SHRI R. L. P. VERMA: Will the Minister of HEALTH be pleased to state:

(a) the number of patients who have utilised private wards in the All India Institute of Medical Sciences New Delhi, during the last one year;

(b) what is their income group;

(c) the procedure for allotment of rooms in private wards;

(d) whether Government are aware that preferential treatment is given to rich category of patients;

(e) if not, whether Government propose to lay a comparative statement on the Table showing the income of patients who have utilised private wards during the last one year; and

(f) the action proposed to be taken in the matter?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH (SHRI NIHAR RANJAN LASKAR): (a) Total number of patients admitted directly in the private wards of the institute during 1979 was 1061.

(b) Their income groups are not known as there are no income restrictions for admission in the private wards of the Institute.

(c) and (d) The procedure regarding the admission of patients to the private wards of the Institute hospital is as under:—

(1) admissions of the patients in the Hospital, including the private wards are made on the advice of the clinicians;

(2) the admissions/transfers of the patients to the private wards is usually recommended by the concerned clinical consultants;

(3) the income of the patient is not a criteria for admission in private ward;

(4) all patients advised admissions to the private wards are registered for allotment of a room. Awaiting list of such patients is maintained;

(5) in the actual allotment of rooms discretion is exercised according to the advice of the clinicians, e.g. a patient advised admission on Top Priority basis is given precedence over all others. Similarly a patient advised admission on Priority Basis is given precedence over the patients advised admission as routine cases. In cases where patients are advised admission for planned procedures definite dates of admission are given and every attempt is made to make the rooms available to such patients on the due dates, to the extent possible;

(6) in all other cases not falling in the categories referred to in (5) above the patients have to wait their turn to get an allotment of a room, in case one falls vacant over and above the allotments made as per the afore-stated basis.

(e) On the basis of information extracted from case records the income of the patients admitted in the private wards of the Institute hospital, in 1979, was as under:

Monthly Income	Number of Patients
Rs. 799 and below	Nil
Rs. 800 to Rs. 1500	57
Rs. 1500 and above	858
AIIMS Staff	146

(f) Does not arise.

Scheme of Basic Health Worker

1389. SHRI P. RAJAGOPALA NAIDU: Will the Minister of HEALTH be pleased to state:

(a) whether the scheme of basic health workers is working satisfactorily; and

(b) if so, whether they have been appointed in all areas of the country?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH (SHRI NIHAR RANJAN LAS-KAR): (a) and (b): The Government of India are not implementing any scheme called the 'Basic Health Works scheme'. However, under 'Multipurpose Workers Scheme', all unipurpose health workers associated with individual health schemes are being given re-orientation training to convert them into Multipurpose Workers manner. The Multipurpose Workers Scheme is being implemented throughout the country, in a phased manner.

Railway Lines in Backward and Tribal Areas

1390. SHRI ARVIND NETAM: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Government are considering the relaxation of norms for construction of new railway lines in the backward and tribal areas of the country;

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

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) to (c) The National Transport Policy Committee, appointed in April, 1978, to evolve a national policy for construction of new lines including lines in backward areas, has recently submitted its report to the Planning Commission.

This report is under examination of the Planning Commission.

Dalli-Jagdalpur Railway Line

1391. SHRI ARVIND NETAM: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal under consideration with regard to the construction of a new Railway

line from Dalli-Rajhara-Jagdalpur; and

(b) if so, the details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIK ARJUN): (a) and (b) The proposal is under consideration in consultation with the Planning Commission.

Kalwa Car-shed Project

1392. SHRI R. K. MAHALGI: Will the Minister of RAILWAYS be pleased to state:

(a) the progress of Kalwa car-shed project near Thana (Maharashtra);

(b) how much work has been completed so far, and what work is proposed to be taken up completed during 1980-81; and

(c) when the car shed would start servicing EMU rakes?

THE DEPUTY MINISTER IN THE MINISTRY OF RALWAYS (SHRI MALLIKARJUN): (a) and (b) The work of Kalwa Car-shed is being progressed at present in two phases. 87 per cent of work under Phase I and 47 per cent of work under Phase II have already been completed. By the end of 1980-81, work of Phase I is expected to be completed fully and of phase II to the extent of 75 per cent.

(c) Servicing of EMU rakes is expected to be commenced by the end of 1980-81.

Overbridge near Shahad Station

1393. SHRI R. K. MHALGI: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the construction of overbridge (vehicular) on Central Railway tracks near Shahad Station (District Thana, Maharashtra) has been sanctioned;

(b) if so, when, and what was the total allocation made for project and also for the year 1980-81; and

(c) what is the progress in this regard and when the same is likely to be completed and commissioned?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) This is an approved work already included in the Railways Budget.

(b) and (c) The work is to be jointly financed and executed by the Railway and the State Govt. It has not been possible to take the work in hand as the State Government have not acquired the land so far. The Railways share of cost of the work is estimated to be Rs. 43.23 lakhs. The allotment proposed for 1980-81 is Rs. 17.99 lakhs. The Railways will take up their portion of the work after the acquisition of land to synchronise it with that of the State Government. It is not therefore possible to say at this stage as to when the road over-bridge would be completed and commissioned.

Gantry cranes for Container Traffic

1394. SHRI R. K. MHALGI: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that the Bombay Port Trust has submitted to the Government proposals for purchasing gantry cranes and other handling equipment required urgently to handle evergrowing container traffic;

(b) if so, when the proposals were submitted;

(c) the decision which Government have taken in this regard, and when; and

(d) if not, the reasons therefor and when the same is likely to be taken?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND

TRANSPORT (SHRI SINGH): (a) Yes, Sir.

(b) In January, 1980.

(c) and (d) The proposals are under active consideration of Government.

Maintenance of National Highways

1395. SHRI G. NARSIMHA REDDY: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) the norms followed for allotment of funds to the States for maintenance of National Highways; and

(b) the total amount allotted to each state for maintenance of National Highways during the last three years?

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

(a) Several factors such as length and width of National Highways, traffic intensity, geographic/climatic environmental conditions, price situation for materials, labour wages etc. in different States and overall availability of funds govern the allotment of funds to the States for maintenance of National Highway.

(b) A statement giving the required information is attached.

STATEMENT

FUNDS ALLOCATED FOR MAINTENANCE OF NATIONAL HIGHWAYS

Sl. No.	State	Allotment during the year		
		1977-78	1978-79	1979-80
(Rs. in lakhs)				
1. Andhra Pradesh	.	197.75	286.20	277.26
2. Assam	.	180.02	244.92	175.61
3. Bihar	.	300.27	247.54	247.28
4. Chandigarh	.	1.60	1.41	2.00
5. Delhi	.	31.31	60.64	42.36
6. Goa	.	12.60	14.10	17.76
7. Gujarat	.	135.04	181.21	277.99
8. Haryana	.	98.63	72.84	70.00
9. Himachal Pradesh	.	74.24	70.19	83.67
10. Jammu & Kashmir	.	16.94	24.99	45.34
11. Karnataka	.	129.44	136.55	136.17
12. Kerala	.	73.31	85.55	103.50
13. Madhya Pradesh	.	139.04	161.87	181.17
14. Maharashtra	.	210.16	226.11	259.82
15. Manipur	.	30.85	37.07	22.24
16. Meghalaya	.	24.51	18.20	21.30

1	2	3	4
17. Nagaland	.	0.03	1.00
18. Orissa	.	94.65	104.43
19. Punjab	.	63.93	58.09
20. Rajashtan	.	174.13	176.48
21. Tamil Nadu	.	163.45	160.64
22. Uttar Pradesh	.	182.94	247.02
23. West Bengal	.	156.16	231.95
24. B.R.D.B. (for N.H. 39 and 44 in Assam, Meghalaya, Manipur, Nagaland and Tripura).	.	21.03	21.96
25. Maintenance of Ferry Vessels at Pandu in Assam	.	11.70	14.04
			28.97

* includes Rs. 9.01 lakhs released to Port Trust Cochin for maintenance of road link in Willingdon Islands.

Criteria for Undertaking Survey

1396. SHRI N. K. SHEJWALKAR: Will the Minister of RAILWAYS be pleased to state:

(a) the criteria for taking up new Railway routes, for survey or for considering conversion of metre or narrow gauge lines into broad gauge and ordering their survey;

(b) how many surveys are at hand and what are their particulars; and

(c) how many have been completed during the last three years and how many are to be taken up during the next year?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Construction of a new railway line or extension of an existing railway line is to be taken after a detailed survey and investigations, when it is established that a railway line will provide the best, cheapest and most economical mode of transport to meet the needs of the area. Construction of railway lines would be justified in areas which have:

- (i) Mineral deposits which cannot be exploited without the development of railway transport; or
- (ii) Have the raw materials and potential for major industries like, steel, cement, fertilisers, oil refineries etc., which offer substantial traffic; or
- (iii) Where a very large number of passengers have to be moved as in the case of suburban lines in the Metro-politan areas and other thickly populated areas; or
- (iv) When an existing line has become saturated and the new line will provide an alternative route at the same time opening up a new area and construction of railway lines which are considered essential on strategic considerations.

(b) The following surveys are in progress:—

1. Lalitpur-Sangrauli BG line.
2. Konch-Jalaun BG line.
3. Budge Budge-Namkhana BG line.
4. Ranchi Road to Giridih BG line.

5. Mandarhil and Baidyanathdham BG line.
6. Rajgir-Gaya BG line.
7. Jammu-Udhampur BG line.
8. Jagadhri-Paonta-Rajban BG line.
9. Koraput-Salur /Pravatipuram/Rayagada BG line.
10. Talcher-Sambalpur BG line.
11. Barwadih-Karonji BG line.
12. Kharagpur-Digha BG line.
13. Modasa-Shamlaji Road BG line.
14. Conversion of Kotkapura-Fazilka MG line into BG and lifting the existing MG line from Bhatinda to Kotkapura.
15. Conversion of Varanasi-Chhapra via Ghazipur and Ballia MG line to BG.
16. Conversion of Mau-Shahganj MG line to BG.
17. Conversion of Muzaffarpur-Raxaul MG section into BG.

(c) 19 survey have been completed during the last three years and 19 surveys have been included during 1980-81.

ग्वालियर-भोपाल तथा भोपाल-ग्वालियर के बीच यात्री गाड़ी

1397. श्री एन. के. शेखरलकर क्या इस मंत्री भोपाल जाने वाली गाड़ियों में शायिकाओं (स्लीपर बथर्स) के आवंटन के बारे में 27 मार्च, 1980 के अताराकित प्रश्न संख्या 204.1 के उत्तर के संबंध में यह बताने की कृपा करेंगे कि :

(क) क्या हर रोज भोपाल के लिए 240 टिकट बचे जाते हैं जब कि सभी गाड़ियों में उपलब्ध शायिकाओं की संख्या बहुत कम है और क्या इस बात के ध्यान में रखते हैं और बीच में स्टेशनों से भोपाल को जाने वाले यात्रियों की संख्या को देखते हैं ग्वा-

लियर-भोपाल और भोपाल-ग्वालियर के बीच एक यात्री गाड़ी चलाने के संबंध में कोई व्यवस्था की जा रही है; और

(ख) यदि नहीं, तो इतने अधिक यात्रियों के लिए क्या व्यवस्था की गयी है?

इस मंत्रालय में उष-मंत्री (श्री मल्लकान्त): (क) और (ख) इस खण्ड पर ग्वालियर और भोपाल के बीच ज्यादातर यात्री दिन में चलने वाली सुविधाजनक मेल/एक्सप्रेस गाड़ियों द्वारा ही यात्रा करते हैं। ग्वालियर स्टेशन से प्रतिदिन जारी की जाने वाली औसतन 240 टिकटों में से ग्वालियर से भोपाल के लिए जनवरी, 1980 से मार्च, 1980 के बीच दिवारी श्रेणी के मात्र 11 शयनयात्रों के आरक्षण की मांग की थी जिसे आम तौर पर पूरा कर दिया गया।

फिलहाल ग्वालियर और भोपाल के बीच रात्रि में कोई यात्री गाड़ी चलाने का प्रस्ताव नहीं है।

Taxi Drivers to carry Five Persons

1398. SHR R. K. MHALGI: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether the Directorate of Transport, Delhi Administration, have accorded permission to taxi drivers to carry five persons, instead of four, in view of the high cost of commutation in the capital; and

(b) if so, since when, and conditions and concessions under which such permission is granted?

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

(a) No, Sir.

(b) The question does not arise.

Incidents of Oral Cancer in India

1399. DR. VASANT KUMAR PANDIT: Will the Minister of HEALTH be pleased to state:

(a) whether the World Health Organization Chief of Oral Health Unit said in Bombay in January, 1980 that the incidence of oral cancer is an alarming problem in India;

(b) if so, the steps which Government have taken to establish preventive and curative units for accidental diseases in India; and

(c) what is the available dental man-power ratio in the Country and the target desirable to attend to the problem of oral cancer?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH (SHRI NIHAR RANJAN LASKAR): (a) Cancer of the oral cavity is the commonest cancer encountered in the males in India. It is also a frequent cancer in the females. Hospital data from various cancer centres in the country indicate a frequency of 30 to 35 per cent of all cancers encountered.

(b) As the reason for high incidence for oral cancer is mainly the habit of tobacco, betel leaf, arecanut and lime chewing as well as the smoking of beedies and chutta, the dental sepsis has only a secondary part of play. Further, since the management of oral cancer falls within the purview of the Radiation Oncologists and present day dental surgeons have neither the background and training nor the facility to treat oral cancers, a section of experts are of the view that the establishment of dental surgical units will not in any way solve the problem of

oral cancer. However, under the cancer Research and Treatment Programme the Govt. of India has recently sanctioned a scheme titled 'Establishment of Early Cancer Detection Centres' under which central assistance to the extent of Rs. 50,000 is given to States/Voluntary Institutions for establishment of Early Cancer Detection Centres.

(c) The available dental man-power ratio in the country at present is approximately 1 : 85,482 as compared to the desired norm of 1: 30000 recommended by the Mudaliar Committee, in 1961.

Crime committed in Railways

1400. DR. VASANT KUMAR PANDIT:
SHRI SAIFUDDIN CHOU-DHARY:

Will the Minister of RAILWAYS be pleased to state:

(a) the total number of crimes committed on Railways during 1978, 1979 and from January to May, 1980;

(b) whether Government are considering several means to ensure safety of railway passengers and railway goods; and

(c) if so, the details thereof and the machinery which will be responsible for its implementation?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) The total number of crimes committed on Railways during 1978, 1979 and from January to May, 1980; are as under:

Nature of crime	1978	1979	January to May, 1980.
Murder in trains	32	23	10
Dacoity in trains	67	68	30
Robbery in trains	156	185	54
Theft of passenger's luggage in trains	10174	8409	3231

(b) and (c). Yes Policing being a State subject under the Constitution, the responsibility of ensuring safety of passengers and their belongings rests with Government Railway Police functioning under the State Governments. All important and vulnerable passenger trains are provided with police escorts for prevention and detection of crimes in trains. Railways maintain close liaison with State Police authorities at all levels and render necessary assistance whenever required. About 2,000 R.P.F. personnel have been deployed to assist Government Railway Police in escorting passenger trains, to deter criminals and instil confidence among the travelling public. TTEs/Attendants/Conductors have instructions to remain vigilant to prevent entry of unauthorised persons in reserved coaches. A cell under a D.I.G./Chief Security Officer, (anti-dacoity) is being created in the Railway Board to strengthen measures from the railway side to deal with this problem i.e. by way of rendering assistance to the State Police.

So far as the safety of railway goods is concerned, following preventive measures are being taken:

1. Trains carrying valuable consignments/food-grains are escorted by Railway Protection Force in vulnerable sections.
2. Railway Protection Force personnel are deployed for track patrolling in vulnerable sections/places.
3. Important and vulnerable yards are patrolled round the clock and guarded by armed R.P.F. personnel.
4. Yards vulnerable for high incidents of theft are patrolled by R.P.F. and Dog Squad.
5. Staff of crime intelligence branches of Zonal Railways and Central Crime Bureau of Railway Board are deployed to collect crime intelligence with a view

to tracking down criminals/receivers of stolen property and also to arrange raids.

6. Close co-ordination between R.P.F. and Government Railway Police is maintained to exchange crime intelligence.

Memo from Pensioners' Associations

1401. DR. VASANT KUMAR PANDIT: Will the Minister of RAILWAYS be pleased to state:

- (a) whether it is a fact that Pensioners' Associations of various Railway Divisions have submitted a memorandum to his Ministry giving their grievances and demands;
- (b) if so, what are their main grievances and demands; and
- (c) what action Government propose to take on each one of the above demands and when?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) No consolidated memorandum as such has been received from the Pensioners' Associations of various Divisions of the Indian Railways. However, demands have been received from various organisations of retired Railway employees seeking in general betterment of the pensionary benefits.

(b) and (c). A statement giving main demands of the retired railway employees together with the present position in respect thereof is laid on the Table of the House [Placed in Library. See No. LT -938/80].

Electrification of Mangalore-Kanyakumari Line

1402. SHRI R. P. YADAV: Will the Minister of RAILWAYS be pleased to state:

- (a) whether Government propose to electrify the Mangalore-Kanyakumari railway line in view of the offer made by the State Government

to supply electricity at a lower rate; and

(b) if so, the particulars of the construction schedule and the cost involved?

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

(b) Does not arise.

Shipyard at Paradip

1403. SHRI CHINTAMANI PANIGRAHI: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether construction of the Shipyard at Paradip will start soon; and

(b) if so, at what stage this proposal is pending at present?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH): (a) and (b). The Consultants have submitted the Detailed Project Report and it is under examination. Investment decision by Government will depend upon the availability of resources and relative priorities.

Khurda Road-Bolangir Railway Line

1404. SHRI NITYANANDA MISHRA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government of Orissa have proposed to the Central Government to construct a Railway line connecting Khorda Road with Bolangir railway station; and

(b) if so, when the proposed railway line is expected to be sanctioned for construction?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) and (b). Yes, the Government of Orissa was informed that having regard to the present constraints on financial resources it would be extremely difficult to intiate any new line projects, including the proposed line linking Khurda Road with Bolangir.

Revenue earned by Railways

1405. SHRI ANANDA PATHAK: Will the Minister of RAILWAYS be pleased to state the amount of revenue earned by the Railways during the last three years year-wise, railway-wise?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): A statement showing Railway-wise and year-wise, the amount of revenue earned by the Railways during the last three years, is attached.

Statement

(figures in crores of rupees)

Railways	Year 1977-78	Year 1978-79	Year 1979-80
Central	358.79	365.02	411.34
Eastern	244.48	234.88	255.60
Northern	336.54	333.22	370.98
North Eastern	87.80	88.67	94.22
Northeast Frontier	64.75	65.72	64.30
Southern	149.50	156.37	173.39
South Central	189.54	197.96	216.14
South Eastern	372.10	357.02	376.92
Western	315.43	331.94	385.08
Total	2118.93	2138.80	2347.97
			(A)

(A) These figures include actuals for the period from April/79 to February/80 and approximates for the Month of March/80 as account for the year have not yet been closed finally.

Priority for New Railway Lines for hilly and Backward Areas

1406. PROF. NARAIN CHAND PASHAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Planning Commission and the Government of India have accorded any priority and adopted a liberal approach in the construction of new railway lines for hilly and the backward areas by relaxing the criteria of remunerative return for these projects in such areas;

(b) if so, the names of the hilly States/regions in which such railway lines have been surveyed/sanctioned/constructed during the last decade along with the names of the railway lines surveyed/sanctioned/constructed; and

(c) if not, the reasons therefor, keeping in view that the railway lines constitute the basic infrastructure for economic progress in general and industrial development in particular?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) to (c). The National Transport Policy Committee, appointed in April, 1978, to evolve a

rationa polciy for construction of new lines including lines in backward areas, has recently submitted its report to the Planning Commission.

This report is under examination of the Planning Commission.

कैसर के मामलों में वृद्धि

1407. श्री तारिक अनबर : क्या स्वास्थ्य मंत्री यह बताने की कृपा करेंगे कि:

(क) देश में कैसर के मामलों में हो रही वृद्धि को दृष्टि में रखते हुए सरकार द्वारा क्या उपचारात्मक उपाय किये जा रहे हैं; और

(ख) गत एक वर्ष के दौरान कैसर से लगभग कितने व्यक्तियों की मृत्यु हुई?

स्वास्थ्य मंत्रालय में राज्य मंत्री (श्री निहार रंजन लाल्कर): (क) कैसर के इलाज की सुविधाएं बहुत से प्रमुख अस्पतालों, मेडिकल कालेजों तथा विशिष्ट संस्थाओं में उपलब्ध हैं। पांचवीं पंचवर्षीय योजना में कैसर अनुसंधान तथा उपचार कार्यक्रम आरम्भ किया गया था। इस कार्यक्रम के मुख्य बंग हैं (1) कैसर अनुसंधान और उपचार के लिए क्षेत्रीय केन्द्रों की स्थापना, (2) कोब्ल थेरेपी यूनिट लगाने के लिए राज्य सरकारों/संस्थाओं को केन्द्रीय सहायता देना, (3) कैसर का आरम्भ में पता लगाने वाले केन्द्र स्थापित करने के लिए क्षेत्रीय सहायता देना।

पांचवां पञ्चवां योजना के दौरान भारत सरकार ने तीन क्षेत्रों के सर अनुसंधान एवं उपचार केन्द्रों का विकास करने के लिए वित्तीय सहायता दी है। उनमें से पहला केन्द्र दक्षिणी क्षेत्र के लिए कैसर संस्थान, मद्रास में है, दूसरा पूर्वी क्षेत्र के लिए चित्तरंजन राष्ट्रीय कैसर अनुसंधान केन्द्र, कलकत्ता में तथा तीसरा उत्तरी क्षेत्र के लिए रांटरी कैसर अस्पताल, असिंध भारतीय आर्योदिक्षान संस्थान, नई दिल्ली में है।

12 राज्य सरकारों/संस्थाओं को कैसर के रौपियों को विकारण उपचार की व्यवस्था करने के लिए कोबाल्ट थेरेपी यूनिट स्थापित करने हेतु सहायता प्रदान की गई है। स्वास्थ्य और परिवार कल्याण मंत्रालय ने कैसर का आरम्भ में पता लगाने वाले केन्द्र स्थापित करने के कार्य में केन्द्रीय सहायता देने के लिए हाल ही में एक योजना को प्रारंभी दी है।

(स) कैसर सूचनीय रोग नहीं है। इसीलिए कैसर से हर्दि मात्रों के संबंध में कोई प्रमाणिक आंकड़े उपलब्ध नहीं हैं। फिर भी मोटे अनुसार के अनुसार भारत में प्रति वर्ष कैसर से 5 लाख लोग मरते हैं।

नकली आैषीधियों का निर्माण

1408. श्री कृष्ण चन्द्र पण्डे : क्या स्वास्थ्य मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार का ध्यान इस बात की ओर दिलाया गया है कि कछु फर्में नकली आैषीधियों का निर्माण कर रही हैं और यदि हाँ, तो पता लगाई गई ऐसी फर्मों के नाम क्या हैं तथा 1979-80 के दौरान नकली आैषीधियों के निर्माण के आरोप में गिरफ्तार किये गये व्यक्तियों के नाम क्या हैं; और

(ख) उनके प्रति सरकार का रज्जु क्या है; और क्या सरकार का विचार ऐसी फर्मों/व्यक्तियों को कठोर सजा देने के लिए कार्यवाही करने का है?

स्वास्थ्य मंत्रालय में राज्य मंत्री (श्री निहार रंजन लास्कर): (क) राज्य सरकारों से यह सूचना एकत्र की जा रही है और प्राप्त होते ही सभा पटल पर रख दी जाएगी।

(ख) सरकार का सदा से यह 'विषार' रहा है कि नकली दवाओं बनाना और बेचना एक समाज विरोधी कार्य है और इस कार्य को जो लोग करते हैं उन्हें कड़ी सजा मिलनी चाहिए। तदनुसार 1964 में अधिध वार प्रसंगधन समिति अधिनियम में संकेतन किया गया ताकि कर्तिपर्य गर्लेत ब्रॉड वाली दवाओं (जिनमें नकली दवाएं आ जाएंगी), मिलावटी दवाओं और इस अधिनियम के उधीन वैध लाइसेंस के बिना बनाई जाने वाली दवाओं से सम्बन्धित अपराधों के लिए कड़े दण्डों की व्यवस्था की जा सके। इन अपराधों के लिए कारावास का दण्ड रखा गया है। जिसकी अवधि एक वर्ष से कम नहीं होगी और जिसे 10 वर्ष तक बढ़ाया जा सकता है और साथ में जुर्माना भी किया जा सकता है। तथापि न्यायालय को ये शक्तियां दे दी गई हैं कि वह अपने विवेक पर दिशें कारणों को लिखित रूप में रिकार्ड करते हए एक वर्ष से कम कारावास की सजा दे सकता है।

Behaviour of Doctors of AIIMS, New Delhi towards patients

1409. SHRI K. LAKKAPPA: Will the Minister of HEALTH be pleased to state:

(a) whether Government are aware that attitude/behaviour of doctors of AIIMS, New Delhi towards patients is harsh;

(b) whether there are any instructions or guidelines to the doctors for their behaviour towards patients and if so, the details thereof; and

(c) what action Government propose to take in this behalf?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH (SHRI NIHAR RANJAN LASKAR): (a) The A.I.I.M.S. has informed that the behaviour of their doctors towards the patients is not harsh or discourteous;

(b) There are no instructions in this regard from the Government to the Doctors of the Institute. However, the Institute has informed that during the course of teaching at the under-graduate and post-graduate levels

emphasis is laid on adopting a humane approach towards the patients.

(c) Does not arise.

Modernisation of Calcutta and other Ports

1410. SHRI HANNAN MOLLAH: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether Shri K. Enomoto, Senior Shipping expert of UNESCAP had stated that proper attention had not been paid to the improvement and modernisation of Calcutta and other Ports;

(b) whether Government have any proposal in that direction; and

(c) whether there is a proposal to set up a National Port Trust for all the Major ports in the country if so, the details in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH): (a) and (b). In a paper presented at the Seminar on "Calcutta Port" held at Calcutta in May 1980, Shri K. Enomoto had referred to the need for improvement and modernisation of Calcutta Port.

It is not correct that proper attention has not been given to the task of improving and modernising Calcutta Port. Plan development schemes at this port have been taken up from time to time. The creation of Haldia Dock System was a part of process of modernisation of Calcutta Port by providing facilities for receiving modern deep-draughted and large sized vessels.

In recent past, Calcutta Port have placed orders for the procurement of 8 Nos. 3 tonne wharf and yard electric cranes, and replacement of 7 Nos. 6 tonne capacity and 2 Nos. 10 tonne capacity mobile cranes, at a total cost

of Rs. 525 lakhs. Besides, to improve the facilities at Calcutta, schemes are being included in the plan for 1980-85 which is under preparation.

(c) No such proposal is under consideration at present.

SHRI K. A. RAJAN (Trichur): Sir, I had given notice of the Calling Attention motion on the Madras Port Trust strike which is paralysing the whole export-import trade of the country.

MR. SPEAKER: This is not the way. You can come to my Chamber and talk it out.

PROF. MADHU DANDAVATE (Rajapur): Sir, under Rule 223 I have already given a notice seeking your consent to raise a privilege issue against the Finance Minister for giving a reply in this House regarding auction of gold which was completely contradictory to his reply in the Rajya Sabha.

MR. SPEAKER: I have asked for the facts.

PROF. MADHU DANDAVATE: Sir, in the letter that I have given, all the documentation is there. I do not think you need any confirmation. You can straightaway send it to the Privileges Committee.

MR. SPEAKER: I have asked for the facts and then I will decide.

श्री रामावतार शास्त्री (पटना): अध्यक्ष महोदय, मैंने ध्यानाकर्षण प्रस्ताव दिया है। राशन की दुकानों पर चीनी नहीं मिल रही है। बिना चीनी के हम लोग चाय पी कर आ रहे हैं। मेरे कालिंग एटेशन को आप मंजूर करें। निकलवाएं। (अवधान)

अध्यक्ष महोदय: आप बैठिये।

श्री रामावतार शास्त्री: मेरा कालिंग एटेशन आप मंजूर करें। . . . (अवधान)

12.01 hrs.

PAPERS LAID ON THE TABLE

MOTOR VEHICLES (PROTECTING HEAD GEARS) RULES, 1980. NOTIFICATIONS
MAJOR PORT TRUST ACT, 1963 AND
ANNUAL REPORT ON WORKING OF SEA-
MEN'S PROVIDENT FUND SCHEMES, 1966

THE MINISTER OF SHIPPING
AND TRANSPORT AND TOURISM
AND CIVIL AVIATION (SHRI A. P.
SHARMA): I beg to lay on the
Table:—

(1) A copy of the Motor Vehicles
(Protective Headgears) Rules, 1980
(Hindi and English versions) pub-
lished in Notification No. G.S.R.261
(E) in Gazette of India dated the
14th May, 1980 under sub-section
(4) of section 133 of the Motor
Vehicles Act, 1939. [Placed in Lib-
rary. See No. LT-917/80].

(2) A copy each of the following
notifications (Hindi and English
versions) under sub-section (3) of
of section 122 of the Major Port
Trusts Act, 1963:—

(i) The New Mangalore Port
Trust (Procedure at Board meet-
ings) Rules, 1980, published in
Notification No. GSR.138(E) in
Gazette of India dated the 27th
March, 1980.

(ii) The Board of Trustees of
the Port of New Mangalore
(Payment of Fees and Allowance
to Trustees) Rules, 1980 published
in Notification No. GSR 139(E) in
Gazette of India dated the 27th
March, 1980.

(iii) The Board of Trustees of
the Port of Madras (Payment of
Fees and Allowances to Trustees)
Amendment Rules, 1980. publish
ed in Notification No. GSR 393 in
Gazette of India dated the 5th
April, 1980. [Placed in Library.
See No. LT-918/80].

(3) A copy of the Annual Report
Hindi and English versions) on the
working of the Seamen's Provident
Fund Scheme, 1966, Under sub-
section (1) of section 3 of the Sea-

men's Provident Fund Act, 1966.
[Placed in Library. See No. LT-
919/80].

A copy of Coal Mines (Amendment)
Regulations, 1980. Notifications under
Employees Provident Fund and Misce-
lanous Act, 1952. Provisions.

THE MINISTER OF STATE IN THE
MINISTRY OF LABOUR (SHRI T.
ANJIAH): I beg to lay on the Table:

(1) A copy of the Coal Mines
(Amendment) Regulations, 1980
(Hindi and English versions) pub-
lished in Notification No. GSR. 375
in Gazette of India dated the 29th
March, 1980, under sub-section (7)
of section 59 of the Mines Act, 1952
[Placed in Library. See No. LT-920/
80].

(2) A copy of Notification No.
GSR 564 (Hindi and English ver-
sion published in Gazette of India
dated the 17th May, 1980 extending
the Employees Provident Fund and
Miscellaneous Provisions Act, 1952,
to diamond cutting industry; under
sub-section (2) of section 4 of the
said Act. [Placed in Library. See
No. LT-921/80].

(3) A copy each of the following
Notifications (Hindi and English
versions) under sub-section (2) of
section 7 of the Employees' Provi-
dent Fund and Miscellaneous Pro-
visions Act, 1952:—

(i) GSR 420 published in Ga-
zette of India dated the 12th April
1980 containing corrigendum, to
Notification No. GSR 67 dated the
13th January, 1979.

(ii) The Employees 'Provident
Funds (Second Amendment)
Scheme, 1980, published in Notifica-
tion No. GSR 605 in Gazette of
India dated the 31st May, 1980.

[Placed in Library See No. LT 922/80]

(4) A copy each of the following
Notifications (Hindi and English
versions) issued under section 1 of

the Employees Provident Funds and Miscellaneous Provisions Act, 1952:

(i) GSR 563 published in Gazette of India dated the 17th May, 1980 extending the Employees' Provident Fund and Miscellaneous Provisions Act, 1952 to quartzite mines.

(ii) GSR 565 published in Gazette of India dated the 17th May, 1980 extending the Employees' Provident Fund and Miscellaneous Provisions Act, 1952 to inland water transport establishments.

[Placed in Library. See No. LT-923-80].

Report on the progress made in the intake of SC & ST against vacancies reserved for them on Railways for half year ending 31st March, 1979.

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI

MALLIKARJUN): I beg to lay on the Table a copy of the Report (Hindi and English versions) on the progress made in the intake of Scheduled Castes and Scheduled Tribes against vacancies reserved for them in recruitment and promotion categories on the Railways for half year ending 31st March, 1979. [Placed in Library. See No. LT-924/80].

12.03 hrs.

**CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE
ACUTE POWER CRISIS IN THE CAPITAL**

SHRI JANARDHANA POOJARY (Mangalore): I call the attention of the Minister of Energy to the following matter of urgent public importance and request that he may make a statement thereon:—

“Acute power crisis in the capital”.

THE MINISTER OF ENERGY AND COAL (SHRI A. B. A. GHANI KHAN CHAUDHURI): Mr Speaker Sir,

I fully share the anxiety and concern expressed by the Hon'ble Members through this Calling Attention

Notice on the power crisis in the Capital.

The maximum demand in Delhi during peak hours is about 500 MW for about 4-5 hours and minimum demand during off-peak hours is about 320 MW for about 8 hours. The total installed capacity available to Delhi at Badarpur is 510 MW and at DESU is 250 MW. Normally, there is no difficulty in meeting the demand of Delhi with the generation from these two stations. Thermal Generation at Delhi has been able to, by and large, meet the demand in the months of February to May, 1980. In fact as compared to the corresponding months last year, the position has not been unsatisfactory.

On the 17th June, the 4th Unit of 200 MW at Badarpur and two units at Indraprastha power Station developed tube leakages. One unit at Indraprastha is already under annual maintenance. Therefore, available capacity was not sufficient to meet the peak hour demands.

Later in the afternoon, of the 17th June, severe disturbances occurred in the northern grid system leading to a total collapse of the system. The disturbance was triggered by the initial loss of 400 MW at Bhakra Right Bank Power House, followed by tripping of 500 MW at Dehar Power House in the Beas Sutlej system. With a loss of 300 MW of generation, the frequency dipped to 42 cycles per second, and voltage became very low pulling out all the machines at Badarpur due to underfrequency and undervoltage conditions.

I have ordered an enquiry into the details of the collapse of the system on the 17th June. The team will consist of technical officers from the central Electricity Authority, the Bharat Heavy Electricals Ltd. and an expert from the English Electric Company.

SHRI JANARDHANA POOJARY: Three-fourth of the Capital was plunged

ed into darkness and life in the Capital was paralysed. The citizens of Delhi are suffering because of the maladministration of the Badarpur power plant. They are not in a position to manage properly because for two days they were not in a position to repair the conveyor belt. Not only that. Even the Northern Railway reacted sharply to the administration of the Badarpur plant because they were not in a position to unload the coal wagons supplied to them.

I may bring it to your notice that on 19th May, 374 wagons were available at the siding, and the authorities released only 160 wagons. On 18th May, 288 loaded wagons were placed at the siding, but the authorities were able to release only. 156 wagons.

There is a demand from the Lt. Governor of Delhi that the Badarpur power plant must be handed over to the Delhi Administration for better supply of energy to Delhi. What are the reasons for not handing over the Badarpur power plant to the Delhi authorities, and may I also know what steps have been taken to improve the administration at Badarpur power plant.

SHRI A. B. A. GHANI KHAN CHAUDHURI: The power position in Delhi has improved, if we compare it with that of the last year. But at the same time, the demand has also significantly increased. In February 1979, the power generation per day was 240 million units, in February 1980, it was 296 million units; March 1979—282 million units, March 1980—336 million units, April 1979—239 million units.

MR. SPEAKER: He has asked about the inefficiency of Badarpur power plant.

SHRI A. B. A. GHANI KHAN CHAUDHURI: I am coming to that. He has put two or three questions. In April, 1980, the total power generation per day was 360 million units, in May 1979—264 million units and in May 1980—311 million units. As regards his question as to why we are not handing over the administration of Badarpur power plant to Delhi Administration, I would like to say that during the last one year, there has been a considerable improvement in the performance of Badarpur Thermal Power Station. The first three units are at present operating at a planned load factor of about 60 per cent. There are four units. I am talking of three units. The fourth unit is a new unit and it has not stabilised as yet. This 210 MW unit is also getting stabilised and this has resulted in an increase of about 20 per cent in power generation during 1979-80 over 1978-79. In the current financial year, it is expected that it will improve further.

श्री एम. राम गोपाल (निजामाबाद): अध्यक्ष होदय, मंत्री जी बहुत अनुभवी हैं, इसके बावजूद वह अपने आप को जनता पर्टी के मिनिस्टर के साथ कम्पेयर कर रहे हैं। इट डिस्टोस्टफुल। दि एन्टायर पार्टी उज नाट लाइक इट। अगर वह अपने आप को किसी से कम्पेयर करना चाहते हैं, तो मैं चाहता हूँ कि 1977 से पहले जो मिनिस्टर काम करते थे-श्री पन्त, उनके काम के फिरां से कम्पेयर कर के बतायें कि इस वक्त मंत्री ममोदय का परफार्मेंस कैसा है।

SHRIMATI VIDYAVATI CHATURVEDI:

MR. SPEAKER: Not allowed. Nothing should be recorded.

श्री एम. राम गोपाल रेडी: उधक्ष महोदय, अभी मंत्री जी ने कहा है कि वहां एक एक्सप्टैटैटीम यह सब देखने के लिए उन्होंने रवाना की है। मैं समझता हूँ कि वह एक्सप्टैटैटैटीम जायगी और वहां के उमेर अधिकारी हैं उन से पूछ कर वे जैसा बोलेंगे वैसा लिखेंगी मैं यह जानना चाहता हूँ कि हमारे जो मिनिस्टर हैं विक्रम महाजन उन को क्यों नहीं भेजा गया या मंत्री जी स्वयं क्यों नहीं गए। वह औरों से कहीं ज्यादा एफिश्यैट हैं। मैं यह चाहता हूँ कि अभी हमारे महाजन जी को भेज कर पूरे इस एपिसोड की जांच कराई जाय तो यह ज्यादा अच्छा रहेगा।

दूसरी चीज यह है कि ट्रायब्स का लीकेज हुआ। तो ट्रायब्स का जो लीकेज होता है, मेरे ट्रायब्स कब लगाए गए थे और लीकेज होने के पहले कोई अन्दाजा नहीं लगा या कि ये ट्रायब्स पुराने हो गए हैं? जब ट्रायब्स पुराने हो जाते हैं, खराब हो जाते हैं, लीकेज हो जाता है तब समझ में आता है कि लीकेज हो गया है और नुकसान हुआ है।

मैं यह कहता हूँ कि यह कैपिटल है। यहां न सिर्फ मेम्बर पार्लियामेन्ट और मिनिस्टर रहते हैं बल्कि फारेन नेशनल्स भी रहते हैं, ... (अवधान) गवर्नरमेंट आफ इंडिया के लोग तो क्योंकि यहां के लोग हैं वे तो बदाशित कर सकते हैं लेकिन जो फोरेंसिस यहां पर हैं वे क्या कहेंगे कि कैपिटल की यह हालत हो रही है। यह देश के लिए बड़े शर्म की बात है। बब यह कहा जा रहा है कि इसका अच्छा इंतजाम हो जायगा। हो जायगा इंतजाम मगर अभी जो सफारिग हुई है उसका क्या कम्पनेसेन होगा?

मैं यह चाहता हूँ कि इस पूरे एपिसोड की तहकीकात बपने जो मंत्री हैं उनको भेज

कर कराई जाय और कल हो सके तो मंत्री जी स्वयं फिर अपनी तरफ से कोई स्टेमेन्ट दें तो अच्छा रहेगा।

SHRI A. B. A. GHANI KHAN CHAUDHURI: A team has been sent, let the technical people first study and, if the situation demands, certainly, the Minister of State or myself may go. There is no question of not visiting. We have already visited many power stations. So, the question of not visiting does not arise.

What has happened is a very unusual thing. The northern region has a total installed capacity of about 2000 MW. At present, all the power stations are being operated to the maximum of their efficiency. There is no spinning reserve in our system in Delhi to meet any unforeseen contingency. For planning for future, however, for an appropriate regional national grid, it has been planned to provide under frequency relays so that in the event of an outage, the major power stations and important feeders are automatically cut off without disturbing the supply to consumers. It is a technical thing. We have sent technical people to investigate into the matter. If the situation demands, certainly, we will go and visit the power stations. That goes without saying.

We are not happy about the power position in Delhi. We are trying to improve it. The hon. Member should know that the power position is such that it cannot be improved overnight. But we are very much optimistic because, after we overcome the unpre-

cedented drought, a lot of power shortage will go. There is no doubt about that. At the present moment we have to depend solely on thermal. Naturally, the outages in thermal are more frequent than what it is and one has to accept the fact I have no doubt that as soon as the other two units come back to work, daily we will probably have no shortage, and things will be satisfactory. (Interruptions).

SHRI CHINTAMANI PANIGRAHI (Bhubaneswar): May I know from the Hon. Minister why, when the installed capacity of these two thermal plants—Badarpur and the DESU—totals 760 MW and the estimated Demand in Delhi is only 470 MW—and it is good that these two plants are thermal plants—this load-shedding in Delhi Started from even the month of June onwards? In the statement, the Minister has not mentioned about the month of June; he has mentioned only up to May. I would like to know why, because they are thermal plants and there was nothing defective in the grids....(Interruptions).

Sir, why this disturbance?

MR. SPEAKER: Order, please; let him put the question.

SHRI CHINTAMANI PANIGRAHI: I would like to know specifically from the Hon. Minister why load-shedding started from early June, especially since these two plants are thermal plants and we were informed by the Hon. Minister for Railways that coal was adequately being supplied to the thermal plants. Was there, in the month of June, any short supply of coal to the plants so that the load-shedding started in June?

SHRI A. B. A. GHANI KHAN CHAUDHURI: It was for technical reasons.

SHRI CHINTAMANI PANIGRAHI: Secondly, there is a national grid system. Delhi is the capital city of India, and yet there was power short-

age for hours together—eight to nine hours. Not only on the 17th, but also on the 18th there was power crisis. On the 18th, several times from morning to evening and even in the evening, for about two hours there was power shortage and water supply was also disrupted. Delhi is the capital city of this country where millions of people, even from abroad, are living. So that concrete steps have Government taken—in 1978, 1979 or 1980—to see that such defects are remedied? Had any steps been taken? The Minister says one unit was under repair. Sir, the units are under repair periodically—annual repairs take place. So always standby arrangements are kept ready. Whatever mishap may take place in the unit, sufficient precaution is taken to that extent. So I would like to know whether he has tried to improve the system and whether, since yesterday, the generation has improved. Since the demand is 400 MW, can we meet this demand and, how soon today or tomorrow will we be free from this shortage? Can we get an assurance from the hon. Minister that there will be no power crisis today, tomorrow and onwards?

SHRI A.B.A. GHANI KHAN CHAUDHURI: Sir, Badarpur's installed capacity is 510 MW and there are three units of 100 MW each and one unit of 200 MW. But the Badarpur unit yesterday generated only 230 MW.

SOME HON. MEMBERS: Why?

SHRI A.B.A. GHANI KHAN CHAUDHURI: Because in one unit there is tube leakage. It is expected to come back only on Saturday or Sunday. If it comes back, this will generate more than 350 MW alone.

He has asked about the coal position. Regarding the coal position, at the present moment, the stock at Badarpur is only for two days. We are expecting the arrival of coal very soon, in a day or two. So, the coal position will improve.

[Shri A. B. A. Ghani Khan Chaudhuri]

With regard to the I.P. Station, yesterday it was generating 90 to 120 megawatts. One machine is out for maintenance. Normal maintenance has to be done, and the other one will come back probably today. If it comes back today, it will generate 150 megawatts. Unfortunately, for Delhi, we do not have any spinning reserve. In a big city like Delhi there should be a reserve. We do not have that reserve. We are trying to have another unit, the fifth unit, in Badarpur which will come, I think, in another year or so.

MR. SPEAKER: Mr. Jyotirmoy Bosu. Not present.

Mr. Ghulam Rasool Kochak He is also not present.

We go on to the next item. Motion for Election to Committee.

12.26 hrs.

ELECTION TO COMMITTEE

NATIONAL WELFARE BOARD FOR SEAFARERS

THE MINISTER OF PARLIAMENTARY AFFAIRS (SHRI BHISHMA NARAIN SINGH): On behalf of Shri A. P. Sharma, I beg to move:

"That in pursuance of Rule 4(h) of the National Welfare Board for Seafarers Rules, 1963, the members of this House do proceed to elect, in such manner as the Speaker may direct, two members from among themselves to serve as members of the National Welfare Board for seafarers, subject to the other provisions of the said Rules."

MR. SPEAKER: The question is:

"That in pursuance of Rule 4(h) of the National Welfare Board for Seafarers Rules, 1963, the members of this House do proceed to elect, in such manner as the Speaker may

direct, two members from among themselves to serve as members of the National Welfare Board for seafarers, subject to the other provisions of the said Rules."

The motion was adopted.

12.27 hrs.

MATTER UNDER RULE 377

(i) NEED OF REVISION OF THE PAY SCALES OF DELHI TEACHERS

SHRI ATAL BIHARI VAJPAYEE (New Delhi): Pay scales and other benefits of the Delhi teachers and other employees have been rendered inferior and outmoded as compared to their counterparts in other States. More than 70 per cent staff is stagnating at the maximum limit of their pay scales with no incentive of even an yearly increment. Last year, the High Power Committee constituted by the Ministry of Education accepted the genuineness of the school teachers' demands. With the introduction of ten plus two in the Delhi schools, there is a big qualitative change. The nomenclature of the schools, name of the examination, content of the syllabus, qualifications of teachers, have been changed; only the pay scales of the Delhi school teachers remain unchanged.

There is a widespread resentment among the school teachers due to non-implementation of the Committee's report and because of the stagnation and disillusionment. The figure given out by the Government of India and the Delhi Administration regarding the recommendations of the High Power Committee of the Ministry of Education, are highly inflated.

A recent survey of about 20 different categories of schools in the Union Territory of Delhi has revealed that 70 per cent staff is stagnating at the maximum limit of their pay scales. Another 25 per cent staff is in the higher one of basic pay scale as illustrated below:

Primary teachers	From Rs. 445 to 515
T.G.T. ..	From Rs 625 to 750
P.G.T. ..	From Rs. 700 to 900

Only 14% staff is actually very close to the initial stage of the pay scale. Thus, if the pay scales are improved comparable to those allowed to Karnataka teachers, there won't be jumping hikes in the pay of the 95 per cent of the staff. The present pay scale of Delhi Primary Teachers is Rs. 330—560. 95 per cent of the staff is drawing a salary which is more than Rs. 400/- basic. Th Karnataka Government allowed a scale of Rs. 400—800 to the Primary Teachers If that scale is allowed to the Delhi Teachers, practically the bulk of the teachers shall gain a benefit of one increment i.e. Rs. 20/- pm and not Rs. 70/- p.m: the difference in the initials as estimated by the Government. Only 5 per cent junior most staff can have the maximum benefit and if for them also, the ceiling for the maximum benefit is put, the expenditure can be reduced.

(ii) **SHORT-TERM MEASURES TO REJUVENATE THE CALCUTTA PORT THROUGH GANGA-BRAHMAPUTRA LINK CANAL AND DREDGING OPERATIONS.**

SHRI NIREN GHOSH (Dum Dum): That the Calcutta Port, which was the No. 1 major port, has been put in jeopardy and reduced to a minor port is admitted by all. That only a Ganga-Brahmaputra link canal can rejuvenate the Calcutta Port is universally admitted. That is long-term solution depending on many factors for its fruition But it is strange that meanwhile practically no short-term measures are being undertaken. I would like to suggest some; e.g. (1) a narrow channel with a steep gradient can be dug from Ganga to Haldia with say, 6,000 cusecs of headwater which can acquire great velocity to flush the estuary at Haldia, (2) the river Rupnarayan can be trained, narrowed and deepened and since Rupnarayan joins Hooghly at Haldia

it can perhaps greatly contribute to the desilting of Hooghly; (3) a narrow channel should divide the Balari bar in the middle so that the spread of Balari bar threatening the approach of the navigational channel is curbed a bit; (4) dredging is ineffective because the silk dredged up is deposited on the river bed and not on the side of the river, as a result dredged up silt again chokes the channels within a few hours. Dredged up silt must be deposited on the river side to be effective.

(iii) **STRIKES LOCKOUTS AND CLOSURES IN FACTORIES IN MAHARASHTRA RESULTING IN UNEMPLOYMENT OF A LARGE NUMBER OF WORKERS**

SHRI CHINTAMANI JENA (Balasore): Under Rule 377 I beg to raise the following matter of urgent public importance for the kind attention of this hon. House.

Over 35,000 industrial workers in Maharashtra are at present idle because of strikes, lockouts and closures. The Union General Secretary, in a memorandum presented to the Maharashtra Chief Minister, urged him on 16-6-1980 to intervene and settle the issues.

The Association of Engineering Workers is presently controlling the unions in 28 factories which are under strike, while the Indian National Trade Union and the Lal Nishan Group are controlling unions in eight factories.

As many as 19,000 workers are involved in 80 strikes in the State, 9,000 workers have been locked out of 24 units and over 7,000 workers have been affected by the closure of 166 medium and small units.

The atmosphere in the State has been very badly affected due to these large-scale lockouts and unemployment problem created so far. It is, therefore, requested that the Government should intervene in the matter and the industrial workers restored

[*Shri Chintamani Jena*]

their employment at the earliest possible time.

(iv) **STRENGTHENING OF EMBANKMENT OF LUNI RIVER IN RAJASTHAN.**

श्री चृदिध चन्द्र जैन (बाडमेर): अध्यक्ष महोदय, राजस्थान प्रान्त में लूनी नदी की बाढ़ से गत वर्ष में सैकड़ों व्यक्तियों बाढ़ की चपटे में आ कर मृत्यु के शिकार हुए, हजारों पशु वह गए और लाखों एकड़ जमीन एवं हजारों कुएं नष्ट हुए। उसके उपरान्त भी केन्द्र एवं राज्य की जनता सरकारों ने बाढ़ के नियंत्रण के लिए स्थायी हल के लिए कार्ड कदम नहीं उठाया, कार्ड तटवंधन एवं ठोकरों की योजना नहीं बनाई और न गांवों की सुरक्षा के लिए कार्ड ठोस कदम उठाया। मानसून की वर्षा 15 दिनों को होने को है और दबारा बाढ़ से सामना करना अनिवार्य है क्योंकि पिछली बाढ़ इतनी भयंकर थी, जिससे लूनी नदी मिट्टी से पूरी तरह पट चुकी है और इस बार अजमेर के पहाड़ों में थोड़ी सी वर्षा होने पर पुनः पश्चिमी राजस्थान को बाढ़ का सामना करना पड़ेगा। अतः केन्द्र एवं राज्य सरकार इस और तुरन्त ठोस कदम उठा कर जल्दी से जल्दी पहले अस्थायी कदम और बाद में स्थायी कदम उठा कर राजस्थान की जनता की सुरक्षा की जिम्मेवारी अपने हाथ में लें।

(v) **AUGMENTING OF PRODUCTION OF TABLE ALCOHOL.**

DR. VASANT KUMAR PANDIT (Rajgarh): Mr. Speaker, I may be permitted to make a Statement under Rule 377 to the following matter of urgent public importance.

Sir, the production of potable alcohol in the distilleries in M.P. has remained at almost the same level over the last many years. As against this, the demand for potable alcohol has been continuously increasing at the rate of 10 per cent per year.

The latest estimates of the Excise Commissioner show that the gap between production and demand in pot-

able alcohol is now about 35 lakh proof litres per year.

It is important that we should meet this additional demand of alcohol since it is an important source of revenue. The gap of 35 lakh proof litres represents revenue of about Rs. 3.5 crores in the form of duty. Apart from maximising revenue resources, there is also a danger of a law and order problem, as well as illicit distillation of alcohol if we are not able to meet this demand.

Efforts to meet this demand were made by representations to the Government of India and the Central Molasses Board which met in March, 1980. Government of India had allotted to M.P. 1,45,000 litres of alcohol from certain States, but the same could not be spared by the respective State Governments, as an overall shortage of alcohol and molasses exists in the entire country and almost all the States want to reserve alcohol for their industrial and potable use and are not willing to spare it.

Adviser to Governor had written to the Minister for Petroleum and Chemicals, Government of India, on 13th May, 1980 reiterating immediate demand for M.P. for 20 lakh bulk litres of alcohol to be allotted from other States. But nothing has been heard from the Government of India so far. This requirement has become all the more necessary because the mahua crop has failed in Madhya Pradesh this year due to widespread drought. Mahua is the normal raw material used for manufacture of potable alcohol in the distilleries of the State.

It is requested that the Government of India should make all efforts to fulfil the demand for alcohol and molasses in M.P.

(v) **REPORTED AMBUSH OF MIZORAM STATE-TRANSPORT BUS BY M.N.F. OUT-LAWS ON 18TH JUNE 1980.**

(श्री चनापाल शैलानी (हाथरस): अध्यक्ष जी, कल 18 जून, को प्रातः एजेल से 54

किलोमीटर दूर बचानपुर नामक स्थान पर मिजो विद्वाँहियों ने मिजोरम सरकार की एक बस को रोक कर उसमें सवार गैर-मिजो लोगों पर गोली बर्षा की, जिस के फलस्वरूप तीन व्यक्तियों की घटनास्थल पर ही मृत्यु हो गई तथा छः गम्भीर रूप से घायल हो गये। इस घटना के कारण 131 किलोमीटर लम्बे सम्पूर्ण एजल-सिल्वर मार्ग पर कर्फ्यू लगा दिया गया है तथा सेना तैनात कर दी गई है। बताया जाता है कि दस व्यक्तियों के एक गिरोह ने जो असामाजिक मिजो-नेशनल बताये जाते हैं, बस को रुकवा लिया तथा उसके टायर बेकार कर दिये। इन बदमाशों ने बस के सभी गैर-मिजो यात्रियों को गोली का निशाना बना दिया, जिसमें तीन की घटनास्थल पर ही मृत्यु हो गई तथा छः बरी तरह से घायल हो रये। बदमाशों ने बस में आग लगा दी तथा खुद पास में खड़ी जीप में बैठ कर भाग गये।

श्रीमन्, यह एक हफ्ते पे दूसरी दर्दनाक घटना है। इस से पूर्व गत शक्वार को संगलेइ नगर में एक मकान पर हमला कर दो गैर-मिजो लोगों को मार दिया गया था और एक तीसरा गम्भीर रूप से घायल हुआ था। इस प्रकार एक सप्ताह में पांच गैर-मिजो लोगों को जान से मार दिया गया है।

श्रीपन्, सम्पूर्ण पूर्वोत्तर क्षेत्र जल रहा है। मिजोरम, नागालेण्ड, त्रिपुरा, असम, मध्यालय चाहे कोई भी स्थान हो एसा कोई दिन नहीं जाता जब वहां कोई न कोई अप्रिय घटना न घटती हो। मैं चाहूंगा कि गृह मंत्री महोदय वहां घटी इन घटनाओं की पुनर्रचित्त को रोकने के लिए सरकार क्या ठोस तथा कारगर उपाय कर रही है इससे सदन को अवगत कराएं।

श्रीपन्, मैं चाहता था कि गृह मंत्री सदन में उपस्थित होते और वे बताते। श्रीमन्, इनको रोकिये, गृह मंत्रालय से सम्बन्धित राज्य मंत्री जा रहे हैं, वे इस बारे में सदन को अवगत कराएं।

RAILWAY BUDGET, 1980-81— GENERAL DISCUSSION— Contd.

MR. SPEAKER: The House will now take up further discussion on the Railway Budget. I call upon Shri Pradhani to continue his speech.

SHRI K. PRADHANI (Nowrangpur): Mr. Speaker, Sir, yesterday, I was talking about the bauxite ore deposit in Koraput district and the necessity of having a railway line in Koraput district.

Sir, in Koraput district, an Alumina plant is proposed to be set up at a cost of Rs. 1500 crores with the help of the French Government.

In this connection, a Railway line (from Koraput to Rayagada) has been surveyed and it is about to be completed. There is a railway line which is known as 'DBK Line' which is meant for the transport of iron ore from Bailadilla to Vizag for export to Japan. This Railway line cannot further allow traffic generated from this Alumina plant. Therefore, I request that the Railway Minister should consider the construction of a railway line from Koraput to Rayagada to save the delay in the construction of this Alumina plant in Koraput District.

Next, Sir, I wish to point out that there are 53 Railway Divisions in the whole country. Out of that, only one division is situated in Orissa. That is at Khurda Road. According to the length of the Railway line and the traffic potentiality of Orissa, it deserves another major division.

12.42 hrs.

[MR. DEPUTY-SPEAKER in the Chair]

MR. DEPUTY-SPEAKER: You should also take into account the time factor.

SHRI K. PRADHANI: Yes, Sir, I will finish within two minutes.

Orissa deserve a major division in ..

[Shri K. Pradhani]

There are four divisions controlling the lines in Orissa. They are:—

Bilaspur.

Chakradarpur.

Khadagpur.

Waltair.

They have become unwieldy from the operational point of view and administrative point of view. So, I would respectfully suggest that some of the lines of these Divisions may be bifurcated. Another division may be created either at Sambalpur or at Jharsuguda to serve the local interest.

Sir, I would submit lastly that there are two Railway lines running in Orissa, in the Eastern and the Western parts of Orissa almost parallel to each other. They do not meet at any point in Orissa. Sir, a person who is going to the west from the east or vice-versa has to go via West Bengal or Andhra Pradesh to reach his destination.

A survey has been conducted from Talcher to Sambalpur, and it is about to be completed.

I request the hon. Railway Minister to approve this line and take up construction of this line as early as possible.

With these few words, I conclude my speech.

श्री मोहन लाल सुखारेड्या (उदयपुर) : माननीय उपाध्यक्ष जी, बजट प्रस्तुत होने के बाद रेल के सम्बन्ध में काफी जानकारी रखने वाले प्रोफेसर दण्डवते के भाषण को मैं बैठ कर काफी गीर से सुन रहा था। उन्होंने बार-बार यह कहा कि 1977-78 में रेलवे में 126 करोड़ रुपये से उपर का मुनाफा हुआ था फिर अब, इस वर्ष, इन्होंने बढ़ हुए टैक्सों की क्या आवश्यकता है? मैं सब से पहले यह कहना चाहूँगा कि जिस वक्त जनता पाटी शासन में आयी, उस वक्त सभीग्राम से उनको 1976-77 का रेलवे बजट मिला जिसमें 85 करोड़ रुपये से उपर का मुनाफा मिला था। सन् 1975-

76 के अन्दर जहां 61 करोड़ रुपये का रेलवे में बाटा हुआ था—जैसा कि रेल मंत्री जी ने कहा है कि एमजॉर्सी के जमाने में रेलवे में जो सुधार किया गया था उसी सुधार के परिणामस्वरूप 1976-77 में रेलवे में 85 करोड़ रुपये का मुनाफा हुआ था। स्वाभाविक था कि उसका लाभ 1977-78 के अन्दर भी चालू रहता। लैकिन 1978-79 में जा कर वही 126 करोड़ का मुनाफा 36 करोड़ के मुनाफे में परिवर्तित हो गया और 1979-80 के अन्दर 42 करोड़ के डिफिसिट में परिवर्तित हो गया। जब हमारे वर्तमान रेल मंत्री जी द्वारा बजट बनाने का अवसर आया तब इनको 42 करोड़ के डिफिसिट की स्थिति वाले रेलवे प्रशासन से काम लेना पड़ा। इतना ही नहीं अन्तर्यांत्रिय कारणों से तेल की कीमतों में तथा दूसरी चीजों की कीमतों में भी वृद्धि हो गई। आप तो जानते ही हैं कि 1977-78 में कायेले का क्या भाव था और इस वक्त क्या है। स्टोर्ज का क्या भाव है वह भी हमारे सामने है। जो भाव बढ़े और जो दूसरी चीजें बीच में हुई उनकी जिम्मेदारी केवल वर्तमान सरकार पर नहीं है। बीच में डी ए में भी वृद्धि हुई और कायेले तथा अन्य वस्तुओं के दामों में भी वृद्धि हुई। इन कीमतों की वृद्धि की जिम्मेदारी को पिछली सरकारों का अपने उपर तो लेना ही होगा। उससे अलग रह कर कोई चल नहीं सकता है और चलता है तो मैं नहीं समझता हूँ कि वह उपयक्त और तकसंगत बात होगी। यह सब होते हुए भी वर्तमान सरकार के आने के बाद आप देखें कि पांच सौ वर्गज कायेले की बढ़ी है। साथ ही साठ प्रतिशत के करीब फ़ड़रोंज की मूवमेंट में सुधार हुआ है। इसी प्रकार से और भी कई चीजों के अन्दर जो सुधार हुआ है उनको हमें स्वीकार करना होगा। साथ ही 26 नई नान-सर्वर्बन ट्रैज चालू की गई है। साथ ही कई ट्रैज जो कैसल कार दी गई थी उनको भी चालू किया गया है। कोई भी बजट प्रस्तुत किया जाए उसकी भूमिका के तौर पर पिछली सरकार के समय क्या स्थिति थी और जिस वक्त दूसरी सरकार आई उसने किन हालात में काम को अपने हाथ में लिया इस सब को सामने रख कर चलना होगा। जब उन हालात को हम देखते हैं तब 1977-78 के साथ हम कम्यैरेजन नहीं

कर्त्त्वे बल्कि 1979-80 के अन्दर जो हालात हमारे सामने थे उन को सामने रखना होगा और उनके साथ कम्पीरिजन करना होगा। ऐसा हम करते हैं तो मैं कहे बगैर नहीं रह सकता हूं कि बहुत ही मुश्किल हालात में रेल मंत्री जी ने बजट प्रस्तूत करने का काम किया है।

यह सही बात है कि जो प्लान आउटले में वृद्धिकी गई है शायद फिजिकल टारगेट्स की टर्म्स में उससे पहले जो प्रावधान किया गया था और जो उपलब्धि तब हह ही उससे ज्यादा उपलब्धि न हो लेकिन जो हालात हैं उनको देखते हुए जितनी उपलब्धि के लिए प्रावधान किया गया है वह में समझता हूं कि उपयुक्त ही है। अगर भाड़ या फ्रेट में वृद्धि न की जाए तो जो रेलवे का डिफिसिट है उसको पूरा करने का दूसरा रास्ता यही हो सकता है कि सैंट्रल बजट में उस घाटे को ट्रांसफर कर दिया जाए और वहां से उसका एडजस्टमेंट किया जाए। उसके बजाय जहां तक सम्भव हो सका है अपनी तरफ से यह बढ़ावेतरी करने का प्रयत्न करना मैं समझता हूं अनुपयुक्त नहीं माना जा सकता है। फिर भी मैं कहना चाहता हूं कि जहां करीब 2500 करोड़ के उपर फ्रेट शॉर्टेज से उपलब्धि होती है वहां यह उपयुक्त ही होगा कि रेलवे बोर्ड के उपर भी इस बात का दबाव डाला जाए और उन लोगों से कहा जाए कि ज्यादा नहीं तो एक दो प्रतिशत की कमी रेलवे बोर्ड अपने खर्चों में करे और इस तरह से आमदनी भी एक दो परसेंट और ज्यादा करें और अगर वह ऐसा करता है तो पैसेजर फेर्ज में जो वृद्धिकी गई है उसके घटाया जा सकता है। खास तौर से मैं यह निवेदन करना चाहता हूं कि सैकिंड क्लास पैसें-जर्ज के बारे में वह सहानुभूति से विचार करें और पांच प्रतिशत से ज्यादा की वृद्धिकी कम से कम वह सैकिंड क्लास फेर्ज में न करें। पंद्रह प्रतिशत की वृद्धिकी जो सीजन टिकट वालों पर की गई है उसका असर ज्यादातर विद्यार्थियों पर, रोज मजदूरी पर जाने वाले लोगों पर और आसपास के रहने वालों पर ही पड़ने वाला है। उससे लोगों में असंतोष भी व्याप्त होगा और उसके असर और तरह के भी पैदा हो सकते हैं। इन चीजों को ध्यान में रखकर चलना आवश्यक है।

आपको सुनकर आश्चर्य होगा कि मुझे राजस्थान में काम करने का काफी असरें तक अवसर प्राप्त हुआ है और हर प्लान के मैके पर हम राजस्थान के लिये बृडगेज और रेलवे लाइन के लिये प्रस्ताव भेजते रहे हैं, लेकिन शायद हो हिन्दुस्तान में और कोई दूसरा प्रदेश ऐसा होगा जिसकी आवादी 20, 25 लाख के उपर हो, और उसकी राजधानी का संवंध बृडगेज से जड़ा हुआ न हो। राजस्थान के पीछे कुछ ऐतिहासिक कारण रहे हैं जिससे वहां पर मीटरगेज ही मीटरगेज रही। अलग-अलग स्टेट थीं, राजस्थान सारे का सारा पुरानी स्टेट का बना है सिवाय अजमेर के कुछ हिस्से को छोड़कर, दूसरी जगह रजवाड़ों के अलावा कुछ ब्रिटिश गवर्नर-मैंट का भी हिस्सा था, इसलिये उनको बृडगेज मिली और इसीलिये उसका विस्तार होता रहा। क्योंकि राजस्थान रजवाड़ों से बना और सारा ही मीटरगेज था इसलिये आज के दिन परिणाम यह रहा कि जहां तक बृडगेज का सवाल है, बम्बई वालों को बम्बई से दिल्ली पहुंचने के लिये राजस्थान के बीच में से निकलना पड़ता है इसलिये वहां तो बृडगेज है, लेकिन बृडगेज को अगर दूसरी हीष्ट से देखा जाये तो स्वाय गंगानगर के कुछ हिस्से के और कहीं नहीं हुआ है।

अब के हमारे रेल मंत्री जी ने यह कहा कि चित्तौड़, नीमच और कोटा को जोड़ा जायेगा लेकिन प्रावधान केवल 1 करोड़ कुछ रुपये का रखा गया है। मैं माननीय मंत्री जी से कहना चाहूँगा कि यह आश्वासन तो डा. रामसभग सिंह जी के समय से चला आ रहा है और 1 करोड़ कुछ के करीब जो रुपया रखा गया है, वह तो मैं समझता हूं कि क्वार्टर्स के बनने के अन्दर ही खर्च हो जायेगा। कुछ आगे प्रगति होने वाली नहीं है। यह तो नाममात्र का प्रावीजन है और केवल यह कहने के लिये रखा गया है कि प्रावीजन है।

राजस्थान में क्योंकि मीटरगेज दो हिस्सों में बंटा हुआ है, एक नार्थ में और दूसरा वैस्टर्न जोन में। परिणाम यह होता है कि मीटरगेज की ट्रेनों पर ध्यान नहीं है। मैं साउथ में भी रहा हूं और दूसरी जगहों

[श्री मोहनलाल सूखार्ड्या]

का भी अनुभव है वहां दूर जाने के लिये, 400 और 500 मील दूर जाने के लिये भी फास्ट ट्रेन चलाई गई है। हमें खशी होती है कि तमिलनाडु एक्सप्रेस फास्ट ट्रेन चलाई गई, कलकत्ता और दूसरी जगहों की फास्ट ट्रेनें चलाई गई लैंकिन आज कोई अगर उदयपुर या जोधपुर से यहां आये, तो उसे 450-500 मील का सफर 20 घंटे से उपर समय में पूरा करना पड़ता है तब जाकर वह यहां पहुंच पाता है। जोधपुर वाले को 16, 17 घंटे लग जाते हैं, तब पहुंच पाता है। तो क्या मीटरगेज में भी सुधार की आवश्यकता नहीं है जिसकी तरफ ज्यादा से ज्यादा ध्यान दिया जा सके।

मैं बहुत अधिक समय न लेकर निवेदन करना चाहता हूं कि रेल मंत्री जी इस बात पर गौर करें कि जैसा पहले भी एलान किया गया है कि अहमदाबाद और दिल्ली को ब्रॉड-गेज से जुड़ा जाये, राजस्थान में खनिज पदार्थ, भविष्य के आईयोगिक विकास और वहां के सामाजिक सुधार को ध्यान में रखते हुए इसके दो रुट हों सकते हैं—एक अहमदाबाद से लेकर मारवाड़ और व्यावर की तरफ से और दूसरा अहमदाबाद से लेकर हिम्मतनगर, उदयपुर, भीलवाड़ा और चितावौड़ी की तरफ से—इनका जलदी से जलदी स्वर्वे कराया जाये और काम चालू करवाया जाये जिससे राजस्थान की राजधानी का संबंध यहां से जुड़ सके और हम भी यह कह सकें कि हिन्दूस्तान में सब प्रदेशों की राजधानियों का ब्रॉडगेज से संबंध देश की राजधानी से जुड़ा हुआ है। राजस्थान को ही यह कहने का अवसर न मिले कि वहां पर कुछ नहीं हुआ है।

मैं निवेदन करूँगा कि जहां रीजनल इम्बैलनेसेज की बात प्लान में करते हैं, वह बैंकेल स्टेट के एलाकेशन से ही तय कर के नहीं चला जा सकता। आप रेलवे में कितना खर्च करते हैं, पब्लिक सेक्टर में कितना खर्च करते हैं, टोटल प्लान आउटल में किस स्टेट को कितना मिलता है, उससे भी अन्वाजा कर के चला जा सकता है और फिर बैंकवर्ड स्टेट को जो वेटेज मिलना चाहिये वह आवेर आल प्लान में वेटेज देना होगा, अकेले स्टेट प्लान में वेटेज देने से

काम नहीं चलेगा। अगर आप गौर करेंगे तो मालम होगा कि 700 करोड़ रुपये से उपर जो प्लान आउट-ले हैं, उसमें 1 करोड़ रुपया ब्रॉडगेज का है, या छोटो-मोटा और दूसरी जगह होगा। इस प्रकार पिछले 30 वर्ष में सारे के सारे राजस्थान में रेलवे पर क्या खर्च हुआ, उसको ध्यान में रखते हुए, जो राजस्थान इस मामले में पिछड़ गया है, मैं समझता हूं कि उसको ध्यान में रखते हुए इस बारे में ज्यादा से ज्यादा सहयोग करने की कृपा करेंगे।

श्री कुम्भा राम आर्य (सीकर) : उपाध्यक्ष महोदय, मैं आपका बड़ा आभारी हूं कि तीन दिन के इन्तजार के बाद आखिर आपकी नजर मुझ पर पड़ी। मैं रेल बजट के समर्थन और विरोध में नहीं बोलना चाहता बल्कि मैं इसके बारे में कुछ रचनात्मक सुझाव देना चाहता हूं।

मैंने इस बजट को देखा है। मुझे इसमें समझदारी और जिम्मेदारी का बड़ा अभाव दिखाई दिया। पंडित और वह भी त्रिपाठी उसके हाथ से बजट पेश हो, और उसमें समझदारी और जिम्मेदारी का अभाव हो, यह बहुत ही अफसोस की बात है। मैं आपका ध्यान उस क्षेत्र की ओर दिलाना चाहता हूं, जहां राजस्थान और हिन्दूस्तान का ही नहीं, दुनिया का सब से बड़ा प्रोजेक्ट बन रहा है, जिसका नाम है राजस्थान कैनाल प्रोजेक्ट। यह प्रोजेक्ट 850 किलोमीटर लम्बा है, जिसमें 444 किलोमीटर सिंचाई का क्षेत्र है। उसकी शाखायें और उपशाखायें 61,000 किलोमीटर लम्बी हैं। जो 20 लाख हैक्टर भीमि सिंचाई करेगा। इतने बड़े प्रोजेक्ट में आज एक किलोमीटर भी रेलवे लाइन नहीं है।

यह प्रोजेक्ट 1952 से चालू है। उसका पहला चरण पूरा हो चुका है और दूसरे चरण का काम पूरा होने जा रहा है, इस योजना पर 250 लाख रुपये खर्च होने का अनुमान है। इतने बड़े प्रोजेक्ट को समय रहते रेलवे लाइन न देना कितने आश्चर्य की बात है। फर्स्ट प्लान में वहां पैदावार होने लग गई है, मंडियों में अनाज आने लग गया है, उस पैदावार को लाने ले जाने के लिए आज कोई साधन नहीं है, साल एक जगह से दूसरी जगह कैसे पहुंचाया जायेगा और

उसका डेवेलपमेंट कैसे होगा, वहां पर एशीकल्चर और इंडस्ट्रीज कैसे फले-फूलेंगे?

इसी लिए मैंने कहा है कि इस बजट का समझदारी और जिम्मेदारी से कोई लेनादेना नहीं है, इसे बिल्कुल आंख बन्द कर के पेश कर दिया गया है। यह प्रोजेक्ट राजस्थान की ही नहीं, पूरे हिन्दुस्तान की खाद्यान्न समस्या को हल करने वाला है। उसको 1952 से नजर बंदाज किया जा रहा है। उसके लिए रेलवे लाइन का कोई इन्तजाम नहीं किया जा रहा है। इस लिए मैं मंत्री महोदय को उलाहना देना चाहता हूं, और सदन का ध्यान इस और आकर्षित करना चाहता हूं कि अगर रेलों के मामले में राजस्थान प्रोजेक्ट को नजर बंदाज किया गया, तो ऐसी बड़ी समस्या हमारे सामने लड़ी हो जायेगी, जो सदा सदा के लिए हम को परेशान करेगी और देश की अर्थव्यवस्था को भी हानि पहुंचायेगी। मैं चाहता हूं कि उसकी तरफ ध्यान दिया जाये।

यह प्रोजेक्ट सूरतगढ़ से शुरू होता है और उसके नालों और उपनालों का विस्तार 61,000 किलोमीटर तक है। उस इलाके में रेलवे लाइन जल्दी से जल्दी बिछाई जानी चाहिए, ताकि समय रहते हम इस प्रोजेक्ट से होने वाली पैदावार को लाने-लेजाने की व्यवस्था करने में सफल हो सकें। मैं आशा हूं कि मंत्री महोदय इस ओर ध्यान देंगे।

13.00 hrs.

दूसरी बात में यह कहना चाहता हूं कि जितनी भी मेल और एक्सप्रेस गाड़ियां हैं उन के अलावा जो रेलगाड़ियां चलती हैं उन की हालत बहुत खराब है। किसी की खिड़की टॉटी है तो किसी में पंखे नहीं हैं, किसी में बिजली नहीं है। इस हालत के अंदर मैं मंत्री महोदय से इतना ही कहना चाहता हूं कि साल में एक बार उन गाड़ियों के फस्ट क्लास डिब्बों में जरूर सफर करें जो मेल और एक्सप्रेस नहीं हैं ताकि उन को व्यक्तिगत बनुभव हो सके कि क्या हालत है उन डिब्बों की जिन में फस्ट क्लास के मुसाफिर चलते हैं। बस, इतनी सी बात पर मंत्री जी हां कर लेंगे तो मैं समझूँगा कि कुछ सुधार उस में होने लगेगा।

तीसरी बात यह कहना चाहता हूं कि दिल्ली से सूरतगढ़ के लिए जो डिब्बा जाया करता था वह गंगानगर एक्सप्रेस में जार्ड्न-पुर में जूँ जाया करता था और वहां से हनुमानगढ़ पहुंचता था। आजकल उस को बन्द कर दिया गया है। अब हालत यह है कि रिवाड़ी तक के मुसाफिर को जो हनुमानगढ़ जाना चाहता है, दिल्ली आना पड़ेगा और दिल्ली से भटिंडा और भटिंडा से हनुमानगढ़ पहुंचना पड़ेगा। मेरा कहना यह है कि वह डिब्बा जैसे पहले लगता था वैसे ही लगाया जाये।

इसी तरह से एक समस्या सीकर की है जो जिले का हैडक्वार्टर है और जंक्शन है। चार गाड़ियां वहां आ कर मिलती हैं। इस की रेलवे लाइन शहर के भीतर से गजरती है और उस के रेलवे फाटक पर कोई कर्मचारी न होने से शहर को दो हिस्सों में बांट दिया गया है। उस के लिए वहां आन्दोलन भी हुआ था लेकिन उस की कोई सुनवाई नहीं हुई। वहां के लोग बहुत परेशान हैं। वहां फाटक पर कर्मचारी की नियुक्ति होना चाहिए।

यह दो एक छोटी मोटी बातें ऐसी हैं जिनके कारण मैं धन्यवाद तो नहीं दूँगा, हां यह आशा अवश्य करूँगा कि मंत्री जी इन बातों पर ध्यान देंगे।

13.03 hrs.

ANNOUNCEMENT RE: CANCELLATION OF THE SITTING OF THE HOUSE ON 21-6-1980

MR. DEPUTY-SPEAKER: The Minister of Parliamentary Affairs and the leaders of various groups have agreed that the sitting of the House fixed for Saturday, 21-6-1980 may be cancelled. I think the House agrees.

SOME HON. MEMBERS: Yes.

MR. DEPUTY-SPEAKER: We now adjourn for lunch.

13.04 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]

RE: CONSTITUTION OF THE PRESS COMMISSION

DR. SUBRAMANIAM SWAMY
(Bombay North-East): Sir, I rise on a point of order under rule 376. This House is in session, but the constitution of the Press Commission has been announced outside the House. The Minister of Parliamentary Affairs is here very conveniently. This House should have been told first about the constitution of the Press Commission. But we saw it in the papers. This means that Parliament is being devalued. I do not think it is the Government's intention, but please ask them about it.

MR. DEPUTY-SPEAKER: I suggest that you raise this during zero hour tomorrow.

DR. SUBRAMANIAM SWAMY: It will be too late tomorrow. Why don't you ask the Government to say something?

MR. DEPUTY-SPEAKER: If the Minister of Parliamentary Affairs wants to reply, he would have already got up. (*Interruptions*). You should have given notice of this.

THE MINISTER OF PARLIAMENTARY AFFAIRS (SHRI BHISHMA NARAIN SINGH): I have noted the observation. I will communicate it to the Minister concerned.

SHRI SOMNATH CHATTERJEE (Jadavpur): It is a matter for the whole House to be exercised about. You should pull them up.

DR. SUBRAMANIAM SWAMY: Is it fair to the House that when the House is in session, such an important announcement is made outside? (*Interruptions*).

MR. DEPUTY-SPEAKER: You have made a proper protest and the Minister of Parliamentary Affairs has already replied. You must expect a reply from the Minister concerned. Therefore, you should give them also some time. I hope you are satisfied now. Now, we will take up the subject proper, that is, Railway Budget. Mr. Satyanarayan Rao, I would request you to kindly cooperate. From the ruling party there are still 26 hon. members who want to speak and the time at their disposal is only 1 or 1½ hours.

SHRI M. SATYANARAYANA RAO (Karimnagar): I will try to conclude within the time-limit.

MR. DEPUTY-SPEAKER: I request the other hon. members also to kindly cooperate with the Chair.

14.08 hrs.

**RAILWAY BUDGET, 1980-81—
GENERAL DISCUSSION—contd**

SHRI M. SATYANARAYAN RAO (Karimnagar): Mr. Deputy-Speaker, Sir, at the outset, I would like to congratulate Panditji for presenting a balanced Railway Budget which is neither deficit nor so much surplus. He has tried his level best to raise sufficient resources to meet the demands of various regions like laying of new lines, conversion of metergauge into broadgauge, renewal of track, etc. etc. For this purpose, naturally, there will be some increase in passenger fares and freight. But to criticise that he has raised passenger fares and freight rates is unjustified and unreasonable. Only for the sake of criticism, they are criticising. Without money, there cannot be any development whether it is the Railway or anything. Naturally, he has tried his level best to raise these resources. This is why, this increase is justified.

I am very glad that he has exempted certain essential commodities like sugar, fertiliser, diesel, etc. I would like to support the plea made by our ex-Railway Minister, Mr. Dandavate, to include in the exemption category other commodities like vegetables, fruits and other things. I think, Panditji will take into account the pleas not only from the opposition but also from the Treasury benches. I think, this is a reasonable demand. I hope, he will accept it.

Since the time at my disposal is very short, I will confine myself to the region from which I come. Unfortunately, since Independence, the backward regions like North-eastern States and the old Hyderabad State are being neglected. Since then, not a single line has been constructed there. It has been brought to the notice of the Railway Board and the Railway Minister several times but unfortunately, no action has been taken. When the seniormost Member, Shri Chavan, was speaking, he also expressed the same view. Since Panditji comes from a backward region of Uttar Pradesh, he knows the difficulties of the people of a backward region. I hope, we will get justice from him.

In this connection, I would like to mention about a line i.e. from Nizamabad to Ramagundam. For this line, there have been representations for the last 30 years but no action has been taken. I am amazed to see the speech of the Minister where he has mentioned that he has ordered for survey of this line. The survey of this line has been done thrice. Before I came here, a survey was conducted and the report was submitted which said that it was not a remunerative line at all. I came to this House in 1971. Since then, I have been repeatedly making representations every year. Even other Members also have been making representations or making a mention of this line. But nothing has happened. When the late L. N. Mishra was the Railway Minister, about 40 MPs made a representation to him saying that this was a very

reasonable demand and since Telengana had been neglected, please do some justice to this area. My friend, Mr. R. P. Yadav, also came along with me. On our representation, he again ordered for survey. That survey was completed and a report was submitted during the Janata Government period when Mr. Dandavate was the Railway Minister. After receiving that report, he sent a letter to me saying that he had received the survey report; they had recommended this line and that he was agreeing with this report. And he was recommending it to the Planning Commission for its clearance. As soon as the clearance was received, the work would be undertaken. This was the assurance given to me. I am still in possession of that letter. When such is the case, I am surprised to find that he has ordered for fresh survey again. Survey has been completed and the Planning Commission's clearance is awaited. I do not know whether Panditji knows about it or not but there must be some confusion in the Railway Board about it.

THE MINISTER OF RAILWAYS (SHRI KAMALAPATI TRIPATHI): Give me in writing so that I can look into it. I will make enquiries.

SHRI M. SATYANARAYANA RAO: Definitely, I will give you in writing.

MR. DEPUTY-SPEAKER: That survey was conducted by Mr. Dandavate. Panditji may not be agreeing with that.

SHRI M. SATYANARAYANA RAO: Since he has given an assurance that he will look into it, I am satisfied.

The other line about which fresh survey has been ordered is Pattacheru-Pedapalli line via Sangareddy and Medak. This is a line which covers the entire Telengana area.

AN HON. MEMBER: Medak is the constituency of the Prime Minister.

SHRI M. SATYANARAYANA RAO: But that does not mean that this area should not be developed at all. I am

[Shri M. Satyanarayana Rao]

very happy that she is representing that region and because of her, the backward areas of Telengana will get justice.

I am sure, Panditji will look into this matter also and he will take up this line.

Now, Sir, I will just mention the problems with regard to our region.

The South Central Railway has recommended to the Railway Board regarding traffic-cum-engineering survey. The survey was made to provide rail traffic facility within the Hyderabad metropolitan region. It was sent to the Government of India by the South Central Railway. Please look into this matter.

The second thing is, Andhra Pradesh Government requested to take up the construction of the railway line between Nalgonda and Miryalguda. You are constructing the line between Nadikuda and Nalgonda. You are constructing up to Nalgonda. The demand is that there should be a line between Miryalguda and Nalgonda also.

About Bibinagar and Nadikuda railway line, the hon. Minister has given an assurance that this year they are going to take it up. My submission is that this is the assurance they are giving every year I hope at least now he will be serious and complete it this year.

About conversion of Guntur-Macherla meter gauge into broad gauge, it should be immediately taken up and that should be completed.

The Andhra Pradesh Government requested to add Waltair Division to South Central Railway. The Waltair Division is with South-eastern railway. There is a demand and a representation from that region that this should be added to the South Central Railway. I think it is a reasonable request and that should be done.

Andhra Pradesh Government also requested to take up electrification of the line from Umdanagar to Medchal to serve the traffic in twin cities, Hyderabad and Secunderabad. That request also should be considered.

About shortage of wagons in South Central zone, we have made representations several times regarding the shortage. We are very happy that the General Manager of the South Central Railway had convened a meeting of agriculturists and other people about this and I think he has also submitted a report to the Railway Board and the Railway Minister.

The other problem is about the K. K. Express. There is only one Andhra Pradesh Express which goes to Hyderabad. That is the only Express. On my representation and on the representation of my colleagues, they have also taken a decision to stop Tamil Nadu Express at Warangal. Sir, Warangal is the only place which serves the whole Telengana area. They have done that. But my request is that K. K. Express also should be stopped at Warangal so that Telengana people will be very happy as many people are going to that area every day.

I think these are the reasonable things and more than that I do not want to say anything in this regard.

About security, I would like to tell something. Sir, you are going to Madras and we are also going to that region. In the Madhya Pradesh region, particularly in the Chambal region, there is no security. Whenever we go to that area we do not know whether we have any security there or some dacoity or robbery will take place. This is the feeling of the people and that is why I am conveying the feelings of the people to Panditji. So, please make some arrangements to post some police people there. You can also request the State Government concerned to post some of their policemen also. You have also got your own railway policemen.

Please keep sufficient force there so that there will not be any dacoity.

About punctuality of trains, I am sorry to say that there is no punctuality. Even then, of course, Panditji is trying his level best. But he is not able to achieve it. I think he will have to ensure it. Of course, I know and I can appreciate his difficulty. So far what happened is that because of drought situation prevailing in this country, he has to make arrangements to carry so much coal and also food-grains to the required regions. I think that must be the reason why delay took place. Now the monsoon is coming and there should not be any difficulty about this. Punctuality should be there. Otherwise you will not achieve anything. Panditji, you are famous for this. Whatever you say you will implement. You please do this.

थी रामनगीना मिश्र (सलमेपुर): मान्यवर, मैं आपका बहुत शुक्रगुजार हूँ कि बहुत महेनत के बाद, और दो-तीन दिनों के बाद मझे समय दिया गया। मान्यवर दो मिनट में सारी बातें कहना मुश्किल हो रहा है। इसलिए मैं शिष्टाचार में कछु कमी करके कोशिश करूँगा कि इतने समय में अपनी बात कह दूँ।

मान्यवर, उत्तर प्रदेश के पर्वी जनपदों के करोड़ों आदमियों और विहार के पैशेचसी जनपदों में रहने वाले करोड़ों आदमियों की तरफ से मैं माननीय रेल मंत्री जी को धन्यवाद देता हूँ और उनका आभार प्रकट करता हूँ कि आज से पांच-सात साल पहले हमारी प्रधान मंत्री जी ने छितौनी में रेलवे लाइन के जिस पूँल का उद्घाटन किया था, जिस पर काम भी शुरू हो गया था किन्तु बीच में जनता पाटी का शासन आने के बाद उस पर काम रोक दिया गया था, वहां से सामान वापस भेज दिया गया था, माननीय पंडित जी ने आते ही उपने बजट में उस पूँल का समावेश किया और यह भी आश्वासन दिया कि इस पर काम जल्दी ही शुरू किया जाएगा। मान्यवर, यह पूँल सामरिक डिप्टी से भी अत्यन्त आवश्यक है क्योंकि नेपाल और चीन के बाड़र के पास यह इलाका है और छितौनी से बगहा तक

रेल लाइन बनाने का जो प्रस्ताव अपने बजट में समाविष्ट किया है, मैं आपसे निवेदन करूँगा कि उस रेल लाइन को ८ डराना से छितौनी तक तथा देवरिया से वरहज होते हुए तुतीपार तक जोड़ दिया जाए। देवरिया से पडराना तक रेल लाइन का बजट में समावेश कर दिया गया है। अगर इस लाइन को देवरिया तक ढाँचा दिया जाता है तो नेपाल, काठमाण्डू से लोग सीधे इलाहाबाद, बनारस आसानी से जा सकते हैं। उत्तर प्रदेश, बिहार और नेपाल सभी एक जगह मिल जाएंगे। गण्डक की भयावहता से अब तक मालूम होता था कि ये दो देश नहीं बल्कि दो देश बन गये हैं। इस से यह स्थिति समाप्त हो जाएगी।

मान्यवर अभी जो किराये के सम्बन्ध में बातें हमारे विरोधी दल के नेताओं ने हमारे सामने रखी हैं, वे सब शिष्टाचारवश रखी हैं। वे यह जानते हैं कि भविष्य के निर्माण के लिए रेलवे की तरक्की के लिए किराया बढ़ाना जरूरी है। किसी के पास कोई जादू की छड़ी तो है नहीं कि जादू की छड़ी चला दो, रेलवे लाइन बन गयी, पुल बन गया। विरोधी दल के नेता उपर से ये बातें कहते हैं लेकिन अगर उनके हृदय पर मशीन लगा कर दख़ा जाए तो मालूम होगा कि वह मन से यह महसूस करते हैं कि किराया रेलवे की उन्नति के लिए बढ़ाना जरूरी है।

समयाभाव के कारण मैं कछु ही चीजों की ओर मंत्री जी का ध्यान आकर्षित करूँगा। हमें जो पिछले जनता शासन जो वरासत में से मिली है उसमें कंगाली है, अनुशासन का अभाव है। पहले ट्रेनें चलती थीं तो फस्ट क्लास का टिकट ले कर लोग पीछे रहते थे और दूसरे लोग उनके डिब्बों में चढ़ जाते थे। आज भी उसी के कारण यह स्थिति दिखायी देती है। उस स्थिति को दूर करने के लिए अथक परिश्रम करना पड़ेगा। इसलिए मैं रेल मंत्री जी से निवेदन करूँगा कि यद्यपि पहले से रेलों में अनुशासन बाया है, लेकिन फिर भी वे अपने पुराने समय का अनुशासन फिर से रेलों में लाइं। पहले कम लोग बिना टिकट बैठते थे और टिकट ले कर यात्रा करने वाले कम से कम आराम से सो कर चलते थे। आज उसका अभाव है।

(श्री रामनगीता विभ.)

ऐसी दशा में मैं चाहूँगा कि रेल मंत्रालय की तरफ से रेलों में ऐसी व्यवस्था होनी चाहिए जिसमें कि पर्सेंजर्स सचमूच में आराम से ट्रेनों में सफर कर सकें।

आये दिन जो रेलों में चोरियां और डकैतियां होती हैं, उनको दूर करने के लिए रेलवे की जो माजूदा पुलिस फोर्स हैं उसमें इजाफा किया जाना चाहिए। अगर इसमें इजाफा नहीं किया जाता है तो शायद हम रेलवे में सुरक्षा नहीं कर पायेंगे।

रेलवे में भूष्टाचार फैला हूँआ है, इसमें कोई दो रायें नहीं हैं। रेलवे के कर्मचारियों को बड़ी बड़ी तंखाहैं चाहिए, हमारे विरोधी दल के लागे कहते हैं कि उन्हें बोनस भी दिया जाए। मंत्री जी ने उदारतापूर्वक उन्हें 36 करोड़ रुपये का बोनस दिया। अगर कोई रेलवे कर्मचारी चोरी करता हूँआ पकड़ा जाता है तो हमारे विरोधी दल के लागे कहते हैं कि उसे छोड़ दिया जाए, नहीं तो वगावत हो जाएगी क्योंकि उन सभी की अपनी अपनी यूनियनें हैं। यह भी रेलवे में एक परेशानी का कारण है। मैं तो चाहूँगा कि प्रशासन को सख्त होना चाहिए। अगर कोई आदमी चोरी करते हूँए पकड़ा जाता है या रिश्वत लेते हूँए पकड़ा जाता है तो उसे नोकरी से वरखास्त किया जाना चाहिए और ईमानदारी से जो काम करता है उसके साथ भलाई की जानी चाहिए। इस व्यवस्था में कोई परिवर्तन नहीं होना चाहिए। मैं चाहता हूँ कि ऐसी व्यवस्था हो जिससे रेलवे जैसी संस्था में हड़ताल ही न हो। हमारी कांशिश यही होनी चाहिये कि रेलों में कभी हड़ताल न हो। इसकी जिम्मेदारी हमारे मजदूर नेताओं पर है, विरोधी दल के नेताओं पर भी है और हमारी सरकार के जो नेताजन हैं उनकी भी है। आए दिन रेलों में होने वाली हड़तालों से राष्ट्र को नुकसान होता है। मैं मांग करूँगा कि एक हाई पावर्ड कमेटी बनाई जाए और वही मजदूरों को तभाम भसले तय करें ताकि हड़ताल की नीवत ही न आए (इंटरव्यू)। रामबतार शास्त्री जी बोलने में बहुत तेज है। वह

चाहते हैं कि सही चीज सामने न आए और जो सही बात है वह सत्ता पक्ष के लागे न कह सकें।

बब से पहले हम प्रोफेसर मधु दंडवते जी का बहुत नाम सुना करते थे। हम एक ही दल में थे। मैं भी उनके ही दल में था। हम आसा करते थे कि जब वह रेल मंत्री बने तो रेलों का वह बहुत विकास करेंगे, कोई चमत्कार कर के दिखाएंगे। इस बजट पर जो उन्होंने भाषण किया उसको मैंने सुना। उनकी आलोचना को तो बहुत मैंने सुना लैकिन यह नहीं सुना कि कहां कहां पर उन्होंने नई रेलवे लाइन बनवाई, कौन कौन सी नई ट्रेनें खुलवा दी, किस किस क्षेत्र में नए नए विकास कार्य शुरू करवा दिए।

हमारे पंडित जी अभी चन्द दिन हैं आए हैं। इन चन्द दिनों में उन्होंने नई नई स्पेशल ट्रेनें खुलवा दी हैं। देश का कोई कानें नहीं हैं जहां रेल विभाग ने ना नए काम शुरू न किए हैं। मैं समझता हूँ कि इसके लिए हमारे विरोधी दलों को भी उनको बधाई देनी चाहिये। सभी देश का कोई भी कानें विरोधी दलों के नेता नहों बता सकते हैं जहां पर रेलवे ने काम शुरू न किया हो रेल मंत्री ने हर जगह, देश के हर कानें में रेलों का जाल बिछाने के वास्ते नए नए काम शुरू किए हैं। मैं समझता हूँ कि रेलवे बजट की जितनी प्रशंसा दी जाए कम है। मैं इन शब्दों के साथ रेल बजट का हार्दिक समर्थन करता हूँ। मैं यह जानता हूँ कि हमारे विरोधी दलों के नेता भी मन ही मन इस बजट का समर्थन और इसकी प्रशंसा ही करते हैं।

MR. DEPUTY-SPEAKER: Mr. K. C. Halder. Your party has got only two minutes more, which has been graciously left out by your party colleagues. But I will give you five minutes.

SHRI KRISHNA CHANDRA HALDER (Durgapur): Mr. Deputy-Speaker, Sir, if I am to finish my speech in five minutes, I will have to speak in telegraphic language.

At the outset, I would like to oppose the enhancement in the passen-

ger fares and 15 per cent surcharge on freight traffic. Rise in passenger fares will affect the poor second class ticket holders and also the season ticket holders. The second class passengers constitute 90 per cent of the total number of passengers of Indian Railways. I would request hon. Panditji to withdraw the rise in fares of second class passengers and also the freight increase.

I would also request the hon. Minister to fix the wages of railwaymen on par with those of the employees of public sector undertakings like Steel and Coal. I do not want to elaborate this point because the earlier speakers have dealt with it in detail.

The casual labourers should be appointed as regular workers and the contract system should be abolished. Though the Minister has stated that six new lines are to be constructed in the North Eastern region, I think, it is not sufficient. Actually, the present agitation in the north eastern region is because of the socio-economic backwardness of that region. Without elaborate construction of Railway lines throughout the length and breadth of the north eastern region, the necessary infra-structure cannot be built up. So, it should be taken up on a war footing.

Now I would like to mention about the State of Tripura. The hon. Minister has mentioned that from Dharmanagar to Kumarghat, a distance of 30 kms., railway line is to be constructed. You know the problem of Tripura I request you to extend the line to Sabroom, another 230 kms. If that is done, it will cover the entire Tripura State.

Now I want to come to the problems of our region. You know that Raniganj-Asansol-Durgapur is Ruhr of India and I have been urging upon the Railway Ministers, from Shri Hanumanthiah to Panditji that Bardwan-Asansol should be declared as

suburban section and also to introduce EMU Service in that section.

In Bankura district, opposite Raniganj, Mejia Thana, there are large deposits of coal. The Government is going to open coal mines. So, I would request the Railway Minister to construct a railway line from Raniganj via Mejia Thana to Bankura and also construct rail-cum-road bridge over the river Damodar so that coal can be carried from Raniganj via Majia to Haldia.

Bankura and Purulia districts are very backward districts and drought prone areas. By constructing a railway line, naturally, an infra-structure will be built up medium and small scale industries will come up and employment opportunities will increase.

Burdwan-Katwa and Katwa-Ahmedpur are narrow-gauge lines. These should be converted into broad-gauge lines. From Raina to Bankpura, there is the Bankura Damodar Railway. It runs through backward area and it is in very precarious condition. I would request the hon. Minister to convert it into a Broad gauge line. Till it is converted into a broad-gauge line, it should be maintained properly and, at least, three pairs of trains should be introduced which should be run regularly.

I would request the hon. Minister to introduce one pair of fast Howrah Asansol Express train from Howrah to Asansol. It should leave Howrah in the morning and reach Asansol before office time and on the reverse direction, from Asansol to Howrah, it should leave Asansol well after office hours.

The Khana-Sainthla loop line which is a single line should be converted into a double line. From Asansol side, there is a bypass through Khana. I would request the hon. Minister to construct a railway station at Khana link.

[Shri Krishna Chandra Halder]

The Bandel-Katwa is a very important section of eastern railway. It should be declared as a suburban section. It is a single line it should be converted into a double line. The electrification should be done immediately. I thought that this line would be electrified from Bandel to Katwa. But there is no announcement in the Railway Budget. We do not find anything in the Railway Ministers speech. This should be done early.

There is another important suburban line, the Sharaphuli Tarakeswar railway line. It is a single line. It should be converted into a double line.

The Chief Minister of West Bengal had written a letter to the Prime Minister to expedite the Calcutta Metro Rail and sanction Rs. 30 crores for 1980-81. The project engineers who are entrusted with the work of the Metro Rail are also of the opinion that to expedite the work, at least Rs. 30 crores should be sanctioned for 1980-81. I am not so much happy but still happy to find that they have increased the amount from Rs. 19 crores to 23.03 crores. Calcutta is a city of problems. Every day, more than a crore of people come and go. So, there is the problem of transport in Calcutta. Our Transport Minister had written to the Railway Minister that a circular railway should be constructed. So our Transport Minister of West Bengal has written that, to solve the transport problem of Calcutta, a circular rail should be constructed. I would request that he may sanction the Calcutta circular rail to solve the problem.

My last point—or, rather, last but one—is that the Purulia Adra-Kharagpur lines are neglected lines. One fast train from Purulia—Adra to Howrah via Kharagpur should be introduced as early as possible.

Another point is that from Sialdah to Kankurgachi there is a double line. Goods trains are running. But if you introduce a passenger train, even to the South of Calcutta thousands of passengers will be able to go, by by-passing the Sialdah Station. So I would request you to introduce a passenger train.

I do not want to take up much of your time. I am happy that Panditji is here. I have suggested some improvements which I hope will be considered. I do not want an answer, but please do some thing for us.

SHRI CHINTAMANI PANIGRAHI (Bhuhaneswar) Sir, during a very short span of six months the Railways, under the able guidance of the Hon. Minister, Panditji, have achieved some remarkable progress. More than a hundred trains which were cancelled.....

SHRI KAMLAPATI TRIPATHI: Five hundred trains.

SHRI CHINTAMANI PANIGHAHI: About 500 trains which were cancelled because of shortage of coal in the previous Government's regime were restored immediately after this Government took over.

Similarly, the public distribution system which was completely dismantled during the previous regime was strengthened, and the Railways contributed to a great extent towards the strengthening of the public distribution system so that essential commodities could reach different places—mostly drought affected areas in the country. By December 1979, the daily average loading which had stagnated around 23000 wagons in broad-gauge and 5,300 wagons in metre-gauge till January 1980, has gone up to 24,075 in broad gauge and 5,700 wagons in metre-gauge.

Similarly, the average monthly freight loading in the first nine months of 1979-80 was only 15.6 mil-

lion tons and since January 1980 it has gone up to 17 million tons. More funds have been provided for increasing the amenities for the travelling public and many new trains have been introduced—super-fast trains which are very popular.

I would like to make a few suggestions for the consideration of the Hon. Minister. I have been, for the last many years, suggesting to the Railway Board and the Railway Ministry that the zones which were created many, many years ago are becoming unmanageable. The Railway Convention Committee have gone into the problem in depth and have suggested that the time has come when new zones have to be created. I would suggest that, for the entire south-eastern region the Hon. Minister can have a separate coastal railway zone which will cover Andhra and the Orissa coastal belt. As the South-Eastern Railway is really the most profitable one among all the nine zones, I hope this will receive immediate consideration of the Government.

I am very happy that the Hon. Minister has said in his budget speech that they are considering a railway link from Daitari to Banspani. But I would submit to the Hon. Minister that the Planning Commission had approved the total length of kilometres from Jakhapura to Banspani. When the entire link has been approved by the Planning Commission, is it desirable to phase it now and to first undertake 36 Km. and then wait for Planning Commission's clearance for subsequent kilometres in phases. This is where the Planning Commission is erring because every time you postpone construction of the railway lines which have been approved, the constraints come in; the expenses go up; a line which could be constructed today with a cost of, say, Rs. 54 crores, in another five years, will cost Rs. 100 crores. The Planning Commission comes in this way as a bottleneck.

From Talcher to Sambalpur, the preliminary traffic-cum-engineering

survey is over. The report must have come to the hon. Minister. We would like to hear from him whether it is being implemented in 1980-81 or 1981-82.

I have also suggested that a railway line from Korda Road to Balangir via Phulbani should at least be included in the survey. I do not say that the construction should be started immediately, but at least it should be included in the survey because it connects another three or four districts which have no railway link at all with the coastal districts.

I am very happy that the Neelamchal Express has been introduced by the hon. Minister, but it is regularly running late by three and a half hours. It should be looked into. It is a long distance, fast train. There must be a pantry car attached to it. Two more coaches, one AC Sleeper and one Second Class Sleeper, should be added. It is a very popular train and many people use it.

I also want to bring to the notice of the hon. Minister that, in the western parts in Orissa, from Sambalpur to Raigada, there are not adequate number of passenger trains. Similarly, in the coastal zone from Berhampur to Bhadrak the number of passenger trains is not adequate. Naturally, there is chain-pulling because the commuters want to go to the Capital, Bhubaneshwar. This problem also should be looked into.

If you read the Finance Commission's report and see the route kilometre railways in different States, you will find that, in Gujarat, the route km. is 5,670; in Orissa it is 1,948; in Maharashtra it is 5,231; in Madhya Pradesh it is 5,716. I do not say that, in these States, the route km. is adequate. What I suggest is that you should decide on the principle; whenever you lay a new line, the regional imbalances should be kept in mind. Today the north-eastern area is in flames because there is no communication; there has been no railway communication. Therefore, this ques-

[Shri Chintamani Panigrahi]

tion should be looked into keeping in mind national integration.

I also want to suggest that the railway finances should be taken into consideration; in-depth studies should start because this is the single largest public sector undertaking in the country—having an investment today of more than Rs. 7,000 crores. From plan to plan you find that the investment grows. But there is no rationality between targetted originating traffic investment made, actual traffic carried and operating cost involved. I suggest that there should be greater in-depth studies so far as railway finances are concerned. It is being over-capitalised, and because of over-capitalisation, more and more interest or dividend is to be paid to the General Revenues and as a result, is over-burdened. This should be looked into.

श्री जेनुल बझार (गाजीपुर): उपाध्यक्ष महोदय, पहले मैं आपके भाष्यम से रेल मंत्री जी को बधाई देना चाहता हूँ कि जब से उन्होंने रेल मंत्रालय का काम अपने हाथ में लिया तब से अब तक, पिछली सरकार के जमाने में रेलवे में जो गडबड़ी हुई थी, आधे से ज्यादा रेलगाड़ियां बन्द पड़ी थीं, जरूरी सामान जैसे कोयला इत्यादि पहुँचाया नहीं जा रहा था, उसके उन्होंने ठीक किया, सारी बन्द रेलगाड़ियां चलाई, उसके अलावा नई रेलगाड़ियां भी चलाई और इसमें वे बराबर लगातार सुधार करते जा रहे हैं। इस बात के लिए वे धन्यवाद और बधाई के आश्र हैं।

उपाध्यक्ष महोदय, मैं पूर्वी उत्तर प्रदेश के एक बहुत ही पिछड़े इलाके से आता हूँ जहाँ से हमारे पंडित जी भी आते हैं। मैं आपका ध्यान सन् 1964 में जो पटेल आयोग बना था उसकी एक रिपोर्ट की तरफ दिलाना चाहता हूँ। पूर्वी उत्तर प्रदेश के कछु जिलों के पिछड़पेन को देखने के लिए और उनके विकास के सुभाव देने के लिए पटेल कमीशन बनाया गया था। आयोग ने पूर्वी उत्तर प्रदेश के पिछड़पेन का मुख्य कारण यह बताया था कि वहाँ पर रेल लाइनों की कमी है और

जो वहाँ पर रेल लाइनें हैं भी वह छोटी लाइनें हैं जिससे कि वहाँ का अंदियोगिक विकास नहीं हो पाता। खेती का सामान, सेती की पौदावार, सब्जी, दूध वगैरह दूसरी जगहों पर नहीं भेजा सकता। यही मुख्य कारण है पूर्वी उत्तर प्रदेश के पिछड़पेन का। इसलिये जो वहाँ पर छोटी लाइने हैं उनको बड़ी लाइन में बदलना चाहिए। पंडितजी का ध्यान इस तरफ गया है। मैं उनको धन्यवाद देना चाहता हूँ कि अभी उन्होंने औंडियार से, बनारस से भट्टनी तक की लाइन को पक्की लाइन कराने का दाम इरु कर दिया है तथा इलाहाबाद से बनारस और औंडियार से छपरा होते हुए काट्टार तक की रेलवे लाइन को बड़ी लाइन में बदलने का काम उनके विचार में है। मैं उनसे अनुरोध करना चाहूँगा कि इस काम को वे शीघ्र कर दें। लेकिन सबसे जरूरी चीज यह है कि पूर्वी उत्तर प्रदेश में नई रेल लाइनें बनाई जायें। इसके लिये मैंने मंत्रीजी को एक सुझाव दिया था, जो बहुत ही आवश्यक सुझाव था, जिससे पूर्वी उत्तर प्रदेश के विकास की कड़ी जड़ी है कि दिलदार नगर, पूर्वी रेलवे के मुगलसराय भट्टनी सेक्शन के दिलदार नगर स्टेशन से एक नई बड़ी लाइन बिछाई जा। जा गाजीपुर, मउजनाथ भंजन और दोहरी-घाट होते हुए गोरखपुर तक मिलाई जाए। इस गोरखपुर से कलकत्ता और फिर सीधे बन्द होते हुए दिल्ली का सम्पर्क स्थापित हो जायेगा। यह लाइन विकास में बड़ी मददगार साबित होगी। मैंने पंडितजी का एक न्यू मिला है जिसमें उन्होंने इसकी आवश्यकता तो माना है, तस्लीम किया है लेकिन उसमें कहा है कि फँड की कमी की वजह से यह काम नहीं किया जा सकता है।

पूर्वी उत्तर प्रदेश में आवादी बहुत है, उस ठांचनत्व बहुत है। जितनी आवादी है उस मुकाबले में अगर आप देखें कि परकैपिटा कितने किलोमीटर रेल लाइन हैं तो इसमें उत्तर प्रदेश और बिहार बहुत पीछे हो गए और उसमें पूर्वी उत्तर प्रदेश तो और भी पीछे हो गए। पंडितजी जब उत्तर प्रदेश के मुख्य मंत्री थे तब उन्होंने पूर्वी उत्तर प्रदेश के विभास की आधार-शिला रखी थी। आज पूर्वी उत्तर प्रदेश उनका बड़ा ग्रहणी है। वहाँ

पर जो भी विकास के काम हुए हैं, उनकी आधारीक्षिता पंडितजी ने ही रखी थी जोकि मौजूदा रेल मंत्री हैं। लैंकिन वहां के विकास को सारी योजनायें बेकार साबित होंगी अगर पूर्वी उत्तर प्रदेश में नहीं रेल लाइनें नहीं बिल्डाई जायेगी और जो छोटी लाइनें हैं उनको बड़ा नहीं किया जायेगा।

मैं आपके माध्यम से मंत्री जी का ध्यान पूर्वी उत्तर प्रदेश के दक्षिणांचल की तरफ भी ले जाना चाहता हूँ। मिर्जापुर में बहुत स्थानिय पदार्थ हैं और अभी सिंगराली के पास, उत्तर प्रदेश और मध्य प्रदेश की सरहद पर कोयले का बहुत बड़ा भण्डार पाया गया है। जहां थर्मल-पावर स्टेशन बनाया जा रहा है, जरां एल्यूमिनियम का बड़ा भारी कारखाना है, सीमेंट के बहुत सारे कारखाने लगाये जा रहे हैं और मुझे उम्मीद है कि वह क्षेत्र विकास के मामले में कानपुर की तरह विकसित हो सकता है, यदि उस क्षेत्र की ओर ध्यान दिया जाए। वहां पर रेल लाइनों का बिल्कुल अभाव है, रेल लाइनें नहीं हैं। इसलिए मैं आपके माध्यम से पंडित जी का ध्यान उस तरफ ले जाना चाहता हूँ कि शक्ति नगर, कोटा से रेल लाइनें बनारस तक के लिये बड़ाई जायें ताकि कलकत्ता से, दिल्ली से शक्ति नगर और मिर्जापुर का सम्पर्क स्थापित किया जा सके।

उपाध्यक्ष जी, थोड़े और सुझाव मैं आपके माध्यम से रखना चाहता हूँ। एक तो यह है कि जो नार्थ इस्टर्न रेलवे की छोटी लाइनों हैं, उनमें गाड़ियां बहुत लेट चलती हैं। 4-4, 5-5 और 6-6 घण्टे तक गाड़ियां लेट चलती हैं। खास तौर पर इलाहाबाद से कटिहार और कटिहार से इलाहाबाद आने जाने वाली गाड़िया 4-4, 5-5, और 6-6 घण्टे लेट चलती हैं। जब रेल गाड़ी में में सफर करता हूँ, तो लोग अस्वर्य प्रकट करते हैं कि पंडित जी रेल मंत्री हैं और गाड़ियां लेट चल रही हैं, यह बात समझ में नहीं आती है।

इसके अलावा, उपाध्यक्ष जी, मैं आपके माध्यम से माननीय मंत्री जी से कहना चाहता हूँ कि, इस सदन में भी यह बात उठाई

गई है, एक ऐसी रेल गाड़ी चलाई बाएं जो पटना से शाम के बले, चार-पांच बजे तक और सुबह दिल्ली आ जाए और दिल्ली से शाम को चले, तो सुबह पटना पहुँच जाये। इससे न केवल पटना के लोगों को ही लाभ होगा, बल्कि आम लोगों को भी लाभ होगा, और पूर्वी उत्तर प्रदेश के लोगों को भी लाभ होगा। गाड़ी बनारस होते हुये, लखनऊ होते हुए चलाई जाए, इससे बनारस और लखनऊ स्टेशन पर दिल्ली आने वालों की जो भीड़ होती है, उस में अपेक्षाकृत कमी की जा सकती है।

उपाध्यक्ष जी, मेरा एक और सुझाव है। गाजीपुर जिले से कलकत्ता, पटना की तरफ जाने वाली जो गाड़ियां हैं, वे कुछ स्टेशनों से गुजरती हैं। गाजीपुर स्टेशन एक बहुत ही महत्वपूर्ण स्टेशन है, क्योंकि जिले का जिला कलकत्ता और दिल्ली आने के लिये उन स्टेशनों पर आता जाता है। मेरा सुझाव है कि जमानिया स्टेशन पर हावड़ा दिल्ली एक्सप्रेस और बम्बई जाने के लिये बम्बई जनता रोक जाएं और भदौरा स्टेशन पर जनता रेलगाड़ी और बनारस एक्सप्रेस रेल गाड़ी रोकी जाए। इसी के साथ-साथ मैं एक सुझाव और देकर अपनी बात समाप्त करूँगा।

माननीय मंत्री जी पूरी तरह से बवगत है कि बिलिया से बनारस तक कितना ट्रैफिक है, कितने यात्री रोजाना सफर करते हैं। बिलिया, गाजीपुर, बाजमगढ़ जिलों का बनारस मूल्यालय है, जोकि एक बड़ा शहर है। वहां से बराबर लोग आते जाते हैं। जो रेलगाड़ियां बनारस और बिलिया के बीच में चलती हैं, वे नाकाफी हैं। एक डीजल रेलगाड़ी चलती है, जिसमें सिर्फ चार-पांच डिब्बे लगे हुये हैं। इस रेलगाड़ी में रेल के डिब्बे की तादात बढ़ाने हेतु हम बराबर मांग करते रहे हैं, लैंकिन डिब्बे अभी तक नहीं बढ़ाए गये हैं। मेरा अनुरोध है कि उसमें डिब्बे बढ़ाए जाने चाहिए।

एक ऐसी रेल गाड़ी तेज चलाई जाये, वाहे डीजल की चलाई जाए, जो सुबह बिलिया से चले और नौ बजे तक बनारस

[श्री जैनूल बवार]

पहुंच जाए और शाम को पांच बजे बनारस से चले और सात या आठ या नौ बजे तक बलिया पहुंच जाय।

इन शब्दों के साथ मैं रेल मंत्री को बधाई देता हूँ और आपको धन्यवाद देता हूँ कि आपने मुझे बोलने के लिये थोड़ा समय दिया।

*SHRI N. SELVARAJU (Tiruchirapalli): Hon. Mr. Deputy Speaker, Sir, at the very outset, I would like to express my gratitude to you for giving me an opportunity to place before the House my suggestions on the Railway Budget for 1980-81.

The hon. Railway Minister has stated that the scheme of conversion of Metregauge track between Tuticorin and Dindigul via Madurai into Broadgauge and also the new project of laying a Broadgauge track between Dindigul and Karur are under the consideration of the Railway Ministry. It is not enough that these schemes are under the Railway Ministry's consideration. Bearing in mind the imminent necessity for these schemes to be implemented expeditiously, I demand that these schemes should be taken up for execution in this year itself. I would substantiate my demand by referring to the indisputable fact that in the whole of our country in Tuticorin the salt is being produced to the maximum quantity. This salt is being supplied to different parts of the country. In the absence of broadgauge track, salt supply is affected; there is glut of salt in Tuticorin and there is acute scarcity of salt in North and North-eastern parts of our country. From northern parts of our country upto Tiruchirapalli there is broadgauge track and beyond that it is only metregauge, as a result of which there is inordinate delay in the transportation of essential goods.

Tuticorin Port has been declared as a major port now. Without broadgauge track in the hinterland, the major port of Tuticorin can never be able to achieve its full potential. That is why I demand that these works should be taken for implementation in this year itself. I would take this opportunity to suggest that this line should be extended upto Salem via Namakkal.

I find that for the Nagercoil Tirunelveli BG line a sum of Rs. 93 lakhs has been allotted in this Budget. If this scheme is to be completed within this year, a further sum of about Rs. 1.50 crores is needed. I demand that a sum of about Rs. 1.50 crores more should be allocated so that this important link is completed by the end of this year.

In Tiruchirapalli we have the Bharat Heavy Electricals factory producing heavy boilers for which there is great demand even in foreign countries. In Salem the Steel Plant is coming up fast. Unfortunately there is no rail link between these two cities. I request that a railway line between Tiruchirapalli and Salem via Mannachanallur Thuraiyur and Attoor should be laid as early as possible. Recently in Ariyalur a cement factory has been set up. The raw materials required by this cement factory and the finished product of cement are to be transported to and fro. The people of Ariyalur, Jeyankondan, Perambalur, Thuraiyur, and Attur are dependent upon the road transport for their movement and also for transporting their agricultural products. Here it must be borne in mind that Nagappattinam minor port should be utilised better. In order to meet the needs of the people living in the areas. I have mentioned, I suggest that there should be a railway line between Nagappattinam and Salem via Mayavaram, Jey-

*The original speech was delivered

in Tamil.

ankondan, Ariyalur, Perambalur and Attoor.

I would take this opportunity to refer to the report of Experts Committee which has suggested a new railway line between Tiruppur to Palani via Darapuram, which will help removing the sufferings of the droughtafflicted parts of this area; there will be opportunity for the starting of many small and cottage units. The hon. Member of Lok Sabha representing this constituency has been repeatedly stressing the need for this railway line. Yet no funds have been allotted so far for this scheme. I appeal to the hon. Railway Minister to provide funds for this rail link which will mitigate the manifold miseries of the masses living below poverty line in this area.

At present there are two railway lines between Madras and Tiruchirapalli. One is via Villupuram, Cuddalore, Chidambaram, Mayavaram, Kumbakonam and Thanjavur. The other is via Villupuram, Vriddachalam, Ariyalur, Kallakudi, Lalgudi and Thiruvarangam. Both these are Metre Gauge tracks. In Madurantakam, Villupuram, Pennadam, Kattur and Pettavaithalai there are sugar factories. In Neiveli there is the Lignite mine. In Vadalur and Viradhachalam there is Ceramic factories. In Ariyalur and Kallakudi there are cement factories. In Tiruchirapalli we have the Bharat Heavy Electricals Plant and also the Gun factory and Ponmalai Railway workshop. Because of the imperative necessity for transportation of industrial goods produced in these units, I suggest that there should be a double track in one route from Madras to Tiruchirapalli and the other Metre gauge route should be converted into a Broad gauge route.

There is a long-standing demand of the people of Tamil Nadu there should be a rail link between Dindigul and Gudalur. The foieign exchange earning agricultural products like Cardamom, Tea, Coffee, Pepper etc. are to

be transported from this area to Madras Port. Hence a Railway line is a must between Dindigul and Gudalur.

The trains which were cancelled in Kerala and Karnataka on account of short supply of coal have all been revived in these two States. But I regret to point that such of those trains which were cancelled for the same reason in Tamil Nadu have not yet been re-started. I request the hon. Minister to take immediate steps for re-starting all these trains in Tamil Nadu also, as has been done in Kerala and Karnataka.

The industrial city of Coimbatore and Tiruchirapalli having big industrial units have not yet got a direct railway train though there is the track. Some coaches are attached at Erode to some train or the other. I suggest that there should be a direct train between Coimbatore and Tiruchirapalli. There should also a direct train between Coimbatore and Tuticorin via Palani. In Ponmalai near Tiruchirapalli there is the oldest railway workshop For the past 50 years this workshop has neither been expanded nor renovated. Steps should be taken to expand this Ponmalai workshop so that the needs of this area can be met. It is rumoured that the workshop in Podanur is likely to be transferred to Olavakkod. If that is done, the workers will suffer. I suggest that the workshop in Podanur should not be shifted to Olavakkod.

So far as Tamil Nadu is concerned, so far during the past three decades neither any new railway track nor any conversion job has been taken up for execution. Perhaps because of the geographical factor of Tamil Nadu being in one corner, the requirements of Tamil Nadu are not being met. The industrial development of Tamil Nadu is hindered because of the absence of adequate transportation facility. I request the hon. Minister of Railways to pay attention to the immediate needs of Tamil Nadu. On behalf of my party the DMK and peo-

[Shri N. Selvaraju]

plies of Tamil Nadu. I appeal to the hon. Minister of Railways not to neglect the genuine needs of Tamil Nadu in the matter of new railway line and conversion of MG track into BG track.

15.00 hrs.

In Podanur the railway workers are to get drinking water from a distance of 30 miles or so, with the help of an exclusive train. Yet, it is regrettable that they are not getting potable water supply. The Ministry should ensure adequate supply of drinking water to the railway workers. In Ponnalai workshop, we have an overhead tank which is filled with Cauvery water. The quantum of this water should be augmented. After meeting the needs of the railway workers, the surplus water should be supplied to the common people living around this area. A nominal charge can also be levied, if necessary. At the moment the common people are facing great hardship for drinking water.

While there is growing demand for coaches and wagons, it is inexplicable to me that the Integral Coach Factory at Perambur should work only to 50 per cent of its installed capacity. Similarly in Tamil Nadu there is always need for more diesel engines. I suggest that the Integral Coach Factory should be worked to its full installed capacity so that the requirements of coaches, wagons and diesel engines can be met.

In Thiruverambur near Tiruchirapalli we have the BHEL Factory. There should be a local train between Tiruchirapalli and Thiruverambur both in the morning and in the evening for the convenience of workers.

The Railway Minister may have no alternative but to increase the freight charges to meet the ways and means position of Railways. But I suggest that the increase in the Second Class fare must be avoided.

If it is unavoidable, the II-Class fare may also be increased. But at least it must be ensured that the passengers get all the basic amenities while they are compelled such increased fares. Children up to the age 5 should be allowed to travel free. The Railway Ministry must ensure that the increase in freight rates does not lead to increase in prices of essential commodities like foodgrains etc. The quality of food items being served in Railway Stations should be stepped up. For long distance passengers in Grand Trunk Express, Tamil Nadu Express etc. the foodstuff being served is poor in quality. Steps must be taken to improve the quality of food items served in these long distance trains.

The Divisional Manager in Mysore has cancelled on 9-6-1980 the passenger train between Bangalore and Salem. This has created many problems for the people of Dharmapuri district in Tamil Nadu. Steps must be taken to re-start this train immediately.

Even after three decades of independence, it is unfortunate that in many parts of the country, wherever the village main roads cross the railway track, there are no unmanned gates or manned gates. Even when there is one or two manned gate here and there, either it is closed always for 24 hours or it is kept open throughout, resulting in fatal accidents many times. I demand that the Railway Minister should bestow his personal attention in this matter and set up unmanned gates wherever they are necessary and also put up manned gates wherever the traffic is quite heavy. As an example, I will refer to the long standing demand, for the past twenty years, of the people living in Valavalur and Thandangari villages near Lalgudi for a manned gate on the main village road cutting across the rail track. They have asked rail track. Still the permission has rail track. still the permission has not yet been given. I request that this permission should be given and also a manned gate should be estab-

given and also a manned gate should be established.

The Railway workers, unlike their counterparts in other industries, are to walk six kilometres, carrying articles of 30 to 50 kilos weight. Even the Mistries are made to carry to 10 to 30 kilos weight. articles every day. The mistries are just III Class workers on the Railways. The strength of gangmen is not increased to cope with the increased load of work. They are also not brought on the skilled grade. They are appointed in an *ad hoc* manner and treated as casual labour. They are not allowed to work continuously for more than four months. The Engineering Casual labour is subjected to this injustice. The Railway Minister should look into this and do justice to these workers.

In the hospital in Ponmalai workshop there are inadequate Doctors and inadequate qualified nurses. I demand that Doctors and qualified nurses should be appointed forthwith in the Ponmalai Railway hospital especially in the Maternity Wing. Adequate supply of medicines should also be maintained.

The workers in Ponmalai are living in dilapidated houses. They should be given modern residential accommodation. The old houses should be repaired. The hon. Deputy Speaker recently visited this area and he was shown houses without roofs. Some houses had been taken up for repairs. They have not yet been completed; only walls are standing without roofs. I demand that the Railway Ministry should provide for modern housing facility for the workers in Ponmalai Railway factory. The houses that have been taken up for renovation should be completed quickly to avoid further hardship.

With these words I conclude my speech.

प्रो. निर्बला कुमारी शक्तावत (विस्तौष्ठ-गढ़): उपाध्यक्ष महोदय, रेल मंत्री जी ने 1980-81 का जो बजट पेश किया है उसके लिए मैं मंत्री जी को धन्यवाद देना चाहती हूँ और इस बजट का मैं स्वागत करती हूँ।

मान्यवर, किसी भी राष्ट्र के लिए रेल परिवहन उसकी धूरी कहा जाता है। जिस प्रकार से शरीर में धमनियाँ और रक्त-शिराएं होती हैं उसी प्रकार से राष्ट्र में रेल परिवहन होता है। इनके विकास पर बहुत अधिक ध्यान दिया जाना चाहिए। 1853 से, जब से भारत में रेल यातायात शुरू हुआ तब से निसंदेह इसकी प्रगति हुई है। उस समय की तुलना में आज बहुत कुछ अन्तर रेलों में दिखायी पड़ता है। फिर भी मैं विनम्र शब्दों में निवेदन करूँगी कि अभी भी हमें बहुत कुछ करना शेष है।

सारा रेल परिवहन 9 जोस में विभक्त किया गया है। इन जोस का बढ़ाना बहुत आवश्यक है। खास कर के राजस्थान का जो इलाका है वह इतना बड़ा है कि वहाँ की कई प्रकार की समस्याओं के समाधान के लिए हमें बहुत से रास्तों से गुजरना पड़ता है, और बहुत से रास्तों से गुजरने के बाद ही हम वहाँ की समस्याओं का समाधान कर पाते हैं। मान्यवर मैं निवेदन करूँगी कि हमारे प्रदेश में रेल परिवहन की बहुत बड़ी समस्या है। यदि हम अन्तर्राष्ट्रीय मापदंड से रेल परिवहन को दूखे तो हमारे प्रदेश में उसके अंतर चित्र स्पष्ट दिखाई देगा। मैं निवेदन करूँगी इस समय जो रेलों में किराया बढ़ाया गया है और 5 प्रतिशत से 20 प्रतिशत तक बढ़ाया गया है, अच्छा होता कि उसी अनुपात में इनमें सुविधाओं को भी बढ़ाया। जाता।

भारत के रेल परिवहन में हमें कई प्रकार की असुविधाओं का सामना करना पड़ता है। कहीं टायलेट्स फैसिलिटीज नहीं हैं, कहीं लाने-पाने की समस्या है। कहीं पेय जल की समस्या बहुत शोचनीय है। कहीं गाड़ियाँ नहीं हैं। मान्यवर इस बारे ध्यान दिया जाना

[प्रो. निर्मला कुमारी शक्तावत]

चाहिए। साथ ही मैं यह भी निवेदन करूँगी कि जो वेस्टर्न रेलवे हैं जहां पर मीटर गेज लाइन हैं, उसमें शहनयान की बहुत अधिक असुविधाएं हैं। उन गाड़ियों में शयनयान बहुत कम लगाये जाते हैं और कहीं यदि लगाये भी जाते हैं तो उनकी दशा बहुत शोचनीय है। ये शयनयान कम्बूतर खाने की तरह के होते हैं। मेरे जैसा व्यक्ति जब उनमें नहीं सो सकता है तो लम्बे-चौड़े व्यक्ति को तो कितनी परेशानी उठाने पड़ेगी इसका सहज अनुभान लगाया जा सकता है। मैं निवेदन करूँगी कि इस प्रकार के शयन-यानों को जो बहुत पुराने हैं दबल दिया जाय। रेलों का विलम्ब से चलना एक सामान्य बात हो गई है। यदि वहाँ गाड़ी समय पर पहुँच जाती है तो इसको एक आश्चर्य की बात माना जाता है। इस समस्या का समाधान कब किया जाएगा? हम ने आपातकाल के समय देखा था कि गाड़ियों के चलने और पहुँचने में नियमितता आ गई थी। क्या वर्तमान समय में यह नियमितता नहीं लाई जा सकती है? इससे राष्ट्रीय समय और उत्पादन की कितनी अधिक हानि होती है इसका सहज ही अनुभान लगाया जा सकता है। मैं एक उदाहरण जोकि राजस्थान से सम्बन्धित है देना चाहती हूँ। दिल्ली जंक्शन से उदयपुर सिटी के बास्टे एक चेतक एक्सप्रेस गाड़ी है। इस गाड़ी का विलम्ब से चलना एक सामान्य सी बात है। इस गाड़ी का नाम राणा प्रताप का जो वाहन होता था चेतक, उसके नाम पर रखा गया है परन्तु यह गाड़ी चेतक के नाम को लजाती है। देखने को और सुनने को मिलता है कि इस गाड़ी को लोगों ने खच्चर गाड़ी कहना शुरू कर दिया है। इतनी विलम्ब से यह गाड़ी चलती है, इतना अधिक समय लेती है कि सामान्य व्यक्ति इसमें यात्रा करने से कठराता है—(इन्टरप्रशंसा) नाम बदलने की आवश्यकता नहीं परन्तु समय पर चलने और पहुँचने की पाबंदी अवश्य होती चाहिए। साथ ही इस गाड़ी को तीव्रगमी बनाने के लिए इसमें डीजल इंजन की व्यवस्था भी की जानी चाहिए ताकि कुछ और डिब्बे इस में जोड़े जा सकें और यात्रियों की सुविधा को बढ़ाया जा सके।

यह गाड़ी दिल्ली से उदयपुर सिटी बाया उदयपुर, अजमेर, चित्तांड़गढ़ होती है

जाती है। चित्तांड़गढ़ से मैं चुन कर आई हूँ। यह एक एर्टेहासिक स्थल है जहां पर पर्यटकों की संख्या बहुत अधिक होती है। परन्तु दुर्भाग्य के साथ मुझे यह निवेदन करना पड़ रहा है कि इस गाड़ी में चित्तांड़ से कोई भी डिब्बा नहीं लगाया जाता। उदयपुर आने के बाद चित्तांड़ जंक्शन है। खंडवा से आए हुए डिब्बे वहां जोड़े जाते हैं परन्तु चित्तांड़-गढ़ जो कि एक एर्टेहासिक स्थल है वहां से कोई यान नहीं लगाया जाता है। मेरा निवेदन है कि शयन यान के साथ साथ सामान्य डिब्बे भी चित्तांड़गढ़ से जोड़े जाने चाहिए।

यह भी देखा गया है कि लोग गाड़ियों की छतों पर बैठ कर यात्रा करते हैं। सभी में नहीं आता है कि रेलवे विभाग इसको देखते हुए भी इसके अनदेखी क्यों करता है। इस कारण से कितनी ही दुर्घटनाएं भी हो जाती हैं। क्या इसको दंडनीय अपराध नहीं बनाया जा सकता है? चेन पुलिंग तो दंडनीय है। क्या छत पर यात्रा करने वालों के लिए दंड की व्यवस्था नहीं की जा सकती है? हड्डताले भी सामान्य सी ही हो गई है। हमने देखा है कि अभी रेलों में कई हड्डताले हुई हैं। ऐसी स्थिति में मेरा निवेदन है कि ट्रिव्यूनल के जरिए जब सामलों को सुलभाया जा सकता है तो हड्डतालों की कथा आवश्यकता है? रेल कर्मचारियों से भी मैं निवेदन करना चाहती हूँ कि इससे राष्ट्र की और श्रम की ओर उत्पादन की कितनी अधिक बरबादी होती है इस आंतर भी निश्चित रूप से उनको भी ध्यान देना चाहिए।

रेल मंत्री जी ने नए बजट में एक ब्राड गेज की व्यवस्था की है कोटा से नीमच वाया चित्तांड़ होते हुए। इसका मैं हृदय से स्वागत करती हूँ। यह जो एक चिर परिचित राजस्थान वालों की मांग थी ब्राड गेज की इसको मंत्री महोदय ने पूरा किया है क्योंकि अभी तक राजस्थान की जो राजधानी है जयपुर वह भी ब्राड गेज से जुड़ी हुई नहीं है। कोटा अवश्य है। कोटा से नीमच को जब यह रेल जाएगी तो मान्यवर, यह राजस्थान के औद्योगिक क्षितिज के खोले देंगी। आज तक राजस्थान के उद्योगों के उपर एक प्रश्न चिन्ह लगा हुआ था। मंत्री

महोदय ने बहुत कृपा करके इस ओर जो ध्यान दिया है उसके लिए मैं उनके प्रति आभार व्यक्त करना चाहती हूँ। साथ ही मैं निवेदन करना चाहती हूँ कि इसके लिए जो राशि रखी गई है वह बहुत ही अल्प है। एक करोड़ रुपया इसके लिए रखा गया है ताकि इस काम को शुरू किया जा सके। इतनी धनराशि यदि प्रतिवर्ष एलाट की जाएगी तो मैं सोचती हूँ कि एक बहुत लम्बा समय इस काम को पूरा करने में लग जाएगा और फिर भी यह रेलवे लाइन पूरी नहीं हो सकेगी। इसलिए इसकी राशि बढ़ाई जानी चाहिए।

पंचवर्षीय योजनाओं के तहत रेलों में बहुत कुछ विकास हुआ है, बहुत अधिक क्षेत्रों में रेलों की लम्बाई भी बढ़ी है परन्तु मैं यह निवेदन करना चाहूँगी कि अभी कई ऐसे दृष्टिगत स्थान हैं पहाड़ी और रेंगस्तानी इलाके हैं, जंगल हैं जहां रेलों नहीं पहुँच पाई है। मैं राजस्थान के ऐसे हिस्से के बारे में निवेदन करना चाहती हूँ जो कि आदिवासी इलाका है, वह है प्रतापगढ़ और बांसवाड़ा का क्षेत्र जहां के पेंडा होने वाले आदिवासी बच्चों ने रेलों कभी देखी भी नहीं है। उस आदिवासी इलाके में रेल लाइन अवश्य ही बिल्डयी जानी चाहिए इससे बहुत अधिक फायदा होगा। इन आदिवासी लोगों को काम मिलेगा, साथ ही यहां के उद्योगों के लिए भी भविष्य निश्चित हो जायेगा। इससे इन इलाके का चहमुखी विकास हो सकेगा।

मैं यह भी सुझाव देना चाहूँगी कि उदयपुर से बांसवाड़ा के लिए रेल लाइन निकाली जानी चाहिए। चित्तौड़गढ़ से बड़ी सादड़ी तक रेल लाइन है, बड़ी सादड़ी से छोटी सादड़ी तक 30 किलोमीटर का इलाका है। वहां से प्रतापगढ़ और बांसवाड़ा को गुजरात में मिलाया जा सकता है, गोदरा में मिलाया जा सकता है और इसके माध्यम से इस इलाके का पूरा विकास किया जा सकता है। इसलिए इस ओर विशेष ध्यान दिया जाना चाहिए। मैं मंत्री महोदय से निवेदन करूँगी कि कम से-कम यहां सर्वेक्षण का कार्य तो आरम्भ करा ही दिया जाना चाहिए जिससे इस इलाके का विकास हो सके।

माल-भाड़े में जो 15 प्रतिशत की वृद्धि की गई है, मैं सोचती हूँ कि यह मुद्रा स्फीति को बढ़ायेगा और इससे मध्यमवर्गीय

परिवार पर बहुत अधिक महांगाई का भार पड़ेगा। आपने कुछ चीजों को बढ़े हुए भार से मुक्त कर दिया है, मैं आपके माध्यम से निवेदन करूँगी कि दो, तीन चीजें ऐसी महत्वपूर्ण हैं जिन पर कि मालभाड़ा नहीं बढ़ाया जाना चाहिए जैसे दवाओं और हरी सब्जियों, फल और तीसरी चीज स्टेशनरी, किताबें और पढ़ने की सामग्री को भी माल-भाड़े की वृद्धि से बचाया जाना चाहिए।

मैं मंत्री महोदय को बधाई देना चाहती हूँ कि हमारी भारतीय रेलों आत्मनिर्भरता की ओर बढ़ रही है। हम पहले कई चीजें विदेशों से आयात करते थे, उसमें कमी नहीं है। पहले 26 प्रतिशत जहां आयात करते थे वह अब 6 प्रतिशत रह गया है। यह एक सुखद बात है।

मैं निवेदन करना चाहूँगी कि हमने कई देशों को डिब्बे निर्यात किये हैं, फिली-पाइन, जाम्बिया, तंजानिया और ताईवान आदि और कई देशों ने इसके आर्डर भी दिए हैं कि इस प्रकार के डिब्बे बनायें। यदि इसकी ओर ध्यान दिया जाये तो अधिक विदेशी मुद्रा अर्जित की जा सकती है और मालभाड़ा बढ़ाने की आवश्यकता नहीं पड़ेगी और अन्य लोगों पर कर-भार बढ़ाने की आवश्यकता भी नहीं पड़ेगी। इसके माध्यम से हम इस रेल-व्यवसाय को और अधिक प्रगति की ओर ले जा सकते हैं।

इसलिए मैं और अधिक कुछ न कहकर मंत्री महोदय से निवेदन करना चाहूँगी कि हमें रेल व्यवसाय की ओर अधिक ध्यान देना चाहिए खास तौर से जो आदिवासी इलाके हैं जहां की ज्यादा प्रगति हो, क्योंकि उनका चहमुखी विकास का रास्ता केवल रेल परिवहन ही है। इन्हीं शब्दों के साथ मैं इस बजट का एक बार फिर स्वागत करती हूँ और मंत्री महोदय को फिर से बधाई देती हूँ।

SHRI N. DENNIS (Nagercoil): The hon. Minister has presented a well balanced budget by taking into consideration the confusion and stagnation created in the immediate previous years in the administration. I will first deal with regional matters for want of time. The railway budget is mainly

[Shri N. Dennis]

an urban-oriented budget. Rural areas are neglected. Some areas, some regions are neglected for years. Tamil Nadu does not find a place with respect to any new line for execution this year. Karur Dindigul Madurai-Tuticorin Tirunavely line in Tamil Nadu is mentioned. But it is only taken up for consideration and not taken up for execution this year. This is a very important line and it has to be taken up for execution this year itself.

Operation of trains in Kanya Kumari District began only last year. There are number of important problems to be solved. Cape Comorin is the southern-most part of the country. It is a place of pilgrimage. It is a tourist centre. Thousands of national and international tourists are pouring into Cape Comorin daily but there is no express train operation to this part. So, the passengers and tourists are facing a lot of inconvenience and troubles to visit Cape Comorin. There is only one passenger train service from Trivandrum and Cape Comorin, having a distance of 54 miles. It is highly necessary that express trains connecting other parts of the country with Cape Comorin have to be put into operation immediately.

I wish to state here that as a primary step the express trains having their terminus at Trivandrum have to be extended to Cape Comorin. I wish to point out here that Express trains No 126 KK Express from Trivandrum to Delhi, No. 20 Trivandrum Mail, No. 80 Trivandrum, Bombay Express and other Express trains whose terminus is Trivandrum have to be extended to Cape Comorin.

Similarly after the operation of the Tinnavelly-Nagercoil line, all Express trains having their terminus at Tinnavelly have to be extended to Cape Comorin. As an instrument of national integration Express trains have to be operated from Cape Comorin to Kashmir and other parts of the coun-

try. At present there is no Express train service from Cape Comorin. Express trains have to be put in operation to different parts of the country from Cape Comorin. Trivandrum Division is a newly formed Division. So, there are some problems regarding reservation quotas and also in the fixation of halting stations. Kuzaitthurai Station which is a very important station is not fixed as a stopping station and reservation quota is also not allotted to this station. This matter has also to be taken into consideration in the administrative set up. Moreover, there was a proposal in the original alignment for a branch railway line from the Trivandrum-Nagarcoil line to Colachal harbour from the place Eraniel with the intention to develop Colachel Port. This work has to be taken up for consideration and implementation.

The proposed Sam Raj Nagar-Palani Railway link through Sathiamangalam-Mettupalayam has to be taken up for consideration and execution without delay.

Cape Comorin is the southern-most part of the country and a railway workshop should have to be established in this southern-most part of the country.

Operational efficiency has to be improved and geared up.

To sum up, punctuality in the starting and arrival of trains has to be strictly observed. Often there are violations. There is heavy rush and congestion in the second class general compartments. Wherever there is necessary additional trains, or at least some additional compartments have to be provided in the places where there is congestion and heavy rush.

The running time of trains has to be reduced, particularly in the case of long distance trains. In short distance trains also, the running time should be at least on par with the time for bus travel.

Regarding reservation, passengers find it very difficult to get reservation even if they go in advance. The reservation quota has to be increased wherever there is necessity for the same. Disproportionate to the needs, reservation quota is allotted to some places. Strict scrutiny has to be made in this regard. Strict supervision has to be made to avoid malpractices and corruption in the matter of reservation of seats.

Regarding ticketless travel, they are not only a nuisance to the passengers, but they are a social nuisance and a nuisance to the nation. This should be strictly watched and supervised.

The employees should be allowed to travel in the class and category in which they are eligible to travel and they should travel with their passes at the time of travel. Even in first class compartments, there are ticketless travellers.

Cleanliness is lacking, particularly in second class compartments. Toilets, latrines, bathrooms and coaches are not clean. Steps have to be taken to keep the compartments neat and clean for the smooth and convenient travel of passengers.

Crimes in running trains have to be stopped. Passengers should be able to travel without any fear. Often we hear about looting and robberies in trains. Thefts are also committed in running trains. These have to be strictly watched and stopped.

Regarding the operation of goods traffic, in the interest of trade, commerce and industry and promotion of the same, production of wagons, supply of wagons and use of wagons should be at the appropriate and proper time.

The national service rendered by the railways as is seen in paras 3 to 10 of the hon. Minister's speech has to be appreciated.

Regarding promotional opportunities of employees, a clerk who enters as a clerk has to retire as a clerk. He is not getting promotional opportunities for twenty to twenty-two years. After

ten years of continuous service, they have to be promoted or at least they have to be given the next scale of pay.

Casual labourers should not be retrenched in any case. If the work on a particular project is over, they have to be provided with work in a different project.

With these words, I support the budget.

श्री रीतलाल प्रसाद बर्मा (कोडेरमा): उपाध्यक्ष महोदय, मैं आप को ही धन्यवाद दे रहा हूँ कि आप ने मूँझे थोड़ा समय दिया क्यों कि मैंके एक तो निराशा हो गई थी यह रेल बजट देख कर और दूसरी निराशा इसलिए हो रही थी कि आप टाइम भी नहीं देंगे।

इस रेल बजट की सत्तारूढ़ दल ने भूर्भू प्रशंसा की और यह कहा कि जनता सरकार के समय जो भी रेल बजट रहा उस से वह विरासत में बहुत धाटा छोड़ गया है। लैंकिन अगर पुराने वर्षों के परिप्रेक्ष्य में इसका सिंहावलोकन करें तो यह पता लगेगा कि यह बात बिलकुल गलत है। 1980-81 का अन्तरिम बजट जब आदरणीय पंडित जी पेश कर रहे थे मार्च में सदन में और उस में 30 करोड़ 13 लाख का धाटा दिखला रहे थे तो उस समय चक्कर आ गया लैंकिन इस समय जब सारे देश में गझौं बढ़ी हुई है, महंगाई बहुत बढ़ गई है, काइम बढ़ गया है, ऐसी हालत में जो रेलवे बजट में आम यात्रियों पर भाड़ा बढ़ गया उस से जनता को चक्कर आ गया। मैं कहना चाहता हूँ कि कुल मिला कर 2 अरब 4 करोड़ 24 लाख का यह यात्री किराया और माल भाड़ा जो बढ़ाया गया है यह दूसरी बार हुआ है। पहले 1975-76 में रेल भाड़ा बढ़ा था और उसके बाद दूसरी बार फिर उन्हीं की सरकार में इसको बढ़ाया गया है। पिछले तीन वर्षों में जनता सरकार के जो बजट आए उनमें लाभ ही लाभ रहा। उससे पहले आप देखें तो 1971-72 में, अगर सरप्लस बजट कहा जाए तो 17 करोड़ 84 लाख का सरप्लस था, 1972-73 में 2 करोड़ 92 लाख सरप्लस था, लैंकिन 1973-74 में धाटे का बजट रहा, 115 करोड़ 51 लाख का धाटा था, 1974-75 में 113 करोड़

[श्री रीतलाल प्रसाद वर्मा]

83 लाख और 1975-76 में 61 करोड़ 11 लाख का घटा था। उसके बाद जनता सरकार के जो बजट बने उसमें 1977 में 81 करोड़ 24 लाख, 1978 में 126 करोड़ 23 लाख और 1979 में 36 करोड़ 66 लाख का सरप्लस हुआ। इस प्रकार संभाव देखे तो हर बार लाभ ही रहा।

अगर यात्रियों से आमदनी की बात देखी जाए तो 1976-77 में 569 करोड़ 3 लाख, 1977-78 में 621 करोड़ 7 लाख, 1978-79 में 672 करोड़ 8 लाख आमदनी रही। इस प्रकार से हर बार फायदा ही रहा। इस बार कहा जा रहा है कि यह बजट बहुत चमत्कारिक और कांतिकारी है लेकिन इसमें तो कोई भी नयी चीज नहीं है। किसी अनुसंधान के आधार पर नये स्रोतों से दिवारा आमदनी करने के बजाए वही यात्री किराये और माल भाड़े में दृढ़िध करके जनता के सिर पर अनावश्यक रूप से बोझा लाइकर लाभ दिखाया गया है। ऐसा करके 42 करोड़ 71 लाख का सरप्लस दिखलाया गया है। पहले रेल दर सच्ची जंच समिति और प्राक्कलनमणि ति ने बहुत से सुभाव प्रस्तुत किए थे, उनके आधार पर यदि बजट बनाया जाना तो में समझता हूँ एक नयी दिशा मिलती और पुरानी घिसो-पिटी लीक से हटकर एक नये स्ट्रॉक्चर का अनुसरण कर सकते लेकिन इस सरकार ने उसी पुरानी लीक पर चलकर और कोई कांतिकारी कदम न उठाकर अनावश्यक रूप से एक दूसरे को एक्यूज करने का काम किय कि पहले की जनता सरकार ने कुछ काम नहीं किया, कोई ट्रेन्स नहीं चलाई जबकि प्रो. दण्डवते जी ने पांच क्लास-लेस ट्रेन्स इंट्रोड्यूस की थी। गांधीगाम एक्सप्रेस, कोणार्क एक्सप्रेस, हिमांगिर एक्सप्रेस, नवजीवन एक्सप्रेस इत्यादि उन्होंने चलाई और उसके अलादा डबलडेकर ट्रेन्स को उन्होंने आरम्भ किया। इसके बाद भी कहा जाता है कि उन्होंने कोई ट्रेन्स नहीं चलाई। उन्होंने 33 नई गाड़ियों को चलाया, 23 गाड़ियों की दूरी बढ़ाई और 89 गाड़ियों की रफ्तार बढ़ाई। इसी तरह से गौहाटी में रेलवे आयोग खोला गया। कारखानों का आधुनिकीकरण करने के लिए

81 करोड़ 5 लाख का प्रावधान किया। इसी प्रकार से बहुत सी ऐसी उपलब्धियां हैं जिनका वर्णन मैं करना नहीं चाहता।

चूंकि समय कम है इसलिए मैं अपने क्षेत्र की ओर आना चाहता हूँ। हमारा क्षेत्र ग्रांड ट्रैक लाइन पर है। कोडरमा स्टेशन पर 81 अप और 82 डाउन गाड़ियों को रोकने के लिए वहाँ की जनता की वर्षों से मांग रही है लेकिन न जाने क्या परेशानी है कि इस मांग को स्वीकार नहीं किया जाता। नयी गाड़ियां चलानी होती हैं तो नीलगिरि, नीलांचल एक्सप्रेस, राजधानी एक्सप्रेस और दूसरी गाड़ियां चला दी जाती हैं लेकिन कोई नहीं पूछता कि वह कैसे चल रही है। धनबाद और गया के बीच में 160-170 किलोमीटर या मील की दूरी होगी, वहाँ पर अंग्रेजों ने जितनी गाड़ियां चलाई थीं वह आज तक नहीं बढ़ी हैं जबकि जनसंख्या काफी बढ़ चुकी है। बीस स्टेशन हैं लेकिन वहाँ पर किसी नई गाड़ी का नाम ही नहीं है। लैंकिन गया से मुगलसराय तक देखा जाए तो दो या तीन पैसेंजर गाड़ियां चलती हैं और धनबाद से पटना की ओर देखा जाए तो जार या पांच पैसेंजर गाड़ियां चलती हैं, मैल और एक्सप्रेस गाड़ियां उसी ट्रैक पर चलती हैं और इधर में चलती हैं तो न जाने किस प्रकार की बाधा आ जाएगी या क्या हो जाएगा, कुछ पता नहीं है। एक डिलक्स गाड़ी को वहाँ पर चार या पांच मिनट रोकना चाहिए। नीलगिरि एक्सप्रैम जो परसनाथ स्टेशन पर रोकी गई है और केवल उसको दस बर्थ एलाइट की गई है, उसको बढ़ाया जाना चाहिए। क्योंकि वहाँ पर संसार का सबसे बड़ा माइक्रोस्ट है और यह हजारीबाग का हैडक्वार्टर है। एक पैसेंजर ट्रेन भी धनबाद से पटना की ओर या गया तक चलाना जनहित के लिए बहुत ही आवश्यक है।

इसके अतिरिक्त, महोदय, रांची से गिरडीह, वाया हजारीबाग यह दो सौ किलो-मीटर की दूरी है। इस का अनुसंधान कार्य 1977 से चल रहा है, बल्कि न जाने कितने वर्षों से चल रहा है, इस अनुसंधान के कार्य को जल्द पूरा कर लाइन बिछाने के कार्य

को शुल्क किया जाए। यह बहुत ही बैकवर्ड एरिया है। भाषणों में बहुत कहा जाता है कि यह बैकवर्ड एरिया है और यहां पर बहुत कुछ काम होगा, लेकिन कुछ भी नहीं होता है। जब कार्य की बात आती है, तो दिल्ली में रिंग रोड पर गाड़ी चलाने की व्यवस्था हो रही है। बम्बई, कलकत्ता और मद्रास—इन बड़े-बड़े शहरों में सब कुछ किया जाता है। लेकिन जब गांवों के विकास के लिए, बैकवर्ड एरिया के विकास के लिए विचार किया तो जाता है, लेकिन कुछ भी प्रगति नहीं होती है। आप जमीन के नीचे गाड़ियां चला रहे हैं, बड़े-बड़े शहरों में गाड़िया चला रहे हैं, लेकिन पिछड़े क्षेत्रों की प्रगति के लिए कुछ भी नहीं कर रहे हैं।

आपने लिखा है कि रोजगार की योजना से संबंधित 110 करोड़ रु. खर्च होगा, लेकिन न जाने यह रुपया किस काम पर खर्च होगा, यह कुछ भी पता नहीं है।

मैं एक सुभाव देना चाहता हूँ कि जो भी बड़े-बड़े जंकशन हैं, अगर उन जंकशनों के किनारों पर रेलवे की फालतू जमीन पड़ी है, तो वहां पर क्लासिफाइट मार्केट बनाइ जाए तथा उन जंकशनों के किनारे पर जो गन्दगी है और जो गूण्डों ने गरण ले रखी है, उनको वहां से हटाया जाए। एक मेरा सुभाव यह भी है कि आसनसोल के दोनों तरफ अगर मार्केट बनाइ जाए तो उससे वेरोजगार लोगों को रोजगार मिल सकता है।

उपाध्यक्ष महोदय, अब मैं मंत्री महोदय का ध्याम अपने क्षेत्र की ओर आकर्षित करता हूँ। आसनसोल का जहां पर जंकशन है, वहां पर एक लाख रु. की प्रतिदिन माल की चारों होती है। वहां पर आर. पी. एफ. के नौजवान न जाने किस काम के लिए रखे गए हैं। एक ही जगह पर बराबर आर. पी. एफ. के नौजवान पास्टोड रहते हैं, जबकि उन जवानों का एक महीने में ट्रांसफर होना चाहिए। इन लोगों के ट्रांसफर न करने से ये लोग चारों करने वाले लोगों से

संबंध स्थापित करके गडबड़ियां कराते रहते हैं। इसकी तरफ भी मंत्री महोदय को ध्यान देना चाहिए।

वैग्नस का जहां तक संबंध है, आज सारे देश में बैग्नों के बंटवारे में बड़ी भारी बंगलिंग हो रही है। यहां पर इस सम्बन्ध में बहुत से लोगों ने चिन्ता प्रकट की है कि वैग्नस की अलाटमेंट बड़ी-बड़ी इन्डस्ट्रीज टाटा और बिरला के लिए की जाती है, न कि छोटी-छोटी इन्डस्ट्रीज के लिए

इन शब्दों के साथ मैं आपको धन्यवाद देता हूँ कि आपने मुझे बोलने का समय दिया।

श्री मन्दर शर्मा (जबलपुर): माननीय उपाध्यक्ष जी, सन् 1980-81 के बजट को देखने से ऐसा प्रतीत होता है कि विधि-व्यवस्था मजबूत आर्थिक आधार पर शुल्क होने जा रही है। बजट में विकास योजनाओं पर खर्च दिखलाया गया है, बजट में बचत दिखलाई गई है, जरूरत की चीजों की ढुलाई पर भाड़ा नहीं बढ़ाया गया है, बजट में नई लाइनों के बिछाने का प्रावधान है, कर्मचारियों और यात्रियों के लिए सुविधाओं का प्रावधान किया गया है और यही कारण है कि बम्बई शेयर मार्केट, जिन्स बाजार और अनेक व्यक्तियों ने इसकी प्रशंसा की है और इसको एक संतुलित बजट बतलाया है।

ऐसे अवसर पर मैं कुछ सुभाव देना चाहता हूँ। रेलवे में मिलतव्यता बरती जानी चाहिए, खर्चों पर नियंत्रण रखा जाय—ऐसा करने से जो आर्थिक बचत होगी, उसकी मदद से कर लगाने में कमी की जा सकती है। रेलवे की संचालन क्षमता भी बढ़ाई जानी चाहिए। रेलवे में सामानों की बहुत चारों होती है, विशेषकर कायले की चारों रोकने की तरफ विशेष ध्यान देने की आवश्यकता है। उदाहरण-स्वरूप मैं जबलपुर जिले के सिहोरा रोड स्टेशन का नाम लेना चाहता हूँ, जहां, कहा जाता है कि प्रतिदिन एक बैग्न कायले की चारों होती है और यह भी कहा जाता है कि वहां चाकू दिखला कर गुण्डाई के द्वारा ऐसा किया जाता है, जब कि ऐसी शिकायतें भी प्राप्त होती हैं कि वहां

[श्री मुन्द्र शर्मा]

के कुछ कर्मचारी मिले हुए हैं जो ऐसे लोगों के साथ मिल कर चारी कराते हैं। यह कहानी सिर्फ़ सिहोरा स्टेशन के ही नहीं है, अन्य स्थानों पर भी ऐसी चारियां होती हैं। यदि रेलवे इस चारी को रोक सके, तो इस से राष्ट्र का हित होगा।

इसी तरह से हमारे बहुत से साधियों ने कहा है कि रेलवे के रिजर्वेशन में बहुत भूष्टाचार है—मैं भी उन की इस बात का समर्थन करता हूँ। विशेषकर बम्बई स्टेशन पर और इसी प्रकार के अन्य स्टेशनों पर यह देखने में आता है कि एक महीना पहले जाली नामों में रिजर्वेशन करा दिया जाता है और बाद में उन टिकटों को दूसरे लोगों को बेच दिया जाता है। इस ओर विशेष ध्यान देने की आवश्यकता है।

जबलपुर से पटना जाने के लिए पहले एक बोगी मेल में लगा करती थी, लेकिन आज कल उसको समाप्त कर दिया गया है। इस बोगी की बहुत आवश्यकता है। जबलपुर एक बहुत महत्वपूर्ण ब्लेन्ड है, वहां ब्लॉकल फैक्ट्री है, जी. सी. एफ. है, पोस्ट तथा टेलीग्राफ का मुख्यालय है, इनके अतिरिक्त दो विश्वविद्यालय हैं। ऐसे स्थान से राजधानियों के जोड़ने वाले डिब्बे जल्द लगाये जाने चाहिए, जिस से जाने जाने वालों को सहूलियत हो सके।

जबलपुर से अहमदाबाद जाने तथा त्रिवेंद्रम जाने के लिए कोई सीधी रेलगाड़ी या डिब्बे की व्यवस्था नहीं है। हमारे यहां दक्षिण के बहुत से लोग निवास करते हैं, यदि ऐसे सीधे डिब्बों का प्रबन्ध कर दिया जाए तो दक्षिण तथा गुजरात के यात्रियों को बहुत सहूलियत हो सकेगी। हमारे यहां यह कहा जाता है कि अहमदाबाद के बाजार वे मुकाबले जबलपुर का बाजार बहुत महंगा है। यह इसी कारण है कि वहां कोई सीधी व्यवस्था नहीं है, यदि वहां से कोई सीधी गाड़ी चला दी जाय तो जबलपुर के व्यापारियों को बहुत सहूलियत हो सकती है।

जबलपुर में बहुत से कारखाने हैं, जिन में काम करने के लिए बहुत बड़ी संख्या में लोग आस-पास के क्षेत्रों से आते हैं। जैसे बम्बई में व्यवस्था है कि स्थानीय लोकल-ट्रेन्स चलती है, यदि ऐसी ही व्यवस्था जबलपुर में कर दी जाय तो वहां के गरीब लोगों के जो बहुत दूर-दूर से साइकलों और दूसरे साधनों से आते हैं, सुविधा हो जाएगी। ऐसी गाड़ियां आप कटनी से या सतना से चला सकते हैं।

सतना और रीवा के बीच में सीधी रेलवे लाइन नहीं है। मध्य प्रदेश का यह क्षेत्र बहुत दिनों से उपर्योगित तथा पिछड़ा हुआ है। मेरा निवेदन है कि सतना से रीवा, सीधी हो कर, मिर्जापुर या वाराणसी से जोड़ दिया जाय तो इस क्षेत्र का न केवल विकास हो जाएगा, बल्कि यात्रियों को भी बहुत सहूलियत हो जाएगी।

अनेक बड़े-बड़े स्टेशनों पर रिटायरिंग रूम की व्यवस्था नहीं है। मैं विशेष कर जबलपुर का उल्लेख करना चाहता हूँ और चाहता हूँ कि वहां पर तुरन्त रिटायरिंग रूम बनाने की व्यवस्था की जाय।

बहुत से साधियों ने जान-माल की सुरक्षा की ओर रेल मंत्री जी का ध्यान धार्कीर्षित किया है, मैं भी उन की इस मांग का समर्थन करता हूँ और महसूस करता हूँ कि रेलवे को इस ओर विशेष ध्यान देना चाहिए।

स्टेशनों पर पेथ जल न मिलने की भी बहुत शिकायत है। यात्रियों को डिब्बों से उतर कर दूर तक जाना पड़ता है। पहले ऐसी व्यवस्था थी कि धूम-धूम कर पानी डिब्बों में पहुँचाया जाता था, लेकिन अब वह व्यवस्था समाप्त कर दी गई है। मेरा जनरांध है कि वह व्यवस्था फिर से लागू की जाए।

सैकण्ड ब्लास के भाड़े में कमी की जाय, सीजन टिकट के भाड़े में भी कुछ छूट दी जाय तो यात्रियों को बहुत लाभ होगा।

इन शब्दों के साथ मैं इस बजट का समर्थन करता हूँ बहस में पक्ष या विपक्ष के सदस्यों के जो भाषण में सुनता हूँ, मूझे ऐसा लंगता है कि किसी चुनाव के दौरे पर गया हूँ,

जनता लोग चुनावी-भाषण देते हैं। यह कहने में ज्यादा समय लगाया जाता है कि जनता पाटी ने वह नहीं किया, वह नहीं किया और उधर के लोगों भी बाल के बाल उड़ाड़ने में लगे रहते हैं। मेरा अनुरोध है कि सदन का वह मूल्य समय सुझाव देने में लगाया जाय तो इस से देखा का भला होगा।

श्री राज व्यारे पंडित (राबर्ट्स गंज) : माननीय उपाध्यक्ष जी, मैं आप का बड़ा आभारी हूं कि आप ने मुझे बोलने के लिए समय दिया है और मैं यह चाहूंगा कि मुझे कुछ अधिक समय दिया जाए क्योंकि काफी बातें मुझे कहनी हैं। अभी चार, पांच महीने पूर्व जिन परिस्थितियों में पंडित जी ने यह रेलवे मंत्रालय संभाला, वे परिस्थितियां बड़ी कठिन थीं और कठिन इस माझने में थी कि विरासत में छिल्ली जनता सरकार और लोक दल की सरकार से जो रेलवे मंत्रालय के व्यवस्था मिली थी, वह उन के कुशासन की वजह से, कुव्यवस्था की वजह से बड़ी खराब व्यवस्था थी। समय पर दूनें नहीं चलती थीं और व्यवस्थित ढंग से दूनें नहीं चलती थीं और उन में काफी गिरावट आ गई थी। यही नहीं, कठिन समय में इसलिए कहता हूं कि आप यह देखें कि जिस समय इन्होंने रेलवे मंत्रालय संभाला, उस समय देश में सूखे का प्रकारपथा और पावर हाउसेज में कोयला न जाने की वजह से, उन की व्यवस्था खराब हो गई थी। यह कठिन समस्या रेलवे के सामने थी और उस के सामने कुछ चुनौतियां थीं। मैं बड़े गर्व के साथ कहना चाहता हूं कि इन चार, पांच महीनों में सफलता और बड़ी दृढ़ता के साथ उन कठिनाइयों का सामना किया गया है और मैं यह कह सकता हूं कि इस सूखे में खासकर उत्तरी और पूर्वी क्षेत्रों में, बिहार उत्तर प्रदेश और उधर आसाम और पश्चिम बंगाल में राशन पहुंचाने, खाद्यान्न पहुंचाने का काम जो दूनों द्वारा खासकर पंजाब और हरियाणा से किया गया, वह एक अभूतपूर्व सफलता का दृष्टक है क्योंकि अगर समय पर उन जगहों पर राशन नहीं पहुंच पाता, तो न जाने कितने आदमी मौत के शिकार हो जाते। मैं रेलवे मंत्रालय को और खासकर पंडित जी को इस के लिए धन्यवाद देना चाहती हूं,

बधाई देना चाहता हूं कि उन्होंने रेलवे के माध्यम से जो कठिनाइयां इन तीन वर्षों के जनता राज्य और लोक दल के राज्य में बागई थीं, उन को संभाला और रेलवे मंत्रालय संभालने के बाद उन रुकावटों को दूर किया।

मैं यह भी कहना चाहता हूं कि यह देख में सूखा पड़ने के कारण काफी कठिनाई थी बल्कि आसाम वर्गीकरण में रिफाइनरी बन्द होने के कारण जो कभी डीजल, पैट्रोल और केरासियन आयल की देश के विभिन्न भागों में आई थी, उस को भी दूर करने के लिए इन चीजों को रेलवे को दूर-दूर तक पहुंचाना पड़ा और जीवनोपर्यागी वस्तुओं को पहुंचाने के लिए काफी काम करना पड़ा और इस के लिए काफी प्रयास रेलवे मंत्रालय ने किया। वैगन भी उपलब्ध कराये गये और आज मैं यह कह सकता हूं कि इस वजह से ही खास तौर पर महांगाई की रुकावट का रास्ता प्रशस्त किया गया है।

मैं यह भी बताना चाहता हूं कि रेलवे मंत्रालय के प्रयास से ही जो सूखा क्षेत्र है, जहां पर पेय जल की बड़ी कठिनाई भी जैसे हमारे मिर्जापुर के दक्षिणी ओंचल में और बिहार की कुछ जगहों पर, जहां पर कम्प्रेसर नहीं मिल रहे थे और कुएं नहीं खोदें-जा सकते थे, रेलवे मंत्रालय ने ऐसे कठिन समय में बिना कीमत के, बिना किसी काल्पनिक टैकरॉड द्वारा पानी पहुंचाया और आदिवासी क्षेत्रों के लोगों को पानी उपलब्ध कराया। इस के लिए मैं बड़ा आभारी हूं रेलवे मंत्रालय का और खासकर पंडित जी का कि बड़ी सूख-बूझ से उन्होंने काम लिया और पानी पहुंचाने की व्यवस्था की और इस से लोगों की प्यास को बुझा सके। यही नहीं, इन चार पांच महीनों में रेलवे मंत्रालय ने जो काम किया है, वह बहुत सराहनीय है। आप यह देखें कि जब पिछला अन्तर्रिम बजट पंडित जी ने पेश किया था, तो उस समय 32 करोड़ 13 लाख रुपयों का धारा था और इस बार जो प्रयास उन्होंने किया है और सन् 1980-81 का जो बजट है, उस में प्लानिंग कमीशन ने 100 करोड़ रुपये का एलाकेन बढ़ाया है और पंडित जी की दीप्ति हरे राज्य की ओर गई है। आप यह देखें कि हर राज्य में

[श्री राम प्यारे पनिका]

बैसा कि हमारे एक साथी कल बोल रहे थे, कुछ न कुछ प्रयास किया जा रहा है। देश के हर कोने में चाहे रेलवे लाइन बिछाने का प्रश्न हो, चाहे छोटी लाइन से बड़ी लाइन में परिवर्तन करने का प्रश्न हो और चाहे नई लाइनें डालने का प्रश्न हो, सभी ये काम चलाये गये हैं। यही नहीं रेलवे प्रशासन के चुस्त करने के लिए, उसमें गतिशीलता लाने के लिए भी पंडित जी ने जो प्रस्ताव रखे हैं मैं उनका भी स्वागत करता हूँ। रेलवे कन्वेंशन कमेटी की चाहे रेल, ट्रिब्युनल बनाने की बात हो, चाहे बजटिंग एण्ड परफोरमेंस की बात हो, पंडित जी ने उन्हें स्वीकार किया है। मैं खास कर मंत्री जी को बजटिंग और परफोरमेंस की व्यवस्था के लिए बधाई देना चाहता हूँ। यह व्यवस्था सभी मंत्रालयों में होनी चाहिए जिससे कि सभी मंत्रालयों की कार्यक्षमता पर निगाह रखी जा सके और यह देखा जा सके कि कहां कितना काम हुआ है, कितना काम नहीं हुआ है। सदन को इस बात का अधिकार हो कि वह मंत्रालयों की कार्यक्षमता पर चर्चा कर सके।

मुझे बड़ी प्रसन्नता है कि 14-15 तयी रेल लाइनें बैंकवर्ड क्षेत्रों में बिछाने के लिए सर्वेक्षण करने का आदेश दिया हुआ है और उसके लिए धन की व्यवस्था भी की गयी है। मैं एक ऐसे क्षेत्र से आता हूँ, मिर्जापुर से जो कि बिहार के पलामू और मध्यप्रदेश के सरगुजा, सीधी और रीदो जिलों से घिरा हुआ है। वह एक तरह से संगम स्थल है। यह सारा क्षेत्र आदिवासी बल्ट है। मैं इस के लिए भी आभारी हूँ कि उन्होंने दो ट्रेनें इस क्षेत्र को दी हैं। एक तो अमृतसर-टाटा एक्सप्रेस जो कि उन्होंने बद्धिक पिछली बार वे मंत्री बने थे बलायी थी, दूसरी छोटा नागपुर-चण्डीगढ़ एक्सप्रेस चलायी है। मैं चाहूँगा कि इन दोनों ट्रेनों में वे केन्टीन की व्यवस्था कर दें और ए. सी. सी. स्लीपर्स की व्यवस्था कर दें। उनमें जो रिजर्वेशन का कोटा है, उसको भी बढ़ा दिया जाए। मैं आपसे यह भी कहना चाहता हूँ कि कालका जो छोटा नागपुर एक्सप्रेस जाती है वह केवल सफाई के लिए जाती है। वह कालका तक सबारियां ले कर जाए जिससे कि हिमाचल प्रदेश जाने वाले लोग भी उस में जा सकें।

मेरा यहां एक और ट्रेन लखनऊ से चलती है जो कि चोपन तक जाती है। वह 17 घंटे तक चोपन में बड़ी हो जाती है। पहले उसके रेनकूट तक जाने की व्यवस्था थी लेकिन वहां टर्मिनल की व्यवस्था न होने के कारण वह चोपन तक ही रोक दी गयी। उमेर गडवा, जिला पलामू (बिहार) तक जाना चाहिए।

साथ ही साथ मैं सुझाव देना चाहता हूँ कि पिछड़े हुए क्षेत्र में रेनकूट से अम्बिका-पुर और अम्बिकापुर से चिरमिरी तक रेल लाइनें बिछाने के लिए भी सर्वेक्षण किया जाए। इस से चिरमिरी के कोलफील्ड्स और उत्तरप्रदेश के औद्योगिक संस्थान जुड़ जाएंगे। इस क्षेत्र में आदिवासी रहते हैं इससे उनको लाभ होगा।

श्रीमन्, जबलपुर के सम्मानित सदस्य शर्मा जी ने जो सुझाव दिया है कि मिर्जापुर से सतना को मिला दिया जाए मैं उसका समर्थन करता हूँ। एक वहां पर कछवारोड से चुनार तक का भी सर्वेक्षण किया जाना चाहिए। इसकी दूरी 15 किलोमीटर है। यह एक महत्वपूर्ण करिष और औद्योगिक क्षेत्र है। इस से वह एर्टिहासिक नगर पूर्वचल से जुड़ जाएगा।

साथ ही साथ मैं यह भी निवेदन करना चाहता हूँ कि हमारे धोत्र में दो ट्रेनें चलती हैं—एक सी.सी.जी. एक और दूसरी सी.सी.जी. दो। ये केवल कछवा से चोपन तक चल रही हैं। मैं चाहता हूँ कि इन्हें बनारस तक जोड़ दिया जाए जिससे कि पिछड़े क्षेत्रों के लोगों को बनारस तीर्थस्थान जाने आने में सुविधा हो। मैं मंत्री जी का बड़ा आभारी हूँ कि उन्होंने त्रिवेणी एक्सप्रेस को और पूर्वचल एक्सप्रेस को कछवा रोड में रुकवा दिया है। इससे वहां की जनता का बड़ा लाभ हुआ है। मुझे विश्वास है कि छोटी लाइन को बड़ी लाइन में परिवर्तित करने का जो कार्यक्रम हाथ में लिया गया है उसमें तजी लायी जाएगी।

अभी हाल में रेल मंत्रालय ने बनारस से बम्बई तक एक ट्रेन चलाने का प्रस्ताव रखा

है। इसके बारे में मैं सुझाव देना चाहता हूँ कि चूंकि इलाहाबाद से काफी ट्रेनें जाती हैं और वहां भीड़-भाड़ भी काफी होती है इसलिए उस ट्रेन को चुनार, राबर्ट्स, चोपन, मारेवा, कटनी होते हुए चलाया जाए। इस से इस गाड़ी की दूरी भी कम हो जाएगी और जो इलाहाबाद में भीड़-भाड़ और कठिनाई होती है वह भी दूर हो जाएगी।

अभी हमारे एक साथी बोल रहे थे कि उड़ीसा एक बेकवर्ड इलाका है। वह निश्चित रूप से बेकवर्ड इलाका है। उस बेकवर्ड इलाके से हजारों, लाखों की संख्या में लोग रोजी कमाने के लिए पंजाब तक जाते हैं। वहां से उत्तरप्रदेश तक आने के लिए भी कोई सीधी ट्रेन नहीं है। इसलिए मेरा सुझाव है कि पुरी से हरद्वार ट्रेन बाया लखनऊ चलाई जाए। इससे उन लोगों को लाभ होगा जो कि वहां के लोग उत्तरप्रदेश में काम करने के लिए आते हैं। रेल विभाग को यह भूल जाना चाहिए कि गरीब लोग लम्बी यात्रा नहीं करते हैं। देखा जाए तो गरीब लोग रोजी रोटी कमाने के लिए सुदूर जगहों पर जा कर अपना पेट भर रहे हैं। इस वास्ते मैं चाहता हूँ कि इन ट्रेनों की व्यवस्था की जाए।

एक बात मैं यह भी कहना चाहता हूँ कि नौ वस्तुओं को जो आपने भाड़े की वृद्धि से छूट दी है उन में दूध, सब्जियां, पश्चिमों का चारा, दवाएं तथा डोमेस्टिक यूज में आने वाला कोयला भी जोड़ दें और इन पर यह अतिरिक्त भार न डालें।

देश के अनेक भागों में सूखे की स्थिति है। इस वास्ते यदि इस वित्तीय वर्ष में सैकिंड क्लास का भाड़ा न बढ़ाया जाए तो यदा अच्छा होंगा। वैसे जो भाड़ा बढ़ाया गया है वह रेलवे ट्रैफिक इनक्वायरी समिति की सिफारिशों पर ही बढ़ाया गया है और जो इसका विरोध करते हैं वे सस्ती लोकप्रियता हासिल करने के लिए ही करते हैं।

धी जनुलबशर ने हमारे मिजापुर क्षेत्र की चर्चा की है और मैं उनका बड़ा आभारी हूँ वहां पर आंदोलिक विकास हो रहा है और सुपर थर्मल पावर स्टेशन लग रहा है। वहां पर एक लाइन भी बन रही है। लेकिन उसके बनने में देरी इसलिए हो रही है कि वहां जो डिस्ट्री चीफ इंजीनियर है वह मुआवजे की समस्या को हल नहीं कर पा रहे हैं, उसके बारे में कोई निर्णय नहीं ले पा रहे हैं। इस वास्ते वहां यह काम कछुए की चाल से चल रहा है। करला, बीना और जयन्त का लिंक है यह बहुत महत्व रखता है। इससे कोल फील्ड ज के विकास में बहुत मदद मिलेगी। आज हमें कोल की कितनी आवश्यकता है यह आप जानते ही हैं। वहां जो डिस्ट्री चीफ इंजीनियर साहब है उनको वहां बहुत दिन हो गए हैं और उन से यह काम बन नहीं पायेगा। इस वास्ते आप कोई दूसरी व्यवस्था करें। मैं चाहता हूँ कि कोल फील्ड, रेलवे और पावर हाउसिस के प्रतिनिधि सब मिल कर बैठे और बैठ कर इसके बारे में व्यवस्था करें। बिजली की कमी महसूस नहीं होनी चाहिए। आप तो जानते ही हैं कि बिजली की कमी के कारण हमारी रेलों को भी बहुत सी कठिनाइयों का सामना करना पड़ता है। वैगंज और कोंचिज वैगंज बनाने में बाधा पहुँचती है। रेलों के चलने में भी इस कारण से बहुत बाधा आई है। देश के विकास के लिए बिजली एक बुनियादी चीज है। इस मामले में रेल मंत्रालय को उगे आजा चाहिए और इस समस्या को जो लटकी हुई है हल करना चाहिए।

एक अंतिम बात कह कर मैं समाप्त करता हूँ। आपको जमीन एक्वायर करने में बहुत देर लगती है। आप जानते ही हैं कि कोल इंडिया में यह नियम है कि जब जमीन एक्वायर करनी होती है तो कोयले के मंत्रालय वाले कर लेते हैं। लेकिन रेलों में यह व्यवस्था है कि इस मामले में राज्य सरकारों पर निर्भर किया जाए। इससे देरी होती है। मैं चाहता हूँ कि जो नियम कोयले पर लागू होता है वही आप पर भी लागू हो। चीफ इंजीनियर गंगोली साहब की अक्षमता के कारण भी जो जमीन ली गई है उस काम में तेजी नहीं आ रही है। काफी

[**श्री रम्प प्यारे पविका]**

दिन इसको हो गए हैं। उन्होंने वहां पर भाई भटीचावाद चला रखा है। वह बंगाल के हैं। मैं संकीर्ण भावना से बात नहीं करता हूँ। न जाने कहां कहां से आकर दूसरी बागहों पर लोग काम करते हैं। लौकिक जिन की जमीनें आप ले रहे हैं उनके भी तो नाकीरियां मिलनी चाहिए। मैं चाहता हूँ रेल मंत्रालय इसको देखे कि जिन की जमीनें ली जाएं उनके क्यों न रखा जाए? क्यों बाहर वाले, बंगाल, उड़ीसा, बिहार के लोगों को वहां ला कर आप रखें यह न्याय की बात है कि जिस की जमीन ली जाए, जो बेघरवार हो उसको पहले नाकरी मिलें। इस बारे भी आपका ध्यान जाना चाहिए।

इन शब्दों के साथ जो बजट प्रस्तुत किया गया है उसका मैं जबर्दस्त स्वागत और समर्थन करता हूँ।

MR. DEPUTY SPEAKER: Before I call upon Mr. P. J. Kurien I want to make an appeal to the Hon. Members. Every one of the Hon. Members want to on this because it is a very important discussion on the Railways. Everyone would like to satisfy his constituency. Therefore I would request that each Member shall not take, on any account more than five minutes. Then alone can we give time to all Members. This is my last request....

AN HON. MEMBER: It is for you to enforce the limit.

MR. DEPUTY-SPEAKER: I would request that you should not take more, so as to accommodate all Members. Even in your own Party—the ruling Party—about 18 people are yet to speak.

Now I call upon Shri P. J. Kurien.

SHRI MOOL CHAND DAGA: I would request that even those Members whose names have not been given, should be called for five minutes.....

MR. DEPUTY-SPEAKER: That is what I say. Everyone....

SHRI MOOL CHAND DAGA: Sometimes names are not given from the Party side, but we want to participate in the discussion.

MR. DEPUTY-SPEAKER: They will give you a chance during the Demands—when they speak on the Demands. Don't exhaust everything now!

SHRI P. J. KURIEN: I will ring the bell and I will not allow you to speak after five minutes. This applies to all Members. I am to perform an unpleasant task, of course in a pleasant manner.

PROF. P. J. KURIEN (MAVELIKARA): I will not take more than seven mintes.

MR. DEPUTY-SPEAKER: After five minutes, I will call the next Member.

PROF. P. J. KURIEN: The Budget presented by the hon. Railway Minister is quite disappointing not only because there is increase in railway fare in respect of Second Class but also because proper policies have not been envisaged for reconciling regional imbalances.

Coming to the railway fare hike, I would say that the increase in the railway fare in respect of Second Class, which is the mode of transportation used by the masses, is too much. In this context I would like to point out that Railways should not be considered as a commercial concern but should be treated as a utility service. If you treat it as a commercial concern, that means you are not having a proper understanding of the utility aspect of it. Further I would request the hon. Minister that at least in the case of passenger trains, the increase in fare should be done away with because travelling by passenger trains should be encouraged in order to minimise the pressure on motor traffic

in the light of the acute shortage of diesel and petrol.

16.00 hrs.

Coming to regional imbalances, I would say that no special effort has been made to reconcile the regional imbalances. Even the north-eastern States, where the people have a strong feeling of neglect, have not been properly considered in the railway budget. I do not overlook some of the new lines which are under construction, but there is no provision for proper railway expansion in these areas.

Coming to my own State, I submit that my State, that is, Kerala, has been totally neglected by the Central Government in respect of railways. What is the average of railway lines per one lakh population in the country? It is ten kms. whereas in Kerala it is only four kms. What a disparity! In spite of this, the Minister has not come forward with any proposal of new lines in Kerala. The Chief Minister of Kerala and all the MPs of Kerala, irrespective of their party affiliations, have represented for a number of new railway lines: Kuttipuram-Guruvayur, Kottayam-Madurai, Tiruvella-Punalur and Alleppy-Kayangulam, but none of these has been taken into consideration. All these representations have fallen on deaf ears. For want of time, I do not want to elaborate on this.

16.01 hrs.

[SHRI SHIVRAJ V. PATIL in the Chair]

Everybody knows that electric trains are running at a cheaper cost. But in the Budget I do not see that sufficient emphasis has been given for electrification of railway track. I do not understand why it is so. There are States where electricity is available at cheap rates and in abundance also. For example, the Kerala Government has offered to give electricity at low rates for electrification. But the Central Government has not given any consideration to this offer. I would

request that special efforts be made to electrify the railway lines in the southern States using the electricity available from Kerala. There should be a Master Plan for electrification of tracks, because, at this time when there is shortage of diesel and petrol, electrification is the only alternative by which we can cope with this problem. In most States, electricity generation depends on coal transportation which in turn depends on the efficiency of railways. The efficiency of railways will again contribute to electricity generation which will lead to more efficiency. That is why I have already said that Railways should never be considered as a commercial concern but should be considered as a utility service. Therefore, I would say that the fare hike should be done away with and subsidy should be given to Railways so that they serve as a utility service. Proper maintenance of railways will have an effect on all industries and on other aspects of national life. My time, I know, is very short. So I would say only one more point and finish. That is about the security and safety of railway passengers. Actually, in our country, there is no safety at all for Railway passengers. If a man from Delhi is going to Tamil Nadu or Kerala, he is not sure of reaching there. Why? Not because of only accidents—I am not talking of accidents which have already been dealt with by hon. members—I am talking about the attacks and dacoities in the running trains. So many cases have been reported in the Press. I have got a number of Press cuttings—about running trains being attacked by goondas and dacoits. But no proper remedy has been so far found for this. The Centre, I should say, if necessary should take up this matter with the State Governments or the railway authorities or the government of India should come forward with the necessary steps for the protection of the passengers. I have got a number of letters from the people from Kerala that there are cases

[Prof. P. J. Kurien]

where even rape was attempted in the running trains. All their belongings have been taken away and rape was attempted on them. In spite of this no proper steps have been taken to curtail or stop these atrocities. I would suggest that steps should be taken in the light of all these.

I would again emphasize that the Budget is disappointing. I would urge on the government to withdraw the railway fare increase especially in regard to second class and to do away with completely the increase in the case of passenger trains.

Thank you for the opportunity you have given me.

MR. CHAIRMAN: Mr. Shailani—as a special case.

श्री चन्द्रपाल शैलानी (हाथरस) : सभापति जी, रेलवे हमारे देश का सबसे बड़ा उद्योग है। देश और देश की जनता की सेवा में रेलवे का जो योगदान रहा है, वह अवर्णनीय है। माननीय रेल मंत्री, श्री कमलापति श्रिपाठी ने, जिनकी व्यक्तिगत रूप से मैं बहुत इज्जत करता हूँ, बहुत सी नई रेल-गाड़ियां चलाई हैं और काफी सुविधायें दी हैं। लौकिक मैं समझता हूँ कि अभी रेलवे के विकास और सुधार की बहुत गुणायश है और उसके लिए बहुत कुछ करना बाकी है।

मेरे बहुत से मित्रों ने इस संबंध में अपने विचार व्यक्त किए हैं, वे अपनी जगह पर हैं। 1980-81 का यह जो बजट पेश किया गया है, उसमें यात्री-किराये और माल-भाड़े में वृद्धि की गई है। मैं समझता हूँ कि अगर रेलवे की आन्तरिक स्थिति का अध्ययन किया जाता और रेलवे में होने वाली फिजूलखर्ची को रोका जाता, तो मेरा विश्वास है कि किराये और भाड़े में यह वृद्धि करने की आवश्यकता न पड़ती।

कल बहुत से मित्रों ने रेलवे बोर्ड को समाप्त करने की चर्चा की थी। मैं भी इस विचार-धारा का हूँ कि रेलवे बोर्ड एक सफेद हाथी है और इस पर बहुत रुपया खर्च किया जाता है। अगर उसको समाप्त कर दिया जायें, तो मैं समझता हूँ कि इससे

कोई फर्क नहीं पड़ेगा, बल्कि एक बहुत बड़ी धनराशि की बचत होगी, जो रेलवे के विकास तथा सुधारों के लिए इस्तेमाल की जा सकती है।

रेलवे के कम्पनेशन एंड क्लेम्ज डिपार्ट-मेंट में इतना भूष्टाचार है कि उस पर जितनी भी चर्चा की जाये, वह कम है। रेलवे के अधिकारियों की लापरवाही से, उनके किंकर्तव्यक्रममुद्धरहने से और उनके नकारात्मक रवैये से रेलवे को हर साल पच्चीस से तीस करोड़ रुपये हजारों के रूप में देने पड़ते हैं। ये सारी बातें रेलवे अधिकारियों की गैर-जिम्मेदारी से होती हैं।

अंग्रेजों द्वारा चलाई गई सैलून व्यवस्था को तुरन्त समाप्त करना चाहिए। होता यह है कि मामूली से मामूली अधिकारी भी सैलून में यात्रा करते हैं और उन पर जितना खर्च आता है, मैं समझता हूँ कि वह फिजूल-खर्ची में ही जाता है। दिल्ली डिवीजन को ले लीजिए। यहां के छाटे-छाटे अफसर सैलून लेकर चलते हैं। उनके पदों की धुलाई का खर्च बीस से पच्चीस हजार रुपये प्रति-मास आता है। मैं समझता हूँ कि यह नाजाप्ज खर्च है और इसको ब्वा कर रेलों के सुधार में लगाया जा सकता है। दिल्ली डिवीजन में जो गाड़ियां, स्टाफ कार और मैटाडोर आदि हैं, मैं समझता हूँ कि उनकी मेन-टेनेंस और पैट्रोल पर जितना खर्च आता है, उसको रोका जा सकता है। उन गाड़ियों का दुरुपयोग किया जाता है। अधिकारी उन्हें अपने निजी कामों और अपने परिवार के सदस्यों के लिए इस्तेमाल में लाते हैं।

दिल्ली डिवीजन के डी आर एम की स्टाफ कार जो अभी कुछ दिन पहले खरीदी गई थी, आप को ताज़ब होंगा कि उसकी सीटें लगवाने, गदियों पर कपड़े चढ़वाने तथा शीशों के परदे लगाने पर 1153 रुपये खर्च आए जो बिल्कुल फिजूल खर्ची है और जिस की कोई आवश्यकता नहीं थी।

रेलवे की नौकरियों में आजादी के 33 साल बाद आज भी शेड्यूल कास्ट और शेड्यूल ट्राइब्ज के लोगों का कोटा पूरा नहीं हुआ है। दूसरी तरफ जहाँ भारत सरकार में 55 साल की उम्र में लोग रिटायर हो जाते हैं वहां रेलवे में 58 साल की उम्र पूरी

करने के बाद भी एक्सटेंशन दिया गया है।** स्टेशन सूपरिटेंट दिल्ली जंक्शन को.... (Interruptions)

MR. CHAIRMAN: That will not form part of the record.

58 साल की जो आप बात कर रहे हैं उस के सम्बन्ध में जिसका नाम ले रहे हैं उसको यहाँ बोलने का कोई मौका नहीं है। तो कृपया आप उनका नाम न लें। नाम लेकर बोलेंगे तो जिस का नाम ले रहे हैं

that will not form part of the record. Thee are the Rules of the House.

श्री चन्द्रपाल शैलानी: मेरा यह कहना है कि अगर मंत्री जी और अधिकारीण किसी विशेष अफसर को खश करना चाहते हैं या इनाम देना चाहते हैं तो उस को उसी स्केल में रीएम्प्लायमेन्ट दें। आप इसके उपर जरा गंभीरता से विचार कीजिए कि एक आदमी को एक्सटेंशन देने से कितने आदमियों के गला छोटा जाता है, कितने आदमियों के हक्कों का हनन होता है।

सभापति महोदय: मैं आपकी मदद करना चाहता हूँ। आप को कोई ऐसी चीज सदन के ध्यान में लानी है तो उनका डेर्जिगनेशन बतलाकर कह सकते हैं, उनका नाम नहीं ले सकते हैं।

श्री चन्द्रपाल शैलानी: इसी तरह बीकानेर डिवीजन के मैकीनिकल इंजीनियर को एक साल का एक्सटेंशन दिया गया है। और इस तरह के बहुत से मामले हैं।

रेलें जहाँ यात्रियों को एक स्थान से दूसरे स्थान पर पहुँचाती हैं वहाँ जो जीवन के आवश्यक पदार्थ हैं उनको भी छोने में काफी मदद करती हैं जिस से आदमी को अपना जीवन अच्छी तरह से निर्वाह करने के लिए चीजें वहाँ पर उपलब्ध होती हैं।

लेकिन अभी हमारे देश में बहुत सी जगह ऐसी हैं जहाँ रेलें नहीं पहुँचती हैं। आसाम में जो गढ़बड़ बहुत दिनों से चल रही है जिस के बहुत से कारण हो सकते हैं, उस पर डिस्केशन नहीं करना चाहता, लेकिन एक यह बात भी सही है कि वहाँ पर आवागमन के साधन बहुत कम हैं.... (व्यवधान)....

MR. CHAIRMAN: Your time is over.

श्री चन्द्रपाल शैलानी: सभापति महोदय, दो मिनट में मैं अपनी बात खत्म कर दूँगा।

सभापति महोदय: डिस्ट्री स्पीकर साहब ने आप को आगाह कर दिया था, पहले ही बता दिया था।

श्री चन्द्रपाल शैलानी: सभापति महोदय, मैं सिर्फ दो तीन सूझाव देकर खत्म कर रहा हूँ।

39 अप और 40 डाउन जनता एक्सप्रेस दिल्ली और अलीगढ़ के बीच सभी स्टेशनों पर रुकती है लेकिन उस में यात्रियों से एक्सप्रेस का किराया चार्ज किया जाता है जो उनके साथ अन्याय है। यह नहीं होना चाहिए।

हाथरस किला से अलीगढ़ तक जो शटल गाड़ी चलती है उस में तीन डिब्बे और बढ़ाए जाएं तथा उसे शाम के समय भी एक ट्रिप करनी चाहिए।

अलीगढ़ जंक्शन से रोज लगभग 3 हजार यात्री दिल्ली आते-जाते हैं जिन के लिए वर्तमान गाड़ियां पर्याप्त नहीं हैं। अतः कम से कम एक गाड़ी और बढ़ाई जाय।

अलीगढ़-दिल्ली और नहर दिल्ली के बीच यात्रियों की समस्याओं को देखते हुए यहाँ ई.एम.ई. कोच चलाना अत्यावश्यक है।

अलीगढ़-बरेली-मुरादाबाद लाइन पर एक भी फास्ट ट्रेन नहीं है जिस से यात्रियों का पूरा दिन खराब होता है।

पूर्वोत्तर, रेलवे मीटर गेज पर गोरखपुर से अजमेर या अहमदाबाद तक एक मेल या एक्सप्रेस गाड़ी चलाई जाय।

**Not recorded.

(श्री अनन्दपाल शैलानी)

पूर्वोत्तर रेलवे पर चलने वाली आगरा-लखनऊ एक्सप्रेस सिकन्दराराऊ स्टेशन पर सिर्फ एक मिनट रुकती है। कभी-कभी सवारियां बढ़ उत्तर भी नहीं पारी कि गाड़ी चल देती है, लिहाजा वहां कम से कम 3 मिनट का स्टापेज किया जाय जब कि कास-गंज जंक्शन पर यह गाड़ी आधा घंटा बड़ी रहती है। सिकन्दराराऊ से इसी गाड़ी में सेकेण्ड क्लास में दो बर्थों के आरक्षण की व्यवस्था की जाए।

पूर्वोत्तर रेलवे के मध्य रेल पुल पर पथ गैलरी का निर्माण शीघ्र कराया जाय। विगत दर्शाई में सौ कड़ों लोग अपने प्राण दे चुके हैं। अतः पथ-गैलरी का निर्माण अत्यन्त आवश्यक है।

विक्रमशिला व गोमती एक्सप्रेस का अली-गढ़ जंक्शन पर दोनों तरफ से स्टाप होना चाहिए।

श्री सतीश प्रसाद सिंह (लखनऊ): सभापति महोदय, ऐसे तो हमारे सदन के बहुत सारे सदस्यों ने बहुत से सुझाव दिए हैं, मैं एक बात की तरफ ध्यान दिलाना चाहूँगा कि जितनी गाड़ियां अभी उपलब्ध हैं वह आदादी के लिहाज से बहुत कम हैं। आपको भी और इस सदन के अन्य सदस्यों को भी गाड़ी की छत पर बैठे हुए पैसेंजर्स को देखने का अवसर मिला होगा। इसका खास कारण यही है कि गाड़ियों की कमी है जिससे पसेंजर्स को छत पर बैठकर चलना पड़ता है और अपनी जान का जोखिम उठाना पड़ता है। इसलिए मंत्री जी को सोचना चाहिए कि किस तरह से गाड़ियों की संख्या बढ़ाई जाए और उनको बढ़ाना चाहिए।

जहां तक सेकेण्ड क्लास पसेंजर्स की हालत का संबंध है, खासकर गमर्स के समय में जब वे डिब्बे में सफर करते हैं तो ऐसा सफोकेशन होता है कि लोगों को लगता है कि मौत के घाट उत्तर जायेंगे। इसका एक कारण यह है कि रेल के डिब्बे की छत लोहे की बनी हैं ही है जिससे काफी गमर्स पैदा होती है। इसलिए कोई ऐसी टेक्नोलॉजी डेवलप की जानी चाहिए या जिस ढंग से भी हो, जाड़ों में कम जाड़ा और गमर्स में कम गमर्स लगे इसका उपाय होना चाहिए।

मैं मंत्री जी का ध्यान उत्तर भारत की तरफ ले जाना चाहता हूँ। उत्तर भारत में कुछ जगहों पर रेल लाइनों को जोड़ दिया जाए तो बहुत बड़ी समस्या का हल हो सकता है। जैसे छितानी स्टेशन तक रेलवे लाइन है और वगहा तक रेलवे लाइन है जिसके बीच की दूरी 14 किलोमीटर है। इसको जोड़ देने से लोगों को बहुत बड़ी परेशानी कम हो सकती है। अभी छितानी से वगहा जाने के लिए गोरखपुर, सोनपुर, मुजफ्फरपुर, मोतीहारी होकर वगहा जाना पड़ता है। करीब-करीब दो सौ किलोमीटर की दूरी तय करनी पड़ती है जिससे लोगों को काफी परेशानी होती है। पैसा भी ज्यादा खर्च करना पड़ता है। इसके कारण उस एरिया के जो पसेंजर्स हैं उनकी परेशानी भी बढ़ती है। इसी प्रकार से निर्मली और सरायगढ़ के बीच में 15 किलोमीटर की दूरी है। निर्मली से सरायगढ़ जाने के लिए दरभंगा, समस्तीपुर, बरानी, सहरसा होकर जाना पड़ता है जिसकी तीन सौ किलोमीटर दूरी पड़ती है। इससे पसेंजर्स को बड़ी परेशानी होती है तथा उस इलादे के पसेंजर्स को भी परेशानी होती है। इस लाइन को अगर जोड़ दिया जाए तो जनता की बड़ी परेशानी दूर हो सकती है। इसी प्रकार से फारबिसगंज और किसनगंज को जोड़ दिया जाए जिसके बीच में कोई नदी भी नहीं है और केवल 90 किलोमीटर की दूरी है तो यू.पी., विहार, बंगाल का कछु पारेशन और आसाम का जो बार्डर एरिया है जिसका सुरक्षा की दीप्ति से महत्व है, फौज को एक जगह से दूसरी जगह जाने में परेशानी होती है उसको भी दूर किया जा सकता है। इन जगहों के बीच का गेप मात्र 114 किलोमीटर है इसको जोड़ने से लोग यू.पी. और आसाम तक आसानी से जा सकते हैं और कोई परेशानी नहीं होगी।

बड़ी लाइन का काम, जैसा कि बजट में दिखाया गया है, शुरू होने वाला है लेकिन बरानी से कटिहार-इसको जल्दी बर्नामा नहीं ताकि गढ़हरा में बड़ी लाइन का सामान उतारकर छोटी लाइन में लावा जाता है जिसमें बहुत चोरी होती है और रेलवे को बहुत घाटा उठाना पड़ता है उसको बचाया जा सके। बरानी से कटिहार तक बड़ी लाइन करने के काम की गति को तेज

करता चाहिए ताकि गढ़हरा में जो गड़बड़ी होती है कह बन्द हो जाए। कुछ स्टेशनों की तरफ में मंत्री महोदय का ध्यान दिलाना चाहता हूँ जैसे खगरिया, महेसून्ट, बिहूपुर और काढ़गोला आदि। इन स्टेशनों के दोनों ओर बाजार हैं, जहां पर आवरबिज बनाना बहुत ही जरूरी है, ताकि लोगों को दोनों तरफ आने जाने में सहायता हो। इस बिज के न बनने से जो दूर्घटनायें होती हैं, वे दूर्घटनायें भी कम हो जायेंगी। खगरिया, महेसून्ट, बिहूपुर और काढ़गोला आदि इन स्टेशनों पर एक दिक्कत यह है कि यात्री इन स्टेशनों पर आते हैं, उनके छहरने के लिए बैटिंग रूम्स की बहुत कमी है जिससे यात्रियों को चिलचिलाती धूप में और बरसात के दिनों में बहुत ही कठिनाई का सामना करना पड़ता है।

इसलिए मंत्री महोदय से मेरा निवेदन है कि जिस प्रकार उन्होंने रेलवे बजट में सभी बातों की तरफ ध्यान दिया है और जो मैंने सुझाव दिए हैं, उनकी तरफ भी ध्यान दर्भे। यह एक प्रोग्रेसिव बजट है, इसलिए मैं इसका समर्थन करते हूँ अपनी बात समाप्त करता हूँ।

SHRI Y. S. MAHAJAN (Jalgaon): Mr. Chairman, Sir, I rise to congratulate the hon. Minister for Railways on the surplus budget presented by him for the current year. His speech has revealed the magnificent work the Railways have done during the first five months of the calendar year, i.e. since he took over as Minister under one Government. The Railways were in a neglected condition and the arrears of the maintenance of locomotives, wagons and coaches had accumulated to an unprecedented extent. Under such conditions, they succeeded in the stupendous task of rushing supplies of essential commodities to drought-affected States in the east, namely, West Bengal, Bihar, Orissa, Assam and Madhya Pradesh from the surplus States of Punjab and Haryana. In one month alone, viz., April, they transported as much as 8

lakh tonne of foodgrains. The loading of other commodities such as sugar and edible oils also showed a remarkable increase. Even in the disturbed and abnormal conditions of Assam, the Railways overcame a number of serious difficulties and kept the movement of foodgrains to that area at the expected level.

Because of drought and excessively hot summer, some of the areas were short of drinking water. Even this seemingly impossible task was undertaken successfully by the Railways and they transported drinking water free of cost to these areas.

Shortage of power has been a crippling factor on production during the last year. Efforts were made by the Railways to alleviate this by increasing the number of wagons loaded with coal by 500 per day.

The same story of strenuous effort and success is repeated in the case of carrying petroleum from sources other than the refineries of Assam over longer distances to areas usually fed by these refineries.

The work of the railways during the last five months has been a saga of great effort and organising capacity in coordinating the intricate network of the railways which were not in a state of good repair and maintenance, to solve problems of unprecedented difficulty posed by drought, failure of the power system and an especially hot summer. This has proved that in times of crisis our people can rise to the situation as they always do.

The hon. Minister has undertaken a fairly large programme of new lines, conversions and surveys. The conversion work of the Manmad-Aurangabad line is to be stepped up. Marathwada is a region which suffers for want of adequate railway facilities. In view of this, I hope that the hon. Railway Minister will take all steps necessary to expedite this work.

As regards my district, there has been a demand for a railway line from

[Shri Y. S. Mahajan]

Amalner to Dhulia. Dhulia is a backward district. If this line is constructed, it will contribute to the development of both the districts of Idgarh and Dhulia.

The hon. Minister had to take some hard decisions such as an increase in passenger fares and levy of a flat 15 percent surcharge on all freight traffic. To avoid hardship to the common man and prevent spiralling of prices of essential commodities, he has excluded them from the surcharge. These vital commodities include salt, sugar, foodgrains, pulses etc. I earnestly request the hon. Minister to exempt the transport of all fruit and vegetables from the surcharge. I would like to make a special mention of banana on which the economy of my district depends. The price of banana is usually very low during the season. Secondly, its price fluctuates enormously during the season. If this surcharge on its transport is imposed on them, I am afraid, this will be the last straw to break the camel's back. I hope and trust, the hon. Minister will bracket fruit and vegetables, especially banana, with food under the list of exempted commodities.

With these few remarks, I commend the acceptance of this budget by the House.

श्री विजय सोरेन (दुमका): सभापति महोदय, बहुत अफसोस की बात है कि रेडियो और समाचार पत्रों में हमेशा पिछड़े इलाकों, आदिवासी और हरिजन इलाकों के विकास की बात कही जाती है, लेकिन होता कछ भी नहीं है। रेलवे बजट में ऐसा ही कहा गया है। मैं ऐसे क्षेत्र से चुनकर इस संसद में आया हूँ जहां अधिकतर आदिवासी लोग हैं। हमारे क्षेत्र में कोयला खदानों को तथा जहां जहां बड़े-बड़े कारखाने हैं, उन को तो रेलों से जोड़ा हुआ है लेकिन जो हमारा हैंड-क्वार्टर है उस को आज तक भी रेल लाइन से नहीं जोड़ा गया है। हजारी

बाग, गिरीडीह और संधाल परगना की यही स्थिति है। हम लोग ऐसा महसूस करते हैं कि हम को आज तक विकास की दृष्टि से उपेक्षित रखा गया है। यदि ऐसी बात न होती तो किनारे-किनारे जहां खदाने हैं, वहां ही क्यों लाइन होती, क्षेत्र के अन्य भागों में रेल लाइन की व्यवस्था आज तक क्यों नहीं की गई? इसलिये मेरा कहना है कि जहां-जहां हमारे डिस्ट्रिक्ट हैंड-क्वार्टर्ज हैं, वहां अवश्य रेल लाइनें पहुँचाई जानी चाहिये।

हाल ही में रांची से चण्डीगढ़ के लिये एक रेलगाड़ी चलाने की व्यवस्था की गई है। उस का नाम "भारखण्ड एक्सप्रेस" रखा गया था, लेकिन पता नहीं क्यों उस का नाम बदल कर "छोटानागपुर एक्सप्रेस" कर दिया गया है। इससे हमारे इलाके के लोगों को बहुत दुख पहुँचा। हम लोग जो जंगलों के रहने वाले हैं, भारखण्डी आदमी हैं, "भारखण्ड एक्सप्रेस" चलाने से हम लोगों के मन में बड़ी श्वेतांगी और गैरव पैदा हुआ था, लेकिन पता नहीं क्यों उस का नाम बदल दिया गया। मैंने इस संबंध में संत्री जी को पत्र भी निखारा था, परन्तु उस का जवाब मुझे आज तक नहीं मिला है। मैं चाहता हूँ कि उस का नाम "भारखण्ड एक्सप्रेस" ही रखा जाय।

हाउस के अनेक माननीय सदस्यों ने रेलवे की बहुत तारीफ की है, लेकिन हमारा क्षेत्र तो ऐसा क्षेत्र है जहां के लोगों ने आज तक रेल को नहीं देखा है। दमका जिले के किनारे-किनारे दोनों तरफ रेल लाइन है, लेकिन आज भी स्टेशन से उतर कर 60 किलोमीटर जाना पड़ता है। इसलिये मुझे अधिक नहीं कहना है, सिर्फ यही कहना चाहता हूँ कि आज तक हम लोगों का जो शोषण हुआ है, उसको दृष्टि में रख कर हमारे पिछड़े इलाके को भी रेल लाइन दीजिये। 1974-75 में उस इलाके का सर्वे हुआ था, हम लोगों को बहुत आशा हो गई थी, लेकिन इस रेलवे बजट में हमें कुछ भी दिखाई नहीं दिया, पता नहीं उस का क्या हुआ। मैं आप से यह भी निवेदन कर दूँ कि अब वहां की जनता इस

अन्याय को बरदाशत नहीं करेगी कि हमारी धरती के नीचे जो धन है, उस को ले जाने के लिये तो रेलवे लाइन है लेकिन वहां की जनता के लिये यातायात की कारोई सुविधा नहीं है। वह बहुत ही उपेक्षित इलाका है—यदि उस को रेलवे लाइन दी जाय तो निश्चित रूप से उस का विकास हो सकता है।

इतना ही कह कर आप को धन्यवाद देता हूँ।

SHRI BHERAVADAN K. GODHAVI (Banaskantha): The Railway Minister deserves congratulations, because he has tried to retrieve the situation which was there when he took over the Railway administration from the Janata and Lok Dal governments. Railways were completely in doldrums. Production of wagons and, coaches, haulage of goods, running of trains on time—everything was at a very low ebb. We now find from the Minister's speech that a considerable effort has been made, and good results have been brought forth.

Railways are the life-line of our country. If there is any defect in the Railway administration in the matter of machinery or management, it causes hardship both to the passengers and the trade. People from the opposition and people all over the country would not like a hike in fares and freight. But in order to retrieve the existing situation, a bold step was necessary. The people of the country should understand the situation and support the Government.

I come from a constituency which borders Pakistan. A step-motherly treatment is given to the metre gauge sections in the railways. The Railway Minister has admitted that there is a considerable increase in traffic in all the sections of the Railways. However, between Ahmedabad and Delhi, there is not a single additional Mail or Express train started, for the last 15 years. Consequently, passengers are travelling on the roofs of trains. There is a lot of congestion; and we

are not in a position to get reservations also in time. In the western regions of the country which are backward and which require amenities, these amenities are denied. I would suggest that between Delhi and Ahmedabad, a Mount Abu Express should be started.

In the metre gauge sections, there are no II A.C. sleeper coaches, and no A.C. chair cars. These facilities should be provided. We are also paying the same fare as the passengers in broad gauge sections do. The cost of operation of the metre gauge is also less. Of course, the idea of converting metre gauges into broad gauges is a good one. We are repeatedly told that between Delhi and Ahmedabad, it is going to be done shortly. I would request the Minister to expedite it.

At Palanpur station, there is no foot over-bridge; I am sorry to say that this is so, even though we are demanding it for the last 5 years. Every year about 100 people die in accidents, because of the absence of the foot over-bridge. The reply given by the Railway authorities is that the construction of the foot over-bridge will be taken up at the time of conversion of the metre gauge into broad gauge and that if it is required earlier, the cost is to be borne by the State Government or the local authorities. The estimated cost of the foot over-bridge comes only to Rs. 5 lakhs. If you apportion one day's collection from ticketless travellers all over the country, you will get Rs. 5 lakhs. A hundred lives are lost every year. School children are put to difficulties. So, it is necessary for the Railway Minister to take action in this regard very quickly.

Again, between Palanpur and Ahmedabad there is no passenger train after 3 o'clock. Plenty of people are travelling between Ahmedabad and Palanpur; and between Palanpur and Mehsana. I would, therefore, request that a train should be started between Palanpur and Mehsana, leaving Palan-

[Shri Bheravadan K. Godhavi]

pur at 5.30 in the evening. I am told, I also examined it, that plenty of rakes are lying idle in Mehsana. We can have rational utilization of those rakes. Then certainly a small train can be started, although all the members have stated, the stock reply will be that there is a congestion on the line. I do not understand that, because after all it is for the technical people to advise us. But I certainly see that for two or three hours we do not find any passenger or goods train running on that line. If that is the position, then certainly in between we can have solutions. On the whole, the efforts that have been made to improve the railway position economically and in production, the new lines that have been set up and surveyed and the conversion that is being done, for all this the Railway Minister deserves our congratulation. With these words, I support the Budget.

*SHRI A. R. MALLU (Nagar Kurnool): Mr. Chairman, Sir, I may kindly be allowed to speak in my mother tongue.

Sir, I wholeheartedly welcome the railway budget for the year 1980-81, presented by our Railway Minister Shri Tripathiji. He is an experienced and an efficient Minister who performed admirably during his earlier tenure as Minister.

Sir, I welcome the proposed survey to connect certain backward districts of Telengana. It shows how much our beloved Prime Minister, is interested in the development of backward regions and its people. The proposed survey to connect Patancheru with Pedda Palli, not only serves the needs of the people of Medak district, but also of the entire region. The people in this region have waited for a long time to see a train running through their region. Now, it appears that

their wish is going to be fulfilled very soon.

I also welcome the exemption of freight charges on essential commodities. Already overburdened by the rising cost of living the common man has heaved a sigh of relief on this exemption. In addition to these commodities I suggest that vegetables and fruits may also be exempted, as they are very much part of the common man's diet.

While I welcome the proposed survey to connect certain backward areas of Telengana, I feel sorry that my constituency Nagarkurnool is nowhere in the picture. It is a reserved constituency and extremely backward. It consists of tribals, Scheduled Castes and other communities who are most backward socially and economically. It is unfortunate, Sir, that such a region has been left out of the new proposals. I am sorry to say that there is no railway line connecting my constituency. There was a proposal to conduct a survey for a railway line between Macherla and Raichur via Nagarkurnool. I do not know the fate of this proposal. Perhaps the Janata Government did not have enough time to consider such worthy proposals. I am confident that this Government considers this demand favourably as it helps the poor people of the area. Our hon. Deputy Minister for Railways Shri Mallikarjun belongs to Mahbubnagar, as he represents that constituency. I need not repeat it Sir, for, he knows how backward our people are. I hope that he will do justice to the poor in that area, by taking a decision on the long-awaited proposal to link Macherla with Raichur via Nagarkurnool.

The Andhra Pradesh Express running between New Delhi and Secunderabad is a bi-weekly, at present. All other super fast expresses like Tamilnadu express are running four days in a week. There is a demand from the public, that the A. P. Express should

*The Original speech was delivered in Telugu.

also run at least 4 days a week in view of the density of traffic.

Another point that I would like to bring to the notice of hon. Minister is, that at present the Super fast express trains have no stop at Khammam, a district headquarter and an industrial area. Coal mines are very near that point and above all Bhadrachalam, which attracts pilgrims from all over the country is situated there. It is regrettable that such an important centre has no stop for super fast trains like K. K. and Tamilnadu Express. Members of Parliament have demanded from time to time that a stop be provided at Khammam. Unfortunately all their efforts have gone in vain. I request the hon. Minister to make kindly all the trains halt at Khammam.

The pilgrimage centre Bhadrachalam has no rail links so far. Pilgrims have to alight at Bhadrachalam Road, also called as Kotegudem. Even in the proposed survey the trains will go at the most upto Manugur. There is every need to extend the railway line upto Bhadrachalam, in view of its importance. There are no other means of communication in that area. Some years back many pilgrims died when a boat capsized while crossing the river Godavari. I hope the hon. Minister will consider this request favourably. The Dantiwada-Bhadrachalam line has not been taken up though the survey was over a long back.

Sir, in my humble opinion raising the fares of second class passengers and increase in season tickets is not justified, for, it is only the common man who travels by the second class and most of the season tickets holders are either employees or students. I request the Government therefore, to withdraw the proposed hike. The loss can be met by further enhancing 1st class fares. I suggest that the hike in season tickets should come along with hike in the pay of ticket holders. Andhra Pradesh is an agricul-

tural State. It is the granary of the country, but due to paucity of wagons, the farmers are finding it very difficult to send their products to other parts of the country. I request the hon. Railway Minister to supply enough wagons to meet the demands of farmers. I fully agree with the views by my friend Shri Satyanarayan Rao.

We have an young and energetic Minister in Shri Mallikarjun, and experienced administrators like Shri Jaffer Sheriff and Panditji to guide the Ministry. So there is no doubt that there will be a rapid progress in Railways in the near future.

Once again I welcome this budget.

SHRI SKARIAH THOMAS (Kottayam): I am thankful to you for providing me an opportunity to participate in the discussion on the railway budget. Our Railway Minister is a very senior and experienced member of this House and the common man expected something from his budget but unfortunately the people of India have now been disappointed because the Minister has imposed a burden of Rs. 73.31 crores on passenger traffic and Rs. 130.93 crores on freight traffic, a total of Rs. 204.24 crores. This could have been easily and the freight rates could have been retained as they were before. There is no doubt that due to this prices of commodities will go up. Can any member sitting on the other side, on the treasury benches say that this is not a burden? In 1976-77 I was on this side of the House and at that time some Members who are now sitting on the Treasury Benches criticised the then Railway Minister. It is interesting to hear what they are now saying. One who has been watching the discussion going on can easily understand that the discussions are politically motivated. Let us forget politics for a while and let us think what we can do for the railway users. How to do good things for the people?

[Shri Skariah Thomas]

Regarding the running of trains on time, it is really a pity that most of the trains are not running on time. This should be put an end to. Instructions should be given to the officers to keep up time.

Regarding electrification of railway lines, the States which have surplus electricity should be given priority. As far as Kerala is concerned we have got only 940 kilometres railway line out of 60,000 railway lines throughout India. As you know, Kerala is a thickly populated State but railway facilities are very poor.

There is no major establishment like a coach factory, workshop etc. The State has got basic facilities such as skilled and un-skilled labour force, supply of power throughout the year. I am sorry to note that in this Budget, these aspects have not been taken into account.

My next point is about the facilities in Kottayam Railway Station. It is true that more trains including K. K. Express are passing through the station but the facilities have not gone up along with the increasing traffic. There is no room and no phone for enquiries.

I request the hon. Minister to kindly see that these things are attended to. With these words I conclude

श्री जे. सी. बर्वे (रामटेक): सभापति महोदय, माननीय रेलवे मिनिस्टर ने जो बजट सदन में पेश किया है, उसका मैं स्वागत करता हूँ।

माननीय मंत्री जी के शपथ-ग्रहण करने के बाद मैं अपनी कांस्टीट्यूशन्सी के किसानों के साथ एक डैप्टेशन में उनसे मिला था और उनसे चर्चा की थी कि हमारे कांस्टीट्यूशन्सी में जो प्रावलम है, उसकी ओर ध्यान दिया जाये। मैं रामटेक निर्वाचन क्षेत्र से चुनकर आया हूँ। उस वक्त जब मैं वहां किसानों और एम. एल. एज. का डैप्टेशन लेकर

आया था तो माननीय मंत्री जी ने हमारी प्रावलम पर ध्यान दिया था। हमारे एरिये में सन्तरे का उत्पादन बहुत ज्यादा होता है और उसकी निकासी के लिये मैंने जब मंत्री महोदय का ध्यान दिलाया और उनसे प्रार्थना की कि किसानों के माल की निकासी करने के लिये अगर रेलवे की वैगनें नहीं दी गईं तो लाखों रुपये का उनका नुकसान होगा, तो मंत्री महोदय ने तत्परता से इस ओर ध्यान दिया और इसकी व्यवस्था कर दी। इसके लिये मैं उनका शुक्रिया अदा करता हूँ।

मेरा मुख्य प्रश्न यह है कि हमारा एरिया खासकर सन्तरा एरिया है, जहां इसकी पौदा वार बहुत अधिक होती है, उस एरिये में रेलवे लाइन की सख्त जरूरत है। नरखेड़ा से अमरावती तक रेलवे लाइन की मांग कई सालों से चली आ रही है। मैं सन् 1977 में भी रेल मंत्री महोदय से मिला था, लेकिन उसकी ओर अभी तक कोई ध्यान नहीं दिया गया है। जिस वक्त मैं अपने क्षेत्र के किसानों को लेकर माननीय पंडित जी से यहां मिला उस वक्त उनके साथ सरकारी अधिकारी, जनरल मैनेजर से लेकर रेलवे बोर्ड के सदस्य भी उपस्थित थे, उन्होंने कहा था कि आप बजट के टाइम में इस ओर ध्यान दिलाइये, हम जरूर इस पर विचार करेंगे। इस समय जो मंत्री महोदय सदन में उपस्थित है, मैं उनसे प्रार्थना करूँगा कि वह इस ओर ध्यान दें और जो यह तकलीफ़ और अड़चन है उस को कहने के लिये मुझे थोड़े समय की जरूरत है।

महाराष्ट्र में अमरावती और नागपर जिलों के बीच में मेरी कांस्टीट्यूशन्सी है। वहां सन्तरा उत्पादन होता है उस माल को हमें ट्रकों द्वारा अस्सी किलोमीटर दूर मध्य प्रदेश में लाना पड़ता है और वहां पर रेलवे में लदान किया जाता है। कई बार हमें डीजल नहीं मिलता है। पिछले साल भी इस बारे में कठिनाई उत्पन्न हुई थी और मैंने अपनी कांस्टीट्यूशन्सी में जा कर किसानों की सहायता के लिए कार्यवाही की थी। नरखेड़ा-अमरावती रेलवे लाइन बहुत महत्वपूर्ण लाइन है। मेरा निवेदन है कि इसका तुरन्त सरवे कर के काम को हाथ में लेना चाहिए।

मेरी कांस्टीट्यूट्सी में नागपुर से छिंद-वाड़ा की ओर जाने वाली जो दूसरी छोटी लाइन है, उसको बड़ी लाइन में परिवर्तित करना बहुत जरूरी है। वह लाइन पुराने जमाने से चली आ रही है। मेरी कांस्टीट्यूट्सी में सावनेर सरीखे बड़े-बड़े गांव हैं, मगर वहां जाने की समुचित व्यवस्था नहीं है। मेरी विनती है कि उस लाइन को बड़ी लाइन किया जाये।

कलकरता से बम्बई और बम्बई से कलकत्ता जो मेल आती जाती है, हमें उस पर नागपुर से बम्बई जाने का मौका मिलता है। हम देखते हैं कि उसमें पुराने डिब्बे लगे हुए हैं। कहने को तो वह मेल देने हैं, मगर उसमें खाने की व्यवस्था की बात तो छोड़ दीजिए, सफाई का नाम तक नहीं है और बहुत गन्धगी रहती है। उसकी ओर ध्यान देना जरूरी है।

इन शब्दों के साथ मैं मंत्री महोदय द्वारा प्रस्तुत किये गये रेलवे बजट का समर्थन करता हूँ।

*SHRI V. S. VIJAYRAGHAVAN (Palghat): Mr. Chairman, Sir, at the outset I congratulate Panditji for presenting a reasonable budget. Railways had to incur heavy expenditure on account of additional dearness allowance to its employees and also on account of increase in the price of petroleum products. Therefore, he was left with no alternative except to raise the passenger fare and freight. Even there he has taken care to see that the upper class passengers bear the brunt of the burden. Thus

he has converted a deficit budget into 42 crore surplus budget. He deserves congratulation for this achievement.

Sir, railways are suffering from lack of investment. Since independence we have been able to add only 7000 kilometres to our railway system. This fact shows that special care should be taken to invest the surplus amount in the development of Railways. We are facing wagon shortage and many factories are closed down on account of shortage of coal because we don't have enough wagons to carry coal to the factory site. This emphasises the need for manufacturing more wagons so that the wagon shortage is met effectively. Therefore, more funds should be allocated for the development of railways.

I want to refer to certain problems that my State of Kerala is facing in the matter of railway development. Sir, the people of Kerala particularly the people of Malabar are disappointed with this budget. Kerala has suffered from long years of neglect. Out of 60,000 kilometres of railway lines in the country Kerala has got only 914 kilometres of railway lines. If you take the national average of railway lines per population you would find that there are ten kilometres for one lakh of population whereas there are only 4 kilometres of railway lines in Kerala. This only shows that Kerala has been badly neglected over the last 30 years. In this connection

*The original speech was delivered in Malayalam.
618 LS—9

[Shri V. S. Vijayraghavan]

I should mention about the Kuthppuram-Guruvayoor line and Kollangole-Trichur via Alathur. These lines will connect the famous pilgrim centres such as Guruvayoor temple, Madurai and Rameshwaram. I need not emphasise the importance of this line as Panditji knows it very well. Shoranur-Mangalore line should be doubled.

In this connection, I would like to mention specifically about the coach repair factory which was proposed to be set up in Kerala. This is a factory which would give employment to about 7000 to 8000 people. This factory should be set up in Palghat as it is the most backward area in the entire State of Kerala. This factory will give an impetus to industrialisation of the whole region. Although necessary infrastructural facilities for rapid industrialisation are available in this region it is a matter of regret that this region remains backward as ever. By setting up this factory the Government would be doing only justice to the people of this area who have been demanding this for quite a long time. We have got skilled and unskilled man power. We have got enough of power and water. Yet our region remains backward. Sir, in the States of Karnataka and Andhra there are two coach repair factories each, while in the State of Tamilnadu there are as many as five such factories. It is a sad reality that Kerala does not have a single railway undertaking although we have got two railway divisions in our State. Kerala remains in the fore-front in respect of literacy and we have also the distinction of being the State which has the largest number of unemployed people. Therefore, it is very essential that such an installation is set up in our State as early as possible. The Government of Kerala has already promised the required land free of cost and water and electricity at concessional rates. Therefore, I request the hon. Minis-

ter to give sympathetic consideration to this proposal and take necessary steps to set up this factory in Palghat.

Finally, I would refer to another important point namely, electrification of railway lines in Kerala. Today many passenger trains are cancelled due to shortage of coal which has to come from a distant State like Bihar. Kerala has got sufficient electricity for meeting the requirements of electrification. The Government of Kerala had promised to provide electricity at cheaper rates for this purpose. I do not really know why the Government is hesitating to accept this offer and start work on electrification. If the railway tracks are electrified in Kerala then we will not have to face a situation where passenger trains are cancelled and the people face untold miseries. Therefore, I earnestly request the hon. Minister to give very sympathetic consideration to the proposal of electrification of railway lines in Kerala.

I thank you for giving me this opportunity.

16.55 hrs.

PAPERS LAID ON THE TABLE—
contd.

NOTIFICATIONS UNDER CENTRAL EXCISE RULES, 1944 AND CUSTOMS ACT, 1962

THE DEPUTY MINISTER IN THE MINISTRY OF FINANCE (SHRI MAGANBHAI BAROT): I beg to lay on the Table—

(1) A copy each of Notification Nos. 69/80-CE to 113/80-CE (Hindi and English versions) published in Gazette of India dated the 19th June, 1980 regarding Central Excise Duty changes and exemptions in the context of Budget proposals pertaining to Indirect Taxes announced by the Finance Minister in Lok Sabha on the 18th June, 1980, issued under the Central Excise Rules, 1944 together with

an explanatory memorandum. [Placed in Library. See No. LS-826/80].

(2) A copy each of Notification Nos. 110/80—Customs to 122/80—Customs (Hindi and English versions) published in Gazette of India dated the 19th June, 1980 regarding Customs Duty changes and exemptions in the context of Budget proposals pertaining to Indirect Taxes announced by the Finance Minister in Lok Sabha on the 18th June, 1980 under Section 159 of the Customs Act, 1962 together with an explanatory memorandum. [Placed in Library. See No. LT-927/80].

16.56 hrs.

**RAILWAY BUDGET, 1980-81—
GENERAL DISCUSSION—contd.**

SHRI PIUS TIRKEY (Alipurduar): I rise to oppose the Budget. The Budget is before the House for consideration. It does not meet the aspirations of the people. The people have been cheated like anything. The promises given to the people on the eve of the elections by the ruling party, have not been honoured in this Railway Budget.

The election was fought on three main issues, namely, have a stable Government which believes in socialism, democracy and secularism, bring stability in prices of essential commodities and maintain law and order in the country.

This Budget by-passes all the solemn promises given to the common man. So, it is an anti-people Budget. This Budget will add more and more burden on the common people.

The freight and passenger fares proposed for second class passengers are bound to create chaos in the life of the common man. This Budget does not provide any guarantee for the running of trains on time whether it be a Mail, Express or a passenger

train. There is no guarantee of safe journey. The crimes in the Railways have increased. Dacoity, looting, cheating, rape and corruption in the entire administration have become the order of the day.

17.00 hrs.

Amenities provided to passengers are on the decrease. Utter negligence of waiting rooms and platforms in regard to sanitation is prevailing.

Sir, the Railway administration has got a special status on the service of the nation functioning on no-profit-no-loss basis. It is something like the missionary type of service to the country. It keeps the nation together and penetrates into the most inaccessible parts of the country and helps in integration, solidarity and understanding among the people of the country.

The railway administration has lost the missionary zeal and has become a profit-making industry. The railways should take lessons from missionaries of various denominations. Their activities in the field of education and social uplift of the poor and the downtrodden cannot be denied. In big cities like Delhi, Calcutta, Madras and nearly in all the State capitals and towns the missionary schools and their social works are appreciated by all. But the missionaries' work in the backward areas is always criticised by the politicians. I do not understand this phenomenon.

So is your railways. After so long a period of our Independence, you have neglected backward areas of the country in connecting them with railway lines, as for example, North-eastern region, Orissa, South Bihar and Madhya Pradesh.

The railway administration should keep in mind that the major portions of our population lives in utter poverty. 71 per cent of the population lives below poverty line and 51 per cent and 41 per cent live in rural

[Shri Pius Tirkey]

and urban areas respectively. About two crores of young, educated unemployed are struggling for existence, about 20 crores of our population have become economically dependent. Most of the physically handicapped persons earn nothing.

MR. CHAIRMAN: Please conclude.

SHRI PIUS TIRKEY: Sir, I am the only person from my Party. Please give me two more minutes.

MR. CHAIRMAN: The time allotted for you is 4 minutes, but you have taken five minutes.

SHRI PIUS TIRKEY: I have taken only two minutes.

Old persons are not earning members. The students of the country belong to the non-earning group. I, therefore, propose to the hon. Minister exemption of travelling fare for students, people who are over 60 years of age and the educated and uneducated unemployed persons in the country.

श्री कृष्ण दत्त (शिमला). सभापति महोदय, माननीय रेल मंत्री जी ने 16 तारीख को इस माननीय सदन में जो बजट प्रस्तुत किया, उसका मैं समर्थन करता हूँ। मैं हिमाचल प्रदेश से यहां पर आता हूँ और हिमाचल प्रदेश में कालका से शिमला तक अंग्रेजों के समय की जो रेल बनी हुई है उसमें एक किलोमीटर रेलवे लाइन की भी वृद्धि नहीं की गई है। मुझे इस बात की खुशी है कि इस दफा कालका से परमानु तक की एक रेल लाइन को श्री कमलापति त्रिपाठी जी ने सर्वे की रिपोर्ट में शामिल कर दिया है जिसके लिए मैं उनको बधाई देता हूँ।

इस देश में सीमेन्ट की कमी की बात सारे माननीय सदस्य कहते हैं। हमारे

प्रदेश में एक सीमेन्ट फैक्टरी पोन्टा साहब में बनी है। मैं जगाधरी से पोन्टा साहब तक नई रेल बिल्डने का सुझाव रखूँगा।

भारत सरकार को उस पर ध्यान देना चाहिए, ताकि वहां के लोगों को फायदा हो सके और जो वहां सीमेन्ट पैदा होता है, वह सारे देश के हिस्सों में जा सके। एक तलवाड़ा की लाइन है, जिस पर अभी तक काम शुरू नहीं हुआ है। सर्वे तो बहुत पहले ही गया था, लेकिन काम अभी तक शुरू नहीं हुआ है। यहां पर जनता सरकार, जो कि 1977 में चुनकर आई थी, की उपलब्धियों का बहुत जिक्र किया गया है कि वहां पर बहुत अच्छी सरकार चल रही थी, लेकिन मैं समझता हूँ कि हिमाचल प्रदेश के अन्दर सरकार ने कोई भी प्रगति का काम नहीं किया। जनता पार्टी के लोग कहते थे कि जब शिमला में राजनारायण जी पहुँचे तो हमने उनको वहां से हटा दिया। ये आपस में इस प्रकार लडते रहे तो ये वहां पर काम क्या करते।

हमारा जो कल बजट आया है, शायद ऐसा बजट आज तक नहीं आया होगा। माननीय वित्त मंत्री जी ने जिस खुबसूरती के साथ हिन्दुस्तान के नक्शे को पेश किया है, वह काबिले तारीफ है। माननीय रेल मंत्री जी ने जो थोड़ा बहुत किराया बढ़ाया है, मैं समझता हूँ कि वह कोई ज्यादा नहीं है। लेकिन मैं यह जरूर प्रार्थना करूँगा कि जहां हमारे हिमाचल प्रदेश के अन्दर सेव, आलू होता है और कहीं-कहीं मैदानी इलाकों में केला भी होता है और कहीं सन्तरा भी होता है और दबाइयां भी जाती हैं और किताबों की बात भी कहीं गई है—इन सब में छूट होनी चाहिए। मैं आपके माध्यम से माननीय मंत्री जी का ध्यान इस और दिलाना चाहता हूँ, ताकि यह काम भी हो सके।

मैं एक बात और कहना चाहता हूँ और वह यह है कि जहां तक पहाड़ी क्षेत्र का ताल्लुक है, वहां जो कटि वाले (प्वाइंट्स मैं) होते हैं, जिनके 12-12 पैटे ड्यूटी देनी पड़ती है, मेरा निवेदन है कि सरकार उन की तरफ भी ध्यान दे, ताकि वे लोग

मी औरों की तरह सात या आठ घण्टे ड्यूटी दिया करें। उन लोगों को बर्फ पर काम करना पड़ता है, इसलिए उनको अच्छी वर्दी भी मिलनी चाहिए। मेरा यह भी निवेदन है कि जो रेल कर्मचारी अस्थायी तौर पर काम पर लगे हुए हैं या डेली वेजेंज पर काम कर रहे हैं, उनके पक्का किया जाए।

मैंने हिमाचल प्रदेश में रेल लाइनों का जिक्र किया है, अगर हिमाचल प्रदेश के अन्दर रेल लाइनों बिछा दी जाएं, तो हम लोगों को तिक्कत तक पहुंचने में सुविधा होगी और दूरों से जाने की कठिनाई भी दूर हो जाएगी। मेरा निवेदन है कि सरकार इस की तरफ तब्ज़ह दे और अब तो हिमाचल प्रदेश के अन्दर राम लाल जी की सरकार है। जहां दूर्धटनाओं की बात कही जाती है, मैं आप को बताना चाहता हूँ पिछली सरकार को तो इस बात का पता नहीं है, कि श्री मत महाजन, एम. एल. ए, पठानकोट गवर्नर्सप्रेस से सफर कर रहे थे, उनके उपर हमला हुआ, यह सरकार आज तक उन हमलावरों को नहीं षकड़ सकी। आज वे हिमाचल प्रदेश सरकार में मंत्री हैं। हिमाचल प्रदेश के पुरामन इलाके के लोग हैं, उनके उपर भी हमला हुआ, जनता पाटी के राज में। मैं यह कहना चाहता हूँ कि जो जनता पाटी की सरकार वहां पर थी, उसको यह कहने का कोई हक नहीं है कि उन्होंने वहां पर बहुत अच्छा काम किया है, वह तो आपस में लड़-लड़ कर खत्म हो गई।

इन शब्दों के साथ मैं रेल मंत्री जी को मुवारकबाद देता हूँ कि उन्होंने बहुत अच्छा बजट प्रस्तुत किया है और रेल बजट का समर्थन करते हुए, अपनी बात समाप्त करता हूँ।

श्री दिलीप सिंह भूरिया (भाबुआ): सभापति महोदय, हमारे विरोली दलों के नेताओं ने अपने भाषणों में यह बात कही है कि जब भी यहां पर कांग्रेस की गवर्नर्मेन्ट रही, रेलवे का बजट धाटे में रहा। मैं उन के उदाहरण देना चाहता हूँ—1971-72 में हमारा रेलवे बजट सरप्लस था और उस में 17 करोड़ 84 लाख का सरप्लस था। इसी तरह से 1972-73 में भी सरप्लस था। हम ने एमजैन्सी के अन्दर 1976 में बिना टिकट यात्रा करने वालों से

79 लाख रुपया बसूल किया था खिड़की पर टिकटों की बिक्री में 3 करोड़ 7 लाख रुपये की बढ़तेरी की। इस तरह की स्थिति में हम ने रेलवे का महकमा इन के लिये छोड़ा था। लेकिन जब हम को वह महकमा वापस मिला तो बहुत खराब स्थिति में था। इन्होंने रेलों में पानी के मटकों को रखने का एलान किया था, लेकिन न मटके मिले और न पानी मिला।

अब मैं अपनी क्षेत्रीय समस्याओं की तरफ आता हूँ। मध्य प्रदेश एक बहुत पिछड़ा हुआ क्षेत्र है। माननीय मंत्री जी ने हर प्रदेश के लिये बजट में प्रावधान किया है। आन्ध्र प्रदेश के लिये 375 करोड़ है, असम के लिये 55 करोड़ है, बंगाल के लिये 40 करोड़ है, इसी प्रकार से मध्य प्रदेश के लिये 122 करोड़ है। मध्य प्रदेश में जहां लोहा पैदा होता है, विभिन्न प्रकार के खनिज मिलते हैं, हीरा पैदा होता है—ऐसे प्रदेश के बारे में आप को कुछ न कह सकता है। यह पहाड़ी क्षेत्र है, आदिवासी क्षेत्र है, जहां ऐसे आदिवासी लोग रहते हैं जिन्होंने आज तक रेल नहीं देखी है, ऐसे क्षेत्रों में रेल लाइनों का बिछाया जाना बहुत जरूरी है, उन को भी रेलों का दर्शन करने का मौका मिलना चाहिये।

इस सम्बन्ध में अब मैं कुछ सभाव देना चाहता हूँ—दाहोद से इन्दौर 200 किलो-मीटर का क्षेत्र है। वहां पर बहुत दिनों से मांग की जा रही है और अभी हाल में जब श्रीमती इन्दिरा गांधी वहां गई थीं, तो वहां के लोगों ने मांग की थी कि उस लाइन का सर्वे कराया जाय। गुजरात का पंचमहल भी आदिवासी क्षेत्र है, मध्य प्रदेश का भाबुआ, धार ये सब आदिवासी क्षेत्र हैं—इस लिये इन आदिवासी क्षेत्रों में रेलवे लाइन का खोला जाना बहुत आवश्यक है।

गुजरात में बड़ौदा से एक मीटर गेज लाइन छोटा-उदयपुर तक जाती है, इस को अलीराजपुर तक बढ़ाया जाना चाहिये। यह केवल 30 किलोमीटर का क्षेत्र है और बहुत कम खर्चीला है—मैं चाहता हूँ कि इस पर विशेष ध्यान दिया जाय।

एक बात मैं इस विभाग के सम्बन्ध में कहना चाहता हूँ—हमारे जो आदिवासी और

[श्री दिलीप सिंह भूरिया]

हरिजन भाई इस विभाग में काम करते हैं, उन की हालत बहुत बदतर है। न उन की प्रभावशन होती है और न उन की तरफ विशेष ध्यान दिया जाता है। मेरे पास शेडयल्ड कास्ट्स और शेडयल्ड टाइस कमिशनर की रिपोर्ट है। उस में यह लिखा है कि आजादी के बाद जो आदिवासी और हरिजन इस विभाग में नौकरी में लिये गये, आज भी वे उसी हालत में बैठे हुए हैं। मेरी कांस्टीचूएन्सी रतलाम है। वहां राजमर्याइस प्रकार की शिकायतें आती हैं कि आज किसी आदिवासी कर्मचारी को सप्पेण्ड कर दिया है, किसी को ट्रांस्फर कर दिया है। मेरा मंत्री जी से अनुरोध है कि आप ऐसी व्यवस्था करें जिस से उन के साथ अन्याय न हो। नौकरियों में लेने के लिये जो जगहें खाली पड़ी हुई हैं उन को शीधू से शीधू भरा जाना चाहिये, तीकि उन के अन्दर विश्वास पैदा हो कि रेलवे विभाग उन के लिये कुछ न कुछ कर रहा है।

रतलाम डिवीजन एक लाख की आबादी का टाउन है, वहां 20 हजार रेलवे कर्मचारी रहते हैं। वहां की हालत यह है कि स्टेशन पर भी पानी नहीं मिलता है। मैं मंत्री मन्दोदय से प्रार्थना करूँगा कि वहां पर पीने के पानी की जल्द व्यवस्था होनी चाहिये। वहां पर 'माही' नदी है, उस के प्रोजेक्ट को आप अपने हाथ में लेकर वहां पर पानी की व्यवस्था करें।

बड़ीदा से मथुरा तक इलैक्ट्रिफिकेशन का काम हो रहा है, इस के लिये आप ने बजट में प्रावधान किया है, लेकिन वह राशि बहुत कम है। मैं चाहता हूं कि इस को दिल्ली तक लाया जाय और इस काम को जल्द से जल्द पूरा किया जाना चाहिये।

हमारे पिछड़े क्षेत्र में लोग गाड़ियों की छतों पर बैठ कर जाते हैं। उन को गाड़ियों में बैठने का स्थान नहीं मिल पाता है। ये वे लोग जो आदिवासी हैं, हरिजन हैं, मजदूर हैं। मैं चाहता हूं कि वहां पर ज्यादा लोकल ट्रेन चलाई जानी चाहिये ताकि उन को भी गाड़ी में बैठने की जगह मिल सके, क्योंकि वे भी हमारे ही अंग हैं। ये वे लोग हैं जो रेलों की पटरियां बिछाते हैं, मेहनत करते हैं, मजदूरी करते हैं। उस के

बारे में सोचना चाहिए और धन की व्यवस्था करनी चाहिए क्योंकि वे भी भारत का एक अंग हैं।

एक बात और कहना चाहता हूं कि राजहरा से जगदलपुर तक लाइन ले जाने के लिए आप ने कहा है कि हम इस को देख रहे हैं। मैं यह कहना चाहता हूं कि देखने की बात मंत्री जी छोड़ दें और राजहरा से जगदलपुर और बेलाडीला तक उस लाइन को ले जाएं। वह आदिवासी क्षेत्र है और वहां से विशाखापतनम, जो आन्ध्र प्रदेश में है, तक वह जाएगी, तो इस से खनिज लोहा ले जाने में सहायत होगी और ऐसा करने से वहां के लोगों को भी फायदा होगा। इस लाइन को भी लेना चाहिए।

मैं इतमा ही कहना चाहता हूं और आप ने जो मुझे समय दिया है, उस के लिए आप को धन्यवाद देता हूं और मैं रेलवे बजट का समर्थन करता हूं।

श्री हीरोलाल आर. परमार (पाटन): माननीय सभापति जी, मैं माननीय रेल मंत्री जी को धन्यवाद देता हूं कि उन्होंने वर्तमान परिस्थितियों में इतना संतुलित बजट प्रस्तुत किया है। मैं पाटन, जो गुजरात में है, से चुन कर आया हूं। वहां पर हरिजनों और पिछड़ी हुई जातियों की संख्या बहुत अधिक है।

पहली बात तो मैं यह कहना चाहता हूं कि मेरे क्षेत्र में, कासा-मिलड़ी रेलवे लाइन का 15 किलोमीटर का एक टुकड़ा है। 20 सालों से इस टुकड़े को जोड़ने के लिए इस हाउस में मेरे से पूर्वगामी सदस्य मांग करते रहे हैं। इसका सर्वे भी हुआ था लेकिन आज तक इस के लिए काछ नहीं हुआ है। मैं यह कहना चाहता हूं कि यह केवल 15 किलोमीटर का टुकड़ा है इस के न बनने की वजह से मेरे क्षेत्र के लोगों को रावतपुर, पालनपुर और गांधीधाम जाने के लिए पाटन और महसाना हो कर जाना पड़ता है और इस के लिए तीन सौ किलोमीटर का चक्कर लगाना पड़ता है। और 12 घंटे का यह रास्ता है। उस के लिए जनता को 15 रुपया का किराया टिकेट के रूप में देना पड़ता है। इसलिए मेरा कहना यह है कि

अगर कांसी-मिलडी का यह टुकड़ा जोड़ दिया जाए, तो 12 घंटे का रास्ता दो घंटे में पूरा हो जाएगा और वहां की जनता को केवल 2 रुपये किराया देना पड़ेगा। इस से जो वहां के गरीब लोग हैं, उन को भी सुविधा मिल जाएगी।

दूसरी बात मैं यह कहना चाहता हूँ कि अगर हारीज से राधनपुर जाना हो, तो 350 किलोमीटर का रास्ता रेल के जरिये काटना पड़ता है। इस को जोड़ने के लिए अगर 45 किलोमीटर की यह लाइन बिछा दी जाए, तो इतना लम्बा चक्कर वहां के लोगों को नहीं लगाना पड़ेगा। इस का भी सर्वे हो चुका है और 15 साल से इस की मांग है, लेकिन अभी तक इस को भी पूरा नहीं किया गया है। हम लोगों को 350 किलोमीटर का चक्कर घुम कर जाने में लगाना पड़ता है। मेरे मन में एक डाउट है कि कहीं यह इसलिए तो पूरा नहीं किया जाता, क्योंकि यह पिछड़े हुए लोगों की कांस्टीट्यूयेन्सी है? इसी कारण से हमारी उपेक्षा की जा रही है।

एक बात मैं यह कहना चाहता हूँ कि उत्तर गुजरात में महसाना एक डिस्ट्रिक्ट है और हिस्ट्रिक्ट होने के कारण वह गुजरात का एक बड़ा शहर है। आज से 32 साल पहले, इस जगह पर एक ओवर-ब्रिज बनाने के लिए सर्वे किया गया था और उस वक्त वहां पर श्री गायकवाड़ की सरकार थी। उस समय वहां की आबादी 18 हजार थी लेकिन अब वहां दो आबादी 80 हजार हो गई है। उस शहर के दीच में से छः लाइनें निकलती हैं, अहमदाबाद-दिल्ली, तारंग हिल, पाटन, हारीज, सौराष्ट्र और वीजापुर से मुसाफिर आते और जाते हैं। 80 हजार की आबादी होने के कारण नाली पार करने के लिये परेशानी होती है क्योंकि कम चाँड़ा रास्ता होने के कारण बहुत टाइम तक रास्ता बन्द रहता है और इसीलिये आपाधापी मैं एक्सीडेंट्स होते रहते हैं। इसलिए मेरी मांग है कि वहां पर एक ओवरब्रिज बनाया जाए मेरा अनुरोध है कि इस पर मंत्री जी विशेष ध्यान दें।

एक बात मैं गंभीरता से कहना चाहता हूँ और वह यह है कि दिल्ली हमारे देश की

राजधानी है और इस राजधानी के 100 किलोमीटर के एरिया में जो नानशेड्यूल्ड कास्ट्स के रेलवे कर्मचारी हैं, उन्होंने गलत और भूठे स्टीफिकेट हरिजन होने के द्वारा, शेड्यूल्ड कास्ट्स की सुविधाएं ले ली हैं। एक हजार से ज्यादा इन्हान एसे हैं, जो इस का फ़ायदा उठा रहे हैं। इस चीज़ की जांच होनी चाहिये।

अगली बात मैं यह कहना चाहता हूँ कि 32 साल की आबादी के बाद भी हमारे देश में आज जो सरकार शासन चला रही है, उस में हमारा योगदान सबसे अधिक है। अतः हमारी और सरकार को खास तौर पर ध्यान देना चाहिए। मैं यह कहना चाहता हूँ कि पिछले छाई साल में जो हमारी पूर्वगामी सरकार आई थी, उस ने गलत रास्ता अखिल-यार किया और रेलवे कर्मचारियों में एक नानशेड्यूल्ड कास्ट्स एम्प्लाइज यूनियन खड़ी कर दी। वे लोग हरिजनों को परी सुविधा नहीं देने देते हैं। कानून उन्हें जो सुविधाएं मिलनी चाहिये वे भी नहीं देने देते हैं। सर्वे कर्मचारी अच्छी अच्छी तर्क्खाहों पर बैठे हुए हैं। वे हरिजनों को प्रमोशन भी नहीं देने देते गदि किसी प्रकार योग्यता या प्रदत्त अधिकार के द्वारा हरिजन कर्मचारी को प्रमोशन मिल भी जाए तो वे लोग हाई कोर्ट और डिस्ट्रिक्ट कोर्ट में जा कर केस चला देते हैं और दो-दो साल तक यह केस चलते रहते हैं और इस तरह से हरिजनों का प्रमोशन रुक जाता है। मैं चाहता हूँ कि जो नानशेड्यूल्ड कास्ट्स यूनियनें हैं वे खत्म की जाएं और हरिजनों और जन जातियों को मिलने वाला प्रमोशन, दूसरों को दे दिया जाता है वह दैन किया जाए। यह मेरी मांग है। हरिजन और आदिवासियों के लिए जो रिजर्वेशन का कोटा है उसका 50 परसेंट भी उनको नहीं मिलता है। इसका भी समाधान किया जाए और इन जातियों का रिजर्वेशन जो अधूरा है तुरन्त पूरा किया जाए।

मैं अपने क्षेत्र पाटन की बात आपके सामने रखना चाहता हूँ। वहां जो फर्स्ट क्लास के डिब्बे होते हैं उनका रेलवे कर्मचारी और उनकी फैमिलीज ही इस्तेमाल करती हैं। फर्स्ट क्लास में एम.पी. और एम.एल.ए.

[श्री हीरालाल आर. परमार]

तक को जगह नहीं मिलती। इरकी और भी सरकार शोध ध्यान दें।

आपने मझे बोलने का मौका दिया, इसके लिए मैं आभार मानता हूँ और रेलवे मंत्री जी का भी आभार प्रदान करता हूँ।

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI P. VENKATASUBBAIAH): Mr. Chairman I request that all the names which are already in the lists given by the various Groups may be called so that they may participate in the debate, and the Railway Minister will reply to the debate tomorrow. You may please put it to the vote of the House.

MR. CHAIRMAN: Is it the pleasure of the House that the Railway Minister should reply tomorrow?

SEVERAL HON. MEMBERS: Yes.

श्री रामावतार शास्त्री (पटना): आप हर भी बोलने की इजाजत देंगे या नहीं? हम जो सब से ज्यादा केज़एल्टी में हैं। दूसरे दलों के बहुत से लोगों वे बोलने का मौका दिया गया है। हमें भी बोलने का मौका दिलवाइये।

SHRI P. VENKATASUBBAIAH: The Group leaders have submitted their lists of names and those people will get their chance. To facilitate these Members' getting their chance I said, let the list be exhausted and the Railway Minister will reply tomorrow.

SHRI RAMAVATAR SHASTRI: Even Parties who have got only four Members have given two or three names, but we have given the name of only one person. Therefore, if you are allowing others, you should allow us also. Why do you want to penalise us? I am requesting the Chair.

सभापति नहोदय: हमारी यह इच्छा रही है कि जितने ज्यादा लोगों को हम टाइम दें सकें वह दें।

श्री ए. नीलालौहीहथावसन (त्रिवेन्द्रम): सभापति महोदय, रेलवे मंत्री जी ने जो बजट पेश किया है उसके बारे में मैं यह कहना चाहता हूँ कि यह रेलवे मंत्रालय और रेलवे के सभी कार्यालय दिन के लिए चलाते हैं। ये हमारे देश की जनता के हित के लिए चलाते हैं कि नहीं। अगर ये सब जनता के हित के लिए चलते हैं तो पालियामेंट में १८८८ दिधेंद्रक रखना चाहिए कि रेलवे लोक कल्याण सेवा कार्य है। इसलिए इस में लाभ होता है या हानि होती है इस के बारे में हमें चिंता नहीं करनी चाहिए। सरकार को बिना इसकी चिंता किये हर तरह से रेलवे के कार्यक्रम चलाने चाहिए।

दूसरी बात में यह कहना चाहता हूँ कि सारी रेलवे सर्विस में ऐसा सर्वेक्षण करना चाहिए कि जो हरिजनों के लिए आरक्षण है उसको पूरी तारी पर लागू किया गया है या नहीं। जहां कहीं भी कोई कमी दिखाई पड़ती है तो उस कमी को दूर करने के लिए स्पेशल रिकूटमेंट की व्यवस्था करके हरिजनों को रेलवे में भरती किया जाना चाहिये। इसी तरह से बैंकवर्ड क्लासिस के लोगों के बास्ते भी रिकूटमेंट के मामले में रेलों में आरक्षण की व्यवस्था करने का कदम उठाया जाना चाहिये।

इस रेल बजट में आपने अलप्पी एनर्कूलम रेलवे लाइन का जिक्र किया है कि इसके बारे में कदम उठाया जाना है। लेकिन यह नहीं बताया गया है कि कब इसका निर्माण कार्य पूरा हो सकेगा।

मुख्यमन्त्री-कूटीपुरम रेलवे लाइन की मांग तो बहुत ही परानी है। केरल के मुख्य मंत्री, सभी राजनीतिक दलों के नेता तथा संसद सदस्य इसके बारे में कहे बारे रेल मंत्री जी तथा प्रधान मंत्री से बातचीत कर चुके हैं। लेकिन इसके बारे में अभी तक कुछ कदम नहीं उठाया गया है और न ही इसके बारे में बजट में कुछ कहा गया है। मैं चाहता हूँ कि इसके बारे में भी आपको कुछ व्यवस्था करनी चाहिये।

इसी तरह से कोटायम-इडिकी-मदुरै लाइन का सर्वे किया जाना चाहिये।

मैं यह भी चाहता हूँ कि त्रिवेन्द्रम, नेंड-मंगाड़, चेकोटा लाइन का सर्वे भी किया जाना चाहिये।

सभी जानते हैं कि कन्याकुमारी भारत के दक्षिण कोने में एक पर्थटन केन्द्र बन गया है। कीबलम एक अन्तर्देशीय पर्थटन केन्द्र बन गया है। मैं चाहता हूँ कि कन्याकुमारी और कोवेलम को मिलाने वाली एक कोस्टल रेलवे लाइन का निर्माण करना चाहिये।

मैंने माननीय रेल मंत्री जी को एक निवेदन दिया है कि त्रिवेन्द्रम में एक रेलवे वर्क-शाप की स्थापना की जानी चाहिये। इसकी वहां स्थापना करने से त्रिवेन्द्रम डिविजन, पल्ल्याट डिविजन और मदुरै डिविजन आदि में चलने वाली गाड़ियों को कामयाब वहां पर किया जा सकता है।

मैं यह भी मांग करता हूँ कि एनकुलम-त्रिवेन्द्रम रेलवे लाइन को डबल लाइन करना चाहिये।

इन छब्बों के साथ मैं अपनी बात समाप्त करता हूँ।

MR. CHAIRMAN: Mr. Kusuma Krishna Murthy.

SHRI KUSUMA KRISHNA MURTHY (Amalapuram): I have sought the permission of our whip to give me a little more time because I am coming from a place which has full of problems with regard to railways....

MR. CHAIRMAN: The time will be limited, because there are others also who have to speak.

SHRI KUSUMA KRISHNA MURTHY: I gave my name first, but it was not included. I will take just ten minutes.

Mr. Chairman, Sir, at the outset, I would like to congratulate the Railway Minister, profusely for making our system of railway network move again with an objectivity.

MR. CHAIRMAN: Please bear in mind that you have to conclude in five minutes.

SHRI KUSUMA KRISHNA MURTHY: In every aspect of the railway budget, a kind of objectivity is reflected. Even in bringing this Budget a surplus one, he has not lost sight of the needs of common man.

During the history of 126 years of our railways, a large number of new railway lines were brought in and many of the existing lines were converted; a lot of surveys have also been conducted. But, to my great surprise, consistently I have been observing that Andhra Pradesh do not find a proper place in getting its due share in the developmental expenditure of our railway budget. During the last so many years, only one line, that is, Bibinagar-Nadikkudi, has been included and there also, the work has not been properly attended to. I am bringing a unique example in the 126 years old history of our railways in which we have brought in more number of railway lines, but there are few cases where the existing lines have been removed. There is a clear case of the removal of the existing railway track covering about 30 km from Kakinada to Kotipalli in East Godavari district of Andhra Pradesh. It is quite interesting to know that during the British time there was a train service from Kakinada to Kotipalli and the Britishers as you know, used to lay railway lines only to suit their purpose. The moment that purpose was served, they used to remove the track. They were clever enough in opening this railway line upto Kotipalli from where they used to bet the necessary foodgrains, coconuts, vegetables, men and services at a low cost from a nearby island, namely, Konaseema which is popularly known as Amalapuram Parliamentary Constituency which I represent in this Parliament. Curiously enough the bund raised for constructing this railway track has still remained untouched there, the land also still remains with the railways and, therefore, with

[Shri Kusuma Krishna Murthy] a minimum cost the railway track can be laid from Kakinada to Kotipalli and from there to Amalapuram. I am not making a case for any new railway line but it is only a case for the restoration of the removed line which can be taken up at minimum cost. Therefore, I request the hon. Minister to order for a survey in order to enable the Government to restore that line thereby, about 10 lakhs of people who have never seen a train will be able to get the facility and will be able to have an outlet to the rest of the country through this railway connection.

The Minister in his budget speech has made it clear that all the possible endeavours have been made to increase the passenger traffic on the Indian Railways and in this connection an important proposal for consideration is made that is to make the KK Express double-headed. In fact, I made it specifically clear that it is the Andhra Pradesh Express that needs to be made double-headed on top priority basis and I have represented this matter in writing to the Railway Minister and also on the floor of this House. The Tamil Nadu Express is exclusively meant for the passengers from Tamil Nadu and similarly, the KK Express is exclusively meant for the passengers from Kerala and Karnataka. But that is not the case with regard to Andhra Pradesh Express because more than a crore of people living in the thickly populated districts on the Eastern Coast of Andhra Pradesh have no connection with either of these fast trains. So I pleaded that the top priority should be given to make the AP Express double-headed so that a part of the train can go to Waltair from Kazipet and again the same can return from Waltair to join AP Express at Kazipet before the whole train leaves for Delhi.

Another surprising factor is that there is a Neelanchal Express from New Delhi to Puri. But this train going very near to Waltair has not been

allowed to touch Waltair. If this train is connected with Waltair, we will be able to have a direct train to New Delhi. Therefore, I request the Government to see that the Neelanchal Express is extended up to Waltair. In fact we are not asking for a new train to Waltair but only requesting for the extension of the existing Neelanchal Express upto Waltair more than a crore of the people of the coastal districts so that can have the facility of travelling directly by this express train to New Delhi from Waltair.

Then, Sir, the wagon shortage has been made good by providing 500 more wagons per day. But priority should be given to seasonal products which are very essential. Sir, there is a place called Gurujanapalli in East Godavari district in Andhra Pradesh, which is producing salt. During one of my presonal visits there I found salt has accumulated there without any transport facilities and only on my representation to the South Central Railways they provided a few wagons. But, Sir, that is not sufficient. Still a lot of salt is lying there awaiting wagons. You know, Sir, the moment the rains start all those lakhs of tonnes of salt would be exposed and cause a waste and thousands of people most of them backward class people who exclusively depend on this trade to make their livelihood will be subjected to all kinds of trouble. Therefore, I strongly urge upon the Government to see that necessary wagons are regularly allotted so that the salt produced there in lakhs of tonnes can be exported regularly to other parts of the country.

Apart from this, the Minister has made it very specific while concluding his budget speech:

That "... the tasks before the Railwaymen are difficult and these can be successfully achieved only if all railwaymen give of their best, always bearing in mind the interests of the country above everything else."

If this is so, the neglected sections of our society namely Scheduled castes and Tribes should get their legitimate and genuine grievances redressed at the earliest so that their participation would be ensured in the nation-building activities of the Indian Railways.

Sir in this connection, because there is no time, I want to give you one small example. Even till to-day, the representation of scheduled castes and scheduled tribes Railway employees in Class I Service is not more than 5 per cent against 15 per cent and 1 per cent against 7.5 per cent respectively. This clearly shows a huge backlog in the representation of scheduled castes and scheduled tribes at all levels in all cadres of services. This is the result of the mechanism of de-reservation with its invisible apparatus of suitability clause under Article 335 of our Constitution. Therefore, even though there is a statutory provision for reservation of SC & ST existing in our Constitution, the implementation is not being properly done and therefore, I request that this can be taken up and properly attended to so that the expected co-operation by the Government can be given from this section of employees too.

श्री काजी जलील अव्वासी (डमरियागंज): सभापति जी, आपने मुझे रेलवे बजट पर बोलने के लिए समय दिया, उसके लिए मैं आपका आभारी हूँ। यह बजट पेश करने के लिए मैं रेल मंत्री जी को धन्यवाद देता हूँ।

इस बारे में बहुत सी बातें कही गई हैं, लेकिन हकीकत यह है कि जो किराया बढ़ाया गया है, श्री मधु दंडवते ने भी उसकी कोई मुख्यालिफत नहीं की है। मैं श्री मधु दंडवते का मशकूर हूँ कि उन्होंने कहा कि किराया तो बहरहाल बढ़ाना ही था। जिन 9 चीजों को एग्जेम्प्लन दी गई हैं, उन्होंने उनमें बैनाना को भी शामिल करने की बात कही।

मैं इन बातों में न जा कर अपने हल्के की बात कहना ज्यादा मुनासिब समझता हूँ। नौगढ़ स्टेशन हमारे हल्के में पड़ता है, जहां से लुम्बिनी का रास्ता है, जो गौतम बुद्ध का जन्म-स्थान है। कपिलवस्तु भी अब जिला बस्ती में आ गया है। नौगढ़ स्टेशन की हालत बहुत खराब है। उसका रेनोवेशन किया जाना चाहिए। वहां एक रेस्ट हाउस बनाया जाये, जहां बाहर से आने वाले लोग ठहर सकें। इससे हमें फारंने एकसचेंज मिल सकता है।

हमारे यहां खलीलाबाद से बलरामपुर वाया डमरियागंज वाली लाइन का जनता पार्टी के राज में सरवे हुआ था। उसके बाद पता नहीं चल रहा है कि क्या हो रहा है। इस बजट में भी उसका कोई चिक्क नहीं है। वह लाइन बड़ी इम्पार्टेन्ट है। मरे क्षेत्र में पांच हल्कों में से तीन हल्कों में कोई भी रेलवे लाइन नहीं है। इस लाइन के बनने से सारे पूर्वी अंचल को फायदा होगा।

मैं आप के द्वारा मंत्री महोदय से अर्ज करना चाहता हूँ कि बस्ती स्टेशन पर दो प्लेटफार्म हैं, लेकिन एक प्लेटफार्म से दूसरे प्लेटफार्म पर जाने के लिए कोई ओवरब्रिज नहीं है। उसकी वजह से होता यह है कि जब दोनों ट्रैनेज आती हैं, तो इतनी परेशानी होती है कि बयान से बाहर है। एक जमाने में वहां एक ओवरब्रिज बनाने की स्कीम सोची गई थी, लेकिन अभी तक उस पर अमल नहीं हुआ है। वहां पर एक ओवरब्रिज बनाया जाये और प्लेटफार्म को उंचा कर के इस काबिल बनाया जाये कि पब्लिक को आराम मिल सके।

हमारे यहां एक बड़ी लाइन का काम शुरू हुआ है, जिसका तजिकिरा मंत्री महोदय के भाषण में मौजूद है। कहा गया है कि वह काम 1981 में पूरा हो जायेगा। लेकिन मैं समझता हूँ कि अगर इस बारे में मेहनत न की गई, तो यह काम 1981 में पूरा नहीं हो पायेगा। इसलिए मैं चाहूँगा कि जल्दी से जल्दी उस बड़ी लाइन को पूरा किया जाय। इस से हमारे हल्के को, हमारे जिले को और पूर्वी जिलों का बड़ा फायदा होगा।

जो पुराने डिब्बे हैं उन की हालत इतनी खराब हो गई है कि वे चलने के काबिल

[श्री काजी जलील अब्बासी]

नहीं है। मैं चाहूंगा कि फस्ट क्लास और सेंक्ड क्लास के यात्रियों पर जो पैसा बढ़ाया गया है उस से उन डिब्बों को रेनोवेट किया जाए ताकि पब्लिक को राहत मिले।

फैमिली प्लानिंग का मुकदमा जो मेंडिकल के साथ अटेंड है उस में करीब 525 आदमी ऐसे हैं जो बेचारे 15 साल से उस के अंदर काम कर रहे हैं लेकिन अभी तक टेम्पोरेरो हैं। डाक्टरों को जो परमानेट कर दिया गया लेकिन जो केलीरिकल स्टाफ हैं उस को परमानेट नहीं किया गया। मेरा निवेदन है कि उन को भी मुस्तकिल किया जाय।

एक जरूरी बात यह अर्ज करनी है कि वेटिंग लिस्ट का जो नया कायदा लागू किया गया है उस में पांच रुपये रिजर्वेशन के पहले से ले लिए जाते हैं। अगर बर्थ न मिले तो ये पैसे वापस लेने का कायदा है लेकिन उस को पैसे वापस लेने का समय कहां रहता है। इस लिए उस का यह रुपया मारा जाता है। इसलिए वेटिंग लिस्ट के लिए जैसा पहले था कि जब जगह मिल जाय तब पांच रुपया लिया जाय वही कायदा रहना चाहिए।

पार्लियामेंट के मेम्बरान को जो कम्पेनियन की सुविधा दी गई है उसमें जो सुविधा मेम्बर पार्लियामेंट को है रिजर्वेशन के लिए वही सुविधा कम्पेनियन के लिए भी होनी चाहिए। आज उसको यह सुविधा नहीं है।

हिन्दी को प्रोत्साहन देने के लिए हम ने अंग्रेजी को हटा दिया है। लेकिन जो चार्ट स्टेशनों पर टांगा जाता है वह या तो हाथ का लिखा हुआ होता है या टाइप की आखिरी कापी होती है जो पढ़ी नहीं जाती। मेरा निवेदन है कि हिन्दी में टाइप की हुई साफ-साफ दस्ती कापी ही बहां लगायी जाय जिससे लोगों को अपनी सीट ढूँढ़ने में कठिनाई न हो।

बस्ती से हम चलते हैं तो दिल्ली आने के लिए लखनऊ में जो हमें मेल टूने मिलती है उसमें हमें रिजर्वेशन बस्ती में नहीं

मिलता। मेरी गुजारिश है कि जैसे गोरख-पुर में इसके लिए व्यवस्था है वैसे ही बस्ती में भी लखनऊ मेल के अंदर दो बर्थ के रिजर्वेशन का कोटा निर्धारित कर दिया जाय ताकि बस्ती से चलने वालों को यह दिक्कत न उठानी पड़े।

बैशाली एक्सप्रेस में बस्ती से 4 का कोटा है उसको बढ़ा कर 12 कर दिया जाय।

मैं आप का बहुत आभारी हूँ कि आपने इस सदन में मुझे पहली बार दोलने का मौका दिया। समय कम होने के कारण मैं अधिक बातों की तरफ ध्यान नहीं दिला पाया। मंत्री जी ने जो बजट पेश किया है उसकी मैं पुर-जार तार्ह द करता हूँ। मुझे जाशा है कि इससे काफी उन्नति आएगी और रामादत्तार शास्त्री जी भी खुश हों जाएगे।

*SHRI R. K. MHALGI (Thane): Mr. Chairman, Sir. I would like to speak on three points within the available time. The first point relates to the increase in the rates of season tickets for suburban trains in Bombay. The second point pertains to the conversion of Latur-Miraj narrow gauge line into broad-gauge line and the third one deals with the increase in the rates of eatables, meals and tea in railway canteens.

Sir, regarding the first point I must say that daily 30 lakhs 60,000 passengers travel in suburban trains in Bombay. The total income earned by the suburban railways is a permanent source of revenue. Earlier, there was an increase in the rates of season tickets for the suburban trains in 1979. In 1980 the railway budget has proposed to increase of these tickets by 15 per cent. The Hon. Railway Minister has called it only to be a 'modest revision'. By using this is not hon. Minister making a cruel mockery of 30 lakhs travelling public?

When we observe travel by these trains we find them over crowded,

*The Original speech was delivered in Marathi.

dirty and irregularly running. These are 3 vices from which Central Railway suffers a great set back. In my constituency there is one institution which conducted a survey of above conditions. And from the findings which I would like place before you we will know the factual position.

There are 810 Central Railway suburban trains in Bombay. The capacity of a train is 880 passengers. A train having capacity of 880 passengers carries 3200 passengers. There is no place to stand no seats available, breath and rebreath of passengers pollutes the air. When guarantee is given for 880 pass holders regarding their seats 3200 passengers are carried. Therefore, the Government has no moral right to increase rates of monthly tickets. Today only I met hon. Railway Minister and requested him to visit Bombay to witness the condition of suburban trains and realise how people sit in the trains and the difficulties they face. I am glad that he has agreed to visit Bombay soon after the budget discussion is over. What can I say regarding irregularity of trains? Daily 15 to 20 trains are cancelled. The commuters find it difficult to attend their offices. The factory workers find it hard to reach the destination in time. Many times they have late mark or treated as absent. This affects the productivity as well. In these circumstances, passengers have asked me whether they would file a case against railways. And if people think so I don't think that they are wrong. In this connection let me mention that Pranje Committee submitted its interim report in November 1978. The Committee had recommended that the amount of increase in the rates of season tickets should not be borne by the passengers but by the concerned employers. 18 months have passed but the Government has not considered the recommendations of Pranje Committee. I would strongly urge that the increase in the rates of season tickets should be dispensed with. As long as the recommendations of the said Committee are not

implemented the Government has no moral right to increase the rates of season tickets of suburban trains.

Sir, in your constituency a narrow gauge railway line 203 miles long was constructed in 1874 by then Prime Minister of Eng. and Salesbury. Even then he had maintained that the narrow gauge was quite out of date and that should not be constructed. And since 1874 to this day, people travel on the same narrow gauge line. Humoursly it is said that a passenger can easily get down, pass urine and again board this slow train. Pander-pur which is a major pilgrimage centre is situated on this line. Lakhs of pilgrims called "Varkaris" travel 4 times in a year to attend fairs. The Railway Minister has stated that Varanasi Allahabad line is going to be converted into broadgauge line. On this analogy, let me also demand that blessings of pilgrimage can be had if this Latur-Miraj railway line is converted into broad gauge.

On 15th June 1980, a day before the railway budget was presented, the rates of eatables, tea etc. were raised in the railway canteens. A cup of tea went upto 1.10 from 70 P break fast from 3.25 to 4.15. Meals from 3.00 to 3.50 Rs. Some items like sweet, vegetables were reduced but the price was increased by 50 P. However the rates of eatables in the railway canteen of this House were not raised so that Members do not raise a hue and cry against it. I do not propose that the rates should be increased here as well. We would in fact do well if we consider what would be the impact of such price rise on a common man. I feel that the General budget is just "window dressing". In the vent of such a terrible price rise how can the common man pull on. This is the real problem. Let me point out, Sir, that increased prices of items in railway canteens should be brought down. With this demand Sir, I conclude.

SHRI S. A. DORAI SEBASTIAN (Karur): Mr. Chairman, Sir, the hon. Railway Minister has presented the Railway Budget for 1980-81 with a

[Shri S. A. Dorai Sebastian]

heavy dose of freight and passenger fare increase. Throughout India the general public are feeling that the Government of the poor people should have taken into consideration before presenting the budget. The prices of essential commodities and eatables are increasing day by day and the ordinary layman is not in a position to afford the purchase of essential requisites for his livelihood. It has been stated by the hon. Minister that owing to various factors and after careful consideration, the freight and passenger fares have been increased. I would like to point out that the hon. Minister should not have forgotten the difficulties of the ordinary man. The fares announced may kindly be reviewed in view of the welfare of the people and not on the consideration of adjusting the huge gap between the revenue and the expenditure side.

I would also invite the attention of the hon. Minister that the survey work for laying new broadgauge line between Salam and Dindigul via Pugalur, Karur, Aravakurichi and Pallapatty was carried out a few years back in view of the urgency and necessity of this new line in this under-developed area. I would request the hon. Minister to let us know the date for laying the foundation stone and implementation of the scheme. This is a long-felt need of this area. Any further delay will, therefore, cause agitation by people of this area.

A railway overbridge at Karur between Karur and Velayuthanpalayam Road, that is on the National Highway has been demanded by the general public for several years in view of the rapid improvement and construction of several handloom industries and other small scale units. They find it more difficult to move the goods to the market owing to closure of railway gate for half an hour to an hour at a time. Similarly, one railway bridge has been asked by Manaparai municipal area people at Manaparai in the National Highway No. 45. This is a

municipal town and there is a big cattle shanty besides daily market. The sufferings of the people are untold. I request the hon. Minister to take up these schemes urgently to alleviate the grievances of the people.

The traffic movement has not at all been improved between Dindigul and Tiruchi for the past two decades. The number of trains running some ten years back except the Superfast train remains the same today. The people of this area are experiencing untold miseries. There is no passenger train from Tiruchi to Dindigul between 22 hrs. and 13 hrs., i.e. there is a gap of 15 hours. Another fast train introduced last month between Tiruchi and Madurai, starting at Tiruchi at 7.30 hrs, also does not stop at intermediate stations, i.e. stations lying between Tiruchi and Dindigul. This train should be converted into a fast passenger at least to alleviate the sufferings of the common man and the rural population.

There is no stopping facility for the night Express trains at Manaparai, even though 3 trains pass through it now. I request the hon. Railway Minister to instruct the railway officials to stop at least one of these 3 Express trains at Manaparai, for the convenience of the general public.

People who intend to travel from Mysore to Coimbatore, or to transport goods, by rail, find it very difficult, as the present route is a circuitous one, and involves three times the distance, thus unnecessarily forcing the people to bear heavy losses. This ultimately increases their economic burden. Kerala has got abundant quantities of tea, timber and similar goods for transport to the northern parts of the country; but these have to be transported only by road, thus involving a huge consumption of diesel oil. A new railway line may be laid here, in view of the urgency of the need felt by the people of this area.

श्री शिव कुमार सिंह ठाकुर (खंडवा) :
सभापति महोदय, मैं आप के माध्यम से रेल

मंत्री जी द्वारा प्रस्तुत बजट का समर्थन करता हूँ।

खण्डवा से दोहद लाइन के लिये पिछले 25-30 सालों में उस क्षेत्र की जनता की तरफ से मांग हो रही है। खारगाने, धार, झाटुआ पिछड़े एतियाज है, जहां आदिवासी बहुत बड़ी संख्या में रहते हैं। मैं प्रार्थना करता हूँ कि इस मार्ग का सर्वे कराया जाय और आने वाले सालों में यहां पर रेल मार्ग बना कर लोगों को राहत पहुँचाइ जाय।

बुरहानपुर से दिल्ली आने के लिये पिछले तीस सालों में कोई ट्रेन नहीं बढ़ी है। भेलम एक्सप्रेस जो श्रू है वह बुरहानपुर नहीं रुकती है, मेरा सुझाव है कि भेलम एक्सप्रेस को बुरहानपुर रोका जाय। मेरा यह भी अनुरोध है कि वाराणसी-बम्बई एक्सप्रेस जो श्रू होने वाली है, उस को भी बुरहानपुर हाल्ट किया जाय।

बम्बई से वाराणसी के लिये जो एक्सप्रेस चलती है उसमें बुरहानपुर के यात्रियों को दिल्ली आने के लिये इटारसी में जी.टी.से कनेक्शन मिलता था, अब वह इटारसी से जल्दी रवाना हो जाती है। मैं मंत्री महोदय से प्रार्थना करता हूँ उसके समय को इस तरह से व्यवस्थित किया जाय, जिससे वाराणसी एक्सप्रेस के यात्रियों को दिल्ली आने का कनेक्शन मिल सके।

बम्बई-लखनऊ एक्सप्रेस को “हरसूद” स्टेशन पर रोकने की मांग बहुत दिनों से चल रही है—मेरी प्रार्थना है कि इस मांग की तरफ ध्यान दिया जाय और इस गाड़ी को वहां रोकने की व्यवस्था की जाए।

कांचीगुड़ा एक्सप्रेस तुकाराईथड़ में पानी लेने के लिये रुकती है, लेकिन उस गाड़ी के टिकट नहीं दिये जाते हैं। मेरी प्रार्थना है कि तुकाराईथड़ में हैदराबाद जाने के लिये टिकट दिये जाने की व्यवस्था की जाए।

खण्डवा-इन्दौर शटल चलाये जाने की बहुत आवश्यकता है। इसी तरह से अजमेर-खण्डवा मीटर गेज लाइन को ब्राउड गेज में बदलने की बहुत आवश्यकता है।

बुरहानपुर में आर.एम.एस. का ऑफिस बनाया जाना चाहिये, इससे वहां डाक मिलने में श्रीघृता हो जायगी।

बुरहानपुर में रिजर्वेशन की सुविधा को बढ़ाया जाय तथा लोकल-इन्कावायरी ऑफिस का प्रबन्ध भी निकाल जाय। बुरहानपुर के प्लटफार्म दो ज्यादा चांडा किया जाय। वहां दो रेलवे ट्रैक को चार लाइनों का बनाया जाय, जिससे जो ट्रेनें वहां नहीं रुकती हैं उनके लिये सीधे निकल जाने को व्यवस्था हो सके तथा इसके कारण जो गाड़ियां लेट हो जाती हैं, उस कठिनाई को दूर किया जा सके।

असीग्गढ़ रोड स्टेशन के समीप निम्बोला में ओवर ब्रिज बनाया जाय, क्योंकि बुरहानपुर और खण्डवा के बीच में रोड ट्रैफिक बहुत बढ़ गया है और हर मिनट में वहां गाड़िया पास होती है। इसी तरह से खण्डवा में भी ओवर-ब्रिज बनाने की बहुत आवश्यकता है।

ऑकारेश्वर में, जहां ज्योतिर्लिंग है, वहां पर धात्रियों की सुविधा के लिये अधिक से अधिक प्रबन्ध दिया जाय।

18.00 समय

सभापति महोदय, मैं जानता हूँ कि 2 पैसे डीजल के बढ़ने से रेलवे को 70 करोड़ रुपये का घाटा आता है और रेलवे मंत्री जी ने बहुत ही सूक्ष्म-बूझ से इस बजट को पेश किया है और 1976 की स्थिति में आने के लिए जो जनना पाठी के शासन में कमियां आई हैं, उनको दूर करने का प्रयत्न शुरू किया है। उन रामय रेले समय पर चलती थीं, वैगन मिलते थे, सफाई थी और रिजर्वेशन वाली सुविधा मिलती थी परन्तु आज वे नहीं मिल रही हैं। उसके लिए रेलवे मंत्री जी को फिर से सारे प्रयत्न करने चाहिए।

रेलवे एम्प्लाइज को बोनस दिया जा रहा है, डियरनैस एलाउस्स दिया जा रहा है परन्तु बिजली के संकट के कारण और आसाम की रिफाइनरी की समस्या के कारण आज रेलवे में संकट है। यह जो समस्या आ गई है, उसको हल करना चाहिए और मेरा कहना यह है कि एस्टीमेट्स कमेटी की जो

[श्री शिव कुमार सिंह ठाकर]

1978-79 की रिपोर्ट में रिकमेंडेशन्स हैं, उन पर विचार किया जाए और 1979-80 की आडिट रिपोर्ट में जो सुझाव दिये गये हैं, उन पर विचार किया जाए और जो कर्मियां हैं, उनको दूर किया जाए।

मन्त्रिलाल पासों की दर्द बढ़ने से जो नजदीक-जगहों के मध्यम वर्ग के लोग हैं और विशेष-कर जो कर्मचारी लोग हैं, उनको असुविधा हो रही है और उन पर इससे और अधिक भार पड़ने वाला है। इसको कम करने की तरफ ध्यान दिया जाए। आज कर्मचारियों के सामने आवास की कठिनाई आ रही है। इसलिए रेलवे पासों में कन्सेशन दिया जाए। इससे आवास की समस्या भी कुछ हद तक हल होगी। दिना टिकट जो यत्रा हो रही है, उसको चैक किया जाए। रेलवे के नाम पर जो प्रतिष्ठान विदेशों में काम कर रहे हैं, उनको बन्द किया जाए और सोई हुई सम्पत्ति के लिए रेलवे को काफी मुआवजा देना पड़ता है, उसके लिए ऐसी व्यवस्था की जाए कि सम्पत्ति न चुराई जा सके। इसके अलावा जो भूष्टाचार चल रहा है, उसको सख्ती से रोकने के प्रयत्न किये जाए।

एक बहुत ही महत्वपूर्ण बात मैं अन्त में कहना चाहता हूँ और वह यह है कि हमारे देश से वैगन सीरिया, लीबिया और ईरान को एक्सपोर्ट किये जा रहे हैं। आज हमारे देश में वैगनों की कमी है। एक शायर ने कहा है:

“फूल बनने की खुशी में मुस्कराई थी कली
क्या खबर थी मुस्कराना मौत का अंजाम होगा।

हमारे देश में वैगनों की कमी होते हुए बाहर के देशों को वैगन एक्सपोर्ट किये जा रहे हैं। हमारे देश में वैगनों का इस्तेमाल साधान तथा दूसरी चीजों को लाने ले-जाने के लिए किया जाए और यहां के लिए इन की व्यवस्था की जाए और बाहर न भेजा जाए।

एक महत्वपूर्ण बात यह है कि पिछले दिनों मैं रेलवे मंत्री जी से मिला था। क्लै

महाराष्ट्र के जलगांव जिले से और मध्य प्रदेश के संडुवा जिले से दिल्ली लाया जाता है। उस का प्रेट जो पहले बड़ा हुआ था, उस को बीच में वापस कर दिया था परन्तु इस बजट में 15 परसेन्ट सरचार्ज लगाया गया है। मैं आप के माध्यम से मंत्री जी से प्रार्थना करता हूँ कि इस सरचार्ज को वापस लिया जाए। इस से किसानों और व्यापारियों दोनों को फायदा होगा और उन को कुछ राहत मिलेगी। केले की जो दर थी, वे वहीं की वही रक्षी जाएं, यह मैं मंत्री जी से प्रार्थना करता हूँ।

श्री विजय कुमार यादव (नालन्दा): सभापति महोदय, समय बहुत कम है, इसलिए मैं कुछ सुझाव ही देना चाहता हूँ।

मैं से पहली बात तो यह है कि रेलवे बजट में जो यात्री भाड़ा बढ़ाया गया है और साल-भाड़ा बढ़ाया गया है, उस में विद्युत कर के आम जनता पर भारी चाट पहुँचाई गई है और इस बढ़ात्तरी के जरिये खास तौर से उन लोगों पर चाट की गई है, जिन्होंने कांग्रेस (आई) को शासन में बैठाया है। न केवल पार्लियामेंटरी चुनाव में बिल्कुल विधान सभाओं के चुनावों में, जो अभी नौ राज्यों में हुए हैं, जिन लोगों ने चाट दे कर कांग्रेस (आई) को गद्दी पर बैठाया है, वैसे ही लोगों पर इस के जरिये चाट की गई है। अगर इस तरह का बजट विधान सभाओं के चुनावों से पहले आता, तो मेरा अपना स्थाल है कि सही नक्शा कांग्रेस (आई) के बारे में लोगों में जरूर पहुँचता आरे ऐसी स्थिति में जो नौ राज्यों में उन को बहुमत मिला है, वह बहुमत नहीं मिलता।

मैं यह कहना चाहता हूँ कि पटना में गंगा पर बिज बनानी का जो मामला है, वह काफी लम्बे असें से लटकता आ रहा है। इस का काम शुरू हुआ है पर जो बांधित नतीजा निकलना चाहिए था, वह नहीं निकल रहा है।

इस सदन में कई बार इस सवाल को उठाया गया है। मैं यह आशा करता हूँ कि इस को पूरा करने की यथाशीघ्र कोशिश की जाएगी। दो-तीन बासों की ओर मैं खास तौर से ध्यान आकर्षित करना चाहता हूँ।

और वे मेरी बॉर्डर्स्ट्रीट्यून्सी से सरोकार रखती हैं। एक तो यह है कि बलियारपुर-राजगीरी रेलवे प्राचीन स्थानों से हो कर गुजरती है जैसे पावापुरी, राजगीर और नालंदा, जो एतिहासिक दृष्टिकोण से बहुत महत्वपूर्ण हैं। यहां पर हिन्दुस्तान के कोने कोने से यात्री पहुंचते हैं। अतः उस को गया तक बढ़ाया जाए। मैंने इस से पहले भी इस सवाल को उठाया था कि गया तक उस को बढ़ाया जाए और सिंगिल लाइन को डबल लाइन किया जाए।

दूसरा मेरा यह कहना है कि फतुआ से इस्लामपर तक जो लाइट रेलवे है, उसका टेक आवर किया जाय और उस को ब्रॉड गेज में तब्दील किया जाए और जो 200-300 के करीब कर्मचारी हैं, जो अनाम्पलायड हैं, उनको काम में लिया जाए। इस सिलीसिले में मैं यह भी कहना चाहता हूं कि बरित्यारपुर एक बहुत ही महत्वपूर्ण रेलवे जन्क्शन है। जहां दुनिया के लोग उस जंक्शन से गुजर कर राजगृह, नालंदा, पावापुरी, बौद्धगया आदि स्थानों पर जाते हैं। लैंकिन जो विक्रमशिला, तिनसुखिया, डीलक्स आदि द्रूतगाड़िया हैं इनके स्टोपेज वहां नहीं हैं। मेरा यह निवेदन है कि ये जो द्रूतगाड़ियां हैं इनके स्टोपेज वहां बनाए जाएं। साथ ही साथ पटना रेलवे जंक्शन का विकास किया जाए। पटना दिहार की राजधानी है। उसकी स्थिति काफी नाज़ुक है। उसके विकास की बहुत ज़रूरत है। मैं यह उम्मीद करता हूं कि उसकी आवश्यकता को ध्यान में रखते हुए पटना, बरित्यारपुर जंक्शनों के विकास की बात की जाएगी।

इन्हीं शब्दों के साथ मैं आपका धन्यवाद करता हूं।

SHRI HARIHAR SOREN (Keonjhar): Mr. Chairman Sir, while making my maiden speech I must extend my thanks to you for having given me the opportunity to speak. The hon. Railway Minister has presented the budget estimates in respect of railways for the year 1970-81. I am happy that

our Government introduced the Nilachal Express between New Delhi and Puri just three months after coming to power. This train has been introduced on 1st April 1980. By the introduction of this train our Government has met the long standing demand of our people. I congratulate the hon. Prime Minister and the Railway Minister. In this context, I wish to make two or three suggestions. Sir, there was a proposal that the Nilachal Express would be super fast train. But this proposal has not been implemented so far. I request the Government to make this train a super fast express. This is tri-weekly train. I shall be happy if this train runs daily. I make an appeal to the Railway Minister to provide a stoppage at Jajpur-Keonjhar Road. This is an important railway station. The passengers coming from Angul, Talcher, Kamakkhya Nagar and Hindol in Dhenkanal district, the people of Keonjhar district and the Jajpur, Sukinda and Panikoili of Cuttack district will be benefitted if they can board this train at Jajpur Keonjhar Road. Jajpur Keonjhar Road is the nearest railway station for the people of these three districts. I am sure, that our Railway Minister will accept my suggestions.

Sir, I shall be failing in my duty if I do not say a word about the proposed Jakhpura-Banspani railway line. I am glad that our hon. Minister has given an assurance in this House to complete the construction of the railway line from Jakhpura to Daitari by the end of this financial year. This is the first phase of this railway line. But the second phase from Daitari to Banspani is very important. It is of no use if the construction work of the second phase is not completed. This is my earnest appeal to the hon. Railway Minister to see that the construction work of this railway line is completed by the end of this financial year. This is not the demand of my district alone, but the interest of the

*The original speech was delivered in Oriya.

[Shri Harihar Soren]

whole State of Orissa is involved. We have been struggling hard to achieve this goal for the last many years.

Now, I would like to draw the attention of the Government to one very important point. Sir, I say with anguish that no passenger train connects my district to the rest of the country through 33 years have passed since we became free. My district is a tribal district. The adivasis and harijans are facing a lot of difficulties because of lack of proper communication facilities. The major part of my constituency is the home of tribal people. There are huge deposits of iron ore, manganese, limestone and other minerals. People from all over India are working in the mines. But it is, sad that the mining areas which are famous in India are not served by even one passenger train. I shall be grateful to you if passenger train is run from Tatanagar to Bolani. There is already one railway line through which the mineral ores are carried. So I request you to kindly introduce one passenger train on that line. With these words I conclude my speech.

श्री केशव राव वार्धी (भंडारा): 16 तारीख के जो माननीय रेल मंत्री जी, आदरणीय कमला पति चिपाठी जी ने रेल बजट प्रस्तुत किया है उसका मैं स्वागत और समर्थन करता हूँ। समर्थन करते हुए कुछ सुझाव भी मैं उनकी सेवा में पेश करता चाहता हूँ। पंचास किलोमीटर तक का जो रेल किराया पांच प्रतिशत बढ़ाया गया है इसको मैं चाहता हूँ कि बजाय पंचास के साँ किलोमीटर तक की छूट दी जाए। साँ किलोमीटर तक के किराए में पांच प्रतिशत वृद्धि न की जाय तो छोटे और गरीब पैसे-जर्ज की दीप्ति से यह ज्यादा हितकर और अच्छा रहेगा।

इसी तरह से मैं यह भी चाहता हूँ कि रोजमर्य के इस्तेमाल की जो चीजें हैं और जिन को छूट दी गई हैं उस में सज्जियाँ और कल, दवाइया भी शामिल कर ली जाएं और उनको भी छूट दें दी जाए तो गरीब व सभी तरह के लोगों की दीप्ति से यह ज्यादा अच्छा होता।

अब मैं विदर्भ की कुछ कठिनाइयों को आपके सम्मने रखता चाहता हूँ। मद्रास से ले कर दिल्ली तक नार्थ और साउथ को जोड़ने वाली एक ही रेलवे लाइन है। चन्दपुर, भागपुर, इटारसी होते हुए यह जाती है। यह एक ही लाइन है। चन्दपुर, गोदिया, जबलपुर छोटी लाइन है। इसको बगर बड़ी लाइन में परिवर्तित कर दिया जाए तो नार्थ और साउथ को जोड़ने की दीप्ति से और एक लाइन हो जायगी यह ज्यादा अच्छा होगा।

माननीय रेल मंत्री जी ने अपने भाषण में कहा है कि गोदिया-जबलपुर लाइन को बड़ी लाइन में परिवर्तित करने के काम का सर्वे हो चुका है। यह काम जल्दी से शुरू करने की विस्तीर्ण करता है। चन्दपुर, गोदिया, जबलपुर को बड़ी लाइन में बदल दिया जाए तो सुरक्षा की दीप्ति से भी यह ज्यादा अच्छा होगा और मद्रास से दिल्ली आने के लिए एक अलग से रुट भी आपकी मिल जाएगा और यह शार्ट कट भी रहेगा।

विदर्भ में मैगेनीज आयरन और, कापर, काफी मात्रा में उपलब्ध है चावल आदि की बहुत आवाजाही होती है। तुमसर टाउन से तिरोड़ी तक की जो लाइन है इसको बगर कटांगी वालाघाट तक बड़ा दिया जाए जिसका सर्वे भी हो चुका है तो मैं समझता हूँ कि मैगेनीज, आयरन आदि खनिज पदार्थों की आवाजाही की दीप्ति से ज्यादा अच्छा होगा।

भंडारा रोड रेलवे स्टेशन बम्बई-कलकत्ता में लाइन पर है। वहां पर फाटक आषाढ़ और पैन पौन घंटा बन्द रहता है और आजे जाने वालों के बड़ी दिक्कत का सामना करना पड़ता है। वहां पर एक ओवर ब्रिज के बारे में बहुत दिनों से महाराष्ट्र शासन की व और लोगों की भी मांग चली आ रही है। मैं चाहता हूँ कि भंडारा रोड रेलवे स्टेशन पर ओवर ब्रिज की चाल साल के बजट में ही व्यवस्था कर दी जानी चाहिये और इसी साल यह ओवर ब्रिज बना दिया जाना चाहिये। यह बहुत आवश्यक है।

सर्वांग नमर में डिफेंस कैबट्री है। भंडारा रोड से वहां तक रेलवे लाइन जाती है। भंडारा ज़ाहर एक डिस्ट्रिक्ट ल्योस है।

और ऐसा होते हुए भी वहां पर स्टेशन नहीं हैं। मैं सामंज करता हूं कि वहां एक स्टेशन दिखा चाहे। उसकी एक साक्ष से उत्तर की बाबादी है।

तुमसर में फैरो मैयेनीज के दो दो कार-बाने हैं और एक पेपर मिल है। बम्बई-कलकत्ता मेल का वहां पर स्टापेज नहीं है और यह भी होना चाहिये। यह बहुत जरूरी है।

दूर्ग से भुसावल डीजल इंजन चलता है। जदूकि हावड़ा से दूर्ग और भुसावल से बम्बई इलेक्ट्रिक है। डीजल की कीमत बहुत ज्यादा हो गई है। मैं चाहता हूं कि इसका दूर्ग से भुसावल इलेक्ट्रिफिकेशन कर दिया जाए तो बहुत अच्छा रहेगा। इस से सरकार को काफी बचत रहेगी।

सालेक्सा, आमगाव तिरोड़ा रेलवे स्टेशन पर बहुत बड़ी संख्या में पैसैंजर्ज आते जाते हैं। वहां पर रेलवे स्टाफ की कमी है। इस कमी को दूर किया जाए और वहां पर स्टाफ बढ़ाया जाए और इन स्टेशनों पर छत्तीसगढ़ एक्सप्रेस का स्टापेज दिया जाए।

एक गाड़ी है महाराष्ट्र एक्सप्रेस लैंकन वह चलती नागपुर से पूना तक ही है। यह गोंदिया से पूना तक चलनी चाहिये। पहले कहा गया था कि गोंदिया से पूना तक चलेगी लैंकन चली नागपुर से ही। अगर आपको महाराष्ट्र एक्सप्रेस का नाम सार्थक करना है तो मेरी विनती है कि इसको गोंदिया से पूना तक चलाया जाए।

बत्त में मैं यही कहना चाहूंगा कि जैसे मैंने शुरू में कहा कि सौ किलोमीटर तक की यात्रा करने वालों के किराए में पांच प्रतिशत वृद्धि नहीं की जाये। मैं आशा करता हूं कि इस और विवरण ध्यान दिया जाएगा। यही मेरी विनती है और इन शब्दों के साथ मैं रेलवे के अर्थ संकल्प का समर्थन करता हूं।

बी लभुपूद्दम बैराले (अक्रेला): सभापति महोदय, इस संसद में प्रस्तावित रेलवे बजट का समर्थन करने के लिये मैं बड़ा हुआ हूं और समर्थन के साथ-साथ एक महत्वपूर्ण सुझाव माननीय वर्ष मंत्री जी के समक्ष पेश करना चाहता हूं।

सुझाव यह है कि रेलवे को सिर्फ एक बादागमन का साधन न मानकर इसे देख की एम्प्लायमेंट जैनरेटिंग इंडस्ट्री की तरह देखा जाये। इस तरह से अगर इसे देखा जायेगा तो नई योजनाएं बनाते वक्त और रेलवे का बजट तैयार करते वक्त हमारी जो 5 साला श्रेष्ठनाएं हैं उनका इस एम्प्लायमेंट जैने-रेटिंग इंडस्ट्री के साथ कुछ सम्बन्ध रख सकता है। इसलिये इस पर धोड़ा गैर से अध्ययन किया जाये तो अच्छा होगा। अगर यह अध्ययन किया गया तो मैं समझता हूं कि आने वाले दिनों में विकास के जो कार्य-क्रम होंगे, वह सिर्फ आवागमन के होते न होकर उन्हें एक नया उद्योग निर्माण करने की दृष्टि से देखा जायेगा। इसलिये मैं प्रार्थना करता हूं इसे एम्प्लायमेंट जैनरेटिंग इंडस्ट्री समझकर इसका प्लानिंग किया जाये और अगर ऐसा किया गया तो इससे एम्प्लायमेंट कीएट करने में काफी मदद होंगी, ऐसा मैं समझता हूं।

साथ ही साथ जब रेलवे की कंस्ट्रक्शन की जाती है तो बहुत बारे मुफ़्सिल एरियों में से की जाती है। हमारे इस वर्ष के अर्थ संकल्प में भी हमारे देहातों में रोजगार देंदा करने की काफी योजनाएं की गई हैं। उन योजनाओं का और रेल के कामों की योजनाओं का यदि कुछ सम्बन्ध जोड़ा जा सकता है तो मैं समझता हूं कि हमारी पांच साला योजनाओं में बहुत बड़ी मदद हो सकती है।

मैं इस भौके का फायदा उठाना चाहता हूं और मेरी कांस्ट्रीटुएन्सी में जो दिक्कतें हैं उनमें से कुछ पेश करना चाहता हूं।

पहली बात यह बताना चाहता हूं कि अब कलकत्ता व बम्बई के बीच ट्रॉफिक इतना बढ़ गया है कि जो ट्रेनें अब चलती हैं, वह बहुत कम महसूस, होती हैं। अगर और ट्रेनों का इन्ट्रोडक्शन किया जा सके तो अच्छा होगा। इसलिये इस विषय पर विचार किया जाये। मैं इस बारे में एक और सुझाव देता हूं।

अभी कलकत्ता मेल और हावड़ा एक्सप्रेस गाड़िया जाती है, उनकी हालत की तुलना अगर हम वेस्टर्न रेलवे से करें तो मुझे लगता है कि सैट्रॅल रेलवे के जो डिब्बे लगाये जाते हैं, उनका एटेहासिक महत्व चाहे ज्यादा हो, लैंकन आधुनिक सुविधा का कोई

[श्री मधुसूदन बराल]

महस्त है या नहीं, इसमें मुझे शंका पैदा होती है। उसकी तरफ ध्यान दिया जाये।

अभी तक खामगांव में सेंट्रल रेलवे और नीचे दक्षिण में जालना तक ही रेलवे आई है। अगर महाराष्ट्र के विदर्भ और मराठवाड़ा के इन दोनों हिस्सों को जोड़ना हो और वहां के आवागमन के रास्ते का विकास करना हो तो खामगांव से लेकर जालना तक की लाइन का सर्वे करना चाहिये। मुझे याद है कि महाराष्ट्र सरकार ने जिन रेलवे लाइनों की सूचना केन्द्र को भेजी थी, उसमें इस लाइन का बन्तर्भव भी किया गया था। इसलिये नई लाइन का विचार करते वक्त इस लाइन का विचार किया जाये, एंगा मेरा निवेदन है।

दूसरे हमारी कांस्टिट्युशनी में रेल आती है मूर्तिजापुर से यवतमाल तक। यह नैरो-गेज है और मैं समझता हूँ कि यह 100 साल पुरानी हो गई है। मैंने ऐसा भी सुना है, मझे उम्मीद है कि मेरा कथन सही नहीं हाँगा, अगर सही हो तो ठीक नहीं है, कि अभी तक उसका मैनेजमेंट किसी कंपनी के हाथ में है। इसीलिये उसमें जो विकास के साधन उपलब्ध होने चाहिये,

सुविधाएं होनी चाहिये वह उपलब्ध नहीं है। इस पर भी विचार किया जाना चाहिये और अगर इस लाइन को भी ब्रॉडगेज कर सकें तो उस पर विचार किया जाये।

मैं एक ही बात और कहना चाहता हूँ कि हमारे इलाके में शेगाव एक पवित्र तीर्थ शाश्रा का क्षेत्र माना जाता है। जिस ढंग से वाराणसी और इलाहाबाद की तरफ देखा जाता है उसी ढंग से शेगाव और पंदरपुर की तरफ देखा जाना चाहिये और वहां यात्रियों की सुविधाओं के लिये ज्यादा से ज्यादा प्रयास किये जाने चाहिये, एंसी मैं प्रार्थना करना चाहता हूँ। साथ ही अकोला स्थानक पर भी ज्यादा सुविधाएं दी जाएं।

अन्त में मुझे चाहे थोड़ा ही क्यों न हो, इस बजट पर बोलने का जो मौका मिला है, उसके लिये मैं आपका आभार प्रकट करके अपना स्थान ग्रहण करता हूँ।

MR CHAIRMAN: Tomorrow the hon. Minister will reply.

18.19 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Friday, June 20, 1980/Jyaistha 30, 1902 (Saka).