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Thursday, August 27, 1981

Bhadra 5, 1903(Saka)

Lok Sabha Debates

(Sixth Session)



सत्यमेव जयते

LOK SABHA SECRETARIAT

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LOK SABHA DEBATES

LOK SABHA

Thursday, August 27, 1981/Bhadra 5,
1998 (Saka)

The Lok Sabha met at Eleven of the
Clock

[MR. SPEAKER in the Chair]

ORAL ANSWERS TO QUESTIONS

Late running of Trains due to State Governments

†SHRI K. PRADHANI:

*161. SHRI G. Y. KRISHNAN:

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

(a) whether it is a fact that the Rail-
way Board is putting the blame for
late running of trains on State Govern-
ments;

(b) if so, the names of such States in
which late running of trains has be-
come a practice; and

(c) the effective steps taken by the
Government to maintain punctuality
and bring down the number of trains
running late?

THE DEPUTY MINISTER IN THE
MINISTRY OF RAILWAYS AND IN
THE DEPARTMENT OF PARLIAMEN-
TARY AFFAIRS (SHRI MALLI-
KARJUN): (a) to (c). A statement is
laid on the table of the Sabha.

Statement

(a) and (b). No, Sir. However, un-
punctual running of trains is caused
inter-alia by factors beyond the control

of Railways like alarm chain pulling,
hose-pipe disconnection, miscreant
activities, agitations, etc. In order to
control these factors which are related
to general law and order, the Railways
have been seeking cooperation of the
State Governments.

(c) The punctuality performance of
passenger carrying trains is being
watched closely at all levels. Liaison is
being maintained with the State Govern-
ments concerned to check the inci-
dence of alarm chain pulling, discon-
nection of hose-pipes and miscreant
activities. Special drives, in cooperation
with the State authorities, have been
launched in the badly affected areas.
Attention is being paid to aspects like
failures of rolling stock, operation and
signalling etc. to minimise detentions
to the trains and improve the perfor-
mance. General Managers are giving
personal attention to punctual running
of trains. The Railways have also been
instructed that staff responsible for loss
of punctuality should be dealt with
firmly and promptly.

SHRI K. PRADHANI: The Minister
in his reply has stated that late running
of trains is due to chain pulling, hose-
pipe disconnection, miscreant activi-
ties etc. which are beyond the control
of the railways. As far as I understand,
under the Indian Railways Act, the
GRP prosecute all those cases which
are occurring in running trains and the
railways pay 50 per cent of their
salaries. There are Railway Magistrates
who try these cases. Am I to under-
stand that the railways have no control
over the GRP?

SHRI MALLIKARJUN: It is true
that GRP have been deputed to the
railways from the State Governments
for maintenance of law and order. We
cannot say that we do not have control,

but still they are basically governed by the State Government itself. For the maintenance of law and order, the railways and GRP regularly coordinate their activities in order to prevent such untoward incidents at vulnerable places.

SHRI K. PRADHANI: The Minister did not reply to my question. They are governed by IPC and Cr. P. C. and they are not governed by any State Government rules. Therefore, I would like to know what is the percentage of late-running due to chain pulling and what is the percentage due to failure of signalling?

SHRI MALLIKARJUN: Due to alarm chain pulling etc., the punctuality loss is to the tune of 27 to 30 per cent. So far as signalling and telecommunication failures are concerned, it is meagre—about 6.5 per cent. On the contrary, because of the failures of locomotives and other things, the percentage is quite high, up to 18 per cent. Government are taking adequate steps for repair and maintenance of steam and diesel locomotives in order to avoid the detention of trains due to the failure of locomotives.

श्री राजेन्द्र प्रसाद धादब : ट्रेनों का लेट चलना आज जीवन का एक अंग सा बन गया है। मैं समझता हूँ कि वर्तमान प्रशासन के लिए यह शायद असम्भव है कि इन को समय से चला सकें। अध्यक्ष महोदय आपको याद होगा कि चार महीने पूर्व रेल मंत्री जी ने इसी सदन में कहा था कि दो महीने के अन्दर अन्दर गाड़ियाँ समय पर चलने लगेंगी। गाड़ियों का देरी से चलने का दोष राज्य सरकारों पर ये डालना चाहते हैं। मैं जानना चाहता हूँ कि दो महीने गुजरे हैं या नहीं? यदि गुजर चुके हैं तो उन्होंने यह दो महीने की बात किस आधार पर कही थी? क्या यह भी सही है कि आज जैसा इन्होंने कहा था फ्रिक् औरियंटिड साइकोलोजी होनी चाहिये एक में और उसके मुताबिक आज गुड्ड

ट्रेज को प्रायोरिटी दी जा रही है और पैसंजर मेल, एक्सप्रेस ट्रेज रुकी रहती हैं और गुड्ड ट्रेज चली जाती हैं और क्या यह भी एक कारण नहीं है जिस की वजह से गाड़ियाँ देर से चलती हैं?

रेल मंत्री (श्री केदार पांडे) : मैंने सही बात कही थी उस वक़्त। यह बात सही है कि मैंने कहा था कि 2, 3 महीने के अन्दर पंकचुएलिटी लाने की कोशिश करूंगा।

एक माननीय सदस्य : समय पर चलने लगेंगी गाड़ी।

श्री केदार पांडे : अभी तक पंकचुएलिटी पूरी नहीं आ सकी है, मैं इसको मानता हूँ, लेकिन कारण उसके क्या हैं वह मैं बताता हूँ। मैं काफी कोशिश कर रहा हूँ उसके बाद भी अभी पंकचुएलिटी नहीं आ सकी है। मैं इस बात को मानता हूँ और गेमा अलार्म चैन पुलिंग और मिसक्रीएंट ऐक्टिविटीज के कारण यह है। लेकिन मैं अप्रैल, मई, और जून 1981 का परसेंटेज बताता हूँ, अप्रैल 1981 में ब्रॉड गेज लाइन पर 18.9 परसेंट अलार्म चैन पुलिंग की घटनाएँ हुई हैं और यह ला एंड आर्डर की खराबी की वजह से होता है। मैं रेस्त्रांमिबिलिटी लेता हूँ, और कभी कहूंगा कि मेरी जिम्मेदारी नहीं है क्योंकि मैं गुड्ड और पैसंजर ट्रेन्स चलाता हूँ। तो जिम्मेदारी ओवर आल मेरी है।

एक माननीय सदस्य : परसेंटेज जो है जितनी गाड़ियाँ हिन्दुस्तान में चलती हैं उसका है?

श्री केदार पांडे : मैं बताता हूँ कारण क्या है। हम कहते हैं क्या क्या कारण हैं जिसकी वजह से पंकचुएलिटी गड़बड़ हो रही है। एक तो अलार्म चैन पुलिंग की वजह से और दूसरे पब्लिक स्टाफ़ ऐजीटेशन की वजह से, और उसका परसेंटेज है 2.9, 2.2, 1.5। ऐक्सीडेंट्स की वजह से भी पंकचुएलिटी खराब हो रही है।

अध्यक्ष महोदय : आपने इसमें लिखा है 'factors beyond the control of the Railways'. Why should it be written like this? This is what agitates the minds of the Members.

श्री केदार पांडे : अभी जो नड़बड़ी है जिसकी वजह से पंचवुएलिटि नहीं आ सकी उसको मैं बता रहा हूँ। वैसे मैं कंट्रोल लाने की कोशिश कर रहा हूँ।

श्री राजेन्द्र प्रसाद धावध : अध्यक्ष जी ने जो पूछा कि ऐसे कौन से कारण हैं जो आपके कंट्रोल से बाहर हैं? उनको बताइये।

श्री अटल बिहारी बाजपेयी : अध्यक्ष जी, आपने जो सवाल पूछा था उसका जवाब नहीं मिला?

श्री राम बिलास पासवान : सर्वप्रथम तो अध्यक्ष जी, मुझे यह कहना है कि मंत्री जी ने भ्रूरा जवाब दिया है। और (ख) में पूछा गया है कि "यदि हा, तो उन राज्यों के नाम क्या हैं जिनमें रेलगाड़ियों का देरी से चलना एक आम बात हो गई है?" इसका कहीं कोई उल्लेख मंत्री जी के जवाब में नहीं है। मैं बहुत गर्मना के साथ कहना चाहता हूँ कि यह एक वर्ष का मामला नहीं है। मैं समझता हूँ कि हमारे साथी श्री रामजी भाई डामोर और हम लोग आ रहे थे 13 तारीख को और पूरी पार्लियामेन्ट की कमेटी आ रही थी मद्रास से और हम लोग 16 तारीख को यहाँ पहुँचे। . . .

श्री अटल बिहारी बाजपेयी : पहुँच तो गये, कहीं बीच में ही रह जाते।

श्री राम बिलास पासवान : रास्ते में दो जगह ऐक्सीडेंट होते होते बचा और 25 गज की दूरी पर ऐक्सीडेंट की जगह थी। और मैं कहता हूँ पांडे जी, जब हम लोग सफर कर रहे थे एक श्री आदमी के दाता पानी के लिये रेलवे की तरफ से कोई व्यवस्था नहीं की गई, और जो रेलगाड़ी 4 घंटे लेट

होती है उसको जानबूझ करके 24 घंटे लेट किया गया। . . .

एक एक माननीय सदस्य : 36 घंटे लेट हुई।

श्री राम बिलास पासवान : और हम लोगों ने जा कर के जब बोरेबल स्टेशन पर कम्प्लेंट दर्ज करायी तो हमें कहा गया कि ट्रेन लेट होगी इसको भगवान भी नहीं बचा सकता है। और जब डी०आर०एम० से बात करने की कोशिश की तो उससे बात नहीं करने दिया गया। तो आज आपकी रेलगाड़ियाँ जो आपने कहा कि जंजीर खींचने आदि की वजह से लेट चल रही हैं, इन सब के बावजूद आपके प्रशासन की ढिलाई और आपकी निष्क्रियता के कारण यह सारी गाड़ियाँ लेट हो रही हैं और आप स्वयं जिम्मेदार हैं उसके लिये। आपको क्या सजा देनी चाहिये, आपके प्रशासन को क्या सजा मिलनी चाहिये यह आप बतायें?

श्री केदार पांडे : मैंने यह बात कही थी कि पंचवुएलिटि अभी नहीं आ सकती है, कुछ कठिनाइयाँ हमारे सामने हैं, उन पर भी कंट्रोल करने की मैं कोशिश कर रहा हूँ, कठिनाई यह है कि स्टीम लोकोमोटिव और डीजल लोकोमोटिव की हालत बहुत खराब है, उनको ठीक कर रहे हैं। रोलिंग स्टॉक में भी खराबी है, उसको ठीक कर रहा हूँ, कंट्रोल में ला रहा हूँ, अभी थोड़ी डिफिकल्टी है।

अध्यक्ष महोदय : पूरा कंट्रोल करिये। भारतीय तीर्थ यात्रियों की मानसरोवर और कैलाश की यात्रा तथा उत्तर प्रदेश के साथ सिम्बती सीमा के दरों का खुलना

+

* 162. श्री हरीश चन्द्र सिंह रावत :

श्री अर्जुन सेठी :

क्या बिदेश मंत्री यह बताने की कृपा करेंगे कि भारतीय तीर्थ यात्रियों की मान-

सरोवर और कैलाश की यात्रा क्या उत्तर प्रदेश के साथ तिब्बती सीमा के दरों को व्यापार के लिए खोलने के बारे में चीन के विदेश मंत्री से हुई उनकी बातचीत का क्या परिणाम निकला ?

विदेश मंत्री (श्री पी० बी० नरसिंह राव) : इस बातचीत के दौरान और बाद में अपने प्रेस सम्मेलन में भी चीन के विदेश मंत्री ने यह बताया था कि इस मानसून के बाद भारतीय तौर-तरीक़ी क़ैलाश और मानसरोवर की यात्रा पुनः शुरू कर सकेंगे। इस वर्ष अस्थाई तौर पर 80 तीर्थ-यात्रीयों के लिए इरमस्मा की जायेगी और ये दल 20-20 व्यक्तियों से अधिक नहीं होंगे। लेकिन कठिब भू-भाग में आवश्यक प्रशासनिक और सांघारिक संरचना से सम्बन्ध प्रबन्ध करने के लिए चुकि पर्वत त समथ नहीं रह गया है इस लिए इस वर्ष केवल 60 तीर्थ-यात्री जो कैलाश और मानसरोवर की यात्रा कर सकेंगे। आगामी वर्षों में दोनों सरकारों के परामर्श से इस संस्था में वृद्धि की जायेगी और स्थाई प्रबन्ध किये जायेंगे।

हम कैलाश और मानसरोवर की यात्रा पर जाने वाले तीर्थयात्रियों के लिए प्रबन्ध करने के उद्देश्य से चीन के प्राधिकारियों के साथ विचार-विमर्श कर रहे हैं। बड़ी-बड़ी सभी दैनिक समाचार-पत्रों में इसके बारे में घोषणा कर दी गई है जिसमें भावी तीर्थ-यात्रियों से सम्बन्धित प्रश्न करने की प्रक्रिया और इस तीर्थ-यात्रा को सुनिश्चित करने के लिए दोनों पक्षों द्वारा किये गये सामान्य प्रबन्धों की रूपरेखा बताई गई है।

चीन में विदेश मंत्री की हाल की भारत यात्रा के दौरान तिब्बत के साथ व्यापार

के लिए उत्तर प्रदेश, सीमा-मार्ग खोलने पर बातचीत नहीं की गई थी।

श्री हरीश चन्द्र सिंह रावत : अध्यक्ष महोदय, कैलाश-मानसरोवर यात्रा लाइन खोलने के लिए श्री प्रयत्न मंत्री महोदय ने किये हैं, उसके लिए मेरी तरफ से भी और डा० सुब्रह्मण्यमस्वामी की तरफ से भी वह और उसका बर्तावण बधाई के साथ हैं और यह केवल अन्तर्राष्ट्रीय सम्बन्धों को सामान्य बनाने की प्रक्रिया के लिए ही नहीं, बल्कि जो हमारे धार्मिक विश्वास के लोग हैं, उनके लिए भी बहुत महत्वपूर्ण है।

इस सन्दर्भ में मैं यह जानना चाहता था कि मानसरोवर और कैलाश के लिए दो रूट में से एक रूट तो नीति पास हो कर जा रहा है और दूसरा रूट पिथौरागढ़, धारचूला, सिर्खा, गवर्गोथ व तंक्लाकोट होकर जा रहा है। दोनों यात्रा मार्गों में जो नीति पास वाला मार्ग है, उसमें एक दिन ज्यादा लगता है और जो परम्परागत मार्ग है पिथौरागढ़ धारचूला, सिर्खा, गवर्गोथ व तंक्लाकोट का इसमें एक दिन कम लगता है। यह सुविधाजनक भी अधिक है। मैं यह जानना चाहता हूँ कि कौन से मार्ग, परम्परागत मार्ग का ही अनुसरण करने जा रहे हैं या दूसरे मार्ग का? जो 7 सितम्बर को यात्रियों के जाने की घोषणा हुई है, उसमें वह कौन से मार्ग का अनुसरण करेंगे? परम्परागत मार्ग को ही अपनायेंगे या जो नीति पास वाले मार्ग को लेंगे? चीन के साथ बातचीत जल्द हुई होनी कि कौनसे रूट अपनाया जायेगा, मंत्री महोदय यह जानकारी देने का कष्ट करें।

श्री पी० बी० नरसिंह राव : श्रीमान, मेरे पास यह जानकारी नहीं है कि किस रास्ते से इनको ले जाया जायेगा। मुझे ज्ञात है कि पता कर के बताईये,

भाष्य इसके बारे में पूरा फैसला हुआ नहीं है। यदि सच है, तो मेरे पास उसकी तफसील नहीं है।

प्रश्नकर्ता महोदय : कोई फर्क पड़ता है न, किसी मार्ग से भी जायें ?

श्री पी० बी० भरसिंह राव : वह कह रहे हैं कि एक दिन का फर्क पड़ता है। मैं पता कर के बताऊंगा।

श्री हरीश चन्द्र सिंह रावत : जैसी कि हमारी जानकारी है—उसमें लगे हुए एरिया में खबर है—कि हमारे जो यात्री मानसरोवर-कैलाश जायेंगे, चीन ने तत्कालीन में उनके स्वागत और सुविधा का बहुत अच्छा प्रबन्ध किया है। हमारी तरफ से कौन सी एजेंसी इस यात्रा को स्पॉन्सर करेगी और कौन सी एजेंसी इसका प्रबन्ध करेगी, इस संबंध में अभी कोई बात निर्धारित नहीं हुई है। मैं माननीय विदेश मंत्री से यह भी जानना चाहूंगा कि यह मानसरोवर-यात्रा पहली बार हो रही है और यह बड़ी इम्पॉर्टेंट यात्रा है, इसका बड़ा व्यापक प्रचार होगा, इस लिए क्या इसके लिए सब प्रबन्ध और सुरक्षा आदि की व्यवस्था कर ली गई है।

श्री पी० बी० भरसिंह राव : वह सब प्रबन्ध हो रहा है। अभी हमारे पास जो जानकारी है, वह यह है :—

"According to information made available by the Chinese side, pilgrims are to bring their own beddings, sleeping baks as well as their daily necessities (food inclusive) as there are no other facilities available apart from the tented accommodation at Kailash and Mansarovar. Guest house facilities are available only at Pulanchong, the first point of halt after crossing the border. The entry and exit point for the pilgrims

will be Lipulekh pass. यहाँ तक हमें ले जायेंगे और वहाँ से वे लोग ले जायेंगे। The means of transport and board and lodging arrangements on the Chinese side of the border will be arranged by the Chinese. The pilgrims will have to pay for their food, accommodation and transport in U.S. dollars. Pilgrims desirous of undertaking 'parikrama' will have to travel on foot and carry their own provisions." एम्बरदाइज के कापी भी दी गई है। भाष्य आपने सब्बारों में देखी होगी।

SHRI CHINGWANG KONYAK: Mr. Speaker, Sir, I would like to know from the Minister in Charge whether during the visit of the Chinese Foreign Minister to India, the Government of India has discussed about the arming and training of the underground Nagas by the Chinese Government. If so, what was the reply given by the Chinese Government?

MR. SPEAKER: It does not concern this.

SHRI P. V. NARASIMHA RAO: In these matters the reply has been a standard reply. This has nothing to do with the question would like...

MR. SPEAKER: No, no. I do not allow that.

श्री चरण सिंह : कैलाश और मानसरोवर के साथ हमारे इतिहास में हिन्दुस्तानियों का एक भावनात्मक सम्बन्ध रहा है। वे हमारे तीर्थ-स्थान हैं। मैं गवर्नमेंट से यह जानना चाहता हूँ कि क्या कारण हुआ है कि वहाँ जाने के लिए हमको एक दूसरी गवर्नमेंट—चाइना की गवर्नमेंट—से इजाजत लेने की नीबट आई है।

श्री पी० बी० भरसिंह राव : मैं इतिहास में कैसे जाऊँ ? आज का यह हाल है

कि यह तिब्बत में है और तिब्बत चीन में है और अगर हम वहाँ जाना चाहते हैं, तो हमें उनसे इजाजत लेनी होगी।

SHRI RATANSINH RAJDA: The hon. Minister has stated that after some route all the pilgrims will have to traverse on foot. How much will be the mileage? How long that road would be? People go there for self-purification. I would like to know whether the entire Cabinet also will go for self-purification.

MR. SPEAKER: Next question. Mr. Mani Ram Bagri.

(Interruptions)

SHRI RATANSINH RAJDA: Mr. Speaker, Sir, the hon. Minister is giving the mileage. (Interruptions). Mr. Speaker, Sir, I have asked a question. At least you will have to allow some sense of humour in this House.

MR. SPEAKER: Please do not try to raise it.

SHRI RATANSINH RAJDA: I have asked about the mileage. My question is in two parts. First is, how long they will have to traverse on foot. That is what I have asked.

(Interruptions).

अध्यक्ष महोदय : इसमें ई और है क्या ? आप क्यों बक्त जाया करना चाहते हैं ? (Interruptions) No.

एक मलनीय सदस्य : बहुत कुछ है ...

SHRI RATANSINH RAJDA: What is wrong in the question which I have put? My question was how long they will have to travel on foot? Let this point be answered if you do not like the second point.

अध्यक्ष महोदय : आप को उत्तर लिख कर भेज देंगे माइलेज का।

SHRI RATANSINH RAJDA: The hon. Minister will tell us.

श्री हरिकेश बहादुर : मैंने बहुत देर से आप से कहा है। आप कभी भी एलाऊ नहीं करते हैं ... (व्यवधान) ... यह चीज ठीक नहीं है।

SHRI RATANSINH RAJDA: You are unnecessarily harsh.

MR. SPEAKER: You have to co-operate with me.

SHRI RATANSINH RAJDA: Hon. Minister is answering. (Interruptions)

अध्यक्ष महोदय : मैं जितना कर रहा हूँ, आप का ही बनाया हुआ अनुबन्ध है कि आठ मिनट ज्यादा से ज्यादा एक सवाल पर सप्लीमेंट्री किया करें। अगर वह नहीं करते हैं तो एक ही सवाल पर कर लिया करें, मुझे क्या एतराज हो सकता है ?

(Interruptions)

No discussion allowed.

(Interruptions)

MR. SPEAKER: Nothing. No discussion. I have to go according to what I think fit.

मैं एक बात कहना चाहता हूँ, सदन से, बार-बार नहीं पड़ता है, आप 527 सदस्य आज सदन में हैं और 527 सदस्य सारे बिलकुल बुद्धिजीवी वर्ग का है, आप काम करते हैं, आप में इच्छा है बात करने की, सप्लीमेंट्री पूछने की क्षमता है सारे में और सारे ही पूछना चाहते हैं। लेकिन कितना समय आप के पास है ? 1 घण्टा है 60 मिनट जिस में होते हैं। 60 मिनट में कितने सवाल करना चाहते

हैं यह आप पर निर्भर करता है। मुझे कोई एतराज नहीं है अगर एक सवाल पर ही आप करना चाहते हैं तो मैं सारे सप्लीमेंट्री इसी एक ही सवाल पर करवा दूँ। तीन चार सवालों से ज्यादा एक सवाल पर सप्लीमेंट्री करेंगे तो उस में ज्यादा वक्त लगेगा। . . . (व्यवधान) . . . शारीरिक प्रतिबन्ध है इस पर। और कुछ हो नहीं सकता है।

(व्यवधान)

श्री रामावतार शास्त्री : आप मुझे कभी नहीं बुलाते हैं।

अध्यक्ष महोदय : आप को वहम है।

श्री रामावतार शास्त्री : आप कभी नहीं बुलाते हैं, इस सदन में मैंने कई दफा नोट किया है। इस सेशन में आप ने कभी नहीं बुलाया . . . (व्यवधान) . . .

अध्यक्ष महोदय : हो सकता है, कोई बड़ी बात नहीं है। मैं कोई मशीन तो हूँ नहीं।

श्री रामावतार शास्त्री : आप देखते हैं और नहीं बुलाते हैं, दूसरों को समय देते हैं

(व्यवधान)

MR. SPEAKER: I cannot please all my people, all my hon. Members. There are Members who have not put a question so far, Mr. Shastri.

SHRI HARIKESH BAHADUR: You should not displease one Member continuously.

MR. SPEAKER: That could be.

सीमेंट की चोरी

* 163. श्री मनोहराम बागड़ी : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि ग्राम तौर पर रेलवे-साइडिंग में सीमेंट की चोरी की जाती है ;

(ख) क्या यह भी सच है कि पुलिस ने सीमेंट की 250 बोरियों से लदा एक ट्रक शकूरबस्ती के निकट पकड़ा था; और

(ग) यदि हाँ, तो इस प्रकार की चोरी रोकने के लिए सरकार द्वारा क्या व्यवस्था की जा रही है ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MAL-LIKARJUN): (a) to (c). A statement is placed on the Table of the Sabha.

Statement

(a) Some pilferage of cement occasionally occurs on the Railways.

(b) There was no theft of cement from Shakurbasti railway siding in this case. However, on 8-7-81, a party of the Delhi Police intercepted a truck No. DHG-5601 near Shalimar village situated on G. T. Karnal Road, while the Cement bags loaded in the truck, after their delivery at Shakurbasti railway siding by the Railways to the lawful consignee, i.e., a representative of the Delhi Development Authority, were being smuggled to Panipat instead of the D.D.A. Godown, Okhla.

(c) The Northern Railway is taking the following steps in this regard:—

(i) Staff are deputed round-the-clock to guard the cement stocks within the railway siding, Shakurbasti.

(ii) Occasional checks are conducted by the supervisory staff.

(iii) Crime intelligence staff of the R.P.F. is deputed to collect intelligence about theft and pilferage of booked consignments, including cement.

The Police are taking the following preventive measures in this regard:—

(1) Occasional checking of trucks coming out from the railway cement siding at Shakurbasti is done.

(2) The Government contractor who was found involved in the smuggling of the cement in this case has been recommended by the Police for black-listing.

(3) Suitable action by way of prosecution/departmental action against Government servants involved in this case is being taken.

(4) The stock of authorised dealers of cement is being frequently checked by Police and Civil Supplies authorities.

श्री मनोराम बागड़ी : रेल मंत्री से जो जवाब मिला है ... (अवधान) ..

अध्यक्ष महोदय : आप क्या कर रहे हैं, बीच में क्यों गड़बड़ कर रहे हैं ?

श्री मनोराम बागड़ी : अध्यक्ष महोदय, रेल मंत्री जी ने जो जवाब सभा-पटल पर रखा है उसमें उन्होंने अधूरा जवाब दिया है। यह जो सवाल सीमेंट की चोरी के बारे में है अगर उस सवाल के जवाब को पढ़िएगा तो उससे लगेगा जैसे कि माया जाल में फंस गए। उन्होंने लिखा है कि चोरी नहीं हुई, 250 बोरी सीमेंट पकड़ी गई, पुलिस वालों ने पकड़ी ...

अध्यक्ष महोदय : नहीं, नहीं, ऐसी बात नहीं है। बात यह है कि उन्होंने

कहा है कि चोरी से नहीं पकड़ी गई, समझा होते हुए पकड़ी गई।

श्री मनोराम बागड़ी : इसमें भी हवाला हो गया है, इसके लिए भी समझ दिका जावेगा। (अवधान) इनकी सीमेंट समझा होते हुए करनाम के पास पकड़ी गई है लेकिन चोरी नहीं हुई। (अवधान)।

एक माननीय सदस्य : जादू है।

श्री मनोराम बागड़ी : मैं मंत्रीजी से जानना चाहूंगा कि क्या उनके पास ट्रक का नम्बर है? इसमें ट्रक के मालिक का नाम नहीं है। ऐसे प्रश्न से केवल सीमेंट की चोरी की जानकारी ही हासिल करने की बात नहीं है बल्कि इस बात की भी जानकारी चाहिए

अध्यक्ष महोदय : आप सवाल पूछिए।

श्री मनोराम बागड़ी : मैं सवाल ही पूछ रहा हूँ। मंत्री जी जो कह रहे हैं कि चोरी नहीं हुई, डी० डी० ए० का आदमी उसको ले गया था तो वह कौन सा अफसर था, किना बड़ा अफसर था या फिर कोई मामूली क्लर्क था ...

अध्यक्ष महोदय : आप सवाल करिए।

श्री मनोराम बागड़ी : यह सवाल ही है। मैं यह सवाल कर रहा हूँ कि जिस कर्मचारी को आपने सीमेंट सौंपा वह किस पद का था और किस पद के अधिकारी को आप कितनी सीमेंट दे सकते हैं—क्या इस प्रकार की कोई व्यवस्था आपके यहां है?

श्री अल्पकालीन : सम्भवतः, संभवतः तो मैं श्री मनोराम बागड़ी जी के माया जाल में फंसना नहीं चाहता हूँ। .. (अवधान)।

सचिव महोदय : सुनी रहेंगे ।

श्री मल्लिकार्जुन : मान्यवर, सम्य यह है कि शकूर बस्ती की रेलवे साइडिंग से डी०डी०ए० कन्साइनी को जो सीमेन्ट हमारी तरफ से बेनी की वह हब दे चुके थे और कन्साइनी की उसे लें जा कर, डी०डी०ए का जो गेदाम आबला में है, उसमें जमा करवाना था लेकिन वहां कंटेनर नहीं गया । उस ट्रक का नम्बर है डी०एचजी 5601 और यह रतनलाल सेठ का ट्रक है । वह और कर्पूरकर जब साइडिंग से चले गए और इस तरीके से अपना र्धधा बना कर गए तथा पुलिस को जैसे ही मालूम हुआ उन्होंने इन्टरेप्ट किया और वे पकड़े गए । इसमें डी० डी० ए० के कुछ आफिसर्स की कनाई-वेन्स है—यह इससे साबित होता है और इस पर स्टर्न तरीके से कार्यवाही की जायेगी ।

अध्यक्ष महोदय . उन्होंने पूछा है कि कितने बड़े अफसर को आप कितनी सीमेन्ट दे सकते हैं ।

श्री मल्लिकार्जुन : बड़ा अफसर या छोटा अफसर—जो भी कोई हमारी रिसीट लेकर कन्साइनी आता है तो उसको देख कर हम डेलिवरी देते हैं ।

श्री मनीराम बागड़ी : अध्यक्ष जी, मंत्री जी ने जो सवाल का जवाब दिया है उसको मैं भाव्य नहीं करता हूं । हर जगह एक सीमा होती है जैसे कितना पैसा किसको दिया जा सकता है, कितना सामान किसके हवाले किया जा सकता है या फिर जैसे कौन सी फाइल या कागज किसके पास जा सकता है

अध्यक्ष महोदय : ठीक है, आप सवाल करिए ।

श्री मनीराम बागड़ी : अध्यक्ष जी, मैं आपसे भाव्यम से वह भावना बाह्य हूं कि यह सीमेन्ट जो आपने वीं उसकी अगर पुलिस न पकड़ती या पुलिस न पकड़ पाती तब वह चली जाती । क्या रेलवे ने जो चीज जहाँ के लिए ली है वह वहाँ पहुंच जाय—इसके लिए उसकी कोई भी जिम्मेदारी नहीं है बाहें वह चीज अहमम में चली जाए ?

श्री मल्लिकार्जुन : हमारे यहां ऐसी पद्धति है कि एक बार हम कन्साइनी को कोई चीज दे देते हैं तो उसके बाद उसकी जिम्मेदारी हो जाती है, उसके गंतव्य स्थान तक हम मरल नहीं पहुंचाते है ।

श्री मनीराम बागड़ी : अध्यक्ष जी, यह जवाब तो ऐसा है ...

अध्यक्ष महोदय : ठीक जवाब दिया है उन्होंने ।

(धनधान)

अध्यक्ष महोदय : जवाब दे दिया है उन्होंने । नाट एलाउड ।

SHRI E. BALANANDAN: It is stated that the RPF Intelligence staff were deputed to collect intelligence about the theft of a big consignment including cement. You see it is a general problem raised by the railways. Many goods booked, are not reaching the destination. On the railways sidings, theft is taking place. May I ask the Hon. Minister if the RPF post which is expected to protect these goods will be given Walkie-Talkie equipment so that immediately they can muster the Force and take steps to prevent the goondas from committing thefts? Will the Government provide Walkie-Talkie equipment for the RPF Force?

SHRI MALLIKARJUN: It is true and the Government is very much concerned that thefts of cement from Indian Railways is taking place and as regards the suggestion made by the Hon. Member to use the Walkie-Talkie, it is a matter under consideration and we are taking strong and strict measures as in Bihar in order to prevent the theft of cement from the various railway sidings.

Colombo conference on Indian Ocean

*164. **SHRI P. K. KODIYAN:** Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether the Indian Ocean Zone Conference scheduled to be held at Colombo in July, 1981 has been postponed;

(b) if so, the reasons for postponement of Conference;

(c) whether any efforts are being made by India to ensure holding of the conference in the current year; and

(d) if so, the details thereof?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) In accordance with UN General Assembly resolutions of 1979 and 1980, a Conference on the Indian Ocean was scheduled to be held some time in 1981 at Colombo. The U.N. Ad Hoc Committee on the Indian Ocean was requested to make the necessary preparations. Taking into account the deliberations of the three sessions of the Ad Hoc Committee held this year in February, June and August, it appears unlikely that the Indian Ocean Conference will be held during 1981.

(b) There was no agreement in the Ad Hoc Committee on convening the Conference during 1981. The USA and other Western powers maintain the view that in view of recent developments in the Indian Ocean area

and lack of harmonisation of views within the Ad Hoc Committee, it would not be feasible to convene the Conference in the "foreseeable future".

(c) and (d). Against the above background, it appears unlikely for the Conference to be convened this year. Along with other non-aligned countries, India is striving for an agreement within the Ad Hoc Committee for the early convening of the Conference.

SHRI P. K. KODIYAN: This Indian Ocean Conference was scheduled to be held sometimes in 1981 and even the venue was decided to be Colombo. Afterwards, from the Hon. Minister's reply it seems that either the Ad Hoc Committee or some Members of the Committee have successfully sabotaged the holding of the Conference in 1981. May I know what were the differences of opinion in the Ad hoc Committee and who are the Members of this Committee?

SHRI P. V. NARASIMHA RAO: The background to this development is this: In the original 1971 resolution declaring the Indian Ocean as a zone of peace, the phraseology was categorical, and clear and it was not hedged in from any side. Later, in the 1978 and 1979 resolutions of the General Assembly, a proviso was added. I shall read the proviso:

"The ad hoc committee was requested

(a) to continue its efforts for the necessary harmonisation of views on the issues relating to the convening of the Conference; and

(b) to make every effort in consideration of the political and security climate in the Indian Ocean or particularly the recent developments as well as the progress made in the harmonisation of views referred to in sub-para (a) to finalise, in accordance with its normal me-

thods of work, all preparations including the dates for its convening."

It will be seen that, as compared to the original Resolution of 1971 which did not have all these things, certain things have been added recently by the General Assembly. Now the *Ad Hoc* Committee is obviously bound by this amended phraseology which talks of harmonisation of views. This harmonisation of views within the *Ad Hoc* Committee has not been found possible. That is why, they are in a position to take cover under this, namely that since harmonisation has not taken place, there is no point in having the Conference, and, therefore, they say that, in view of this, there is no possibility of the Conference being held in the "foreseeable future". The non-aligned group on the other hand, has been trying its very best to see that this formulation of "foreseeable future is changed and some commitment" some more definite date or year, some time frame, is brought into it. Now a struggle is going on between the two views, and it is quite clear that the United States of America and other western countries are taking cover under this; they are saying that there is no harmonisation and they have also added the question of 'later developments', 'latest development', etc. In view of all these other phrases that have been added, they are in a position to stall the *Ad Hoc* Committee's deliberations and say that the conference is not possible in the 'foreseeable future'. As I said, we in the non-aligned group are still trying to change this formulation of 'foreseeable future' to some definite time frame.

SHRI P. K. KODIYAN: The hon. Minister has pointed out that America and its allies are not at all interested in having the Conference on the Indian Ocean. On the other hand, they have been continuing with their activities of military build-up, setting up of military bases and expanding bases like Diego Garcia. In view of this obvious contradiction, it is the desire of the

littoral countries, including India, to have the Conference held as early as possible. May I ask the hon. Minister whether it is the Government's view or intention to wait indefinitely till America and its allies become agreeable to hold the Conference.

MR. SPEAKER: He has already replied to that question. (*Interruptions*)

SHRI P. V. NARASIMHA RAO: We are working with the other non-aligned countries. We are not working in isolation. It happens to be the firm opinion of the non-aligned group that, in this *Ad hoc* Committee, if they take a rigid stand, the Committee will break and there will be no possibility of the Conference being held at any time and the responsibility will be on the non-aligned countries and not on the other side. Therefore, they are making a very delicate effort. We are one with the other non-aligned countries. This is the position. The meeting, I think, will be ending today or tomorrow; the fourth meeting is still taking place; we have yet to get the latest information, but I have placed before the House whatever information I have in regard to the previous meetings.

SHRI P. K. KODIYAN: My question was different.

MR. SPEAKER: What is the difference?

SHRI P. K. KODIYAN: That is, as things stand today, this Conference cannot be held if America and its allies....

MR. SPEAKER: He has already answered.

SHRI P. K. KODIYAN: I am putting this question to the hon. Minister, whether the Government of India will try to hold the Conference in cooperation with the littoral and hinterland countries irrespective of the attitude of America and its allies.

SHRI P. V. NARASIMHA RAO: This is precisely what I am saying. At

the moment, the firm opinion of the non-aligned group is that we should not go it alone and what has happened to other U.N.G.A. Resolutions which were voted upon, not agreed to by a section of the House and still gone ahead with, will happen to this also. Therefore, they don't want this to happen. They are making a last minute effort; they will continue to make that effort.

As I said, I had been keeping the House informed from time to time about the developments. It is very necessary that, in the case of Indian Ocean, it is in our own interest to see that a suitable formulation is found whereby we get practical results rather than a voted Resolution.

SHRI K. LAKKAPPA: Mr. Speaker, Sir, India is making its efforts to see that the non-aligned countries hold a common conference at Colombo in order to ease the situation and to see that the U.N. Sub-Committee works out a plan to make the Indian Ocean as a zone of peace. But, unfortunately, the U.S.A. is consistently persistent in its attitude by making efforts to have a stranglehold on the Sub-Committee. Therefore, I would like to know whether India will make another effort to make a meaningful dialogue with all the littoral States to ease the situation.

MR. SPEAKER: He has already done it.

SHRI K. LAKKAPPA: Sir, this is a most important and sensitive matter.

MR. SPEAKER: He has already replied to this question.

SHRI K. LAKKAPPA: I would like to know whether he would see to it that the U.N. Sub-Committee is not controlled by the U.S.A. and to ease the situation by making the Indian Ocean as a zone of peace. Will the Minister make another effort to have a dialogue with the littoral States in this regard in view of the delay involved in the matter of holding this Conference?

MR. SPEAKER: He has already done it. What more do you want him to say on this?

SHRI K. LAKKAPPA: It is for the Speaker to protect me. I am putting another question.

MR. SPEAKER: Would you like to add anything?

SHRI P. V. NARASIMHA RAO: I would like to add that this is a continuous process. It is not a one-time affair. We are going on doing it and we will continue to do so.

MR. SPEAKER: Why do you ask the same question again and again when the same has been replied many times on the floor of the House? Dr. Abdullah

DR. FRAOQ ABDULLAH: Since the Conference has been taken off may I know whether they will make their good offices in getting the other non-aligned countries together who also want to make this Indian Ocean as a zone of peace? The ships of the big powers use this Indian Ocean and they must be using certain portions of the non-aligned countries. Can they use a method of blockade—whether it be the State blockade or other means—whereby they could use the force to create this area as a zone of peace and we can disperse the ships using these coasts thereby. The Indian Ocean will, thereby, automatically become a zone of peace.

SHRI P. V. NARASIMHA RAO: This is a matter which is not germane to the question. We are on the point of the Conference—whether it is going to be possible or whether it is going to be made possible: what is it that we have to do to see that it is held as scheduled—this is the point. If it is not held as scheduled, at least can a time frame be allowed? These are the points on which question have been tabled and I am answering them.

What is to happen ultimately if it is found that it will never happen or this conference will never be held—this is a question which we need not enter into

just now. We will have to persist in the efforts that are going on at the moment.

Psychiatric Beds in Mental Hospital

166. SHRI CHINGWANG KONYAK: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether it is a fact that the new stresses of urbanisation and industrialisation are causing psychiatric disturbances among the urban populations;

(b) whether it is also a fact that mental hospitals do not have sufficient psychiatric beds; and

(c) if so, what steps are proposed to be taken to increase the number of hospital beds in the country for the social disfunction and mentally retarded patients?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR): (a) There is no clear cut evidence to indicate that the rate of severe mental illness in our urban areas is higher than in rural areas.

(b) and (c). The modern approach to the treatment of the mentally ill, which our Mental Health Specialists follow, lays more emphasis on providing mental health services at the outpatient level and in the general hospital psychiatry units, than on admissions in mental hospitals which tend to aggravate the problems of rehabilitating the mentally ill in the community. In line with this approach, the major thrust in the planning of mental health services is in terms of providing mental health services at the primary health care level through the training of primary health centre doctors in mental health, strengthening of outpatient services and reinforcing the general hospital psychiatry units.

मंगोलपुरी, दिल्ली में 100 बिस्तरों के अस्पताल की स्थापना

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* 167 श्री सज्जन कुमार :

श्री कुल्लुब चन्द्र शर्मा :

क्या स्वास्थ्य और परिवार कल्याण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि सरकार का विचार मंगोलपुरी, दिल्ली में 100 बिस्तरों का अस्पताल स्थापित करने का है ;

(ख) यदि हाँ, तो तत्सम्बन्धी ब्यौरा क्या है और कब तक यह अस्पताल कार्य करना शुरू कर देगा ; और

(ग) अब तक अस्पताल स्थापित न होने के क्या कारण हैं ?

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

(b) and (c). A scheme for setting up of a 100 bedded hospital in the Mangolpuri re-settlement colony of Delhi is being actively processed. This hospital will cover about 3.3 lakhs of rural and semi-urban population of Delhi. The project is likely to be implemented in about 3 years time.

श्री सज्जन कुमार : अध्यक्ष महोदय, मैं आपके माध्यम से मंत्री जी से जानना चाहूंगा कि 1977 से पहले इस अस्पताल की बनाने का कार्य हाथ में लिया गया था, तब क्या कारण है कि इस कार्य में इतनी देर हुई ।

इसके अलावा मैं यह भी जानकारी चाहूंगा कि आपने कहा है कि 3 साल में यह कार्य पूरा हो जाएगा, तो आप वे कौन से उपाय करेंगे, जिससे 3 साल में यह कार्य पूरा हो जाएगा, क्योंकि अभी तक तो कार्य शुरू नहीं किया गया है ।

मैं यह भी जानना चाहूंगा कि इसके ऊपर कुल कितनी लागत आएगी।

SHRI NIHAR RANJAN LASKAR:
Of course it is a fact that there has been some delay in establishing this Hospital. The action was initiated in 1977. But, now, Sir, vigorous steps have been taken so that this project materialises.

I can say that within the course of the next 3 years it will come up; this is a positive assurance to the House.

About the cost of the Hospital, I may say, it is nearabout Rs. 1.94 crores.

श्री सज्जन कुमार : माननीय मंत्री महोदय ने यह नहीं बताया है कि वे कौन से उपाय करेंगे जिससे समय के अन्दर कार्य पूर्ण हो जाए।

दूसरा मेरा प्रश्न यह है कि क्या ग्रामीण क्षेत्र में 5 अस्पताल खोलने की योजना, हर ब्लॉक के लिए स्वीकृत की गई है और नजफगढ़ ग्राम के जाफरपुर क्षेत्र में जमीन के ऊपर चार-दीवारी की गई है। जाफरपुर ग्राम में इस कार्य को कब शुरू किया जाएगा?

SHRI NIHAR RANJAN LASKAR:
It is a matter of Government policy. The present Government is committed to provide Basic Health Care and Centres to the rural population also. I can tell the Hon. Member that Delhi Administration is recently establishing two 500 bed hospitals, one in Trans-Jamuna area and the other one in West Delhi. In addition to this there will be three more 100-bed Hospitals, one at Mangolpuri, second at Kichiripuri and number three at Jaffarpur. These are accepted by the Planning Commission and they will come up in the Sixth Five-Year Plan period.

श्री कृष्ण चन्द्र पाण्डे : माननीय अध्यक्ष जी, मैं सर्व-प्रथम माननीय मंत्री जी को धन्यवाद देना चाहता हूँ कि उन्होंने

यह आश्वासन दिया कि 1977 से जो अस्पताल बन रहा है वह तीन साल के अन्दर पूरा हो जाएगा। मैं आशा करता हूँ कि यह कार्य तीन साल के अन्दर पूरा हो जाएगा।

मान्यवर, इस कालोनी की स्थापना स्वर्गीय नेता संजय गांधी जी ने की और मंगोलपुरी कालोनी में गरीब लोग बसते हैं—वहाँ पर गरीबों को बसाया गया है। मैं मंत्री जी से जानना चाहता हूँ कि यह जो 100 बिस्तरों वाला चिकित्सालय तीन वर्ष में पूर्ण होगा, क्या इसमें सारी सुविधाएँ उपलब्ध होंगी, ताकि लोगों को भाल इडिया मेडिकल इंस्टीट्यूट में न आना पड़े?

SHRI NIHAR RANJAN LASKAR:
Most of the specialities will be there. I can say that the Hospital will have nine Specialities in all.

श्री कृष्ण चन्द्र पाण्डे : अध्यक्ष महोदय, मेरा आधा प्रश्न छूट गया है।

अध्यक्ष महोदय : अब तो गाड़ी छूट गई है। कोई प्रश्न आपको घर पहुँच कर याद आया?

श्री कृष्ण चन्द्र पाण्डे : इस कालोनी का निर्माण स्वर्गीय नेता संजय गांधी के कठिन परिश्रम से हुआ था। इस वास्ते इस चिकित्सालय का नाम संजय गांधी चिकित्सालय रखने पर भी क्या मंत्री महोदय विचार करेंगे?

SHRI NIHAR RANJAN LASKAR:
I must say that the hon. Member has given good suggestion. What I was telling is that in this hospital we will have 9 specialists in different departments like Medicine, Surgery, E.N.T., Radiology, Paediatrics etc. Now, there will be 9 specialists departments.

श्री कृष्ण चन्द्र पाण्डे : नामकरण के बारे में जवाब नहीं दिया है।

श्री अटल बिहारी वाजपेयी : दिल्ली के बाहरी इलाकों में अस्पताल स्थापित करने का विचार बहुत अच्छा है। लेकिन कठिनाई यह है कि जो भी मरीज हैं वे दिल्ली के बड़े अस्पतालों में आना चाहते हैं क्योंकि दूर खोले गए अस्पतालों में न तो पूरा इंतजाम है और न उन्हें यह भरोसा होता है कि उनको वहाँ अच्छी से अच्छी चिकित्सा सुविधाएं मिल सकेंगी। क्या इस पर भी सरकार विचार करने को तैयार है कि दिल्ली के जो बड़े अस्पताल हैं जैसे आल इंडिया मेडीकल इंस्टीट्यूट है उन में केवल वही मरीज लिए जाएंगे जिन्हें किसी अस्पताल से भेजा जाएगा और सीधा मरीज वहाँ नहीं आ सकेगा ?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI B. SHAN-KARANAND): Sir, it is a fact that the All India Medical Institute which is supposed to be the referral hospital is now just like a General Hospital and I can share the anxiety of the hon. Member that this pressure on the All India Medical Institute is to be relieved. That is the reason why we have been establishing these peripheral hospitals with all the equipments and the necessary personnel. Now, we proposed 7 hospitals in the periphery of Delhi and the Planning Commission has cleared 3 hospitals. Apart from these 3 hospitals with 100 beds, we are having two hospitals with 500 beds each where all equipments and necessary personnel to take care of the patients will be provided.

Utilization of Funds by States for Road Development

*168. SHRI XAVIER ARAKAL: Will the Minister of SHIPPING AND TRANSPORT be pleased to lay a statement showing:

(a) whether it is a fact that many States have not only not utilised the

allotted funds but also have the on-going National Highway works from 1970 or even earlier still uncompleted; if so, the list of the States, funds allotted to them and ongoing works;

(b) whether there is any way to see for the Centre that the works are completed in time and the allotted amount is utilised fully by the States and if so, the details thereof;

(c) has the Centre withheld any amount because of incompleteness of earlier works or non-utilisation of funds from 1970 onwards; and

(d) how many such ongoing works are in Kerala and when are they expected to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH): No, Sir. Mostly the funds have been fully utilised. Out of over 5600 works sanctioned since the beginning of the 4th Plan, ongoing works as on 1.4.1981 numbered 1440. Out of these, 900 works were sanctioned after 1.4.1978 and 15 works were sanctioned prior to 1.4.1970. A statement indicating State-wise, funds, allotted and actual expenditure incurred on National Highway (Original) works from 1970-71 as also the number of on-going works is laid on the Table of the Sabha.

(b) Yes, Sir. Already close monitoring through quarterly progress reports and periodical work-wise review is being done with the State representatives. This helps considerably in achieving this objective.

(c) Does not arise as allotment of funds is always made on the basis of the admissibility within the available resources.

(d) Kerala has sixtyseven ongoing works which are all likely to be completed by March, 1984. There is, however, no ongoing work sanctioned prior to 1970.

Statement

Sl. No.	Name of State	Amount allocated during 1970-71 to 1980-81 (Rupees)	Expenditure incurred during 1970-71 to 1980-81 (in Crores)	Number of on going works as on 1-4-81	Number of ongoing works sanctioned prior to 1-4-70 & included in figures in Col. 5
1	2	3	4	5	6
1	Andhra Pradesh	50.21	51.85	143	2
2	Assam	29.10	29.22	94	2
3	Bihar	61.18	61.14	88	3
4	Delhi	12.04	14.31	38	..
5	Goa	5.37	5.37	14	..
6	Gujarat	36.53	38.71	37	..
7	Haryana	19.15	19.82	27	..
8	Himachal Pradesh	14.73	14.93	54	..
9	Jammu & Kashmir	13.61	13.65	29	..
10	Karnataka	40.16	41.17	108	1
11	Kerala	27.67	29.43	67	..
12	Madhya Pradesh	44.71	45.67	125	..
13	Maharashtra	76.34	79.46	82	..
14	Manipur	4.27	4.62	37	..
15	Meghalaya	3.12	3.10	25	..
16	Nagaland	00.60	00.64	..	..
17	Orissa	29.02	28.98	58	1
18	Punjab	17.21	17.73	49	2
19	Rajasthan	31.39	31.77	96	..
20	Tamil Nadu	49.66	49.87	96	1
21	Uttar Pradesh	90.89	91.83	133	3
22	West Bengal	38.63	41.63	40	..
TOTAL		695.59	714.40	1440	15

SHRI XAVIER ARAKAL: Sir, in the statement, it has been shown that there are 1440 ongoing works as on 1-4-1981. The hon. Minister in his reply to part (d) of my question says that Kerala has sixtyseven ongoing works which are all likely to be completed by March, 1984. I would like to know from the hon. Minister on what basis this conclusion is reached. Is it on the basis of the report of the State Government or the National Highway Authority there? May I know how much money will be involved for completing these works?

SHRI BUTA SINGH: As I said in the main reply of the statement, we keep on having feed back from the State Governments. This information that I have supplied is on the basis of the feed back received from the Kerala Government. These works ~~are~~ carried on against the budget sanctioned originally. The ongoing works in Kerala are also to be completed out of that grant.

SHRI XAVIER ARAKAL: Since the beginning of the 4th Plan, 5600 works were sanctioned and obviously, many works would have been completed by this time. A pertinent question is: who does the repair work, what is the supervisory control over the repair works of those completed works. This is because many of the works, once completed, are not looked after properly, which in turn results in great loss and inconvenience to the public at large.

In view of this, I would like to know how much money is being spent especially during this financial year on repair work and who does the repair work?

SHRI BUTA SINGH: The repair and maintenance work is done by the State Governments on agency basis. The money is supplied by the Central Government in a block grant. Afterwards, the maintenance and repair works are done by the State P.W.D. Sometimes, they engage some contractors also. There is, however, a regular monitoring as I mentioned in the main reply. As I said, in Kerala there are only 67 on-going

works. For repair works, there is already a provision in the budget sanctioned earlier. These works will be completed by the year 1984 as scheduled.

SHRI BHERAVADAN K. GADHAVI: The national highways in the border areas require to be paid special attention and this is particularly true in the case of Gujarat because of the present situation there. But, we know that the required funds have not been allocated for that. The national highway No. 15 is on the Western Border of India, even the two lane road has not been made, and there are lots of repairs to be done. Will the hon. Minister specially look into this since this happens to be on the border of Pakistan, and consider allotting more funds so that this road becomes capable of taking more transport and the repair work is also done immediately?

SHRI BUTA SINGH: Like other States, in Gujarat also the same criterion is followed. In Gujarat, the money sanctioned upto 1980-81 was Rs. 36.53 crores and it is being utilised. In case the hon. Member has any particular national highway in view, he is free to write to me so that I can look into it.

श्री दिलीप सिंह भूरिया : 1977-78 और 1980-81 में मध्य प्रदेश को मंत्री महोदय ने 44 करोड़ 71 लाख २० दिया जिसमें से यूटिलाइजेशन हुआ 43 करोड़ 59 लाख का । मैं मंत्री जी से जानना चाहता हूँ कि मध्य प्रदेश की सड़कों की हालत काफ़ी खराब है क्योंकि उन पर साइब और नीरव की ट्रैक्किक का काफ़ी लोड पड़ता है इसलिए वहाँ की सड़कों, चाहे नेशनल हाईवे हो या स्टेट हाईवे, उन सब की काफ़ी खराब हालत है । खासकर भज्जमेर से खंडवा, भ्रमबाबाद से इंदौर, बम्बई से आगरा, बड़ौदा से खंडवा और इधर रीवा से इलाहाबाद, यह तमाम सड़कें खराब हैं । इनके सुधार के लिए मंत्री जी मध्य प्रदेश को ऐम्बेन्दा पैसा देंगे और इन सड़कों की दुरुस्ती करायेगे ?

श्री बुटा सिंह : इस वक्त तो ग्रहयज्ञ जी, प्रश्न है कि जो पैसा दिया गया है उसका इस्तेमाल हुआ कि नहीं। मध्य प्रदेश में जैसा माननीय सदस्य ने स्वयं बताया 44.71 करोड़ ६० दिया गया जिसमें से यूटिलाइजेशन हुआ 45.67 करोड़। इसमें 125 ग्रीन-गोइंग वर्क्स हैं, और 1970 से पहले का कोई काम अभी तक बाकी नहीं है। यह मैं मानता हूँ कि जनरल मेंटेनेंस सड़कों की जैसी होनी चाहिए वैसी नहीं है। फिर भी स्टेट पी० डब्ल्यू० डी० से कहा गया है कि जो बहुत ही ऐक्यूट किस्म की सड़के हैं उन के बारे में लिखें ताकि हम कोई न कोई इंतजाम कर सकें।

SHRI C. T. DHANDAPANI: As far as the national highway works are concerned, the funds are being pumped out from the Central pool. The process for finalisation of tenders etc. by the State Governments take a lot of time. Due to that escalation of prices is also inevitable. According to the answer given by the Minister, out of over 5,600 works sanctioned since the beginning of the Fourth Plan, on-going works as on 1-4-1981 number 1,440. I would like to ask the Minister whether these on-going works sanctioned in the beginning of the Fourth Plan are still in the process of completion?

Secondly, out of these 900 works sanctioned after 1-4-1978, 15 works were sanctioned till 1-4-1980. I would like to ask the Minister due to these, what is the escalation of prices involved in these on-going works?

SHRI BUTA SINGH: Sir, the hon. Member himself mentioned that these on-going works were sanctioned in the Fourth Plan itself. In most of the States these works have been completed. As I mentioned that of the on-going works sanctioned in 1970, only two in Andhra Pradesh are yet to be completed, again two in Assam are yet to be completed, only three in Bihar are yet to be completed, only one in Karnataka is yet to be completed, only one in Orissa

is yet to be completed, only two in Punjab are yet to be completed, only one in Tamil Nadu is yet to be completed and only three in Uttar Pradesh are yet to be completed. As I said by 1984 we will be able to complete all these works.

WRITTEN ANSWERS TO QUESTIONS

Movement of coal through DVC Canal

*165. **SHRI KRISHNA CHANDRA HALDER:** Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether there is any proposal about the possibility of using the DVC canal for movement of coal from Bengal-Bihar coalfields to Calcutta areas by inland water transport; and

(b) if so, details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH): (a) and (b). At the request of the Damodar Valley Corporation and the Ministry of Energy, the feasibility of reactivating the DVC Canal for coal movement is being examined.

Anti-India Tirade by Pak Press

*169. **SHRI JANARDHANA POOJARY:**

SHRI M. V. CHANDRASHEKARA MURTHY:

Will the Minister of **EXTERNAL AFFAIRS** be pleased to state:

(a) whether attention of Government has been drawn to the news item published in Times of India of 4th August, 1981 under the heading Green signal to Pak Press for anti-India tirade; and

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

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

(b) Government have been concerned about the reports that have been appearing in the Pakistani press in the last few weeks which have tried to misrepresent facts and portray India in a negative light. These include false reports about so-called Indian plans to launch an Israeli type attack on Pakistan's nuclear facilities, secret meeting between myself and President Babrak Karmal and allegations about large scale acquisition of arms by India. Government have been concerned about this trend and have called upon the Government of Pakistan to refrain from any action which can cause a set-back to sincere efforts that are being made by us to normalise relations with that country.

Difficulty in getting visa for Pakistan

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

(a) whether it is a fact that securing a visa for Pakistan is still a difficult job despite the fact that many more Indians are today visiting the neighbouring country than before;

(b) if so, the details regarding the procedure; and

(c) the number of Pakistanis have come to India as well as Indian visitors who have visited Pakistan during last two years?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) and (b). Government are aware of reports about difficulties encountered by prospective visitors to Pakistan in obtaining visas.

Visa applications made to the Pakistan Embassy are processed by it according to the procedures laid down by the Government of Pakistan.

(c) The number of Pakistanis coming to India was 2,70,354 in 1979, and

2,39,020 in 1980. The corresponding figures for Indians going to Pakistan were 85,110 and 98,050 respectively.

रेलवे में बकाया कार्य निपटान पखवाड़ा

*171. श्री राम व्यारे पत्रिका : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या उनके मंत्रालय ने जुलाई, माह में बकाया कार्य निपटान पखवाड़े का आयोजन किया था ;

(ख) यदि हां, तो इस पखवाड़े की अवधि क्या थी और अभी कितना काम निपटाया जाना शेष है; और

(ग) शेष कार्य के कब तक निपटारे जाने की सम्भावना है ?

रेल मंत्रालय में राज्य मंत्री (श्री सी० के० जाफर शरीफ) : (क) जी हां ।

(ख) इस पक्ष की अवधि 6-7-1981 से 18-7-1981 तक थी । अभियान के अन्त में निपटारे जाने वाले बकाया काम की मात्रा में लगभग 8500 आवृतियों तथा लगभग 4840 फाइलें थीं ।

(ग) यद्यपि, निश्चित समय-सीमा नहीं बतलाई जा सकेगी, फिर भी, बकाया आवृतियों/फाइलों को शीघ्रता से निपटाने के लिए सभी संभव उपाय किये जा रहे हैं ।

Declaration of Navigable Channel between Haldia and Farakka as National Waterway

*172. SHRI ZAINAL ABEDIN:

SHRI SUDHIR KUMAR GIRI:

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

(a) whether the West Bengal Government requested the Centre to take a quick decision on the declaration of

the navigable channel between Haldia and Farakka as National Waterways; and

(b) if so, the steps taken so far by the Government thereon?

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

(b) The Government of India has decided in principle to declare the stretch of the Ganga Bhagirathi-Hooghly river system between Haldia and Allahabad as a National Waterway. Draft legislation for the purpose will be brought before Parliament.

Nationalisation of Bankura-Raina Railway

*173. SHRI AJIT KUMAR SAHA: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal under consideration of Government for nationalisation of Bankura-Damodar-Raina (BDR) Railways;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) to (c). The management and working of Bankura-Damodar River Railway was taken over by the Government from 1.7.1967.

There is no proposal presently under consideration of the Government for taking over the assets of Bankura-Damodar River Railway.

In terms of the agreement with the Company, Government can determine the purchase of the line at an interval of ten years. The next option falls due on 31.3.1987.

EMU coaches between Asansol-Burdwan section

*174. SHRI BASUDEB ACHARYA: Will the Minister of RAILWAYS be pleased to state the steps taken so far by the Minister to introduce the EMU Coaches between Asansol-Burdwan section and declare it a Suburban area upto Asansol?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): It is not proposed to declare the area between Burdwan and Asansol as Suburban Section or is it proposed in near future to introduce EMU Services in the section, because the traffic pattern on this section is only to serve the commuters of Durgapur Industrial Complex at different parts of the day, and is not to concentrated as in Calcutta, Bombay etc.

Compensation to bus accident victims

*175. SHRI R. L. P. VERMA: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether the compensation to the next of kin of the deceased in bus accidents is proposed to be increased to Rs. 1 lakh; and

(b) whether buses older than 7 years are proposed to be removed from DTC fleet?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH): (a) The grant of compensation to the next of kin of the persons killed in road accidents involving buses is determined by the Motor Accidents Claims Tribunals under Section 110-B of the Motor Vehicles Act, 1939. The Tribunal makes an award determining the amount of compensation which appears to it to be just. The amount can be less or more than Rs. 1 lakh.

(b) Scrapping of the vehicles is done in accordance with the norms prescribed for the purpose. For the DTC buses, it is 3 years of service or performance of 5 lakh kms. The vehicle can also be scrapped if it was involved in major accidents where the cost of repair becomes prohibitive and when it is considered uneconomical to run it further. The decision to scrap a bus is taken by the DTC Board after considering the recommendations made by a team of Engineers constituted for the purpose of scrapping.

Students' agitation and their demands

*176. SHRI BHOGENDRA JHA: Will the Minister of EDUCATION AND SOCIAL WELFARE be pleased to state:

(a) whether there have been students' agitations including demonstrations, strikes, etc., in Bihar and other States during the present year; and if so, their main demands and Government's reaction thereto;

(b) whether students of different universities in Bihar and other States are demanding among others, abolition of private tuition, guaranteed tutorial, timely academic session; and

(c) if so, Government's reaction thereto?

THE MINISTER OF STATE OF THE MINISTRIES OF EDUCATION AND SOCIAL WELFARE (SHRI-MATI SHEILA KAUL): (a) to (c). There have been reports about students' agitations in different parts of the country during the current year either in support of their demands or in protest against actions taken by University authorities/local administration. In a majority of cases, the agitations start on purely local issues some of which may be academic in nature like abolition of private tuition, request for timely academic session etc.

Out of 112 Universities in India, 105 are functioning under the State legislation and maintained by the State

Governments. It is, therefore, for the concerned State Governments to take appropriate action in each case. Even in the case of seven Central Universities, it is primarily for the University authorities to look into various demands or otherwise to deal with the situations.

ग्रहमदाबाद में सर्कुलर रेलवे

*177. श्री नरसिंह मकवाना : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) ग्रहमदाबाद सिटी में सर्कुलर रेलवे प्रारम्भ करने के लिये उनके द्वारा दिये गये आश्वासन को लागू करने के लिए आगे क्या कार्यवाही की गई है ;

(ख) यह सर्कुलर रेलवे कब तक चालू हो जायेगी और इसकी लम्बाई कितने किलोमीटर है ;

(ग) क्या गुजरात सरकार ने इस सम्बन्ध में केन्द्रीय सरकार से लिख कर अनुरोध किया है; और

(घ) यदि हां, तो कब ?

रेल मंत्रालय तथा संसदीय कार्य विभाग में उप मंत्री (श्री मल्लिकार्जुन) : (क) से (घ). एक विवरण सभापति पर रख दिया गया है।

विवरण

(क) से (घ). ग्रहमदाबाद नगर विकास प्राधिकरण और ग्रहमदाबाद नगर निगम ग्रहमदाबाद क्षेत्र के लिए दैनिक यात्री रेल सेवा का तकनीकी-आर्थिक व्यावहारिक सर्वेक्षण करने के बारे में विचार कर रहा था जिसकी आबादी 20 लाख से अधिक हो गई है। राज्य सरकार के अनुरोध पर, रेल मंत्रालय ने निम्न कार्य के

रूप में अहमदाबाद क्षेत्र के लिए महानगरों में दैनिक जाल-जंदा का व्यावहारिकता अध्ययन प्रारम्भ करने के लिए महानगर परिवहन परियोजना (रेलवे) को प्राधिकृत किया है। द्रुत परिवहन लाइन की लम्बाई और उसे पूरा करने में लगने वाले समय का तभी पता चलेगा जब महानगर परिवहन परियोजना (रेलवे) द्वारा प्रारम्भ किया जाने वाला व्यावहारिकता अध्ययन पूरा हो जायेगा।

2. तदनुसार, महानगर परिवहन परियोजना (रेलवे) में अहमदाबाद नगर विकास प्राधिकरण में अनुमानित रकम जमा करने के लिए कहा है ताकि वे सर्वेक्षण-कार्य प्रारम्भ कर सकें। अहमदाबाद नगर विकास प्राधिकरण द्वारा अहमदाबाद क्षेत्र के लिए दैनिक सेवा की लाइन का तकनीकी-आर्थिक व्यावहारिकता सर्वेक्षण प्रारम्भ करने के प्रस्तावों पर अपने स्वीकृति देते समय प्रस्तावित सर्वेक्षण के आधार पर परियोजना के वास्तविक व्ययान्वयन तथा वित्त-पोषण के सम्बन्ध में योजना आयोग और रेल प्राधिकारियों की वचन-बद्धता जानना चाहते थे। महानगर परिवहन परियोजना बम्बई संगठन ने अहमदाबाद नगर विकास प्राधिकरण को सूचित किया है कि योजना आयोग में ऐसी वचनबद्धता की आशा रखना असामयिक होगा क्योंकि दैनिक यात्रा लाइन की आवश्यकता को तकनीकी-आर्थिक व्यावहारिकता सर्वेक्षण के माध्यम में सुस्थापित किया जाना होता है।

3. मुख्य कार्यकारी अधिकारी, अहमदाबाद नगर विकास प्राधिकरण ने जुलाई, 1981 में महानगर परिवहन परियोजना (रेलवे) को सूचित किया है कि यह प्रस्ताव उनके विचाराधीन है बशर्ते कि अहमदाबाद नगर निगम कुल लागत की 70 प्रतिशत लागत वहन करे क्योंकि 30 प्रतिशत राशि

अहमदाबाद नगर विकास प्राधिकरण द्वारा ही वहन की जायेगी बशर्ते कि राज्य सरकार इसकी स्वीकृति दे दे। यह मामला अभी भी अहमदाबाद नगर विकास प्राधिकरण के विचाराधीन है।

मटिडा-गंगानगर ब्राड गेज लाइन की सुरतगढ़ से जोड़ना

* 178. श्री कुंसा राम शर्मा : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या गंगानगर क्षेत्र को मंडियों का विकास करने की दृष्टि से मटिडा-गंगानगर (बरास्ता अबाहर) ब्राड गेज लाइन को सुरतगढ़ जंक्शन ब्राड गेज लाइन से जोड़ने के बारे में कोई योजना विचाराधीन है,

(ख) यदि हा, तो इस रेलवे लाइन के द्वारा मंडी पदमपुर सहित किन-किन मंडियों को जोड़ा जायेगा, और

(ग) यदि नहीं, तो उसके क्या कारण हैं ?

रेल मंत्रालय तथा संसदीय कार्य विभाग में उप मंत्री (श्री मल्लिकार्जुन) : (क) जी, नहीं।

(ख) प्रश्न नहीं उठता।

(ग) हिन्दुमालकोट के रास्ते अबोहर श्रीगंगानगर के साथ बड़ी लाइन द्वारा पहले से ही जोड़ा हुआ है। घन की अत्यधिक कमी के कारण पदमपुर के रास्ते श्रीगंगानगर से सुरतगढ़ तक नई लाइन का निर्माण करना व्यावहारिक नहीं होगा।

फालोडी स्टेशन पर भ्रमक के लदान के लिये मात्त डिब्बे

* 179 श्री अतोक महतो : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार का ध्यान रेलवे अधिकारियों द्वारा फालोडी स्टेशन

(जोधपुर डिबीजन-उत्तर रेलवे) पर नमक के सदान के लिए माल डिब्बों के रजिस्ट्रेशन पर लगाए गए प्रतिबन्धों की ओर दिताया गया है ;

(ख) यदि हां, तो क्या सरकार को क्षेत्र के नमक निर्माताओं से इस बारे में कोई आपन मिला है ;

(ग) यदि हां, तो क्या सरकार को यह भी पता है कि नमक निर्माताओं को इन प्रतिबन्धों के कारण भारी वित्तीय हानि उठानी पड़ रही है ;

(घ) यदि हां, तो क्या सरकार का विचार है प्रतिबन्ध हटाने का है ; और

(ङ) यदि हां, तो कब तक और यदि नहीं तो उसके क्या कारण हैं ?

रेल मंत्रालय तथा संसदीय कार्य विभाग में उप मंत्री (श्री मल्लिकार्जुन) : (क) और (ख). जी हां ।

(ग) और (घ). जी नहीं ।

(ङ) प्रश्न नहीं उठता ।

Loss to Indians working in Somalia due to devaluation of currency there

*180. SHRI MANPHOOL SINGH CHAUDHARY:

SHRIMATI SANYOGITA RANE:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether it is a fact that the Indians working in the various Government Departments in Somalia have been badly affected by the devaluation of Somali Shilling for homeward remittances;

(b) if so, the number of Indians working in Somalia who are feeling distressed by the devaluation;

(c) whether Government of India propose to intervene in the matter with the Somali Government; and

(d) if so, the details thereof?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) and (b). A clear picture of the implementation of the dual exchange rate system introduced by the Government of Somalia in July 1981 is yet to emerge. There is, however, a possibility that the homeward remittances of Indians working in Somalia could be adversely affected. Approximately 200 Indians are working in Somalia in various capacities.

(c) and (d). The Government is acutely aware of the possible distress and adverse effect on Indian expatriates in Somalia in case the devalued rate of exchange is applied to their remittances. Our mission in Mogadishu has already taken up the matter with Somali authorities with a view to alleviating possible adverse consequences for Indian expatriates.

ASIAD 1982 progress of construction

1601. SHRI S. M. KRISHNA. Will the Minister of EDUCATION AND SOCIAL WELFARE be pleased to state:

(a) the progress made so far in the execution of various projects connected with the ASIAD, 1982 as on 1st August, 1981 and the total expenditure incurred on each of these projects;

(b) whether the expenditure incurred on these projects is being subjected to pre-audit and whether any special arrangements have been made or any agency has been set up in this behalf to avoid any malfeasance, fraud or misappropriation of public money;

(c) what check is being exercised on the pilferage of essential building materials like iron and steel, cement etc. from the work sites or godowns; and

(d) how many cases of such thefts and misuse have been detected and what punitive action has been taken against the delinquent contractors or officials involved?

THE MINISTER OF STATE OF THE MINISTRIES OF EDUCATION AND SOCIAL WELFARE (SHRI-MATI SHEILA KAUL): (a) The progress so far made in regard to the execution of the projects wholly or partially financed from the funds for Asian Games and the expenditure so far incurred is given in the attached statement.

(b) The construction agencies viz., CPWD, NDMC, DDA and MES are subjected to normal audit checks as in the case of other projects handled by these construction agencies.

(c) The construction agencies have reported that all possible steps and measures are being taken to prevent pilferage of building materials. Cement is kept in the godowns with double locks, the key of one lock remaining with the departmental official all the time. Proper 'watch and ward' arrangements have also been made by the construction agencies at work sites.

(d) The CPWD, NDMC, DDA and MES are the construction agencies for construction of projects being financed wholly or partially from Asian Games funds. No incident of pilferage of cement or steel was reported by CPWD, NDMC and MES. The DDA have reported eight cases of alleged theft of cement. The cases are being investigated by the police.

Statement

S. No.	Name of stadia	Amount so far spent (Rupees in crores)	Percentage of work completed	
1	2		3	4
1	Main Athletic Stadium at Lodhi Road	. . . . .	5.10	55% (in respect of RCC frame structures)
2	Modernisation of National Stadium	. . . . .	0.49	52%
3	Tennis Stadium at Hauz Khas	. . . . .	0.03	29%
4	Indoor Stadium at IP Estate	. . . . .	9.41	52%
5	Cycle Velodrome at IP Estate	. . . . .	10.7	10%
6	Swimming Pool at Talkotra Garden	. . . . .	2.80	30%
7	Renovation of Harbaksh Stadium and Nicholson Ranges—Delhi Cantt.	. . . . .	0.14	78%

IFT collaboration for developing new Technology

1602. SHRI SUBHASH CHANDRA BOSE ALLURI: Will the Minister of EDUCATION AND SOCIAL WELFARE be pleased to state:

(a) whether it is a fact that Indian Institute of Technology have entered

into collaboration with some of the Indian and Foreign agencies in order to develop new technologies; and

(b) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRIES OF EDUCATION AND SOCIAL WELFARE (SHRI-MATI SHEILA KAUL): (a) and (b). The Indian Institutes of Technology

(IITs) have not entered into collaboration with any agency for the sole purpose of developing new technologies. The IITs are essentially academic institutions engaged in teaching and research. They have a few collaborations with some foreign agencies and a large number of sponsored projects from several Indian agencies. These are utilised primarily for research training and also for generation of new knowledge.

दिल्ली जंक्शन में कुलियों की भर्ती

1603. श्री निहाल सिंह : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या 'नेशनल फेडरेशन आफ रेलवे पोर्टर्स, वैंडर्स और बीमार्स' ने आरोप लगाया है कि दिल्ली जंक्शन में 150 प्रतिशत कुलियों को भर्ती करके उत्तर रेलवे के अधिकारी दलालों के जरिए हजारों रुपये लेना चाहते हैं जब कि इस समय 1350 कुली हैं जो मुश्किल से रोजी कमा रहे हैं, और इस बारे में उन्हें एक ज्ञापन दिया गया है ; और

(ख) यदि हां, तो क्या इस बारे में कोई जांच की गई है और तत्सम्बन्धी ब्योरा क्या है ?

रेल मंत्रालय तथा संसदीय कार्य विभाग में उष भंडारी (श्री मल्लिकार्जुन) : (क) और (ख) बड़े हुए यातायात की मात्रा के संदर्भ में लाइसेंसधारी भारिकों की उपलब्धता का उचित रूप से वर्तमान प्रबंधन करने के पश्चात् ही लाइसेंसधारी भारिकों की भर्ती की गई थी। प्राप्ति शिक्रायतों की संख्या से भी लाइसेंसधारी भारिकों की उपलब्धता की पुष्टि हुई है। जो आरोप लगाये गये हैं वे निराधार हैं।

Disposal of Appeals by Divisional Railway Managers

1604. SHRI RAM SINGH SHAKYA: Will the Minister of RAILWAYS be pleased to state:

(a) whether any instructions have been issued for the disposal of appeals submitted to the Additional Divisional Railway Managers/Divisional Railway Manager of the Northern Railway against the punishment imposed by the D.P.O./Senior D.P.O. on Class III Staff such as stoppage of passes and P.T.Os|Censure|increment;

(b) whether it is a fact that the appellate authorities refer these appeals to the D.P.O./Senior D.P.O. who is the authority imposing the punishment and it is their advice that mainly weighs with the former, thus rendering the whole procedure regarding appeals nugatory;

(c) whether he will issue orders that all such appeals should be independently dealt with by the appellate authority concerned viz., ADRM/DRM so that proper justice is done to the aggrieved staff without having to depend upon the punishing authority and endorsing the punishment without applying their own mind; and

(d) if not, the reasons thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Appeals submitted against the penalty imposed by the disciplinary authorities are considered independently by the appellate authorities in accordance with the provisions laid down in the Railway Servants (Discipline and Appeal) Rules, 1968 as amended from time to time. No specific instructions have been issued for disposal of appeals addressed to DRMs/ADRM on Northern Railway against penalties imposed by DPO/Senior DPO on Class III staff.

(b) to (d) Appellate authorities consider the appeals independently without referring the same to the disciplinary authority for their advice.

It is, therefore, not considered necessary to issue instructions directing that the appeals should be dealt with independently by the appellate authority.

Promotion of art and literature

1605. SHRI BHIKU RAM JAIN: Will the Minister of EDUCATION AND SOCIAL WELFARE be pleased to state:

(a) whether the promotion of art and literature is not being given sufficient attention in the capital;

(b) whether it is a fact that the capital is a bald and barren city in the matter of drama, dance, poetry; and the arts;

(c) whether it is also a fact that the art and the literary societies are languishing and the artistes are withering due to lack of encouragement and financial assistance on the part of Government; and

(d) if so, what steps are proposed to develop a good and encouraging atmosphere for the artistes, especially for the young persons in the capital?

THE MINISTER OF STATE OF THE MINISTRY OF EDUCATION AND SOCIAL WELFARE (SHRI MATI SHEILA KAUL): (a) to (c) No, Sir.

(d) Question does not arise as the Sahitya Kala Parishad, Department of Culture, the three Akademies, National School of Drama, National Museum, National Gallery of Modern Art etc., encourage promotion of dance, drama, poetry and arts through their various schemes of financial assistance.

Supply of Coal Wagons to South

1606. SHRI S. A. DORAISEBASTIAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have instructed not to despatch coal wagons

to Southern part of the country from 1st July, 1981;

(b) what is the basis on which the allocations were stopped;

(c) is it true that the Tamil Nadu's requirement of 500 wagons of steam coal and 100 wagons of slack coal were earmarked from Western Coalfields; and

(d) if so, what are the other alternatives for regular supply of steam and slack coal to South including Tamil Nadu?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) to (d). Industries in Tamil Nadu and other Southern States receive bulk of their supply of coal from Singareni collieries, supplemented by supplies from Bengal-Bihar, Chanda and Talcher fields. Coal from Western Coalfields goes mostly to Madhya Pradesh, Maharashtra, Gujarat, Rajasthan. With substantial increase in availability of coal from Singareni fields, supplies from Western Coalfields Limited to South were suspended for a shortwhile to build up coal stock particularly in Gujarat Power House. Supply from Western Coalfield Limited to the South has, however, again been resumed.

Route Relay System at Asansol Station

1607. SHRI NIREN GHOSH: Will the Minister of RAILWAYS be pleased to state:

(a) the progress made so far about the Route Relay System at Asansol Railway Station; and

(b) the details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) and (b). The work of Route Relay Interlocking at Asansol is in an advanced stage of progress,

nearly 80 per cent of the indoor work and 60 per cent of the outdoor work having been completed. The works now in progress are laying of wooden sleepers, Track circuiting, Cable laying, Air-conditioning of power cabin, and wiring of relay huts.

Additional Trains between Delhi and Aligarh

1608. SHRI CHIRANJI LAL SHARMA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that there is a heavy rush of passengers between Delhi and Aligarh and passengers travel on roof top of coaches with risk to their lives;

(b) if so, whether Government propose to introduce additional trains between Delhi and Aligarh; and

(c) if so, the details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Occasionally there is over-crowding on the shuttle trains between Delhi and Aligarh.

(b) and (c). Introduction of an additional train between Aligarh and Delhi is at present operationally not feasible for want of line capacity en-route and due to lack of terminal facilities at Aligarh and Delhi and acute shortage of coaching stock.

Diesel Locomotive Components Workshop Project at Patiala

1609. SHRI R. L. BHATIA: Will the Minister of RAILWAYS be pleased to state:

(a) the progress, so far, made in setting up of the Diesel Locomotive Components' Workshops project at Patiala in Punjab for which land has been given free of cost by the State Government; and

(b) when the Project is likely to be completed and production started there?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) The Project organisation has been positioned at site which has prepared Abstract Estimate for different Shops, Machinery and Plant, Power Supply etc., including colony. Certain preliminary works have also been taken in hand such as procurement of land, preparation of shop lay-outs, identification of Machinery and Plant and other necessary facilities etc.

(b) Construction of the Diesel Component Works is expected to reach completion by the end of 1984-85 and production of diesel locomotive components commenced soon thereafter, subject to availability of funds.

केन्द्रीय दाखिला सलाहकार समिति, दिल्ली

1610. श्री चतुर्भुज : क्या शिक्षा और समाज कल्याण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या स्थानीय कालेजों ने छात्रों के दाखिले के मामले में दिल्ली विश्व-विद्यालय की केन्द्रीय दाखिला सलाहकार समिति के निर्णयों का उल्लंघन किया है ;

(ख) यदि हाँ, तो केन्द्र सरकार द्वारा इन कालेजों के प्रधानाचार्यों के विरुद्ध क्या कदम उठाये जा रहे हैं ;

(ग) क्या विश्वविद्यालय छात्र संघ के अध्यक्ष तथा सचिव ने केन्द्रीय दाखिला सलाहकार समिति से त्यागपत्र दे दिया था और यदि हाँ, तो उक्त छात्र संघ के अध्यक्ष एवं सचिव द्वारा लगाये गये आरोपों पर सरकार की क्या प्रतिक्रिया है ; और

(घ) कालेजों में दाखिले के मामले में छात्रों द्वारा अनुभव की जा रही कठिनाइयों को दूर करने के लिए सरकार द्वारा क्या कदम उठाये जा रहे हैं ?

शिक्षा तथा समाज कल्याण मंत्रालयों में राज्य मंत्री (श्रीमती शीला कौल) : (क) से (घ) दिल्ली विश्वविद्यालय से प्राप्त सूचना के अनुसार, कुलपति ने दाखिलों से सम्बन्धित विभिन्न समस्याओं की जांच करने के लिए ग्रन्थों के साथ-साथ दिल्ली विश्वविद्यालय छात्र संघ के अध्यक्ष और सचिव सहित, वर्ष 1981-82 के दाखिलों के लिए एक सलाहकार समिति का गठन किया था। समिति द्वारा लिए गए निर्णयों से समय-समय पर कालेजों को अवगत करा दिया गया था। दाखिले सम्बन्धी नियमों के उल्लंघन के बारे में छात्रों की शिकायतों की जांच करने के लिए कुलपति ने एक शिकायत समिति भी नियुक्त की थी और दिल्ली विश्वविद्यालय छात्र संघ के अध्यक्ष भी समिति के एक सदस्य थे।

दिल्ली विश्वविद्यालय छात्र संघ के अध्यक्ष और सचिव ने कालेजों द्वारा दाखिले सम्बन्धी नियमों और प्रक्रियाओं के उल्लंघन का आरोप लगाते हुए, 13 जुलाई, 1981 को केन्द्रीय दाखिला सलाहकार समिति की अपनी सदस्यता से त्याग पत्र दे दिया।

शिकायत समिति को दाखिला नियमों के उल्लंघन के सम्बन्ध में शिकायतें प्राप्त हुई थीं। इन शिकायतों की भ्रमण-भ्रमण जांच की गई थी और जहाँ कहीं शिकायत सही पाई गई, उन मामलों में कालेजों से उसकी जांच करने तथा दाखिल न किए गए छात्र को दाखिला देने के लिए कहा गया था।

Rules for admission to B. Com.(Hons.) Course in Delhi Colleges

1612. SHRI R. N. RAKESH: Will the Minister of EDUCATION AND SOCIAL WELFARE be pleased to state:

(a) whether it is a fact that several Delhi University Colleges were flouting admission rules and had reduced the number of their seats, even though students seeking admission this year were many more than last year; and

(b) if so, the steps Government have taken for the admission and remove the irregularities in admissions to B. Com. (Hons.) and other courses?

THE MINISTER OF STATE OF THE MINISTRIES OF EDUCATION AND SOCIAL WELFARE (SHRI-MATI SHEILA KAUL): (a) and (b). The Vice-Chancellor of Delhi University had constituted a Grievance Committee to look into the admission grievances of the students. The Committee examined every complaint regarding admissions including those relating to admission to B. Com. (Hons.) Course and wherever it was found that the complaints were genuine, the colleges were asked to admit the students. As the University anticipated a heavy rush for admission this year, the colleges were asked to admit at a level of 10 per cent above the earlier peak year level (1977-78) of admissions, if physical facilities permit.

The University being an autonomous body is fully competent to decide its admission policy and to redress grievances, if any. Government, as such, are not concerned.

Construction of Railway line in Libya

1613. SHRI BALASAHEB VIKHE PATIL: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government made an offer to the Government of Libya to construct 200 kilometers long railway line from Tripoli to Rasjedit;

(b) if so, the cost and other details of the proposal; and

(c) the Libyan Government's reaction thereto?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) to (c). No Indian Railway Construction Co. Ltd, a Public Sector Undertaking under the Ministry of Railways has submitted tender in response to a global invitation by the Socialist Peoples' Libyan Arab Jamahiriya for construction of two sections of railway line—one of 183 K.M. and the second of 27.5 K.M. The value of the tender for section (I) is Rs. 174.8 crores and is understood to be lowest. For section (II) of 27.5 K.M., the value is Rs. 215.4 crores; which is understood to be third lowest. Government of Libya are still negotiating with Indian Railway Construction Co. Ltd., and other tenderers.

Coaching terminal facilities at Asansol and Durgapur stations

1614. SHRI SUSHIL BHATTACHARYA:

SHRI M. ISMAIL:

Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have received report of the Techno Economic Survey about the Coaching Terminal Facilities at Asansol and Durgapur Railway Stations;

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

(c) if not, when the report will be submitted?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) No.

(b) Does not arise.

(c) The field work for this survey is expected to be completed by September, 1981 and report is expected to be received by end of the year.

Stay prescribed for an Officer

1615. SHRI SANAT KUMAR MANDAL: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether any stay has been prescribed for an Officer of the Central Secretariat Service Grade 1/ Selection Grade and working as Deputy Director/Director (Admn.) and Under Secretary and Deputy Secretary in the D.G.H.S. and Ministry respectively at one seat to ensure their administration, if so, what and if not, why not;

(b) whether these Officers are interchangeable between the D.G.H.S. and Main Ministry, if so, whether any reshuffling or rotation was done amongst these Officers, if not, why not;

(c) the period for which each of these officers have been working on one seat both in the DGHS and Ministry; and

(d) the action which he proposes to take to rotate them particularly those who have been working at one seat for the last three years and more and have acquired vested interests particularly when they deal with technical people like Director?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR): (a) Normally, Officers of the Central Secretariat Service who have put in continuously 5 years service in a particular Section/post are considered for rotation within the Ministry/D.G.H.S. or from the Ministry to the D.G.H.S. and vice-versa.

(b) Yes, they are interchangeable and transfers are effected.

(c) The period ranges from a few months to a little over 5 years.

(d) in view of the reply given in Part (a) above, the concerned Officers are considered for rotation in other seats. No instance of vested interest has come to notice.

Political Rights to Teachers

1616. SHRI CHRISTOPHER EKKA: Will the Minister of EDUCATION AND SOCIAL WELFARE be pleased to state:

(a) the name of the states who have given political rights to teachers;

(b) whether Government have a proposal for sending guidelines to other States for giving such political rights to teachers;

(c) whether such political rights will be given to the teachers of the aided and private managed schools also; and

(d) the details about the implementation of this proposal?

THE MINISTER OF STATE IN THE MINISTRIES OF EDUCATION AND SOCIAL WELFARE (SHRI-MATI SHEILA KAUL): (a) and (b). Teachers, as all other citizens, enjoy basic, fundamental rights. However, teachers working in Government institutions are usually governed by the provisions made in the relevant conduct rules applicable to Government Employees. They cannot, therefore, become members of any political party or take active part in political activities, or seek elections to statutory bodies.

There is no proposal to issue any guidelines to the States on this subject.

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

रेलगाड़ियों में डकैतियाँ

1617. श्री रामाचतार शास्त्री : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि रेलगाड़ियों में डकैतियों की संख्या बढ़ रही है ;

(ख) यदि हाँ, तो उन क्षेत्रों का ज्योरा क्या है जहाँ प्रायः डकैतियाँ पड़ती रहती हैं ; और

(ग) डकैतियों का घटनाओं को रोकने और कम करने के लिए सरकार द्वारा क्या कार्यवाही की गई है ?

रेल मंत्रालय तथा संसदीय कार्य विभाग में उप मंत्री (श्री मल्लिकार्जुन) : (क) चालू वर्ष के दौरान कुछ वृद्धि का रुख रहा है ।

(ख) रेलवे-बार खंड, जहाँ गाड़ियों में डकैती और लूटमार हो सकती है, निम्न-लिखित हैं :—

रेलवे का नाम

खण्ड

1. पूर्व हवड़ा-बर्दवान (पश्चिम बंगाल राज्य) ।
2. पूर्व पटना-झाप्पा (बिहार राज्य)
3. मध्य कुर्ना-करजत (महाराष्ट्र राज्य)
4. उत्तर शाहजहाँपुर-लखनऊ (उत्तर प्रदेश राज्य)
5. पूर्वोत्तर वाराणसी-औड़िहार-बलिया (उत्तर प्रदेश राज्य)
6. पूर्वोत्तर फर्रुखाबाद-कासगंज-मथुरा (उत्तर प्रदेश राज्य)
7. पूर्वोत्तर समस्तीपुर-खगरिया (बिहार राज्य)
8. पूर्वोत्तर गुवाहाटी-रंगिना (असम सीमा राज्य)

9. पूर्वोत्तर फरक्का-माल्डा - जलपाईगुड़ी सीमा (पश्चिम बंगाल राज्य)।
10. दक्षिण हवड़ा-बाल्लेर (पश्चिम पूर्व बंगाल / उड़ीसा / आन्ध्र प्रदेश राज्य)।
11. पश्चिम चर्चगेटविरार (महाराष्ट्र राज्य)।

(ग) चलती गाड़ियों में डकैतियों / लूटमार की घटनाओं की रोकथाम के लिए सरकार द्वारा निम्नलिखित कार्रवाई की गई है :—

1. सम्बन्धित राज्य सरकार द्वारा महत्वपूर्ण गाड़ियों में रात के समय राजकीय रेलवे पुलिस के सशस्त्र रक्षक तैनात करना।
2. स्टेशनों / प्लेटफार्मों / प्रतीक्षा हालों में गश्त लगाना।
3. अपराधियों एवं बदनाम व्यक्तियों पर नजर रखना।
4. पर्यवेक्षक अधिकारियों द्वारा रात्रि गाड़ियों की जांच करना।
5. भेद्य स्टेशनों पर पुलिस टुकड़ियां तैनात करना।
6. राज्य सरकारों के अपराध जांच ब्यूरो के विशेष दस्तों द्वारा महत्वपूर्ण मामलों की छानबीन की जाती है ताकि इन मामलों के लिए जिम्मेदार अपराधियों को पकड़ा जा सके।

इस सम्बन्ध में रेलें निम्नलिखित उपाय कर रही हैं :—

- (1) रेलें राज्य सरकार प्राधिकारियों से सभी स्तरों पर निकट सम्पर्क बनाये रखती हैं और सचारी

गाड़ियों में मार्गरक्षण-कार्य में राजकीय रेलवे पुलिस की सहायता करने के लिए रेलवे सुरक्षा बल के 2,000 से अधिक कार्मिकों को तैनात कर दिया गया है।

- (2) 22.00 बजे और 06.00 बजे के बीच डिब्बों के गलिपारे-दार दरवाजे बंद कर दिये जाते हैं।
- (3) चल् टिकट परीक्षकों/परिचरों/कंडक्टरों को अनुदेश दिये गये हैं कि वे आरक्षित डिब्बों में अनधिकृत व्यक्तियों के प्रवेश को रोकने के लिए सतर्क रहे।
- (4) रेलों में अपराधों की समस्या को राज्य सरकार अधिकारियों की आवधिक बैठकों में उठाया गया है और इसे सर्वोच्च स्तर पर भी उठाया गया है तथा राज्य सरकारों से जोर दे कर कहा जा रहा है कि गाड़ियों में सुरक्षा व्यवस्थाओं को वे और मजबूत करें।
- (5) राजकीय रेलवे पुलिस की संख्या बढ़ाई जा रही है।

Threat of Malaria and Steps to overcome the same

1618. SHRI A. NEELALOHITHA-DASAN NADAR: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether it is a fact that the threat of Malaria is affecting some parts of the country at present;

(b) if so, the details thereof;

(c) whether any action has been taken by Government to overcome the threat and if so, the details thereof; and

(d) what action Government propose to take in this regard?

The MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR): (a) and (b). A statement showing the incidence of Malaria reported by the States is at Appendix-I.

(c) and (d). The following steps are being taken by the Government in this regard under the National Malaria Eradication Programme to overcome the incidence of Malaria:—

(1) A Modified Plan of Operation, is being implemented in the country with the objective of preventing the spread of Malaria.

(2) Every village is to be visited fortnightly by a surveillance

worker to detect fever cases, collect blood smears and to give presumptive treatment.

(3) The laboratories have been decentralized and these function in each Primary Health Centre for prompt examination of the blood smears and institution of radical treatment of the malaria positive cases.

(4) Drug Distribution Centres and Fever Treatment Depots are functioning in the villages so that the drugs could be made available with no loss of time to the fever cases.

(5) Insecticidal spray operations are to be undertaken in all the rural areas which have incidence of two or more cases per thousand population per year.

Statement

Epidemiological situation of Malaria in the States/UTs in India during 1981 as per Reports received upto 31-7-1981

Sl. No.	Name of the States/Union Territories	1980 (Corresponding period)		PF. Cases	1981		Percentage Decrease (-) 1981 over 1980		P.F. cases	Total Incidence		Increase + (-) 1981 over 1980	Period upto which information relate
		B.S. Examined	Incidence		B.S. Examined	Incidence	P.F. Cases						
1	2	3	4	5	6	7	8	9	10	11			
1	Andhra Pradesh	1894404	7811	1721	2234682	7286	1988	(-) 6.72	(+) 15.51	April			
2	Assam	347956	10712	6310	399011	9991	5256	(-) 13.27	(-) 16.70	Do.			
3	Bihar	754962	13170	8375	631214	10785	6048	(-) 18.11	(-) 27.79	Do.			
4	Gujarat	1968848	82331	3735	1364043	105204	9946	(+) 27.75	(+) 5.65	May			
5	Haryana	1011784	71000	283	1045212	78387	4831	(+) 10.69	(+) 1607.07	Do.			
6	Himachal Pradesh	179366	7422	1	228745	15701	17	(+) 11.55	(+) 1600.00	Do.			
7	Jammu & Kashmir	112292	976	..	112396	618	..	(-) 36.68	Do.				
8	Karnataka	2080497	112858	2988	2083406	64507	2282	(-) 42.84	(-) 23.63	Do.			
9	Kerala	136045	534	10	132757	534	4	(-) 60.00	April				
10	Madhya Pradesh	396998	7567	1219	423175	14212	1168	(+) 87.82	(-) 4.18	Do.			
11	Maharashtra	2333192	71462	12243	1698802	36021	4022	(-) 49.59	(-) 67.15	May			
12	Manipur	39032	496	199	33645	278	74	(-) 43.95	(-) 62.81	April			
13	Meghalaya	70716	5548	484	59493	3439	2687	(-) 38.01	(-) 44.98	May			

1	2	3	4	5	6	7	8	9	10	11		
14	Nagaland	.	.	14835	1615	634	9427	666	323	(-)58.76	(-)49.05	March
15	Orissa	.	.	838293	73333	55685	638071	63387	50767	(-)13.56	(-)8.83	April
16	Punjab	.	.	902850	51797	65	837946	48257	376	(-)5.48	(+)478.46	May
17	Rajasthan	.	.	1044212	8034	748	1002135	10518	1496	(+)30.92	(+.)100.00	April
18	Sikkim	.	.	11012	13	3	10902	18	1	(+)38.46	(-)66.67	May
19	Tamilnadu	.	.	955268	20091	1677	1031057	16074	801	(-)19.99	(-)52.24	April
20	Tripura	.	.	31499	1436	998	23792	811	643	(-)43.52	(-)35.57	Do.
21	Uttar Pradesh	.	.	2831196	28710	1770	3089900	42063	3144	(+)46.51	(+)77.63	June
22	West Bengal	.	.	473237	2964	557	476459	3526	324	(+)18.96	(-)41.83	April
23	Andaman & Nicobar	.	.	39814	4710	269	33544	1993	281	(-)57.69	(+)4.46	June
24	Arunachal Pradesh	.	.	35890	5262	983	29292	4502	828	(-)14.44	(-)15.77	April
25	Chandigarh	.	.	12876	3091	2	11285	2394	5	(-)22.55	(-)150.00	March
26	Coalfields	.	.	23679	1123	95	18743	618	124	(-)44.97	(-)30.53	April
27	DMK Project	.	.	12996	4195	3240	7594	1618	1284	(-)61.43	(+)60.37	Jan.
28	D&N Haveli	.	.	6007	735	102	8464	1602	52	(+)117.96	(-)49.02	June
29	Delhi	.	.	535359	20478	6	543302	19154	26	(-)6.47	(+)333.33	July
30	Goa	.	.	30105	242	3	20907	194	1	(-)19.83	(-)66.67	May
31	Lakshadweep	.	.	799	2	..	705	..	..	..	..	April
32	Mizoram	.	.	35273	3493	1359	41114	4041	1080	(+)15.69	(-)20.53	Do.
33	Pondicherry	.	.	37085	121	1	30263	85	1	(-)29.75	..	Do.
TOTAL		.	.	18492247	623352	110165	18318383	56884	99880	(-)8.77	(-)14.78	

भारत और भूटान के बीच बौद्ध मिशनो का भेजा जाना

1619. श्री बागुन सुम्बरई : क्या विदेश मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि इस वर्ष के मध्य में उनकी भूटान यात्रा के दौरान एक देश से दूसरे देश में बौद्ध मिशनो को भेजने का निर्णय लिया गया था ; और

(ख) यदि हां, तो तत्सम्बन्धी व्यौरा क्या है ?

विदेश मंत्री (श्री पी० वी० नरसिंह राव) :

(क) जी, हां । इस बात पर सहमति हुई थी कि दोनों देशों के बौद्ध विद्वान समय-समय पर एक दूसरे देश की यात्रा करेंगे ।

(ख) इस प्रस्ताव के व्यौरे पर विचार किया जा रहा है । उम्मीद की जाती है कि भूटान का एक दल इस वर्ष भारत की यात्रा पर आयेगा ।

Elevated suspended coach Transport System Between New Delhi Station and Connaught Circus

1620. SHRI K. MALLANNA: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether Government propose an elevated suspended coach transport system to be introduced between the New Delhi Station and the Connaught Circus area by the time the ring railway in the Capital is electrified before the end of next year; and

(b) if so, the details regarding the Scheme of Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHR BUTA SINGH): (a) and (b). There is no proposal for introduction of an elevated suspended coach transport system in Delhi. However, the proposal for in-

troduction of Electric Trolley Bus system is under examination. The details of the scheme are yet to be finalised.

Action Programme for Physically Handicapped by National Institution for Visually Handicapped

1621. SHRI S. B. SIDNAL: Will the Minister of EDUCATION AND SOCIAL WELFARE be pleased to state:

(a) whether the National Institute for the Visually Handicapped has prepared any action programme for the physically handicapped during the current year;

(b) if so, the details thereof;

(c) whether any evaluation has been done of the work done by the Institute so far and if so, the details thereof; and

(d) the money allotted to the Institute during the last three years?

THE MINISTER OF STATE OF THE MINISTRIES OF EDUCATION AND SOCIAL WELFARE (SHRI-MATI SHEILA KAUL): (a) and (b). The National Institute for Visually Handicapped deals only with blind and visually handicapped persons. A Statement giving its action programme as prepared by the Institute for 1981-82 is attached.

(c) No formal evaluation of the work of this institute has been done. This is, however, a subordinate office of the Government and is subject to normal supervision and audit.

(d) The actual expenditure on this institute in 1979-80 and 1980-81 and estimated expenditure for 1981-82 is given below:—

	Rupees in lakhs
1979-80	28.00
1980-81	37.00
1981-82	49.00

**Statement
Action Programme of the National
Institute for the Visually Handicapped
for 1981-82**

BRAILLE PRODUCTION

(I) Produce ten text books for blind children upto class VI for free distribution. Assistance for this programme is provided by UNICEF.

(II) Produce 25 other titles in Hindi and English.

(III) Produce four books in the newly evolved system of Hindi Braille Contractions and Abbreviations.

(IV) To produce in braille a physical and a political map of India.

(V) To continue the production of Nayan Rashmi, a monthly journal in Hindi.

(VI) To continue the production of "Braille International" a world-wide technical journal on blindness.

OCCUPATIONAL TRAINING

(I) To continue the training of blind adults in crafts like weaving, chair caning, chalk making, soap making, candle making, plastic work, rexine bag making, light engineering etc.

(II) To try out new occupations like Radio Assembly, Braille Shorthand in English and Hindi, Audic-typing, telephone operating etc.

PERSONNEL TRAINING

(I) To conduct at least two courses for the training of resource and itinerant teachers. The first course for teachers from Madhya Pradesh begins on August 25, 1981.

(II) To conduct a course for training of teachers from schools for the blind in Contractions and Abbreviations.

(III) To initiate a Master's Degree level course in the education of the visually handicapped. Garhwal University has accorded affiliation in principle.

(IV) To continue the development of four centres for the training of teachers of the blind at Delhi, Bombay, Calcutta and Madras.

EDUCATION

(I) To continue education of blind children upto the Tenth class. The school has been recognized by the Uttar Pradesh Board of Secondary Education, Allahabad as a High School.

(II) To continue with the education of partially sighted children upto primary stage.

(III) To develop some facilities for blind and partially sighted children with associated problems.

LIBRARY SERVICES

(I) To continue serving nearly 1500 members of the National Library for the Print Handicapped.

(II) To initiate a talking book service. One book has been recorded. About a dozen books are likely to be recorded by the end of the year.

(III) To build up a reference section. A substantial number of books has already been received from United Kingdom and U.S.A. this year.

(IV) To continue to transcribe by hand important books needed by small number of students.

PRODUCTION OF APPLIANCES

It is hoped to double the production of special appliances like braille slates, pocket frames arithmetic frames, abacuses etc.

SHELTERED WORKSHOP

To continue to provide work to about 40 blind workers engaged on chair caning, weaving, light engineering and candle making.

RESEARCH

This year a system of Contractions and Abbreviations in Hindi Braille has been evolved. It was unanimously approved by a workshop composed of experts from various Hindi speaking States.

A system of Hindi Braille Short-hand has already been evolved. Training has already commenced.

The following other projects are in progress:—

(I) A study designed to study the manneristic behaviour of blind children. A comparison of sighted and blind children has been made. A book is expected to be published in a few months.

(II) A study designed to indicate what materials blind students comprehend best through braille, recorded materials or human readers.

(III) Adaptation of the Wechsler Intelligence Scale for children.

(IV) Adaptation of Riven's Progressive Matrices.

(V) A study of Rapid Braille Reading techniques.

(VI) The development of an indigenous Braille Shorthand Machine.

(VII) The development of piece of equipment to help a blind weaver work independently.

(VIII) The development of a light probe in collaboration with the Indian Institute of Technology, Delhi with a view to helping a blind operator to operate a telephone switch board without substantial modification.

(IX) The development of a mini braille writer.

(X) Identification and development of principles of uniformity in contractions and abbreviations for various Indian languages.

WORKSHOPS

This year the Institute conducted a workshop on Braille development in July, 1981.

The following other workshops are planned:—

(I) A workshop to evolve a Braille Music Notation.

(II) A workshop to consider what electronic devices can be developed for the blind.

(III) A workshop to develop a science teaching kit for the blind.

(IV) A workshop on the adjustment of the blind.

PUBLICATIONS

The Institute expects to publish shortly a book on pre-school blind children. The Institute is also engaged in the preparation of a pamphlet on the prevention of blindness.

ASSISTANCE TO DISABLED PERSONS

The Institute is operating the Ministry's scheme for assisting blind and other disabled persons in the purchase/fitting of aids and appliances needed by them for their education, employment etc.

ACQUIRING NEW EQUIPMENT

The Institute is trying to obtain upto date equipment for the education and rehabilitation of the visually handicapped. With UNICEF help a speech calculator has been received.

A machine that reads print to the blind is on the way.

A sophisticated Braille Writer is also on the way.

About 50 Perkins Brailers and three Braille Shorthand Machines have arrived. Some more sophisticated equipment is to be added shortly.

Additional Filarial Eradication Clinics in Dhenkanal District of Orissa

1622. SHRI K. P. SINGH DEO: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state;

(a) whether Government have a proposal for opening of some additional Filarial Eradication Clinics in Dhenkanal District of Orissa during the year 1981-82; and

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

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR): (a) There are 8 Filaria Clinics in Orissa State but none of these is located in Dhen Kanal District. During 1981-82, 5 new Filaria Clinics are proposed to be opened in Orissa State. The Clinics are to be established in towns where Filaria Control Units are functioning. Since a Filaria Control Unit is functioning in Dhen Kanal town, the State has been requested to establish a Clinic at Dhen Kanal also.

(b) The targets have been communicated to the State Government as well as the State Health Directorate of Orissa. They have also been requested to take adequate steps to achieve the targets.

Posting of Senior Domestic teachers of Government Higher Secondary Schools, Delhi near their residences

1623. SHRI PIUS TIRKEY: Will the Minister of EDUCATION AND SOCIAL WELFARE be pleased to state:

(a) whether some Senior Domestic Teachers posted in Government

Higher Secondary Schools in their locality or within two Kms. from their residence in District South of Directorate of Education, Delhi Administration, have not been transferred during the last twelve years;

(b) if so, the number of such teachers, school-wise, in District South who have been working in schools in their locality or nearby their locality within two Kms. from their residence, for the last eight years or more;

(c) whether some Senior Domestic Science Teachers have been transferred to schools far away from their residences where they have to change two or more buses for reaching schools;

(d) if so, the transfer policy in this regard; and what steps Delhi Administration propose to take to alleviate their difficulties; and

(e) whether Government propose to post such teachers in schools in or near their locality?

THE MINISTER OF STATE OF THE MINISTRIES OF EDUCATION AND SOCIAL WELFARE (SHRIMATI SHEILA KAUL): (a) Yes, Sir.

(b) Delhi Administration have reported that there is one such teacher in each of the following schools:

1. Govt. Girls Hr. Sec. School, Bhogal.
2. Govt. G.S.S.S. No. 1, Kalkaji.
3. Govt. G.S.S.S. Madangir.
4. Govt. G.S.S., Sector-IV, R. K. Puram.
5. Govt. G.S. School, Chirag Delhi, New Delhi.

(c) Yes, Sir.

(d) and (e). According to the information furnished by the Delhi Administration, the transfer policy envisages transfer of teachers generally either on the request of the teacher or on the basis of post-fixa-

tion. The policy also requires that no transfer should be effected without a substitute from a rural area or resettlement colony. Teachers who have worked for 5 years at a distance of 20 Kms. or more continuously are not to be transferred to rural schools. Such teachers after they complete 5 years of postings in remote schools are required as far as possible to be posted to schools near their residence. It is expected that it may be possible to provide relief to them as soon as school-wise post-fixation is determined in accordance with the norms for post-fixation for 1981-82 notified on 1-8-1981.

Complementary Railway Passes to Retired Railway Employees

1624. SHRI R. K. MHALGI: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that retired railway employees are granted complementary passes every year, and the class of Pass (i. e. 1st or 2nd class) is determined on the basis of their pay at the time of retirement;

(b) whether he has received a representation on 28th April, 1981 from the Chairman, Central Government Pensioners' Association, Kalyan, demanding that such retired employees, who were getting 2nd Class complementary passes prior to 1974 (i. e. when I, II and III class system was in practice) should be granted 1st class passes now;

(c) if so, what decision Government have taken in this regard;

(d) if no decision has been taken so far, the reasons for delay and when a decision is likely to be taken?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Retired railway employees are granted post retirement compli-

mentary passes on the scale as laid down from time to time. The number and class of pass is determined with reference to substantive status of the employee concerned or the post held in an officiating capacity continuously for a period of 3 years before the date of retirement.

(b) Yes.

(c) and (d). The Government have considered the request but they did not agree to the request on the consideration that such staff were not eligible to first class passes at the time of their retirement.

Number of Dacoities and Robberies committed during the Last Three Years.

1625. SHRI R. R. BHOLE:

SHRI CHIRANJI LAL SHARMA:

Will the Minister of RAILWAYS be pleased to state:

(a) the number of dacoities and robberies committed on trains during the last 3 years and the loss of life and property suffered by the travelling public on this account;

(b) the loss suffered by the Railways through pilferage of railway goods and booked consignment on various railways during the same period;

(c) whether the Railway Protection Force and the Government Railway Police are quite adequate to deal with this growing menace of thefts and robberies; and

(d) if not, steps Government propose to take to augment the strength of Railway Protection Force and Government Railway Police?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) The number of dacoities and

robberies committed on trains during 1978, 1979 and 1980 and the loss of

life and property suffered by travelling public on this account are as under:—

Year	No. of robberies/ dacoities committed on trains on all Railways	Loss of life of passengers in dacoity/ robbery cases in trains	Loss of passengers property in dacoity/ robbery cases in trains
			Rs.
1978	223	1	8,93,896
1979	253	1	11,03,171
1980	351	6	14,89,033

(b) The correct index of the loss suffered by the Railways through loss, theft and pilferage of booked consignments is the compensation claims paid on this account. The amount of compensation claims paid by all Railways on account of loss, theft and pilferage of consignments during the last three years was as under:—

Year	Amount of compensation claims paid on account of loss, theft & pilferage by the Railways (Rs in lakhs)
1978-79	803.33
1979-80	735.28
1980-81	962.83

(c) No.

(d) With a view to further improve the working of the Government Railway Police its strength is being augmented by the State Governments. The Railways have also agreed to bear 50 per cent cost of the expenditure incurred.

The 'Principles and Procedures relating to Security on Railways' is one

of the terms of reference of the Railway Administrative Reforms Committee headed by Shri B. D. Pande.

राष्ट्रीय खेल कूद संस्थान, पटियाला में
बास्केट-बाल के खिलाड़ियों को सुविधाएं

1626. श्री बृद्धि चन्द्र जैन : क्या शिक्षा तथा समाज कल्याण मंत्री यह बताने की कृपा करेंगे कि :

(क) राष्ट्रीय खेलकूद संस्थान, पटियाला में खिलाड़ियों को बास्केट-बाल प्रशिक्षण के लिए उपलब्ध सुविधाओं का व्यौरा क्या है; और

(ख) क्या संस्थान में बास्केट-बाल के लिए खेल का मैदान सीमेंट का बना हुआ है जब कि अन्तर्राष्ट्रीय मैचों में यह खेल लकड़ी के बने मैदानों पर खेला जाता है ?

शिक्षा तथा समाज कल्याण मंत्रालय में राज्य मंत्री (श्रीमती शीला कौल) : (क) और (ख) . नेताजी सुभाष राष्ट्रीय खेल संस्थान, पटियाला में तीन खुले बास्केट बाल कोर्ट्स हैं जिनमें एक सीमेंट का है। इनके अलावा, लकड़ी के घरातल वाली बहु-उद्देशीय बन्द-

व्यायाम शाला में भी बास्केट-बाल में प्रशिक्षण के लिए सुविधाएं उपलब्ध है। हाल ही में केवल बास्केट बाल के लिए लकड़ी के घरातल वाले एक भ्रलग हाल के निर्माण का कार्य भी शुरू किया गया है और इसके शीघ्र ही उपयोग के लिए तैयार हो जाने की आशा है।

भारतीय टीम के प्रशिक्षण के लिए सितम्बर, 1981 के मध्य में सोवियत संघ से एक विदेशी बास्केट-बाल प्रशिक्षक के भी संस्थान में आ जाने की आशा है। इस के भ्रलावा, 250 बास्केट-बाल और यंत्र-चालित बैक-बोर्ड अपराइट का एक सेट विदेश से आयात किया जा रहा है, संस्थान में इस के भी शीघ्र प्राप्त हो जाने की आशा है।

Expansion of Barjamda Railway Station

1627. SHRI HARIHAR SOREN: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have a proposal for the expansion of Barjamda railway station of Singhbhum District of Bihar under South Eastern Railway during the Sixth Plan period;

(b) if so, estimated amount to carry on the expansion work;

(c) when the expansion work is expected to start; and

(d) the details about the implementation of the above proposal?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) No.

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

Diversion of Import Cargoes from Bombay Port

1628. SHRI B. V. DESAI: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that Central Ministries and public sector undertakings have been directed to divert the import of cargoes from Bombay to other ports;

(b) if so, what were the main reasons for the same;

(c) is it also a fact that there are currently 20 ships waiting in stream at this port and another 20 were going through the procedure of registration at the port during the month of July 1981;

(d) if so, whether in all about 50 to 60 ships were waiting at this port to unload cargo;

(e) if so, to what extent steps taken by the Government has eased the situation; and

(f) what steps are being taken to avoid such occurrences in future?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEERENDRA PATIL): (a) and (b). In view of the current congestion at Bombay Port, the Central Ministries and public sector undertakings are being advised to make greater use of other Indian Ports wherever practicable till the congestion in Bombay eases.

(c) and (d). On 22 August, 1981, 25 vessels were waiting for a berth at Bombay. Besides, 19 vessels had registered for berth and gone to other ports. In addition, 12 vessels, which were not ready to work, were lying in stream.

(e) and (f). Despite the Bombay Port having handled during April to July 1981, 3 lakh tonnes of traffic (excluding POL) more as compared to the corresponding period of 1980, the Port continues to suffer congestion. The Bombay Port authorities have taken various

steps to ease the situation. These include encouragement for mid-stream discharge of cargoes through payment of subs'dy, taking action against such vessels as do not perform adequately at the berths, and providing out-of-turn berth to vessels which complete cargo operations at faster rate, etc. Since April 1981, 46 vessels discharged cargoes in mid-stream involving about 73,000 tonnes. As a result of these measures, there has been some improvement in the position.

As a long term solution to the problem of congestion at Bombay, the proposal to construct a new Port at Nhava Sheva is under consideration.

बिना टिकट यात्रा करने वाले व्यक्तियों की संख्या

1629. श्री मनी राम बागड़ी : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) मई, जून और जुलाई, 1981 के दौरान बिना टिकट यात्रा करने वाले कितने व्यक्ति पकड़े गये, और

(ख) उनसे कुल कितनी राशि वसूल की गई ?

रेल मंत्रालय तथा संसदीय कार्य विभाग में उप मंत्री (श्री मल्लिकार्जुन) : (क) और (ख). मई, जून और जुलाई, 1981 के महीनों में बिना टिकट या बिना उपयुक्त टिकट पर यात्रा करते हुए, 7,20,625 व्यक्ति पकड़े गये तथा उनसे 1.428 करोड़ रुपये की रकम वसूल की गई थी।

Amenities at Kangra Valley Railway Stations

1630. PROF. NARAIN CHAND PARASHAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether the facilities for construction of rain shelters on platforms, provision of water coolers, telephone

facilities etc., have been demanded on stations of Kangra Valley Railway (i) Jwalamukhi Road (ii) Guler (iii) Nandpur Bhithauli; and

(b) if so, the decisions taken by Government thereon?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Yes.

(b) The maximum number of passengers dealt with at any one time in a day (Excluding Mele traffic) at Jwalamukhi Road, Guler and Nandpur Bhithauli Stations is 150, 80 and 40 respectively. For this level of traffic waiting accommodation by way of waiting hall on each of the above station already stands provided which is considered adequate.

The need for water coolers at the above stations has been realised and these will be provided in accordance with availability of funds.

The P & T authorities were contacted for provision of P&T telephones at some of the stations on Kangra Valley Railway which includes Jwalamukhi Road and Guler. It is learnt that the P&T Department would be in a position to provide a P&T telephone at Guler for which a demand has already been placed on them.

At Jwalamukhi Road, it may not be feasible to provide a P&T telephone, as there is no Telephone Exchange nearby.

Guidelines to States to adopt Excise Policy for Tribal Areas

1631. SHRI GIRIDHAR GOMANGO: Will the Minister of EDUCATION AND SOCIAL WELFARE be pleased to state:

(a) whether Government have sent guidelines to the States to adopt the excise policy for tribal areas;

(b) if so, the names of the States which followed the guidelines and abolished liquor shops from tribal areas so far;

(c) the number of liquor shops still remains to be closed down State-wise;

(d) if not, the reasons for delay in implementation of the guidelines;

(e) the annual revenue from excise on liquor earned by the States, State-wise;

(f) whether the tribal areas and tribal population are not being exploited due to the large number of liquor shops in these areas; and

(g) if so, whether the revenue factor comes in the way of abolishing the said liquor shops so as to give social justice to these people?

THE MINISTER OF STATE IN THE MINISTRIES OF EDUCATION AND SOCIAL WELFARE (SHRIMATI SHEILA KAUL): (a) Yes, Sir.

(b) to (g). The information is being collected from the State Governments and will be laid on the Table of the House.

Computer Programme on Accidents

1632. SHRI CHINTAMANI JENA:
SHRI B. V. DESAI:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that railways have decided to develop a computer programme on accidents to provide data and details of accidents and also to help fix responsibility; and

(b) if so, the details regarding the steps taken by Railway authorities in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) and (b). Yes, The Zonal

Railway Administrations have been asked to explore the possibility of computer programming for management information regarding accidents, if necessary, with the assistance of technological institutions.

उत्तर रेलवे के स्टेशनों पर विज्ञापन के ठेके

1633. श्री धर्म दास शास्त्री : क्या रेलमंत्री यह बताने की कृपा करेंगे कि :

(क) स्टेट एन्ट्री रोड, नई दिल्ली पर स्थित उत्तर रेलवे के कार्यालय के मुख्य जन सम्पर्क अधिकारी के मुख्य कर्तव्य क्या हैं;

(ख) उत्तर रेलवे के मुख्य रेलवे स्टेशनों पर विज्ञापन पट लगाने के लिए वर्ष 1979-80 और 1980-81 में कब कब ठेके दिए गये थे और किन किन कम्पनियों, गैर-सरकारी व्यक्तियों/एजेंसियों को दिए गए थे;

(ग) इन ठेकों को देने के क्या मानदंड और नियम हैं; और

(घ) क्या उत्तर रेलवे के सभी मुख्य रेलवे स्टेशनों में सम्बन्धित सभी ठेके एक ही स्वामित्व वाली कम्पनी/एजेंसी को दिए गए थे और तत्संबन्धी ब्यौरा क्या है ?

रेल मंत्रालय तथा संसदीय कार्य विभाग में उपमंत्री (श्री मल्लिकार्जुन) : (क) उत्तर रेलवे का मुख्य जन सम्पर्क अधिकारी जनता तथा प्रेस से सम्पर्क एवं रेलवे पर वाणिज्यिक प्रचार का प्रभारी है ।

(ख) उत्तर रेलवे द्वारा रेलवे स्टेशनों पर प्रदर्शित किये जाने वाले बोर्डों तथा पोस्टरों की स्वीकृति का काम कर्मचारियों द्वारा किया जाता है और इस काम के लिये कोई ठेका नहीं दिया जाता ।

(ग) और (घ) . प्रश्न नहीं उठता ।

Evaluation of text books by NCERT

1634. SHRI D. S. A. SIVAPRAKASAM: Will the Minister of EDUCATION AND SOCIAL WELFARE be pleased to state:

(a) whether the NCERT has undertaken any pilot project of evaluation of text-books which are prescribed in schools in various States in India;

(b) if so, the subjects on which evaluation study is made and the object of making such evaluation;

(c) what are the States involved in the matter; and

(d) whether evaluation has been completed and if so, the result thereof?

THE MINISTER OF STATE OF THE MINISTRIES OF EDUCATION AND SOCIAL WELFARE (SHRI-MATI SHEILA KAUL): (a) NCERT has undertaken a project of evaluating school text-books from the stand point of national integration. NCERT will coordinate the whole programme. Actual evaluation will be done by State-level agencies in accordance with the guidelines prepared by NCERT.

(b) Text-books in history and languages are being reviewed to begin with. The main object of the review is to eliminate passages and approaches prejudicial to national integration as also to ensure incorporation of information which will promote national unity.

(c) The present programme proposes to cover all the States and Union Territories.

(d) The work of review is required to be completed before the commencement of the academic session in 1982-83. The reports about review work are awaited from the States.

Labourers engaged by Civil Contractors in Dhanbad Eastern Railway

1635. SHRI A. K. ROY: Will the Minister of RAILWAYS be pleased to state:

(a) number of the Civil Contractors in Dhanbad Division, Eastern Railway, doing the construction of buildings, roads, repairs, etc., since January 1981;

(b) number of labourers both male and female engaged by each Contractor, rate of pay and other benefits given to each male and female worker; and

(c) report of the L.E.C. concerned regarding observance of the Labour laws, minimum wage Act, etc., by these Contractors?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALIKARJUN): (a) Eighty.

(b) Over 1300 labourers male and female are employed by these contractors on various works and contracts.

The contractors have stated that they are paying the labourers, wages as fixed by the State/Central Government under the Minimum Wages Act and that they are giving also benefits they are entitled to under this Act.

(c) There is no adverse report from the Labour Commissioner in this regard.

**Opening of Central school at Ghazi-
pur, Uttar Pradesh**

1636. SHRI ZAINUL BASHER: Will the Minister of EDUCATION AND SOCIAL WELFARE be pleased to state:

(a) whether any representation has been received for opening of a Cen-

tral School at Ghazipur in Uttar Pradesh where Central Government Opium Factory employees are in large numbers; and

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

THE MINISTER OF STATE OF THE MINISTRIES OF EDUCATION AND SOCIAL WELFARE (SHRI-MATI SHEILA KAUL): (a) No, Sir.

(b) Does not arise.

Regularisation of A.P.O.

1637. SHRI KRISHNA KUMAR GOYAL: Will the Minister of RAILWAYS be pleased to state:

(a) is it a fact that Assistant Personnel Officers from shadow panel have been regularised as final panel on Southern Railway and South Central Railways by the Railway Board;

(b) how many others are waiting for regularisation on the same ground on the Western Railways and representations pending;

(c) what is the difference between shadow panel and the provisional panel in reference to Rule 206 of the Indian Railway Establishment Panel; and

(d) why persons empanelled as shadow panel have been asked to reappear in the selection on the Western Railway when others have been regularised on other Railways.

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALIKARJUN): (a) Yes.

(b) Three out of twelve employees placed on the shadow panel following the selection held by the Western Railway for the post of Assistant Personnel Officer in 1975 have represented for regularisation. Their cases are

not analogous to the cases on the Southern and South-Central Railways referred to.

(c) and (d). Para 206 of the Indian Railway Establishment Manual refers to currency of panels and provides for Group 'C' (Class III) employees empanelled for promotion to Group 'B' (Class II) and who have officiated in Group 'B' in non-fortuitous vacancies not being called for subsequent selection. A provisional panel is notified wherever required; pending declaration of the final panel. The practice of drawing shadow panel has been discontinued from July 1978. Shadow panels, wherever drawn earlier consisted of the names of successful employees who could not find a place within the number to be placed on the panel. Such employees were considered for ad-hoc promotion, where necessary till such time as duly empanelled candidates from the next regular panel became available. Promotion of employees on the basis of shadow panel does not confer a right for regular promotion until they are included in the regular panel. The cases of employees borne on the shadow panel of APOs of the Western Railway are not analogous to the cases of the Southern and South-Central Railways referred to.

पुष्कर को रेलगाड़ी से जोड़ना

1638. आचार्य जगन्नाथ रेव : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार अजमेर के निकट भारत के एक बड़े तीर्थ स्थान पुष्कर को रेलगाड़ी से जोड़ने पर विचार कर रही है ताकि वहाँ आने वाले लाखों लोगों को लाभ मिले; और

(ख) यदि हाँ, तो इसे कब तक जोड़ दिया जायेगा और यदि नहीं, तो इस के क्या कारण हैं ?

रेल मंत्रालय तथा संसदीय कार्य विभाग में उप मंत्री (श्री मल्लिकार्जुन) : (क). और (ख). ऐसा कोई प्रस्ताव विचाराधीन नहीं है। संसाधनों की स्थिति अत्यन्त कठिन होने के कारण इस प्रस्ताव पर विचार किया जाना सम्भव नहीं होगा।

Stay of APO/DPO at the same place

1639. SHRI DIGAMBER SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether any guidelines have been laid down for the Railway Administrations for the stay of an APO/DPO at the same place to ensure cleaner administration; if so, the details thereof; and if not, the reasons therefor;

(b) whether it is a fact that some APOs who were promoted as DPOs were transferred from some of the Division on the Northern Railway to the Headquarters Office other Divisions, but were posted back to their old Division in higher rank as DPO even without completing one year in their new assignments;

(c) if so, who are they and why such rapid transfer were made by posting them back to the Divisions, where they had already stayed for a number of years as APO and whether some of them were permitted to retain Railway Bungalows also during their transfers; and

(d) the public interest served by such rapid transfers and the steps which he proposes to take to stop such favouritism and malpractices to benefit some individual officers?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Instructions exist that officers should generally be allowed to remain in the same post for

a period not exceeding 4 years, except in inescapable cases in the exigencies of service.

(b) There is only one such case of an A.P.O.

(c) Shri H. N. Khare, Assistant Personnel Officer Moradabad on his promotion to Senior Scale, was posted in Headquarters Office on temporary transfer on 1-1-1981 against a retirement vacancy. The post of Assistant Personnel Officer Moradabad was subsequently upgraded to Senior Scale. Shri Khare was transferred back to Moradabad Division from 18-6-81 (AN) on administrative grounds. The transfer of Shri Khare to Headquarters being temporary, he was entitled to retain the railway quarter at Moradabad as per rules.

(d) The transfer of Shri H. N. Khare back to Moradabad was ordered on administrative grounds. This is not a case of favouritism.

Saharsa-Darbhanga Line

1640. SHRI ANANDA PATHAK: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government's attention had been drawn to a news item regarding various investment by the Railway department in the State of Bihar, like Railway line between Saharsa and Darbhanga and a Diesel locomotive shed at Patna;

(b) if so, whether the technical evaluation revealed that this line would not be viable;

(c) whether the evaluation was re-evaluated with new norms to have a favourable report;

(d) whether the location of the diesel locomotive shed will come in the way of the railways optimal efficiency;

(e) whether Saharsa-Darbhanga line will not add to railway revenue; and

(f) if so, full details about these projects including both evaluation report in respect of Saharsa-Darbhanga line and feasibility report of diesel shed at Patna?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALIKARJUN): (a) No.

(b) to (f). No survey has so far been carried out for construction of Saharsa-Darbhanga railway line. Therefore financial viability of this line cannot be established. As regards the feasibility of a diesel loco shed near Patna, location of a Diesel Shed is decided after taking into account various factors such as suitability for operations, availability of infra-structural facilities etc. Location of diesel shed near Patna, viz., at Danapur is under consideration as a large number of steam hauled services on the Patna-Gaya Branch and the shuttle services in the Patna area are proposed to be dieselised in the future.

Setting up of Book Finance Corporation

1641. SHRI JAGDISH TYTLER: Will the Minister of EDUCATION AND SOCIAL WELFARE be pleased to state:

(a) whether Government have taken any steps for setting up a Book Finance Corporation which is so very badly needed for the uplift of Indian publishing trade;

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

(c) full details of the Book Finance Corporation with its expected activities and responsibilities?

THE MINISTER OF STATE OF THE MINISTRIES OF EDUCATION AND SOCIAL WELFARE (SHRI-MATI SHEILA KAUL): (a) No, Sir.

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

Decision to set up an Inland Container Depot at Delhi

1642. SHRIMATI PRAMILA DAN-DAVATE:

SHRI JAGDISH TYTLER:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Government have decided to set up an Inland Container Depot at Delhi;

(b) whether this Depot will be declared as a dry port;

(c) whether any survey has been ordered in this respect; and

(d) what are the details of the survey report?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALIKARJUN): (a) Yes.

(b) To the extent that the Customs examination will be undertaken at the Depot.

(c) Yes.

(d) The Report is still awaited.

Agreements with Bahrain

1643. SHRI MADHAVRAO SCINDIA: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) what agreements if any have been signed with Bahrain for strengthening the economic ties following the Prime Minister's visit to that country; and

(b) the volume of trade with that country during the year 1980-81 and the volume of trade expected during the ensuing year?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) The Prime Minister has not paid a visit to Bahrain. The Amir of the State of Bahrain, H.H. Shaikh

Isa Bin Sulman Al-Khalifa however visited India from April 27 to 30, 1981. An agreement on Economic and Technical Cooperation between the two countries was signed during the visit.

(b) Indian exports to Bahrain during 1980 (latest figures available) totalled Rs. 284 million as against imports of Rs. 194 million. India thus had a favourable balance of trade of the order of Rs. 90 million. Efforts continue to be made to expand the volume of our trade with Bahrain.

पटना-रांची राष्ट्रीय राजमार्ग पर पुल पुन नदी पर पुल

1344. श्री कुंवर राम : क्या नीबहन और परिवहन मंत्री यह बताने की कृपा करेंगे कि :

(क) पटना-रांची राष्ट्रीय राजमार्ग पर फुलहा के निकट पुन पुन नदी पर पुल को बाँड़ा करने अथवा एक और पुल के निर्माण के प्रस्ताव पर क्या कार्यवाही की जा रही है; और

(ख) क्या शेरशाह के समूह बने पुल का जो उपर्युक्त पुल के पश्चिम में स्थित है, पुनर्निर्माण करने की कोई योजना है ?

नीबहन तथा परिवहन मंत्रालय में राज्य मंत्री (श्री बृटा सिंह) : (क) फुलहा के निकट राष्ट्रीय राजमार्ग सख्या 30 पर पुन पुन नदी के ऊपर एक नये हार्ड-लेबल पुल के निर्माण का काम पहले ही सौंप दिया गया है। निर्माण सामग्री इकट्ठी की जा रही है और निर्माणकर्ता फर्म ने अभी हाल में नीब कुम्भों के जो डिजाईन प्रस्तुत किए थे, उनकी संवीक्षा की जा रही है।

(ख) सदस्य महोदय ने जिस मौजूदा पुल पुन पुन का जिक्र किया है, उसके पश्चिम में जो पुल है उसे टेहरी पुल कहा जाता

है। यह एक पुराना और तंग पुल है। इस बात का कोई रिकार्ड उपलब्ध नहीं है कि यह पुल कब बना था। छठी पंचवर्षीय योजना में एक बाई पास के निर्माण की व्यवस्था है जो घनी आबादी के गांवों, सबलपुर और जेटली से थोड़ा हट कर है। पुराने टेहरीपुल के स्थान पर नया पुल बनाया जाएगा जो प्रस्तावित बाईपास पर पड़ेगा।

Prohibition Policy

1645. SHRI RAMJIBHAI MAVANI: Will the Minister of EDUCATION AND SOCIAL WELFARE be pleased to state:

(a) whether it is a fact that Government have written letters or issued directives or suggestion to some of the states for the reconsideration on Prohibition policy and made it a liberal or flexible or accordingly to the needs and wishes of people;

(b) if so, the details thereof;

(c) the reasons for writing such letters and directives;

(d) whether Central Government have received reports from states or seen press news that some states want to revise the policy in the matter;

(e) if so, the details thereof and the reaction of Government thereto and the action taken by Centre in the matter; and

(f) what help and assistance will be provided by Centre if such policy is adopted by state or if such demand is made from Centre by States?

THE MINISTER OF STATE OF THE MINISTRIES OF EDUCATION AND SOCIAL WELFARE (SHRI-MATI SHEILA KAUL): (a) No, Sir.

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

(d) and (e). Government of Gujarat, Tamil Nadu, Rajasthan and Bihar

had introduced total prohibition in their respective States. Other State Governments have also been regulating excise policy of the State. The Government of Bihar had, however, lifted total prohibition in the State with effect from 1-9-1980. The Rajasthan Government has repealed Prohibition Act, 1969 with effect from 11th August, 1981. Some of the other State Governments have also been modifying/rationalising the excise policy in their States from time to time. The production, manufacture, possession, transport, purchase and sale of intoxicating liquors falls within the jurisdiction of the State Government. The Central Government have issued guidelines in respect of Prohibition Policy and there has been no change in these guidelines recently. It is, however, for the State Government to determine the precise policy to be followed within the State.

(f) Government of India, at present, compensate the States to the extent of 50 per cent of the established loss in excise revenue (with reference to revenue from this source in 1977-78) resulting from the introduction of prohibition.

सर्कस उद्योग को प्रोत्साहन

1646 श्री बिलोहि सिंह भूरिया : क्या शिक्षा और समाज कल्याण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार का ध्यान भारतीय सर्कस की शोचनीय दशा की ओर दिलाया गया है;

(ख) क्या यह सच है कि सर्कस उद्योग के प्रति सरकार के उदासीन रुख के कारण इस उद्योग में काम करने वाले हजारों कलाकारों का भविष्य अन्धाकारमय एवं अनिश्चित हो गया है और लोग मनोरंजन के इस साहसिक एवं शैक्षिक स्रोत के प्रति कम रुचि दिखा रहे हैं;

(ग) क्या सर्कस में अच्छे कार्य निष्पादन के लिए कलाकार को राष्ट्रीय पुरस्कार देने की योजना सरकार के विचारधीन है;

(घ) क्या सरकार ने इस उद्योग में काम करने वाले कलाकारों के पारिवारिक सदस्यों की सुरक्षा के लिए कोई कल्याण योजना तैयार की है; और

(ङ) क्या सरकार ने इस उद्योग को प्रोत्साहन देने के लिए कोई व्यापक नीति बनाई है ?

शिक्षा तथा समाज कल्याण मंत्रालय में राज्य मंत्री (श्रीमती शिल्पा कौल) :
(क) से (ङ). विवरण संलग्न है।

विवरण

सर्कस राज्य का विषय है। तथापि सरकार वास्तविक सर्कस यूनिटों को, सार्वजनिक प्रदर्शनों के प्रयोजन हेतु उन के कार्यक्रमों को सामान इत्यादि के लाने-ले जाने हेतु रेल-रियायतें देकर, मनोविनोद संबंधी कार्यक्रमों के रूप में सर्कसों को प्रोत्साहन दे रही है। इसके अलावा सरकार द्वारा राज्य सरकारों तथा संघ शासित क्षेत्रों के प्रशासनों से भी यह अनुरोध किया गया है कि वे जिस सीमा तक संभव हो, मनोरंजन शुल्क में छूट देकर सर्कसों के प्रदर्शनों हेतु खुले मैदानों का काम किराए पर आवंटन करके, बग़न एवं व्यवस्था बनाए रखने में सहायता देकर तथा खाद्य-आमग्री तथा अन्य अनिवार्य वस्तुओं के कोटे के अस्थायी आवंटन करके सर्कसों को प्रोत्साहन दें।

2. भारतीय सर्कस संघ ने 22 अप्रैल, 1981 को, सरकार को एक ज्ञापन दिया है जिस में उन्होंने दश में कार्यरत विभिन्न सर्कस यूनिटों द्वारा दिन-प्रति-दिन के दैनिक कार्य में सामने आने वाली कुछ कठिनाइयों का उल्लेख किया है। इस ज्ञापन को विचारार्थ तथा

सलाहदेहु एक ऐसी समिति को भेजा जाएगा जिसे अन्य बातों के साथ साथ, सर्वेस के कलाकारों एवं कर्मचारियों की सेवा शर्तों तथा सर्वेसों की उन्नति से संबंधित सिफारिशों सहित सर्वेसों के विकास से सम्बद्ध सभी पहलुओं पर विचार करने के लिए सरकार ने गठित करने का निर्णय किया है।

Number of trains and catering establishment where families of Agarwals etc. are involved

1647. SHRI JYOTIRMOY BOSU: Will the Minister of RAILWAYS be pleased to state:

(a) in how many trains and catering establishments in the railways specially in North Eastern Railway and NE railways families of Agarwals' and their relatives and subsidiaries and inter-connected companies are involved;

(b) date/dates from which these concerns are in this business; (fullest) details thereof;

(c) whether there was any low suit against any of these families; and

(d) if so, details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALIKARJUN): (a) and (b). On the North Eastern Railway, no contract is held by any person with the surname of Agarwal. However, on Northeast Frontier Railway, M/s. P. R. Catering Company are holding catering contracts in five pairs of trains viz., 15Dn/16Up G. L. Express, 3Up/4Dn Assam Mail, since 1958, 59Up/60Dn Kamrup Express (B. G.), 5Up/6Dn Kamrup Express (M. G.) since 1976 and 155 Dn/156Up Tinsukia Mail (BG) since 1978. Dining Car Contracts, except 155Dn/156Up Tinsukia Mail, were originally awarded to one P. R. Agarwala, which was subsequently altered as M/s. P. R. Catering Co. from 1-4-1977 due to change in Partnership Deed.

M/s. S.R. Marwari and Co. (owned by one Shri G. K. Agarwala) are holding Refreshment Room contracts, one each at Katihar and Siliguri Jn. and eight vending stalls at Katihar since 1930.

(c) No.

(b) Does not arise.

Conference to strengthen shipping tonnage

1648. SHRI SONTOSH MOHAN DEV: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that a Conference was organised recently in Zagreb, Yugoslavia on cooperation among developing countries in the field of transport and communication;

(b) if so, the decision taken at the said conference; and

(c) what steps are envisaged to strengthen the shipping tonnage?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEERENDRA PATIL): (a) Yes. The Ninth Round Table of developing countries on 'Co-operation in the field of Transport and Communications' was held at Zagreb, Yugoslavia, from 21st to 23rd April 1981.

(b) and (c). The record of the proceedings of the Conference has not yet been received. A reminder is being sent.

Foreign Minister's visit to USSR

1649. SHRI R. P. GAEKWAD: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether it is a fact that the External Affairs Minister visited Moscow on 16th July for talks with his counterpart in Russia;

(b) whether he had made India's position clear in solving unresolved questions with China; and

(c) if so, the outcome of discussions during various rounds with Russian Foreign Minister?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) I had talks with the Soviet Foreign Minister, Mr. Gromyko. I also met the First Deputy Prime Minister of the USSR Mr. Arkhipov who, along with me, is the Co-Chairman of the Indo-Soviet Joint Commission.

(b) and (c). The talks were wide ranging and included subjects of interest, common to both the countries. I also referred, *inter alia* to the discussions that had taken place during the recently concluded visit of the Chinese Foreign Minister to New Delhi.

I believe that these talks have helped in achieving a better understanding of the Soviet and Indian positions on important international issues.

High drop out rate of S.C./S.T. children at Primay stage

1650. SHRI JAGPAL SINGH:

SHRI KUSUMA KRISHNA MURTHY:

SHRI RAM VILAS PASWAN:

SHRI RAJESH KUMAR SINGH:

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

(a) whether the fourth All India Educational survey has revealed that the drop-out rate in the primary schools is very high and the majority of the children belong to SC/ST and other weaker sections;

(b) if so, the details thereof stating the names of the States where the rate of drop-outs in primary schools is very high;

(c) the reasons for the high drop-outs identified by Government in these States; and

(d) the steps taken by Government in the development of education in the educationally backward states?

THE MINISTER OF STATE IN THE MINISTRIES OF EDUCATION AND SOCIAL WELFARE (SHRI-MATI SHEILA KAUL): (a) and (b). The Fourth Survey did not collect data on drop-out rates. Based on enrolment cohort starting with class I enrolment in 1974-75 and ending with class V enrolment in 1978-79, the drop-out rates at the end of class V in the States/Union Territories, in descending order, are given in the Statement attached as Annexure I.

Group-wise drop-out rates are not available.

(c) The reasons are indicated in the statement attached as Annexure II.

(d) The steps are indicated in the Statement attached as Annexure III.

Statement
Annexure I

States	Drop-out Rate at the End of class V in Percentage
1. Manipur	82.7
2. Meghalaya	78.3
3. Assam	74.5
4. Uttar Pradesh	74.5
5. West Bengal	74.1
6. Orissa	69.6
7. Nagaland	68.6
8. Tripura	67.9
9. Bihar	67.0
10. Karnataka	63.6
11. Andhra Pradesh	62.4
12. Rajasthan	60.6
13. Madhya Pradesh	57.8
14. Maharashtra	57.7
15. Gujarat	50.2
16. Jammu & Kashmir	47.9
17. Punjab	44.8
18. Tamil Nadu	41.0
19. Himachal Pradesh	28.6

1	2
20. Haryana	28.1
21. Kerala	11.1
22. Sikkim	N.A.
Union Territories	
23. Dadra & Nagar Haveli	80.9
24. Arunachal Pradesh	78.2
25. Mizoram	65.3
26. Goa, Daman & Diu	39.8
27. A. & N. Islands	34.2
28. Lakshadweep	33.5
29. Delhi	26.8
30. Pondicherry	23.2
31. Chandigarh	0

ANNEXURE II

The main reason for high drop-out rates is poverty. Children of the weaker sections of the community, including scheduled castes and scheduled tribes, are required to help in the earning of family livelihood and also, particularly in the case of girls, in the looking after of their younger brothers and sisters and in doing other household chores while their parents are away at work. Other reasons are as below:

(i) Lack of physical facilities including proper school buildings, blackboards, furniture and other equipment.

(ii) Stagnation due to detention in each class.

(iii) Bookish knowledge-oriented curricula, irrelevant to the needs and life-situations of children.

(iv) Lack of teacher competence.

(v) Non-availability of schooling facilities within easy walking distance.

(vi) Existence of single-teacher schools.

(vii) Non-availability of woman-teachers.

(viii) Parental apathy due to socio-economic reasons.

(ix) Inadequacy of the supervisory machinery.

(x) Existence of educationally backward States where the problems are more extensive and the existence of backward pockets/areas in almost all the States.

ANNEXURE III

In the context of the programme of universalisation of elementary education, the State Governments and Union Territory Administrations were advised to take comprehensive measures for the development of this programme. Besides, special concerted efforts are being made for development of elementary education in the educationally backward States. The measures in particular are:

(i) Introduction of ungraded school system and elimination of stagnation so that every child shall complete one class each year and will be promoted to the next higher class till he completes class VIII, but with adequate safeguards by way of periodic assessment and evaluation on a continuing basis.

(ii) Provision of multiple point entry into any class in the elementary stage.

(iii) Improvement of physical facilities of primary and middle schools.

(iv) Improvement of quality of education through decentralisation of curricula making them relevant to the needs, life-situations and environments of children in diverse social, economic, cultural and geographical conditions.

(v) Improvement of teacher competence through application of better standards of educational qualification and in-service training.

(vi) Adequate provision of incentives like Mid-day Meals, free

text-books and stationery, free uniforms and attendance scholarships for the children of the poorer sections of the society.

(vii) Opening of primary and middle schools within easy working distance covering the needs of all habitations.

(viii) Appointment of woman-teachers on a larger scale and provision of creches/pre-schools as adjuncts to primary and middle schools.

(ix) Parental education to overcome their apathy towards the education of children especially girls and setting up of school committees in all schools particularly in rural and backward areas.

(x) Strengthening of the supervisory machinery and decentralisation of administration of elementary education down to the block level.

(xi) Monitoring of attendance in primary and middle schools.

(xii) Greater use of mass media for elementary education including teacher training.

(xiii) Conversion of single-teacher schools into two-teacher schools.

(xiv) Central paper assistance is being given to all States/Union Territories including educationally backward States for production of teaching and learning materials for non-formal education programmes for elementary age-group children.

Special Measures for Educationally Backward States

(xv) The constitution of a National Committee on Elementary Education.

(xvi) On the recommendation of the National Committee, the educationally backward States have

been advised to set up Task Forces to oversee the implementation of the programme for universalisation of elementary education.

(xvii) Special central assistance is being given to the nine educationally backward States under the Centrally Sponsored Scheme of Non-formal Education for Elementary Age-group Children.

U.G.C. Grants to Calcutta University

1651. SHRIMATI GEETA MUKHERJEE;
SHRI SAIFUDDIN CHOU-
DHURY:

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

(a) whether Calcutta University wanted Rs. 7 crores from the U.G.C. for development projects during the 6th five year Plan period;

(b) whether U.G.C. has offered only Rs. 2 crores;

(c) whether it is a fact that U.G.C. informally assured the Calcutta University earlier that they would be given Rs. 4.5 crores for the same period; and

(d) if so, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRIES OF EDUCATION AND SOCIAL WELFARE (SHRIMATI SHEILA KAUL): (a) and (b). According to the information furnished by the University Grants Commission, the Calcutta University was requested to formulate and submit to the Commission, proposals for general development support during the 6th Plan within a tentative allocation of Rs. 100.00 lakhs. In response to this, the University submitted proposals involving a total outlay of Rs. 707.03 lakhs. After a pre-

liminary scrutiny, the Commission advised the University to revise the proposals to bring down the cost to about Rs. 200.00 lakhs.

(c) No Sir. However, during the course of a discussion between the Education Minister (Higher Education), West Bengal and the Chairman, University Grants Commission on 3rd June, 1981 regarding assistance to Calcutta University, the latter indicated that apart from the allocation of Rs. 100.00 lakhs to the University for general development, the University would be provided assistance for development of engineering and technology and other schemes e.g. Centres of Advanced Study, Departments of Special Assistance, Computers, University Services and Instrumentation Centre and support for research etc. on the merits of the proposals submitted by the University. Assistance to the Colleges affiliated to Calcutta University would also be made available; and for on-going schemes sanctioned in Vth Plan, which have been started but not completed, assistance would be provided outside this allocation.

(d) Does not arise.

Privately owned Stage carriages in Delhi

1652. SHRI RAJNATH SONKAR SHASTRI:

PROF. AJIT KUMAR MEHTA:

DR. A. U. AZMI:

SHRI R. L. P. VERMA:

Will the Minister of SHIPPING AND TRANSPORT be pleased to refer to the reply given to Unstarred Question No. 9471 on 30th April, 1981 regarding privately owned stage carriages in Delhi and state:

(a) how many privately owned stage carriages in Delhi were weeded out on the expiry of the permits after the above reply was given; and

(b) what is the total number of such buses together with their details and the expiry date of the permits in each case?

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

(a) and (b). Only one, as per details given below:—

Name of the permit Holder	Permit No. & Route	Date of cancellation	Remarks
M/s. Mehram Nagar Harizan Co-op Tpt Society Ltd	DA-IA Delhi to Kakrola route	27-5-81	As per decision of the SIA dated 27-5-81 permit has been cancelled and allotted to DTC. It was found that permit was forged and also involved in Benami deal, the vehicle was also sold off with out STA's permission.

Buying and Selling of Girls

1653. SHRI GHULAM MOHAMMAD KHAN: Will the Minister of EDUCATION AND SOCIAL WELFARE be pleased to state:

(a) whether it is a fact that the trade of buying of girls from poverty-stricken areas is becoming a common

phenomenon in various parts of the country;

(b) whether it is also a fact that several girl runners gangs are active in many places who lure girls from backward areas on the pretext of helping them and later sell them off to rich and affluent persons; and

(c) if so, the steps proposed to be taken to check this event?

THE MINISTER OF STATE OF THE MINISTRIES OF EDUCATION AND SOCIAL WELFARE (SHRI-MATI SHEILA KAUL): (a) There is no information or report with the Government to conclude that the trade of buying of girls from poverty-stricken areas is becoming a common phenomenon in various parts of the country.

(b) Action against any such occurrence is taken by the concerned State Government/Union Territory if and when a report is made.

(c) The Suppression of Immoral Traffic in Women and Girls Act, 1956, as amended in 1978, prohibits prostitution in its commercialised form. The Act supplements the provisions of the Indian Penal Code against kidnapping, sale, abduction, seduction and wrongful restraint etc. The State Governments and Union Territory Administrations are responsible for the implementation of Law in this respect.

Permits issued for running Matador Service on Delhi Transport Corporation Routes

1054. **SHRI HARISH KUMAR GANGWAR:** Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) how many permits have been issued and what are the terms and conditions prescribed for the running of Matador Service on Delhi Transport Corporation routes;

(b) to which class of the people have these permits been given, for how long and at what permit fee;

(c) has Delhi Transport Corporation imposed daily charges towards royalty of the routes; if not, reasons thereof; and

(d) whether there is any proposal to auction routes in Delhi to fetch more money to the States?

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

(a) Out of 18 permits, issued for running of Matador Service, not a single one is on any DTC route. The terms and conditions for matador service permit are given in the attached statement.

(b) Permits have been issued to Scheduled Castes candidates under the Special Component Plan of the Ministry of Home Affairs. Permits have been issued initially for a period of four months against permit fee of rupees fifty eight.

(c) Does not arise.

(d) No, Sir.

Statement

Permit Conditions for Matador Service

1. The rate of fare for Matador shall be approved by the STA.

2. The driver shall wear uniform and driver badge.

3. The permit holder shall ensure that adequate arrangements are made for the comfort, convenience and safety of the passengers carried.

4. The fare rates will be displayed at a prominent place.

5. Whenever a driver is employed the permit holder shall intimate in duplicate within 48 hours of such employment the name, address, giving licence number and the date of the employment of the driver.

6. Time table approved by the STA shall be exhibited on the vehicle and observed.

7. STA may vary the conditions of the permit and attach to the further conditions after giving notice of not less than one month to the permit holder.

8. The number of passengers carried in the vehicle shall not exceed

the registered seating capacity of the vehicle.

9. Demand or accepting fare in excess of the prescribed rates will tantamount to breach of permit conditions and initiate action u/s 60 of the MVA.

10. Vehicle shall be plied on the approved route of the STA and shall not deviate from the approved route.

11. Trip book prescribed by the authority must be maintained.

12. The permit holder shall exercise such supervision over the work of his employees as is necessary to ensure that the vehicle is operated in conformity with the Motor Vehicles Act and the rules and shall not use, allow or cause to use the vehicle in the commission of an offence under the L.P.C. or Special or local laws.

राष्ट्रीय कृम बैंकों द्वारा बिकलांगों के लिये सेवा: की गई कल्याण योजना

1655. श्री राम लाल राही : क्या शिक्षा तथा समाज कल्याण मंत्री यह बताने की कृपा करेंगे कि :

(क) बिकलांग लोगों के कल्याण के लिए बनाई गई योजनाओं के लिए राष्ट्रीयकृत बैंकों द्वारा कितनी राशि उपलब्ध कराई गई है और इस योजना से कितने व्यक्तियों को लाभ पहुँचा है;

(ख) क्या यह सच है कि भारत सरकार को बिकलांगों के कल्याण के लिए विश्व बैंक से प्रति वर्ष 20 करोड़ रुपए प्राप्त हुए हैं; और

(ग) यदि हाँ, तो क्या सरकार पिछले पांच वर्षों के उपर्युक्त आंकड़े दर्शाने वाला एक विस्तृत विवरण समा पटल पर रखने की कृपा करेंगी ?

शिक्षा तथा समाज कल्याण मंत्रालयों में राज्य मंत्री (श्रीमती सीता कौज) : (क) व्याज से विभिन्न स्तर पर की योजना के अन्तर्गत

अपना रोजगार चलाने के लिए निम्न आय वर्ग के बिकलांग व्यक्तियों और संस्थाओं को 4 प्रतिशत व्याज पर 1,500 रुपए तक की धनराशि कार्यपूजी ऋण के रूप में तथा 5,000 रुपए की धनराशि आवधिक ऋण के रूप में दी जाती है। राष्ट्रीयकृत बैंकों द्वारा दी गई धनराशि तथा इस योजना से लाभ पाने वाले व्यक्तियों की संख्या के बारे में विशिष्ट आंकड़े उपलब्ध नहीं हैं क्योंकि बैंकों द्वारा यह जानकारी अलग से संकलित नहीं की जाती है।

(ख) जी, नहीं।

(ग) प्रश्न नहीं उठता।

Report on the incidents of Stripping and Molestation of Women at Gwalior Station

1656. SHRI VIJAY KUMAR YADAV: Will the Minister of RAILWAYS be pleased to state:

(a) whether the report of the inquiry conducted into the incidents of stripping and molestation of some women by groups of ticketless hoodlums at the Gwalior railway station on January 25, has been received; and

(b) if so, the findings of the inquiry and action taken, if any, thereon.

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALIKARJUN): (a) and (b). It is reported that the Magisterial inquiry was held at Gwalior by the Deputy Secretary, Government of Madhya Pradesh and the report has been submitted to the State Government in this regard. Findings are not yet made to be known to the Railway administration.

24-hour duty at a stretch for Loco Running Staff

1657. SHRI GEORGE FERNANDES: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railway Board had issued a circular on 3rd April, 1981 requiring the Loco running staff to be on duty till the train reaches its destination irrespective of the number of hours he may be required to be on continuous duty;

(b) whether as a result of this directive, running staff are now on continuous duty for as many as twenty-four hours at a stretch;

(c) whether the All India Loco Running Staff Association has protested against this circular; and

(d) if so, the response of Government to the protest representation?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) and (b). In the context of the present operational requirements of the Railways and keeping in view the other relevant factors, a directive was issued on 3.4.81 by the Railway Board to Railway Administrations clarifying that the 10-hour rule as applicable to the Running staff shall be implemented subjected to the following provisions:

(1) The undermentioned periods will count for duty under the 10-hour rule:—

(i) Engine attendance time as prescribed; and

(ii) Time taken from starting station upto crew changing station including intermediate detentions.

(2) The following periods will not count:—

(i) From Bahar line to the station at the starting point, pre-departure detentions and travelling "pilot"; and

(ii) At the terminal station from the station to the shed; where the destination point is other than a station stay, a yard a convenient point or area would have to be locally demarcated as the destination station for the purpose of 10-hour rule.

Instructions were also issued to the Railways on 7-3-81 advising them to set up Crew Control in all major sheds and stations to ensure the optimal and equitable utilisation of loco and traffic running staff, in particular their proper booking, grant of periodic rest and avoidance of excessive over-time working.

(c) Yes.

(d) In view of the reply given to parts (a) and (b), no change is contemplated in these directives.

हिन्दी अध्ययन की व्यवस्था रहित विद्यालय

1658. श्री फूल चन्द वर्मा: क्या शिक्षा तथा समाज कल्याण मंत्री यह बताने की कृपा करेंगे कि :

(क) देश में ऐसे कितने विद्यालय हैं जिन में हिन्दी पढ़ाने की व्यवस्था किया जाना सम्भव नहीं हुआ है;

(ख) इसके क्या कारण हैं;

(ग) राष्ट्रीय भाषा तथा प्रादेशिक भाषाओं की परीक्षा आरम्भ करने की योजना को कब तक लागू किया जायेगा; और

(घ) तत्संबंधी ब्योरा क्या है ?

शिक्षा तथा समाज कल्याण मंत्रालयों में राज्य मंत्री (श्रीमती शीला कौल) : (क) और (ख) हिन्दी शिक्षण की व्यवस्था के संबंध में स्कूलों के बारे में सांख्यिकीय सूचना शिक्षा तथा संस्कृतिक मंत्रालय द्वारा नहीं रखी जाती है ।

(ग) और (घ) वर्ष 1968 में अपनाई गई राष्ट्रीय शिक्षा नीति में विभाषा सूच निम्न प्रकार निर्धारित किया गया है :

"माध्यमिक स्तर पर राज्य सरकारों को विभाषा सूच, जिस में हिन्दी भाषी राज्यों में हिन्दी और अंग्रेजी के अलावा कोई प्राकृतिक भारतीय भाषा, अधिमानतः एक दक्षिणी भाषा का अध्ययन तथा गैर-हिन्दी भाषी राज्यों में अंग्रेजी और क्षेत्रीय भाषा के साथ हिन्दी का अध्ययन शामिल है। प्रभावी ढंग से कार्यान्वित करना चाहिए।

इस नीति के कार्यान्वयन की जिम्मेदारी राज्य सरकारों की है। यह सूच तमिलनाडु को छोड़ कर, सभी राज्यों द्वारा सिद्धान्त रूप में स्वीकार कर लिया गया है।

तथापि, केन्द्रीय विद्यालयों को भिन्न व्यवस्था अपनाने की अनुमति दे दी गई है। ये विद्यालय देश के विभिन्न भागों में तैनात केन्द्रीय सरकार के स्थानान्तरणीय कर्मचारियों के लिए हैं। तदनुसार, उन्हें एक समान पाठ्य-

चर्या का अनुसरण करना होता है। इन परिस्थितियों में उन्हें हिन्दी, अंग्रेजी और संस्कृत पढ़ाने की अनुमति दी गई है। केन्द्रीय विद्यालय क्षेत्रीय भाषा को एक अतिरिक्त भाषा के रूप में पढ़ाने की व्यवस्था करते हैं; जहां निर्धारित संख्या में छात्र इसे चुनें।

Sanction of New Post of Junior/Senior Residents in Teaching Hospitals of Delhi

1659. SHRI K. A. RAJAN: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether any new posts of Junior/Senior Residents created in the Teaching Hospitals in Delhi, subsequent to the strike of Junior Doctors of Delhi last year, and

(b) if so, what is their total number and their break-up hospital-wise and department-wise?

THE MINISTER OF STATE FOR HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR):
(a) Yes.

(1) Name of Hospitals		
	Junior Residents	Senior Residents
1. Maulana Azad Medical College	6	7
2. Lok Nayak Jai Prakash Narayan Hospital	12	..
3. G. B. Pant Hospital	22	8
4. All India Institute of Medical Sciences	3	1
5. Dr. Ram Manohar Lohia Hospital	23	18
6. Safdarjang Hospital	9	8

Talks held with Australian Prime Minister

1660. SHRI VIRBHADRA SINGH:
SHRI MANI RAM BAGRI:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether it is a fact that Prime Minister of Australia and Prime Minister

of India had talks in New Delhi in the first week of August, 1981; and

(b) if so, what was the outcome?

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

(b) The two Prime Ministers mainly discussed issues which are likely to be taken up during the forthcoming Com-

monwealth Heads of Government Meeting to be held in Melbourne in September-October 1981.

Conversion of meter gauge line of Western Zone

1661. SHRI MOHAN BHAI PATEL:
SHRI D. P. JADEJA:

Will the Minister of RAILWAYS be pleased to state:

(a) the details of the work of conversion of railway line from meter gauge into broad gauge taken up in Western Zone;

(b) the progress achieved of these projects so far;

(c) whether it is a fact that in certain cases time limit has already expired, and

(b) if so, reasons therefor and when will they be completed and opened for traffic?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALIKARJUN): (a) to (d). The following conversion projects are in progress on the Western Railway. The present position in respect of these projects is indicated below:

1. Viramgam-Okha-Porbandar from MG to BG

Conversion of Viramgam-Hapa, with a goods spur to Windmill (268 kms) to serve Bedi port has been completed, and this section has been opened to traffic on 17-6-80. The second phase of conversion from Hapa-Jamnagar to Okha and from Sikka to Porbandar via Kanalus is in progress. The main difficulty in the progress of the second phase has been due to non-availability of critical P. Way materials especially rails and sleepers. The completion of the second phase depends on the timely availability of P. Way materials as also allotment of sufficient funds for the work.

2. Nadiad-Kapadvanj from NG to BG

This forms part of the composite project Nadiad-Kapadvanj conversion (45 kms.) and Kapadvanj-Modasa new line (60 kms.). No appreciable progress could be made on this project due to severe constraint on the availability of resources, and the need to expedite the on-going schemes which have made substantial progress.

Advance security money to be deposited for booking special trains

1662. SHRI ATAL BIHARI
VAJPAYEE:
SHRI SURAJ BHAN:

Will the Minister of RAILWAYS be pleased to state:

(a) specific instances with details and the reasons therefor when advance security money for fear of damage to railway engines were required to be deposited while booking special trains; and

(b) details of guidelines in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALIKARJUN): (a) and (b). No advance Security money as such is required to be deposited while booking special trains specifically with a view to cover damage to Railway engines. However, as per extant rules, Security Deposit of Rs. 10,000 is required to be made by parties requisitioning allotment of special trains, which is primarily intended to cover any cancellations or undercharges accruing on account of detentions en route.

Electrification and Telecommunication Link of Station

1663. SHRI UTTAM RATHOD: Will the Minister of RAILWAYS be pleased to state:

(a) is it a fact that most of the stations on Nizamabad-Manmad, Parbani-

Purli, Purnea-Kandwa, and Adilabad-Mudkhed are not electrified;

(b) is it also a fact that most of these lines do not have telecommunication links;

(c) is it also a fact that during last month there was a collision of two engines due to failure of the present communication system on Adilabad-Purnea Section; and

(d) if so, what action the Railways contemplate to effect improvements on these lines?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) No. In the sections Nizamabad-Manmad, Parbani-Puli, Purnea-Kandwa and Adilabad-Mudkhed, 67 stations out of 102(65%) are electrified. Remaining stations will be taken up for electrification progressively based upon availability of power and funds.

(b) No. Adequate telecommunication links have been provided in these sections.

(c) No. The collision was due to non-observance of rules by Railway staff.

(d) Does not arise.

Replacement of Railway Tracks

1664. DR. KRUPASINDHU BHOI:
DR. A. U. AZMI:
SHRI HARISH KUMAR
GANGWAR:

Will the Minister of RAILWAYS be pleased to state:

(a) what is the amount earmarked for replacement of railway tracks during the year 1980-81;

(b) what is the progress made so far in replacement of old tracks during the current financial year;

(c) whether it is a fact that due to failure to replace old tracks the incidents of accidents has increased; and

(d) if so, what action Government propose to take for immediate replacement of old tracks all over the country?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN). (a) Rs 70 crores (net).

(b) Till the end of June 1981, the following renewals have been carried out:—

Rail Renewal (Primary) 171.10 kms. Sleeper Renewal (Primary) 213.15 kms Rail Renewal (Secondary) 36.62 kms. Sleeper Renewal (Secondary) 33.49 kms.

(c) No.

(d) Does not arise. Renewals of track are planned on a programme basis every year. The allotment of funds for Track Renewals has been increased to Rs. 110 crores (net) in the current year 1981-82.

State Education Ministers' Conference

1665. SHRI RAVINDRA VARMA:
SHRI CHITTA BASU:

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

(a) what were the main decisions taken at the State Education Conference held in June, 1981; and

(b) what steps are being taken to implement these decisions?

THE MINISTER OF STATE OF THE MINISTRIES OF EDUCATION AND SOCIAL WELFARE (SHRIMATI SHEILA KAUL): (a) A statement is attached.

(b) The Resolutions adopted at the Conference have been forwarded to the State Governments and the Central authorities such as University Grants Commission, National Council of Edu-

ational Research and Training and National Institute of Educational Planning and Administration for necessary action.

Statement

The Conference of the Education Ministers of all States and Union Territories was held on 2nd June, 1981.

The focus of discussions in this Conference was on the implementation of the educational development perspectives and programmes as incorporated in the Sixth Plan document which had received the approval of the National Development Council early this year.

Important highlights of the Resolutions adopted at the Conference are:

(i) The Conference endorsed the Plan to achieve in a 10 year period universal elementary education through formal and non-formal education. In the Sixth Plan, emphasis will be on the primary stage and in the succeeding plan on the middle stage. The Conference also underscored the need to reduce the high incidence of drop-outs.

(ii) Reviewing the adoption of the 10 plus 2 pattern of school education, the Conference called for an early completion of the process of change-over to this pattern in the States and Union Territories which have not yet done so. Stressing the importance of vocationalisation at the 10 plus 2 stage, the Conference recommended a time bound programme for the conduct of surveys, preparation of curricula, institution of courses, teacher training etc.

(iii) The Conference endorsed the recommendations of last meeting of the All India Council for Technical Education held on 21-4-81. The more important of these recommendations are that all proposals for expansion of facilities for technical education in the States should be based on scientific survey of manpower needs

and should follow guidelines given by the AICTE. The proposal to give statutory status to AICTE was endorsed. It also wanted the strengthening of the programme of community polytechnics and the greater involvement of Engineering and Technical institutions in solving of rural problems.

(iv) The Conference received and approved the recommendations of the Conference of Vice-Chancellors of Universities held on the 30th May, 1981 and these include:

(a) All Universities should undertake restructuring of courses at the undergraduate level to make them more relevant and purposeful. Such reform is necessary consequent to the reforms in the school stage.

(b) Setting up of a co-ordination Board for every State for a co-ordinated development for higher education and close collaboration between the University, University Grants Commission and State Government.

(c) Maximum utilisation of existing facilities, increasing the number of working days of the universities and colleges, developing a uniform code of ethics for teachers and ensuring reservation for SC/ST to the prescribed level.

(v) Dealing with the need to promote National Integration and the role of education in this regard, all the States and Union Territories undertook to carry out the review of textbooks from the National Integration angle expeditiously.

Committee to study problems of School of Correspondence Courses Delhi

1666. SHRI LAKSHMAN MALLICK: Will the Minister of EDUCATION AND SOCIAL WELFARE be pleased to state:

(a) whether Government have decided to set up a Committee to go into the affairs of the School of Cor-

responsibility Courses Delhi, with a view to identify its problems and suggest remedial measures; and

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

THE MINISTER OF STATE OF THE MINISTRIES OF EDUCATION AND SOCIAL WELFARE (SHRI-MATI SHEILA KAUL): (a) and (b). The University of Delhi has constituted a Committee to identify the problems of its School of Correspondence and Continuing Education and to suggest remedial measures. The Committee is yet to submit its Report.

Issuance of tickets and rude behaviour of Conductors

1667. PROF. AJIT KUMAR MEHTA: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that the tickets are required to be given from the driver's side from the starting points if there are no arrangements of advance booking;

(b) whether there is a tendency on the part of the Advance Conductors and Conductors to give back the balance in coins and sub-soiled small denomination notes and behave rudely, if requested to give bigger notes;

(c) whether the buses are brought at the starting point either at the nick of the time or late and thus create chaos for leaving in hush hush; and

(d) if so, what steps are proposed to be taken to tighten the loose administration in the DTC?

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

(b) DTC has reported that no such complaint has been received by them.

(c) and (d). Occasional instances of this nature have come to the notice of DTC. The Corporation has been making every effort to start the bus right on time. Time-keepers have been posted at important terminal points for regulating the services.

U.S.A.'s activities in Indian Ocean

1668. SHRI E. BALANANDAN:
SHRI SAMAR MUKHERJEE:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether the Government is fully aware about the move of U.S.A. which have stock-piled nuclear weapons, established naval bases and ultra-modern communication systems in Indian Ocean on the one hand, and on the other is helping Pakistan to acquire nuclear bomb thus endangering the countries sovereignty; and

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

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) and (b). Government are aware of a sharp escalation in US military presence in the Indian Ocean area. Specially, on March 12, 1981, US Defence Officials themselves have said that the USA has begun a five year project to improve military facilities in Egypt, Oman, Kenya, Somalia and on the Indian Ocean base of Diego Garcia. The project calls for improvement of air fields and ports to support US naval, ground and air forces which may use them either in actual crisis or in field exercises.

With regard to nuclear weapons, US authorities have said that their official policy is to neither confirm nor deny US nuclear weapons deploy-

ment, whether at land or at sea. Government have no information that the USA is helping Pakistan to acquire nuclear bombs.

India has consistently opposed Great Power military presence in the Indian Ocean area. There has been a sharp increase in the US military presence in the Indian Ocean in the recent past. We have voiced our opposition to this both at the UN and other international fora as the presence of outside powers introduces tensions and conflict in our neighbourhood and constitutes a threat to peace and stability. India is working with other-Non-Aligned as well as littoral and hinterland States with a view to implementing the 1971 UN Resolution on the concept of the Indian Ocean as a Zone of Peace.

USA's intention to scrap 1963 nuclear argeement

1669. SHRI CHITTA BASU:

SHRI TARIQ ANWAR:

SHRI R. K. MHALGI:

SHRI VIRDHI CHANDER JAIN:

SHRI RAM SINGH YADAV:

SHRI K. P. SINGH DEO:

SHRI G. M. BANATWALLA:

SHRI P. K. KODIYAN:

SHRI M. V. CHANDRASHEKARA MURTHY:

SHRI B. V. DESAI:

SHRI BHERAVADAN K. GADHAVI:

SHRI MANI RAM BAGRI:

SHRI HARINATH MISRA:

SHRI BHOGENDRA JHA:

SHRI SONTOSH MOHAN DEV:

SHRI CHINTAMANI JENA:

SHRI RAMGOPAL REDDY:

SHRI GEORGE FERNANDES:

SHRI DAULATSINHJI JADEJA:

SHRI LAKSHMAN MALICK:

SHRI HARISH KUMAR GANDWAR:

SHRI CHITTA MAHATA:

SHRI R. P. GAEKWAD:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether the U.S.A. has since expressed her intention to disengage herself from the nuclear agreement of 1963 between the two countries; and

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

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) During the last round of Indo-US talks on Tarapur held in New Delhi last month, the US side once again indicated, as they had in April 1981, that they are not in a position to continue our nuclear supply relationship.

(b) The Government of India have made it clear to the United States that all obligations flowing from the 1963 Agreement would cease to be binding on either side if the contractual supply relationship is terminated.

Recommendation for conversion of shipping corporation of India into a joint sector enterprise

1670. DR. VASANT KUMAR PANDIT: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that the Working Group headed by Shri Ajit Haksar (set up by experts committee on public enterprises) has recommended conversion of the Shipping Corporation of India Ltd. into a joint sector enterprise;

(b) what are the reasons, given by the said working Group in support of this recommendation;

(c) what decision has been taken by the Government in this regard; and

(d) if not, when a decision is likely to be taken?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEERENDRA PATIL): (a) to (d). The Working Group was constituted by the Expert Committee on Public Enterprises and not by the Government and the Group's report is also submitted to the Expert Committee and not to the Government. It is for the Expert Committee to consider and finalise the recommendations relating to the Shipping Corporation of India. The Government has so far not received the report from the Expert Committee on Public Enterprises on the Shipping Corporation of India Ltd.

Causes of loss to Delhi Transport Corporation

1671. SHRI SATYASADHAN CHAKRABORTY: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) the reasons for Delhi Transport Corporation's incurring a record loss of Rs. 11 crores in 1980-81 even after carrying 28 lakhs more commuters than in 1979-80; and

(b) the average bus fare per kilometre in Delhi, Bombay, Madras and Calcutta, separately?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH): (a) It is true that there was a substantial increase in the number of passengers in 1980-81 over that of 1979-80. The increase was of the order of 818 lakhs and not 28 lakhs. It is also a fact that in 1980-81, the Corporation incurred a working loss of Rs. 10.85 crores. The main reasons for this heavy loss are that the operational cost has been increasing continuously

due to steep increases in the cost of material inputs, like, petrol, oil and lubricants, tyres, tubes spares etc. as well as the high expenditure on establishment due to grant of instalments of Dearness Allowance.

(b) The prevalent fare per passenger Km. in Delhi is 3.6 paise, based on an average load of 11.4 Kms. The corresponding fare per passenger Km. in Bombay, Madras and Calcutta works out to 6.35P, 4.87 P and 6.4 P respectively for an estimated average load of 5.6 Kms., 8.1 Kms. and 5 Kms. respectively.

Not inviting India to ASEAN meeting at Manila

1672. SHRI RAM VILAS PASWAN:

SHRI RASHEED MASOOD:

SHRI B. D. SINGH:

PROF. AJIT KUMAR MEHTA:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether India was not invited by the Association of South-East Asian Nations (ASEAN) to the meeting of its Foreign Ministers held in Manila recently; and

(b) if so, reasons therefor and reaction of the Government with regard thereto?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) and (b). India has long enjoyed cordial bilateral relations with all the member countries of ASEAN. This continues to be the position, and the relations are continuously being strengthened. A proposal was made by us to institute a dialogue with ASEAN since it was felt that this would be to mutual benefit. This was discussed at the official level between India and ASEAN in May 1980, and certain tentative proposals have been under consideration by the ASEAN Secretary General. For the first time I had received an invitation

last year when it was felt progress might be faster. However, I was unable to go for personal reasons. ASEAN have since indicated that the Secretary General will initiate action after consulting ASEAN's Standing Committee and its Chairman. Since sufficient progress has not yet been made in establishing a formal dialogue, the question of inviting India for a meeting at Foreign Ministers level would be pre-mature.

National policies on reformation of Educational system

1673. SHRI CHITTA MAHATA: Will the Minister of EDUCATION AND SOCIAL WELFARE be pleased to state:

(a) whether the Ministry is under increasing pressure from academicians and concerned agencies for framing national policies on the reformation of educational system in the Universities and Colleges in the country;

(b) if so, what are the details in this regard; and

(c) what action Government have taken so far in this matter?

THE MINISTER OF STATE OF THE MINISTRIES OF EDUCATION AND SOCIAL WELFARE (SHRI-MATI SHEILA KAUL): (a) and (b). No, Sir. However, suggestions are received from time to time from individuals and institutions on various aspects of the higher education system involving reforms in the content of courses and examination methods, and improvements in the standards of teaching and research, etc.

(c) These suggestions are taken note of by the University Grants Commission while formulating the policies and programmes to be implemented under the Five Year Plans. The Commission also provides suitable guidelines to the Universities for the implementation of these policies and programmes.

Assistant Technicians of Madras Port Trust

1674. DR. A. KALANIDHI: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether the Assistant Technicians of Madras Port Trust, who have passed the requisite tests have not been promoted to Grade III Technicians;

(b) why and for what reasons the sanctioned posts are being kept vacant; and

(c) when action will be taken to fill the sanctioned posts?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEERENDRA PATIL): (a) to (c). In April, 1979, Madras Port Trust created 48 posts of Technicians-Grade III (Mechanical) and 24 posts of Technicians-Grade III (Electrical). These posts could not be filled in immediately because the Assistant Technicians in the feeder category had not completed the prescribed qualifying service in their grade. 39 posts of Technicians-Grade III (Mechanical) have since been filled in by promotion of eligible Assistant Technicians. Necessary action to fill in the remaining 9 posts of Technicians-Grade III (Mechanical), (which include 5 posts for reserved category candidates) is being taken by the Port Trust. Similar action in respect of the posts of Technicians-Grade III (Electrical) is also in progress.

General Managers' Training at Calcutta Metro Rail.

1675. SHRI R. P. DAS: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the General Managers appointed for the Calcutta Metro Rail had not stayed there long enough to get themselves acquainted with the problems of its construction;

(b) whether some of these General Managers were sent abroad for gaining technical knowledge and expertise in the construction of the tube railways;

(c) why these officers after completion of their training were allowed to go elsewhere from the Calcutta Metro; and

(d) Government's reaction to such short term training of the Metro General Managers?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) No.

(b) No.

(c) Does not arise.

(d) The present General Manager/MTP Calcutta would be super-annuating in November 1981 after being in this assignment for 13 months. His predecessor was also in this assignment for the same period. The earlier General Manager remained in this post for about 3 years. General Managers are very senior administrative posts. By the time an officer reaches this position his residuary service term is normally not very long. However, the continuity at the Chief Engineers' level is being maintained for longer periods.

Scholarship for Study Abroad

1676. SHRI MOOL CHAND DAGA: Will the Minister of EDUCATION AND SOCIAL WELFARE be pleased to state:

(a) the criteria adopted for giving scholarships to those students who intend to make further studies abroad;

(b) the number of students who were given scholarships in 1981 indicating the nature of further study, the amount of scholarship and the criteria adopted for giving scholarship in each case and whether a list thereof will be laid on the Table of the House; and

(c) whether any rules have been framed therefor and if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRIES OF EDUCATION AND SOCIAL WELFARE (SMT. SHEILA KAUL): (a) to (c). statement giving the criteria followed for the award of scholarships under the Scheme of Scholarships for Study Abroad is attached.

[Laid on the Table. See No. LT-2714/81]

The Selection Committees have finalised the selection but certain formalities are yet to be completed. After it is done, the list will be published in all the leading newspapers in the country and a copy of the same will be sent to the Parliament Library for the information of the Members.

International Congress of Leprosy in New Delhi Through Hind Kusth Nivaran Sangh

1677. SHRI HARINATH MISRA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether it is a fact that Government have invited an International Congress of Leprosy in New Delhi in 1983 through the Hind Kusth Nivaran Sangh;

(b) the representatives of how many countries are expected to take part in the International Congress of leprosy and what is the duration of the Congress session;

(c) what concrete steps have been formulated and measures taken by the Hind Kusth Nivaran Sangh for holding the international leprosy congress successfully in New Delhi; and

(d) what measures have been taken, or are proposed to be taken to attract the attention and participation of workers throughout the country interested in serving the cause of leprosy?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR): (a) With the concurrence of the Government of India the Hind. Kusth Nivaran Sangh have invited the International Congress of Leprosy in New Delhi in 1983.

(b) Delegates from over 100 countries are expected to participate. Duration of the Congress session is about 6 days and another 3 days are likely to be spent in Workshops prior to the actual session of the Congress.

(c) The Hind Kusth Nivaran Sangh has formed an Organising Committee under the Chairmanship of the Minister of State, Health and Family Welfare to deal with the overall arrangements. In addition, Scientific and Working Committee have also been formed.

(d) International Leprosy Association have already notified all Branches, Associates etc. of the above Congress. In addition there will be publicity about the Congress through the Indian Tourism Development Corporation, Air-India etc. as also all Voluntary and official Agencies working in the field of Leprosy relief in India.

Bankura-Raniganj Line

1678. **SHRI SUDHIR KUMAR GIRI:** Will the Minister of RAILWAYS be pleased to state what steps have been taken to build up railway link from Bankura to Raniganj since this project has been under consideration of the Railway Ministry for a long time?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): At the instance and cost of the Govt. of West Bengal, a survey was undertaken by the South Eastern Railway for a new broad gauge line from Bankura to Raniganj via Mejhia including a bridge over the Damodar river. The survey report was made available to the Govt. of West Bengal in December, 1977.

The Central Govt. also considered the provision of such a rail link, but a final decision could not be taken in the matter, for want of firm indications of the quantum of coal to be moved from Mejhia Coal fields to Kolaghat Thermal Power Station which would be the main factor influencing the viability of the project. Recently, some indications have become available that coal will be moving from Mejhia Coal fields by rail and, therefore, a quick reappraisal of the earlier survey has been taken in hand. The reappraisal report is expected to be available shortly. An investment decision will be taken after examination of the report with due regard to all factors of the case including financial viability and availability of resources.

U. S. President's Assurance to Australian Prime Minister About Indian

1679. **SHRI AMAR ROYPRADHAN:** Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether it is a fact that president Reagan has assured the Australian Prime Minister Mr. Fraser that the U. S. presence in the Indian Ocean will continue to be strong and that it is permanent; and

(b) if so, what are details in this regard and reaction of the Government of India thereto?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) and (b). Government have no information that the Government of USA have given such a specific assurance to the Government of Australia. We have, however noted with heightened concern the stated US intention to further increase its military presence in the Indian Ocean area.

Government of India have consistently opposed Great Power military presence in the Indian Ocean area, in bilateral contacts as also at various international and multilateral for a such as the UN and Non-Aligned meetings. India is working with other Non-Alig-

ned as also with littoral and hinterland States to eliminate from the Indian Ocean all bases, military installations, logistical supply facilities, the disposition of nuclear weapons and weapons of mass destruction and any manifestation of Great Power military presence in the Indian Ocean.

Qualification for Auxiliary Nurse cum Midwife Training

1680. DR. R. ROTHUMA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) minimum educational qualification for undergoing Auxiliary Nurse cum Midwife Training under Central Government Health Scheme in New Delhi;

(b) whether any non-matriculate who passed A. N. M. before 1974 are eligible for appointment as ANM under CGHS or not and if not, the reasons thereof;

(c) the names of Scheduled Tribes candidates already selected for appointment as ANM under C.G.H.S. during May, 1981 and their educational qualification;

(d) the number of posts of ANM so far created under C.G.H.S. in New Delhi; and

(e) whether any qualified ANM are eligible for appointment as Health workers under C.G.H.S.?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR): (a) Central Government Health Scheme does not impart any training for Auxiliary Nurse-cum-Midwife. However, the minimum qualifications prescribed for admission to an Auxiliary Nurse-cum-Midwife Course is 10th Class pass.

(b) No. According to Recruitment Rules for the post of Auxiliary Nurse-cum-Midwife a registered Auxiliary Nurse-cum-Midwife possessing matric qualification is eligible for appointment.

(c) No Scheduled Tribe candidates were selected for appointment as A.N.M. under C.G.H.S. during May, 1981.

(d) Eight.

(e) There is no post of "Health Worker" under C.G.H.S.

Opening of New Zonal/Divisional Railways

1681. SHRI D. L. BAITHA: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal to create new Zonal or Divisional Railways in different parts of the country in general and the States of Bihar and Haryana in particular; and

(b) if so, the salient features of the proposals indicating the actual places of Zonal or Divisional Railway headquarters and the time by which these new Zonal/Divisional Railways will be opened?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Excepting the formation of three new Railway Divisions at Bangalore, Bhopal and splitting of the Delhi Division, already announced in the House on 16-6-1980 during budget speech of the then Railway Minister, no other proposal for creation of any more railway zones/divisions is at present being progressed since this subject forms one of the Terms of Reference of the Railway Reforms Committee recently appointed.

(b) Does not arise.

ग्वालियर-शिवपुर लाइन

1682. श्री एन० के० शेजवलकर : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(a) मेट्रोल रेलवे में ग्वालियर-शिवपुर नैरो-गेज लाइन की दशा सुधारने के लिए क्या प्रयत्न किए गए हैं;

(ख) इस के 50-60 साल पुराने बैंगनों और इंजनों को बदलने के लिए क्या प्रबन्ध किए गए हैं; और

(ग) इस लाइन में डीजल इंजन चलाने के लिए क्या प्रबन्ध किए जा रहे हैं ?

रेल मंत्रालय तथा संबंधित कार्य विभाग में उप मंत्री (श्री मल्लिकार्जुन) : : (क) मध्य रेलवे की मालियर शिवपुरी ठांड़ी लाइन को राज्य सरकार के अनुमोदन से 1-9-1975 से यातायात के लिए बन्द कर दिया गया है ।

(ख) और (ग) प्रश्न नहीं उठता ।

Life Guards at Swimming Pools

1683 DR. A.U. AZMI: Will the Minister of EDUCATION AND SOCIAL WELFARE be pleased to state:

(a) whether Government's attention have been drawn to the news item appearing in the Indian Express dated 17-7-81 under the caption "Death due to negligence";

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

(c) what steps have been taken to ensure that the life guards posted on the swimming pools are thoroughly aware of the life saving methods and remain alert while the trainees practise swimming;

(d) whether any probe has been ordered in the matter and if so, with what results/findings; and

(e) whether some of the Delhi Administration owned swimming pools are being managed by unqualified coaches and life guards besides some of them being used for immoral activities by undesirable elements and if so, their details together with the results of the investigations made, if any?

THE MINISTER OF STATE OF THE MINISTRIES OF EDUCATION AND SOCIAL WELFARE (SHRIMATI SHEILA KAUL): (a) Yes, Sir.

(b) It was an unfortunate accident.

(c) The Life Guards are properly trained. The Delhi Administration have already issued instructions to the Life Guards to use all possible precautions while the trainees are practising swimming.

(d) A preliminary enquiry was conducted by the officials of the Directorate of Education and an ex-gratia grant of Rs. 5,000/- has been sanctioned to the father of the deceased. The post-mortem report is awaited.

(e) No, Sir The Life Guards are properly trained. No complaints regarding immoral activities by undesirable elements have been received by the Delhi Administration.

Haldibari-Mekhligung Line

1684. SHRI SUBODH SEN: Will the Minister of RAILWAYS be pleased to state:

(a) whether in view of the fact that there is no railway communication between Haldibari (NFR) and its sub-Divisional Head Quarters-Mekhligung, Distt Cooch Behar, West Bengal, Government have any proposal under consideration to connect Haldibari with Mekhligung by railway route; and

(b) if so, whether Government have made any preliminary survey thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) No.

(b), Does not arise.

Detachment of Bangalore Coach from Mangalore-Madras Mail

1685. SHRI V. S. VIJAYARAGHAVAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Bangalore bound Coach in the Manag-

lore-Madras Mails has been discontinued;

(b) if so, whether it has affected adversely the travelling public in the Malabar region; and

(c) if so, the steps taken to restore it?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) to (c). Bangalore-Mangalore through coach was discontinued for a short period from 1-4-81 to 31-5-81 and it was restored from 1-6-81.

Suspension of Professors at Aligarh Muslim University

1686. SHRI RASHEED MASOOD:
SHRI NARAYAN CHOUBEY:
SHRI INDERJIT GUPTA:
ACHARYA BHAGWAN DEV:

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

(a) whether it is a fact that some professors of Aligarh Muslim University have been suspended; and

(b) if so, the names of the professors who have been suspended and the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRIES OF EDUCATION AND SOCIAL WELFARE (SHRIMATI SHEILA KAUL): (a) and (b). According to the information received from the Aligarh Muslim University the following three professors have been suspended on charges indicated against each:—

(1) Prof. S. Nabi Hadi. Head of the Department of Persian

Suspended with effect from July 3, 1981, pending enquiry into the charges of gross mis-conduct on various counts,

(2) Prof. Rahman Ali Khan, Dean, Faculty of Law

Suspended with effect from August 1, 1981, pending enquiry into the charges of gross mis-conduct, and

(3) Prof. Irfan Habib, Dean, Faculty of Social Sciences

Suspended with effect from August 1, 1981, pending enquiry into charges of gross mis-conduct.

Cancellation of Trains Due to Coal Shortage.

1687. SHRI SAMAR MUKHERJEE:
SHRI MADHAVRAO SCINDIA:
SHRI VIRDHI CHANDER JAIN:

Will the Minister of RAILWAYS be pleased to state:

(a) number of trains cancelled during the last three months due to coal shortage; and

(b) what is the present over all coal stock position of the railways?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) During the months of May, June and July, 1981, a total of 134 to 352 pairs of passenger trains were cancelled for varying period on account of coal shortage.

(b) The Railways' over all coal stock position as on 23-8-1981 was 3.5 days' consumption.

Issue of Complementary Passes as per Norms.

1688. SHRI MADHU DANDAVATE: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have taken note of widespread criticism in the press about large scale increase in the number of Railways Complimentary passes; and

(b) if so, what steps are being taken to ensure that passes are issued strictly in conformity with the norms pres-

cribed for the issue of complimentary Railway passes?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) and (b). The Government have cancelled all complimentary passes issued to the individuals card organisations with effect from 13-8-1981 except those issued to the Members of following Committees associated with the Railways.

- (1) Railway Hindi Salahakar Samiti.
- (2) Hindi Shabdawali Samiti.
- (3) Standing Voluntary Help Committee.
- (4) National Railway Catering Consultative Council.
- (5) Programme Implementation Committee.
- (6) Passenger Amenities Committee.

Regularisation of Casual Labour in Kharagpur Division.

1689. SHRI NARAYAN CHOUBEY: Will the Minister of RAILWAYS be pleased to state:

(a) how many casual labours, on authorised scale of pay, are working in Kharagpur Division of the South Eastern Railways;

(b) how many of them are working for more than 15 years, 10 years and 5 years, respectively;

(c) how many of them have retired and died before being regularised during the last three years; and

(d) what steps Government propose to take to regularise their service early?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) to (d). Information is being collected and will be laid on the table of the Sabha.

केन्द्रीय विद्यालय में उत्तीर्ण होने के लिए प्रयोजित अंक

1690. श्री सारिक अन्वर : क्या शिक्षा तथा समाज कल्याण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या केन्द्रीय माध्यमिक शिक्षा बोर्ड तथा केन्द्रीय विद्यालय, केन्द्रीय सरकार के नियंत्रण में चल रहे हैं परन्तु इन दोनों के बीच कोई समन्वय नहीं है ;

(ख) क्या केन्द्रीय माध्यमिक शिक्षा बोर्ड के नियमों के अनुसार छात्रों के लिए उत्तीर्ण होने के लिए न्यूनतम अंक 33 प्रतिशत है और बारहवीं तथा बारहवीं कक्षा में अतिरिक्त विषय में 33 प्रतिशत अंक भी प्राप्त न करने वाले छात्रों को उत्तीर्ण घोषित किया जाता है, जब कि यही मा.दंड केन्द्रीय विद्यालयों के छात्रों पर लागू नहीं होता है ;

(ग) यदि हां, तो भिन्न भिन्न मानदंड अंग्रेजों के क्या कारण हैं ?

शिक्षा तथा समाज कल्याण मंत्रालय में राज्य मंत्री (श्रीमती शीला कौल) : (क) केन्द्रीय माध्यमिक शिक्षा बोर्ड तथा केन्द्रीय विद्यालय संगठन केन्द्रीय सरकार द्वारा प्रायोजित दो स्वायत्त संगठन हैं। इन दोनों संगठनों के बीच पर्याप्त समन्वय है।

(ख) और (ग). केन्द्रीय माध्यमिक शिक्षा बोर्ड केवल कक्षा 10 तथा 12 के अन्त में सार्वजनिक परीक्षाओं के लिए उत्तीर्ण होने के संबंध में मानदंड निर्धारित करता है। बोर्ड से सम्बद्ध स्कूल अन्य कक्षाओं के अन्त में परीक्षाओं में पास होने के संबंध में अपने मानदंड निर्धारित करने के लिए स्वतन्त्र होते हैं। अतः इस संबंध में अन्तर्विरोध होने का प्रश्न नहीं उठता है। जहाँ तक केन्द्रीय बोर्ड की कक्षा 12 की परीक्षा तथा केन्द्रीय विद्यालयों की कक्षा 11 की परीक्षा में अतिरिक्त विषय का

सम्बन्ध है, उन सभी को, जो इस में अनुत्तीर्ण होते हैं, उत्तीर्ण घोषित कर दिया जाता है, यदि वे अन्यथा उत्तीर्ण हों।

Shortage of EMU Rakes

1691. DR. SUBRAMANIAM SWAMY: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is true that there is a shortage of EMU rakes in the Central Railways Suburban Service at Bombay;

(b) if so, what are the exact number of rakes required for this service; and

(c) what steps are being taken by the Government to fulfil these requirements and the details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) and (b). Due to a recent unfortunate accident, there is a shortage of one rake on the Central Railway for the requirement of the published time-table of the Central Railway's Suburban Service at Bombay.

(c) Arrangements are being made to expedite the delivery of a new rake from the builders—M/s. Jessops.

Permanent Cadre for Railway Cipher Staff

1692. SHRI NAVAL KISHORE SHARMA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Cipher staff on Indian Railways have been provided with a permanent cadre?

(b) if so, whether they have been given the upgradation as given to other categories;

(c) whether the Cipher staff have been allotted maximum of class III grades for providing them with proper channel of promotion to avoid the disparity with other categories.

(d) whether they have been provided with further channel of promotion; and

(e) if not, the reasons thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) There is permanent cadre on some of the Railways.

(b) No.

(c) Cipher Operators have been allotted the revised scales of Rs. 425—700 and Rs. 550—800 in replacement of their authorised scales of Rs. 220—400 and Rs. 280—520 respectively as per specific recommendations of the Third Pay Commission. Not all the categories of staff on the Railways have been provided with the maximum of class III grades and hence the question of any disparity does not arise.

(d) and (e). It will be noticed from the reply to part (c) above that Channel of promotion is available to Cipher staff. Because of smallness of the cadre there is no scope for providing further avenue of promotion within the cadre.

Nefarious activities in prestigious Trains

1693. SHRI RAJESH KUMAR SINGH:

SHRI SANAT KUMAR MANDAL:

Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware that some prestigious trains are fast turning into mobile dens for nefarious activities with the connivance of the railways staff and, on demand, a passenger can have everything including liquor, drugs and even porno literature;

(b) if so, whether Government have made any investigation into such activities being carried out in the prestigious trains of the Indian Railways;

(c) if so, details thereof; and

(d) the measures taken by the Government to check such activities in such trains?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MAL-LIKARJUN): (a) No.

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

(d) Regular inspections are carried out by concerned officers/staff of Commercial, Traffic, Security and Vigilance Departments.

Central School at Hubli

1694. SHRI F. H. MOHSIN: Will the Minister of EDUCATION AND SOCIAL WELFARE be pleased to state:

(a) whether Government are aware that there are many thousands of Central Government Employees in Hubli and many of their children cannot get admission in Central School at Hubli; and

(b) if so, whether Government would consider opening another Central School or opening additional classes in the existing central school?

THE MINISTER OF STATE OF THE MINISTRIES OF EDUCATION AND SOCIAL WELFARE (SHRIMATI SHEILA KAUL): (a) The Kendriya Vidyalayas (Central Schools) are meant primarily to cater to the educational needs of children/wards of transferable Central Government employees. It is true that the Kendriya Vidyalayas are not able to admit all the children of Central Government employees.

(b) Proposals for opening new Kendriya Vidyalayas are considered by the Kendriya Vidyalaya Sangathan only when received from an appropriate sponsoring authority in the prescribed manner. No such proposal has been received for opening another Kendriya Vidyalaya at Hubli.

The Sangathan have also not received any proposal for opening additional sections in the Kendriya Vidyalaya at Hubli, either from the Chairman of the Vidyalaya Management Committee of the school or from the Assistant Commissioner concerned. As and when such a proposal is received, it will be examined by the Sangathan in accordance with the prescribed guidelines.

Fertiliser Berth at Visakhapatnam and Ore Berth at Haldia Ports

1695. SHRI SATYAGOPAL MISRA: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether the Government are aware of the fact that the Fertiliser berths at Visakhapatnam Port is lying vacant for want of ships and the ore berth of Haldia port is being used as oil berth for the Government's policy of not to export iron ore from Haldia port;

(b) if so, the reasons thereof; and

(c) what is the reaction and decision of the Government in this regard?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEERENDRA PATIL): (a) to (c). It is not correct that the fertilizer berth at Visakhapatnam Port has been lying vacant for want of ships. It is a captive berth for Coromandel Fertilizers Ltd. for unloading fertilizer raw materials required by them.

Fertilizers (finished materials) are handled at the general cargo berths. Their shipment was discontinued from December, 1980 as the Railways found it difficult to supply the wagons for clearance of fertilizers from the Port. The position has since then improved and fertilizer ships have started operating through the Port from August, 1981.

As regards the iron ore berth at Haldia Port, it could not be utilised for export of iron ore as large vessels which are used for carrying iron ore, cannot reach Haldia because of draught limitation in the Hooghly Estuary. This berth has been used, however, for some time past for handling oil products.

Foreign Minister's Visit Abroad

1697. SHRI NAVIN RAVANI:
Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether it is a fact that the Minister of External Affairs along with certain officials visited a number of foreign countries during the last three months;

(b) if so, the purpose of their visits; and

(c) the outcome of talks and protocols signed during these visits?

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

(b) and (c). A statement is laid on the Table of the House.

Statement

(Visits covering period from 21-5-81 to 20-8-81)

S-No.	Name of the Minister/ officials	Places visited	Dates of visit	Purpose and outcome etc. of the visit
1	2	3	4	5
1.	Shri P.V. Narasimha Rao, FM Shri R.D. Sathe, FS Shri J.N. Dixit, JS Shri P. Johri, JS Shri R. Verma, Director Smt. Laxmi Puri, US Shri A. Banerji, PS to FM	Pakistan	8/6/81 to 12/6/81	Visit to Pakistan. Extensive talks on International situation and bilateral issues were held.
2.	Shri P.V. Narasimha Rao, FM Shri R.D. Sathe, FS Shri R. Verma, Director Shri P. Menon, DS Shri A. Banerji, PS to FM Shri P. Chandra, US Smt. N. Deo, US	Bhutan	16/6/81 to 18/6/81	Goodwill visit to Bhutan. FM held general discussions on issues of mutual interest. Visit strengthened bilateral relations.
3.	Shri P.V. Narasimha Rao, FM Shri R. Bhandari, Secretary Shri A. Mubayi, SA to FM Shri R.K. Bhatia, DS	Lusaka	30/6/81 to 6/7/81	To participate in the Non-aligned Committee meeting in connection with Iran-Iraq conflict.
4.	Shri P.V. Narasimha Rao, FM Shri J.R. Hiremath, AS Shri A.R. Deo, JS Shri A. Mubayi, SA to FM Shri M.V. Oak, US	U.S.S.R. and Sweden	16/7/81 to 18/7/81	To hold comprehensive talks with Foreign Minister of USSR. Helped in strengthening the understanding between the two countries. In Sweden FM held discussions with FM of Sweden and with Mr. Olaf Palme former P.M. of Sweden & U.N. Secretary General's..

1	2	3	4	5
				personal representative to mediate in the Iran-Iraq conflict.
5. A nine-member delegation headed by the Foreign Minister and senior officers of the Min. of Ext. Affairs and other ministries.	New York & Cancun	27/7/81 to 2/8/81	Preparatory meeting for finalization of guidelines for the forthcoming meeting of Heads of State/Governments on International Cooperation and Developments and to attend the Preparatory meeting of Foreign Ministers. Ministers decided the structure and framework of the discussions for the summit meeting to be held in October, 1981.	
6. A seven-member delegation headed by the Foreign Minister.	Nairobi & Dar-es-Salaam	12/8/81 to 15/8/81	FM joined PM's party during bilateral discussions with Kenyan side. Visit to Kenya consolidated the mutual friendly and close relations between the two countries. An Agreement for avoidance of double taxation was initiated. A cultural exchange programme for 1981-83 was also signed.	
			Visit to Dar-es-Salaam was to attend 4th session of Indo-Tanzanian Joint Commission. Talks on bilateral, economic and technical cooperation and proposals on new projects were held. Agreed Minutes of discussions were signed.	
7. Shri P.V. Narasimha Rao, FM Shri Ramesh Bhandari, Secretary Shri A. Mubayi, SA to FM Shri R.K. Bhatia, DS	Geneva, Tehran & Baghdad	5/8/81 to 11/8/81	To attend the Non-aligned Committee meeting in connection with Iran-Iraq conflict. While in Switzerland FM also held discussions with Swiss leaders.	

Imparting Moral Education

1698. SHRI QAZI SALEEM: Will the Minister of EDUCATION AND SOCIAL WELFARE be pleased to state:

(a) whether Government propose drastic changes in schools, colleges and universities education syllabus in the near future so that moral education and spirit of cooperation, high standard, ethics morale and dignity be increased in the life of students and Indian people;

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

(c) whether Government intend to convene a meeting of educationalists, social workers, jurists, lawyers, Acharyakul for the same; and

(d) if so, when and if not, the reason therefor?

THE MINISTER OF STATE OF THE MINISTRIES OF EDUCATION AND SOCIAL WELFARE (SHRIMATI SHEILA KAUL): (a) and (b). No

drastic changes are at present contemplated by the Government in the syllabi of schools and colleges. Emphasis has already been laid for the development of social, moral and spiritual values in the Curriculum of the Ten-year School prepared by the Ishwarbhai Patel Committee. The recommendations of the Committee were communicated to the State Governments for implementation. According to a Survey undertaken by the National Council of Educational Research and Training in 1980, ten States and one Union Territory already have a provision for moral education in some form or the other. The Universities have also been advised by the University Grants Commission to take necessary action in the matter.

(c) and (d). No, Sir. However, in May, 1981, a High level Seminar on Moral Education was held at Simla to which distinguished educationists, social workers and educational administrators were invited.

Train Between Ernakulam and Trivandrum

1699. PROF. P. J. KURIEN: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have received representations requesting for starting a train in the opposite direction to Venad Express from Ernakulam to Trivandrum and extending the Nizamuddin-Cochin Jayanti Janata upto Trivandrum; and

(b) if so, the details thereof and Government's reaction thereto?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) and (b). Yes. Representations for introduc-

tion of reverse Venad type train from Ernakulam to Trivandrum and back have been received.

Introduction of such a train is not feasible due to shortage of coaching stock and diesel powers. However, it is proposed to retime 29/30 Trivandrum-Mangalore/Malabar Expresses so as to provide a fast service from Ernakulam in the morning for Trivandrum and return in the evening.

Extension of 131/132 Nizamuddin-Cochin, Jayanti Janata Express upto Trivandrum, has also not been found feasible due to shortage of rolling stock and inadequate terminal facilities at Trivandrum. However, the passengers travelling by Jayanti Janata Express have got convenient connected service, at Ernakulam Jn. for travel to and from Trivandrum.

Double line between Jammu and Jullundhar Cantt.

1700. SHRI G. L. DOGRA: Will the Minister of RAILWAYS be pleased to state:

(a) whether keeping in view the defence requirements, geographical, tourist and strategic importance of J. and K. State, Government propose to double the railway track between Jammu-Tawi and Jullundhar Cantonment; and

(b) if so, when will the construction start?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) and (b) A survey for doubling of Jammu Tawi-Jullundhar City (217 kms.) has been included in the Budget for 1981-82. Further action will be taken on receipt of the survey report.

Passenger Trains Cancelled due to shortage of Coal

1701. SHRI CHINTAMANI PANIGRAHI: Will the Minister of RAILWAYS be pleased to state:

(a) whether in the month of June this year 267 passenger trains were cancelled throughout the country due to inadequate supply of steam coke;

(b) if so, the details of the reason for short supply; and

(c) whether the position has improved by now?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Yes, on 5th June, 1981, 267 passenger trains (single) were cancelled on the zonal Railways due to non-availability of coal.

(b) and (c). For some time past the availability of steam coal has not been enough to meet the combined requirements of the Railways and Industries. In order to keep the core industries running, Railways had to impose voluntary cuts in their off-take from time to time resulting in cancellation of comparatively un-important and less patronized trains. However, as a result of concerted efforts made by the Railways there has been an improvement in the loco stocks and only 127 pairs of short distance passenger trains remained cancelled on 22-8-1981.

Implementation of Suppression of Immoral Traffic Act 1956

1702. SHRI RAJESH PILOT: Will the Minister of EDUCATION AND SOCIAL WELFARE be pleased to state:

(a) whether Government have supported or conducted itself any qualitative or quantitative study of the impact of Suppression of immoral Traffic in Women and Girls Act of 1956; and

(b) what measures if any, have been or are proposed to be taken to plug the loop holes in the implementation of the Act?

THE MINISTER OF STATE OF THE MINISTRIES OF EDUCATION AND SOCIAL WELFARE (SHRIMATI SHEILA KAUL): (a) The implementation of the Suppression of Immoral Traffic in Women and Girls Act, 1956 is reviewed by the Government on the basis of the statistical data and factual information collected through the State Governments and Union Territory Administrations.

(b) On the basis of a thorough review and consultations with the concerned authorities, the Suppression of Immoral Traffic in Women and Girls Act, 1956 has been amended by an Act of 1978.

Katpadi Tirupati Line

1703. SHRI P. RAJAGOPAL NAIDU: Will the Minister of RAILWAYS be pleased to state:

(a) whether a survey to lay broad gauge from Katpadi to Tirupati has been taken up; and

(b) if so, when will it be completed?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) No.

(b) Does not arise.

Implementation of 14 Point Charter of Demands by all India Federation of Junior Doctors Association

1704. SHRI G. M. BANATWALLA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) the latest position with respect to the implementation of each item of the 14 point charter of demands sub-

mitted to the Union Health Minister by the All India Federation of Junior Doctors' Association on or about October 6, 1980;

(b) whether Government are aware of the increasing discontent among the Junior doctors as regards implementation of their demands; and

(c) if so, the steps taken by Government to ensure expeditious implementation?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR): (a) to (c). The letter dated 5th October, 1980 received from the All India Federation of Junior Doctors' Association, containing their Charter of Demands, was also addressed by the Federation to the Chief Ministers of the all States. As the various demands, specially those of a concrete nature, involve consideration by the various concerned State Governments, this Ministry has addressed all States/Union Territories for taking suitable necessary action in the matter. The States/Union Territories have been requested to advise the Centre about the action taken/proposed to be taken.

Pattern for Opening and Recognition of Private Medical Colleges

1705. SHRI V. KISHORE
CHANDRA DEO:
SHRI R. P. YADAV:

Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the Central Government has any proposal for a uniform pattern for opening and recognition of private medical colleges in the country; and

(b) if not, whether Government have considered imposing a common code for recognition of these colleges?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR): (a) and (b). The Government has in hand proposals to amend the Indian Medical Council Act, 1956, to *inter alia* regulate the establishment of new medical colleges in the country.

New Guidelines for the Issue of Medicines in C.G.H.S. Dispensaries Delhi

1706. SHRI DHARAMBIR SINHA:
SHRI R. P. YADAV:

Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether it is a fact that Government have evolved new guidelines for the issue of medicines through C.G.H.S. dispensaries in Delhi; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR): (a) and (b). Guidelines have been issued to emphasise that the drugs having single ingredient and those included in the Indian Pharmacopoeia should invariably be purchased under generic names. All medicines should be prescribed and issued accordingly except in case where purchase of proprietary/brand medicines are absolutely necessary in the interest of the life of the patient.

Amount allocation to each State for National Highways

1707. SHRI B. R. NAHATA: Will the Minister of SHIPPING AND TRANSPORT be pleased to state the amount allotted to each State during 1979-80 and in the Sixth Five Year Plan for National Highways?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH): A statement indicating the allotment made to States for development of National Highways (Original) Works during 1979-80 and 1980-81 and allocations earmarked for 1981-82 is attached.

Since State-wise allotment is made on a year to year basis and not Plan-wise, it is not possible to indicate the State-wise allotment for the subsequent years of Sixth Five Year Plan at this stage.

Statement

(Rupees in lakhs)

Name of the State	Final Allotment during		Allocation for
	1979-80	1980-81	1981-82
Andhra Pradesh	592.50	636.78*	650.00
Arunachal Pradesh	..	..	10.00
Assam	420.00	395.00	465.00
Bihar	630.76	670.00*	620.00
Delhi	226.00	300.00	580.00
Goa	69.53	90.00	90.00
Gujarat	421.22	400.00	450.00
Haryana	250.00	380.00	400.00
Himachal Pradesh	198.00	215.00	240.00
Jammu & Kashmir	219.40	220.00	260.00
Karnataka	510.00	658.14*	650.00
Kerala	300.00	313.08*	350.00
Madhya Pradesh	550.00	575.00	600.00
Maharashtra	684.00	737.00	750.00
Meghalaya	45.00	62.00	95.00
Manipur	75.59	69.00	70.00
Nagaland	..	..	5.00
Orissa	370.00	370.00*	380.00
Punjab	225.00	335.00	425.00
Rajasthan	340.00	445.00	515.00
Tamil Nadu	528.00	500.00	500.00
Uttar Pradesh	960.00	970.00	970.00
West Bengal	400.00	500.00	450.00
Border Roads Development Board	385.00	390.00	525.00
TOTAL	8400.00	9231.00	10050.00

*Includes amount met out of National Highways Permanent Bridges Fee Fund.

Unconstructed Road in Janakpuri, New Delhi

1708. SHRI HIRALAL R. PARMAR: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that a patch of about 50 yards of a 60 feet wide traffic road lying in between A-3, Block Shopping Centre and Asalatpur village in Janakpuri, New Delhi, is still lying unconstructed although about 10 years have passed since the colony came up;

(b) whether it is also a fact that the construction of portion of the road was taken up during the year 1976 but was abandoned abruptly after the earth work was out;

(c) if so, the reasons for not completing the roads so far; and

(d) when the construction is likely to be taken up and completed?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH): (a) to (d). The development of Janakpuri colony was done by Delhi Development Authority, Delhi and a part of this road was constructed by DDA before the services including road were handed over to the Municipal Corporation of Delhi for maintenance in 1976. A portion of this road was left over by DDA as unauthorised construction/encroachments were existing in this reach. No work on this portion of road has been undertaken so far. The construction of this portion of road can be taken up by the Corporation only after the portion of unauthorised construction/encroachments is cleared by DDA, and the Corporation gets possession of the land.

Confirmation of female Vice-Principals by Delhi Administration

1709. SHRI CUMBUM N. NATARAJAN: Will the Minister of EDUCATION AND SOCIAL WELFARE be pleased to refer to the reply given to Unstarred Question No. 5494 on 30th March, 1981 re. confirmation of female Vice-Principals by Delhi Administration and state:

(a) whether the ad hoc appointments of 25 Vice-Principals selected by the Departmental Promotion Committee on 8.1.1970 being against class II posts, were regularised in February, 1973 on the basis of recommendation of Departmental Promotion Committee constituted for the purpose;

(b) whether these appointments were considered in the light of the judgement of Delhi High Court which enjoins upon Delhi Administration that once ad hoc appointee is eventually selected for the post in a regular selection, the regular appointment would relate back to the date of ad hoc appointment;

(c) the reasons why these 25 select Panel Vice-Principals have not been regularised from the date of their appointments in 1970 or at least from February, 1973 when their class II ad hoc appointments were regularised by the D.P.C. constituted for the purpose; and

(d) the steps now proposed to regularise their appointments as Vice-Principals from 1970 or 1973?

THE MINISTER OF STATE OF THE MINISTRIES OF EDUCATION AND SOCIAL WELFARE (SHRIMATI SHEILA KAUL): (a) Yes, Sir.

(b) No, Sir.

(c) and (d). The Delhi Administration have reported that the Seniority List of P.G.Ts. was challenged by some of the P.G.Ts. in the Court of Law. However, the matter was decided in March, 1977 and the finalised Seniority list of P.G.Ts. (male and female) was issued on 1.8.1979. Thereafter, on the basis of the above Seniority list, 25 Vice-Principals were regularised along with others in July, 1980.

रायपुर-राजहरा रेल लाईन का निर्माण

1710. श्री केयूर भूषण : क्या रेल मंत्री यह जानने की कृपा करेंगे कि रायपुर-धमतरी-डल्ली राजहरा रेल लाईन का निर्माण कार्य कब तक आरम्भ होने की सम्भावना है ?

रेल मंत्रालय तथा संसदीय कार्य विभाग में उप मंत्री (श्री मल्लिकार्जुन): रायपुर से बसतरी तक (91 कि० मी०) वर्तमान छोटी लाईन के बड़ी लाईन में ग्रामान परिवर्तन तथा भिलाई-डल्ली राजहारा बंड पर स्थित बालोद तक (34 कि० मी०) उस के विस्तार के लिए एक प्रारम्भिक इंजीनियरी एवं यातायात सर्वेक्षण का चालू वर्ष के बजट में शामिल किया गया है और सर्वेक्षण कार्य किया जा रहा है। सर्वेक्षण रिपोर्ट मिलने पर, तकनीकी व्यावहारिकता, वित्तीय ग्रंथ-क्षमता और धन की उपलब्धता को देखते हुए इस ग्रामान परिवर्तन/विस्तार के बारे में कोई निर्णय लिया जायेगा।

Grant of non-practicing allowance to Physio Therapists

1711. SHRI NITYANANDA MISRA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether it is a fact that dentists/dental surgeons working in Government hospitals are classified as para medical for the purpose of grant of non-practicing allowance;

(b) whether there is a proposal to grant non-practicing allowance to dental surgeons and physio therapists also; and

(c) if not, the reasons thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR 1589 LS—6

RANJAN LASKAR): (a) No. Dentists/Dental Surgeons working in Central Government hospitals are not classified as para medical. Non-practicing allowance is given to holders of these posts.

(b) There is no proposal to grant non-practicing allowance to Physio-therapists.

(c) The Third Pay Commission did not recommend any non-practicing allowance to physio-therapists.

गुजरात के उद्योगों की माल डिब्बे सम्बन्धी मांग

1712. श्री छोटू भाई गामित : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) गुजरात के उद्योगों के लिए जनवरी से जून, 1981 की अवधि के दौरान प्रत्येक महीने के लिए माल डिब्बों की मांग सम्बन्धी ब्योरा क्या है ;

(ख) आवांटीत माल डिब्बों की संख्या कितनी है और उपलब्ध किये गये माल डिब्बों की वास्तविक संख्या कितनी है ;

(ग) गुजरात के उद्योगों के लिए अपेक्षित कोयले के वेगन उपलब्ध न कराये जाने के क्या कारण हैं ; और

(घ) माल डिब्बे उपलब्ध कराने के लिए सरकार द्वारा की जा रही कार्यवाही का ब्योरा क्या है ?

रेल मंत्रालय तथा संसदीय कार्य विभाग में उप मंत्री (श्री मल्लिकार्जुन) : (क) और (ख) साल डिब्बों की महीनेवार मांग तथा उनका लदान नीचे दिया गया है :-

महीना	मांग	लदान
जनवरी 81	34566	20,819
फरवरी, 81	"	19,036
मार्च 81	"	23,570
अप्रैल 81	"	20,081
मई 81	"	21,193
जून 81	"	21,438

(ग) और (घ) रेल रेल-शोषों पर उपलब्ध सम्पूर्ण कोयले की दुलाई, कर रही है गुजरात के उद्योगों के साथ-साथ अन्य

राज्यों के उद्योगों को की जाने वाली सप्लाई में सुधार कोयले की उपलब्धता में समग्र सुधार होने पर ही हो सकता है।

Identification of Conjunctivitis

1713. SHRI MOHAMMAD ASRAR: AHMAD: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state the date when the eye ailment 'Conjunctivitis' was first identified which is still rampant in the country unabated?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR): The eye ailment 'Conjunctivitis' was first identified and reported to have broken out in the country in May-June, 1981.

Reservation Counter at Agartala

1714. SHRI AJOY BISWAS: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware that the people of Tripura are to go to Assam for reservation in trains which entails loss of money and time;

(b) if so, whether Government propose to consider to open a Railway

booking counter at Agartala for this purpose;

(c) if so, when and the details thereof; and

(d) if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN) (a) to (d). The Tripura Road Transport Corporation who are the Railway's Out Agents in respect of goods traffic at Agartala, have been requested to undertake the work of the Agartala Out Agency for passenger traffic also and their reply is still awaited.

Unloading of cement wagons at Delhi and New Delhi Stations

1715. SHRI K. RAMAMURTHY: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that on July 9, 1981 nearly 5,52,000 bags of cement

had remained unloaded from the wagons in Delhi and New Delhi railway yards; and

(h) if so, the reasons for the same?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) On 9th July, 1981, 2,08,075 bags of cement were awaiting removal from Shakurbasti siding in Delhi area.

(b) The parties had failed to release the wagons and to remove the goods from the Railway premises.

Expansion of railway yard at Alwar Station

1716. SHRI RAM SINGH YADAV: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that due to Industrial growth, expansion of Mandi of foodgrains and oilseeds, and Army Brigade Head Quarters at Alwar, the present Railway Yard at Alwar has got no capacity to accommodate the goods brought in the yard for loading and unloading;

(b) whether expansion of Railway yard and platform can obviate the above difficulty;

(c) if so, whether Government intend to expand the same and by what time;

(d) whether construction of another railway station towards South of present Railway Station can also solve the problem of goods traffic; and

(e) whether Government propose to construct the same and by what time?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) No, but difficulties are experienced when traffic, particularly military specials come in a bunch.

(b) Proposal for expansion of the yard is found to be prohibitively costly involving acquisition of private land.

(c) Not at present. It is being examined if a separate military siding can give relief to the station.

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

British Aid for Integrated Health Care Project in India

1717. SHRI JAI NARAIN ROAT: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether it is a fact that Government have asked for further British aid for Integrated Health Care Projects in the country; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR): (a) No.

(b) Question does not arise.

Number of Afghan and Bangladesh Refugees

1718. SHRI G. Y. KRISHNAN: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) what is the number of Afghan refugees as well as of those from Bangladesh at present in India;

(b) whether some of them have got their names registered with United Nations Office here; and

(c) if so, the details regarding their number and whether they are getting some financial assistance from the U.N. office also?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) and (c). Afghan nationals, as in the past, have continued to visit India on valid travel documents. Government are aware that some of them have contacted the Office of the U.N. High Commissioner for Refugees. This is a matter between individual Afghan nationals and the Office of the U.N. High Commissioner for Refugees.

As far as Bangladesh is concerned, there are some persons who cross the border illegally. It is the position of both the Governments of India and Bangladesh that such persons should be returned to their respective countries. Therefore, they do not qualify as "refugees".

Supply of enriched Uranium from U.S.A.

1719. SHRI ARJUN SETHI:

SHRI S. B. SIDNAL:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether there has been any indication from the US State Department acceding to India's request for the supply of enriched uranium for the Tarapur Nuclear Power Station as per the Cooperation agreement of 1963 between the two countries;

(b) whether any fresh conditions had been suggested in this regard; and

(c) if so, the details thereof?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) No, Sir. During the last round of Indo-US talks on Tarapur held in New Delhi in July, 1981 the US side have indicated to us, as they had in April, 1981, that they are not in a position to continue our nuclear supply relationship.

(b) No, Sir.

(c) Does not arise.

Cutting of trees for widening roads

1720. DR. VASANT KUMAR PANDIT: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether the DDA is aware of over 700 old trees being fallen in New Delhi in areas like School Lane, Lal

Bahadur Shastri Marg, Mathura Road etc. for road widening and other purposes;

(b) whether further lot of 250 trees are now awaiting cutting down in Lodi Gardens to build the new boundary wall;

(c) the total number of high grown and old trees uprooted by various New Delhi authorities during the last 5 years;

(d) how many of these were transplanted and with what result; and

(e) the steps being taken to stop devastation of valuable trees and thereby spoil the ecology of New Delhi?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH): (a) to (e). According to information received from Local Authorities, about 776 trees are likely to be cut in connection with various road and bridge works in progress in Delhi. As indicated by NDMC authorities no tree is being cut in Lodi Gardens to build the new boundary wall. 505 trees have been cut during the past 5 years in Delhi in connection with road development activities. 77 trees have been transplanted and out of these 3 trees have died and the remaining are under observation. Every road improvement scheme involving cutting of trees is thoroughly examined and approved by a Standing Committee of Experts consisting of horticulturists, engineers etc. Such examination has resulted in saving of over 500 trees by readjustment, transplantation of about 500 trees and fresh plantation of over 2500 trees. Only those trees which have to be inescapably removed due to construction of works or those which cannot be transplanted are being cut with the approval of Delhi Administration. New quick growing trees several times the number of trees cut are being planted so as to ensure that the ecology of the area is not spoiled.

Cancellation of standard tour and circular tour tickets

1721. SHRI CHIRANJI LAL SHARMA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the standard tour and circular tour tickets issued to the passengers have been cancelled; and

(b) if so, the reasons thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) and (b). With effect from 15.8.1981, these tickets have been replaced by Circular Journey tickets, based on the recommendation of the Rail Tariff Enquiry Committee.

Chinese support to Nepal as a Zone of Peace

1722. SHRI R. L. BHATIA: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether Chinese Prime Minister Mr. Zhao Ziang, during his visit to Nepal in June last pledged China's full support to the King of Nepal for declaring Nepal a Zone of peace; and

(b) if so, Government of India's reaction thereof?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) During the visit of the Chinese Prime Minister, Mr. Zhao Ziang to Nepal in June 1981, the Chinese Government's support for the proposal for declaring Nepal as a Zone of Peace was reiterated.

(b) The Government of India's dialogue with the Government of Nepal, in which further elucidation of the proposal and certain clarifications have been sought regarding the principles of the Nepalese Peace Zone proposal and its implications is continuing.

**झकलेरा मनोहर बाना सड़क के बारे में
अभ्यावेदन**

1723. श्री चतुर्भुज: क्या नौबहन और परिवहन मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या जयपुर कोटा झालावाड़ सड़क को राष्ट्रीय राजमार्ग (12) घोषित किया गया है ; और

(ख) यदि हां, तो क्या झालावाड़ के कुछ जन-प्रतिनिधियों ने, जिनमें विधायक, सरपंच और सामाजिक कार्यकर्ता सम्मिलित हैं, झकलेरा-मनोहर बाना सड़क को यथापूर्व स्थिति में बनाए रखने के लिए अभ्यावेदन भेजे हैं और यदि हां, तो इस सम्बन्ध में सड़क निर्माण विभाग ने क्या निर्णय लिया है ?

नौबहन और परिवहन मंत्रालय में राज्य मंत्री (श्री बूटा सिंह) : (क) जी, हां ।

(ख) जी, नहीं ।

Ban on Recruitment of Class IV Employees

1724. SHRI R. N. RAKESH: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Government have banned the recruitment in Class IV category in Railways;

(b) if so, the reasons thereof; and

(c) what is the policy of Government to solve the problem of lack of employment in Railways, specially in Class IV category?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) No.

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

Namo halt station

1725. SHRI SUSHIL BHATTACHARYA: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal under the consideration of Government to make Namo Halt Station a permanent one;

(b) if so, when and the details thereof; and

(c) if not, the reasons thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) to (c). It is proposed to convert Namo halt situated between Memari and Rasulpur stations on Eastern Railway into a flag station. The proposed work is likely to be included in the Preliminary Works Programme 1982-83.

Introduction of more trains in Burdwan-Asansol section

1726. SHRI SUSHIL BHATTACHARYA: Will the Minister of RAILWAYS be pleased to state:

(a) whether considering the difficulties of the passengers who are travelling between Asansol-Burdwan section, there is any proposal to introduce more trains in the Burdwan-Asansol section;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) No.

(b) Does not arise.

(c) Burdwan-Asansol section is at present served by 28 pairs of trains, out of which 18 pairs are Mail/Express trains. A census made in November, 1980 has revealed that the percentage of occupation of long distance Mail/

Express was high, but the occupation of passenger trains running on this section was not much. In view of above, running of additional passenger trains on this section has not been found justified at present.

News item captioned AIIMS tried her patience 27 times

1727. SHRI SANAT KUMAR MANDAL:

SHRI B. V. DESAI:

Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether Government's attention has been drawn to the news item appearing in the Hindustan Times, New Delhi dated the 17th July, 1981 under captioned 'AIIMS tried her patience—27 times';

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

(c) the steps Government propose to take to improve the sad state of affairs prevailing in the AIIMS, New Delhi?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR): (a) Yes.

(b) and (c). The All India Institute of Medical Sciences is generally functioning as a referral centre not only for the northern region but also for other States in the country. Consequently, the Institute Hospital has to cater to an ever growing number of patients, local and out-station, within the resources and facilities available to it. The Institute follows the principle of "first come first serve". Admissions to the Hospital are also based on the aforesaid principle, besides regards to the nature and seriousness of the ailment/injury from which a patient is suffering. As the Hospital has limited bed strength for various disciplines it cannot accommodate all the patients who call for treatment. All aspects kept in view,

the Hospital is rendering satisfactory service.

As regards the report that 1214 patients are on the Waiting List Register, the Institute has reported that this represents the list of all those who got registered since the opening of the register on 1st January 1979, working upto 13th July 1981. It has been further reported that out of this list, many patients have since been admitted and treated at the Hospital. The Institute has also denied the press report that it cancelled 300 operations during the year 1981.

The Government is watchful and continually over-viewing the overall functioning of the Hospital to see that it renders satisfactory service within the existing constraint of resources.

Opening of regional college of education at Rourkela

1728. SHRI CHRISTOPHER EKKA: Will the Minister of EDUCATION AND SOCIAL WELFARE be pleased to state:

(a) whether Government have a proposal to open a Regional College of Education at Rourkela;

(b) if so, whether such college of Regional Education will be opened during the Sixth Plan period; and

(c) the progress made so far in implementing the above proposal?

THE MINISTER OF STATE OF THE MINISTRY OF EDUCATION AND SOCIAL WELFARE (SHRI-MATI SHEILA KAUL): (a) No, Sir.

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

Take over of private medical colleges in Karnataka

1729. SHRI S. M. KRISHNA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether Central Government have considered the need of bearing

some of the financial burden in the case of the take-over of some of the private medical colleges in Karnataka by the State Government; and

(b) if so, its financial implications and how Government propose to end this commercialisation?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR): (a) No.

(b) Does not arise.

Finalisation of Medical and Health Education policy

1730. SHRI S. M. KRISHNA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether Government have by now finalised the Medical and Health Education Policy;

(b) if so, the broad outlines thereof and if not, the stage at which the matter stands;

(c) whether there is any proposal under consideration to bring about radical changes in the pattern of medical education in the country; and

(d) if so, at what stage it stands at present?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR): (a) to (d). The National Medical and Health Education Policy is in the process of being finalised. Presently, action is in hand to recast the draft policy document in the light of the recommendations of the 7th Joint Conference of the Central Council for Health and Central Council for Family Welfare held in June, 1981. The policy statement is also scheduled to be considered by the Consultative Committee of the Parliament attached to the Ministry of Health and Family Welfare.

India's share of International Cargo

1731. SHRI S. M. KRISHNA: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether India's share of international cargo on the high seas over the last four years has steadily declined;

(b) if so, the reasons therefor; and

(c) the steps being taken not only to improve the situation but prevent it from worsening further?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEERENDRA PATIL): (a) There has been some decline during the last four years in the percentage share of Indian bottoms in the carriage of India's overseas trend, as would be seen from the figures indicated below:

1976-77	41.69%
1977-78	38.76%
1978-79	36.58%
1979-80	31.65%

(b) The decline may mainly be attributed to stiff competition from non-conference foreign lines who employ more sophisticated vessels and also quote rates below the tariff charged by the Indian lines, besides relative lack of adequate container carrying facilities of Indian shipping lines.

(c) The Ministry has already taken initiative in discussing the matter with Indian lines and Public Sector Undertakings, with a view to finding out ways and means of improving the quality of shipping service and the position is being kept under constant review. Some of the measures recently taken to increase the participation of Indian tonnage are as follows:—

(1) The Shipping Corporation of India, the Scindia Steam Navigation and Indian Steamship Co. Ltd., since April 1981, have formed a

Consortium to offer containerised services besides the existing Break-Bulk services.

(2) The position regarding utilisation of Indian ships is periodically reviewed by a Standing Committee consisting of representatives of the concerned Government Departments and Public Sector Enterprises.

(3) Public Sector Undertakings have been urged to ensure, as far as possible, carriage of maximum cargo by Indian lines;

(4) Indian Shippers are advised to patronise Indian vessels and Indian shipowners to render personalised service to exporters and importers.

Removal of fish plates from the Railway track in Eastern Sector

1732. SHRI S. M. KRISHNA: Will the Minister of RAILWAYS be pleased to state:

(a) whether removal of fish plates from the rail track has assumed serious proportions in the Eastern Sector;

(b) if so, whether the Railways have got any expert study made at the Research and Designs Organisation apart from taking administrative and preventive measures to check this growing menace; and

(c) if so, the outcome thereof and what further steps are being taken to plug the loopholes and make rail running safer?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) There have been cases of removal of fish plates and fish bolts from running track in the Eastern sector.

(b) This is essentially a law and order, and the State Governments concerned have been apprised of it

for taking necessary action. However, the Railways including the RDSO have also applied themselves to this problem and have ordered several measures to counteract this incidence.

(c) The following measures have been ordered:—

(i) Elimination of joints by welding.

(ii) Burring of fish bolts, two in a joint.

(iii) Patrolling of track in vulnerable sections.

(iv) Detailing of additional keymen in vulnerable sections to tighten up fittings.

दिल्ली में कक्षा 6 से कक्षा 8 तक की कक्षाओं के लिए गणित

1733. श्री निहाल सिंह : क्या शिक्षा तथा समाज कल्याण मंत्री यह बताने की कृपा करेंगे कि दिल्ली में कक्षा 6 से कक्षा 8 तक गणित की ऐसी किताबें निर्धारित करना तक संगत है जिनमें उनके (छात्रों के) अध्यापकों की समझ से बाहर की चीजें हैं और जो छात्रों की उच्च शिक्षा के लिए किसी प्रकार उपयोगी नहीं है ?

शिक्षा तथा समाज कल्याण मंत्रालयों में राज्य मंत्री (श्रीमती शीला कौल): दिल्ली प्रशासन द्वारा निर्धारित गणित की पाठ्य पुस्तकें, राज्यों / संघ शासित प्रदेशों द्वारा अपनाते/ अनुकूल बनाने के लिए राष्ट्रीय शैक्षिक अनुसंधान और प्रशिक्षण परिषद् द्वारा तैयार की गई आदर्श पाठ्य-पुस्तकों पर आधारित हैं। दिल्ली प्रशासन ने सूचित किया है कि वास्तविक शिक्षण परिस्थितियों में प्राप्त अनुभवों को ध्यान में रखते हुए, विद्यार्थियों के लिए अधिक बोधगम्य बनाने हेतु कक्षा 6 से कक्षा 8 तक के लिए निर्धारित गणित की किताबों में कुछ सुधार और परिवर्तन पहले ही कर लिए गए हैं।

अध्यापकों के ज्ञान को अद्यतन बनाए रखने के लिए आवश्यक पुनः अनुस्थापन पाठ्यक्रम भी आयोजित किए जाते हैं।

भारत तथा फ्रांस के बीच सांस्कृतिक समझौतों के अन्तर्गत अधिकारियों को प्रशिक्षण देना

1734. श्री निहाल सिंह : क्या शिक्षा तथा समाज कल्याण मंत्री 20 अप्रैल, 1981 के अतारांकित प्रश्न संख्या 7998 के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) क्या भारत और फ्रांस के बीच हुए एक सांस्कृतिक समझौते के बारे में जानकारी इस बीच एकत्रित कर ली गई है ; और

(ख) यदि हा, तो उसका व्योरा क्या है

शिक्षा तथा समाज कल्याण मंत्रालयों में राज्य मंत्री (श्रीमती शीला कौल) : (क) और (ख). भारत-फ्रांस सांस्कृतिक विनिमय कार्यक्रम के अन्तर्गत आध्यापिका और कर्मचारियों के प्रशिक्षण के सम्बन्ध में सूचना अभी भी एकत्र की जा रही है।

प्रयुक्त रेल लाइनों आदि को सामाजिक संस्थाओं को बेचा जाना

1735. श्री निहाल सिंह : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या रेल विभागों सामाजिक संस्थाओं, आश्रमों, स्कूलों आदि को प्रयुक्त रेल-लाइनों, स्लीपर्स, स्क्रैप आदि को रियायती दरों पर बेचता है ;

(ख) यदि हाँ, तो उन संस्थाओं को यह सामान किन शर्तों पर बेचा जाता है; और

(ग) गत तीन वर्षों के दौरान किस सामाजिक संस्था को सामान की क्या मदें बेची गई हैं ?

रेल मंत्रालय तथा संसदीय कार्य विभाग में उप मंत्री (श्री मल्लिकार्जुन) : (क) जी, हाँ ।

(ख) पूर्ति मंत्रालय द्वारा निर्धारित नीति के आधार पर अनिश्चित भंडार भारत सरकार अथवा राज्य सरकारों के मंत्रालयों/विभागों द्वारा प्रायोजित कल्याणकारी / शैक्षिक / धर्मार्थ संस्थानों को उनके सदाशयी प्रयोग के लिए वास्तविक मूल्य के 1/6 से अन्यून तथा वर्तमान नालाम दरों पर इनमें से जो भी अधिक हो, बेच दिए जाते हैं । बहरहाल, इन अनुदेशों की समीक्षा की जा रही है ।

(ग) विगत तीन वर्षों के दौरान रियायती दरों पर जो सामान बेचे गये, उनमें रद्दी टाई वार, खाली ड्रम, बायलर, ट्यूब, टाइपराइटर, आर एस कड़ियाँ, रेल की पटरियाँ, पानी की टंकी, अल्यूमीनियम की सीढ़ी, रद्दी अंगार, फावड़ा, छत के पंखे, नालीदार चद्दें और लकड़ों का फर्नीचर आदि थे । ये सामान बड़ानगर, देवघर और बेलूर के राधाकृष्ण मिशन को बेचे गये थे ।

Efficiency Bar of Teachers

1736. SHRI BHIKU RAM JAIN: Will the Minister of EDUCATION AND SOCIAL WELFARE be pleased to state:

(a) how many teachers having their clean service record, have not been allowed to cross their efficiency bar by the Directorate of Education,

Delhi and Municipal Corporation of Delhi w.e.f. 1st January, 1980 so far;

(b) the reasons therefor;

(c) the probable time by which they are likely to be allowed to cross E.B.; and

(d) the remedial steps which the Delhi Administration propose for avoiding delays in the disposal of such cases in future?

THE MINISTER OF STATE OF THE MINISTRIES OF EDUCATION AND SOCIAL WELFARE (SHRI-MATI SHEILA KAUL): (a) to (d). According to information furnished by the Delhi Administration, there are 2104 teachers in Government schools whose increments w.e.f. 1st January, 1980 have been due.

The main reason for pendency of these cases is, that up-to-date confidential reports on the work and conduct of teachers, which are required to be submitted by a large number of reporting officers and to be reviewed by a number of Reviewing Officers, are not available in all cases. Batches of cases in which up-to-date records are available are considered by the Departmental Promotion Committees from time to time; and, in case of teachers with clear records of service, E.B., clearances are ordered.

The following steps have been taken recently to clear the pending cases expeditiously:—

(1) ACRs of the teachers are to be maintained in duplicate, one copy will be kept in District office and the other in the Headquarters office.

(2) Powers have been delegated so as to ensure clearance of E.B. cases at District levels, expeditiously.

So far as the teachers of the Municipal Corporation of Delhi are concerned, the information is being collected and will be laid on the Table of the Sabha.

खाद्य सामग्रियों में मिलावट की जांच करने के लिए दिल्ली में प्रयोगशाला सुविधाओं का उपलब्ध न होना

1737. श्री भोक्कू राम जैन : क्या स्वास्थ्य और परिवार कल्याण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि खाद्य सामग्रियों में मिलावट की जांच करने के लिए दिल्ली में फिनहाल काई प्रयोगशाला नहीं है और सैम्पलों को चंडीगढ़ प्रयोगशाला में भेजा जाता है;

(ख) यदि हां, तो सैम्पलों की पड़ताल करने में होने वाले विलम्ब को समाप्त करने के लिए क्या कार्यवाही की जा रही है ;

(ग) 1980 में और 1981 में अब तक खाद्य पदार्थों के कितने सैम्पल लिए गए तथा इनमें से कितने सैम्पलों में मिलावट पाई गई ; और

(घ) कितने मामलों में अपराधियों के खिलाफ कार्यवाही की गई है ?

स्वास्थ्य और परिवार कल्याण राज्य मंत्री (श्री नीहार रंजन लाल) : (क) और (ख) सरकारों विश्लेषक के न होने के कारण दिल्ली की खाद्य प्रयोगशाला में कोई कार्य नहीं हो रहा है। जो नमूने लिए जाते हैं उन्हें जांच के लिए खाद्य प्रयोगशाला, हरियाणा, चण्डीगढ़, खाद्य प्रयोगशाला, उत्तर प्रदेश, लखनऊ और खाद्य प्रयोगशाला, राजस्थान, जयपुर में भेजा जाता है। नमूनों का विश्लेषण खाद्य अपमिश्रण निवारण नियमावली 1955 में निर्धारित अवधि के अन्दर किया जाता है और उनकी जांच में कोई देरी नहीं होती।

(ग) दिल्ली प्रशासन के कर्मचारियों ने 1980 में खाद्य पदार्थों के 1150 नमूने

और इस वर्ष 18 अगस्त, 1981 तक 848 नमूने लिए थे। 1980 में 122 नमूने और 1981 में अब तक 45 नमूने निर्धारित स्तर के नहीं पाये गये। 283 नमूनों के परिणामों का रिपोर्ट अभी सरकारी विश्लेषकों से आनी शेष है।

(घ) 1980 में जिन 122 नमूनों को निर्धारित स्तर का नहीं पाया गया था उन में से 106 पर मुकदमे चलाए गए हैं। 6 पर मुकदमे चलाना उचित नहीं समझा गया और 10 की अभी जांच पड़ताल की जा रही है।

“1981 में जिन 45 नमूनों को निर्धारित स्तर का नहीं पाया गया था उन में से 22 के खिलाफ मुकदमे दायर कर दिए गए हैं। एक पर मुकदमा चलाना ठीक नहीं समझा गया और 10 की अभी जांच की जा रही है।

Survey for disabled persons in Delhi

1738. SHRI BHIKU RAM JAIN: Will the Minister of EDUCATION AND SOCIAL WELFARE be pleased to state:

(a) whether it is a fact that a survey of disabled persons has been made in Delhi;

(b) if so, the number of the disabled in the capital; and

(c) whether Government have formulated schemes for the betterment, rehabilitation and welfare of the disabled persons in Delhi?

THE MINISTER OF STATE OF THE MINISTRIES OF EDUCATION AND SOCIAL WELFARE (SHRI MATI SHEILA KAUL): (a) A survey of disabled persons is currently underway. However, during the house listing operations conducted for 1981 census the figures of totally blind, totally crippled and totally dumb were collected.

(b) 5,137 in the three categories mentioned in (a) above.

(c) Yes, Sir. A note giving details of the schemes undertaken and proposed to be undertaken specifically by the Delhi Administration is attached (Statement I). Disabled in Delhi are also eligible to take benefit of other Central Government Schemes as detailed in the Statement II attached.

Statement I

The Directorate of Social Welfare Delhi is providing Welfare Services to the socially and physically handicapped individuals and groups since its set up.

In the year 1980-81 the International Year of the Disabled Persons at-

tention has been focussed to what needs to be done for the handicapped people for their full and equal participation in our national life and to give awareness to the public of their special needs. Energies has been directed to promote effective measures for the prevention of disability and for the rehabilitation of disabled people while programming for their rehabilitation, stress has been laid on the ability of doing work by the disabled rather than on his disability.

The Directorate of Social Welfare Delhi is running the undermentioned special programmes for the education, training and rehabilitation of the blind, the Deaf, the arthopaedically handicapped and the mentally retarded.

- | | |
|--|---|
| 1. Govt. School for Blind Boys, Kingsway camp, Delhi. | Education upto Secondary standard and Vocational training to blind children with free boarding and lodging. |
| 2. Govt. Lady Noyce Sec. School for Deaf 1, Ferozshah Kotla, New Delhi. | Education upto Sec. standard separate Hostel facilities for boys and girls also provided. |
| 3. Training-cum-Production Centre for (Male), 20-North Avenue, Punjabi Bagh, Delhi. | Providing vocational training to physically handicapped in printing and tailoring. |
| 4. Training-cum-Production Centre for (Male), Gandhi Nagar, Delhi. | Providing vocational training to physically handicapped in book binding, tailoring, cane work, and carpentry etc. for their rehabilitation. |
| 5. Training-cum-Production Centre for (Female) C-12 Green Park, Ext. New Delhi. | Provided vocational training to physically handicapped women in tailoring, knitting and home industries. |
| 6. Sheltered Workshop for Physically Handicapped Ramesh Nagar, New Delhi. | Provides work on piece rate wages to the trained physically handicapped. |
| 7. Hostel for the Physically Handicapped, Model Town, New Delhi | Provides Hostel facilities to handicapped students/trainees. |
| 8. Stipends/Scholarships to physically Handicapped students, Sewa Kutir, Kingsway Camp, New Delhi. | Provides monetary assistance to physically handicapped students studying in primary classes and onwards. |
| 9. Assistance to physically Handicapped for the purchase of prosthetic aids. | Provides financial help to physically handicapped for the purchase of prosthetic aids. |
| 10. Subsidy on purchase of petrol/diesel. | The scheme provides for refund of 50% of actual expenditure on purchase of petrol/diesel subject to billing indicated below:— |
| | 1. Vehicles of 2 H.P. and below 15 litres p.m. |
| | 2. Vehicles of more than 2 H.P. 125 litres p.m. |

- | | |
|--|--|
| 11. Hostel for college going blind students, Kingsway camp, New Delhi. | Provides Hostel facilities to college going blind students. |
| 12. State Award. | For outstanding and most efficient handicapped employed/self-employed handicapped persons. |
| 13. Home for mentally Retarded persons, Kasturba Niketan, Lajpat Nagar, New Delhi. | Provides specialised education training, in carpentry and occupational therapy to the mentally deficient boys between the age of 6 to 16 years. |
| 14. Home for Mentally Retarded children (Girls) 14/78 Punjabi Bagh, New Delhi. | Educable and trainable mentally retarded girls between the age 5 to 8 age provided education and training in tailoring by the individual assignment. |
| 15. Home for Mentally Retarded Adults, Kasturba Niketan, Lajpat Nagar, New Delhi. | Provides boarding, lodging and individualised treatment to mentally retarded who have one to fail back upon. |

The total budget provision for the 37,34,000/- for the year 1981-82.

In addition, the following Schemes have been formulated and the follow up action is being taken by the IYDP Committee of the Department.

1. Expansion of Scheme of financial assistance to socially and physically handicapped persons.
2. Nursery Primary Education for the Deaf.
3. Publicity and propaganda.
4. Strengthening of Teachers Training unit at the Government Lady Noyce School for the Deaf.
5. Better Pay scales of the teachers for the Blinds, Deaf and Dumb and the Mentally Retarded.
6. Residential Institution for the orthopaedically handicapped.
7. Institution for severely/profoundly mentally retarded children and adults.
7. Increase in the rate of stipend to physically handicapped students upto 8th standard.
9. Grant-in-aid to the voluntary institution for the welfare of physically handicapped.
10. Rehabilitation Centre for the Leprosy patients.
10. Rehabilitation Centre for the mentioned scheme is Rs. 14,80,000/- consequently the total budget provi-

above mentioned programmes is Rs. sion for the disabled persons comes to Rs. 52,14,000/- in the year 1981-82.

During January, 1981 to July, 1981, the Special Employment Exchange has provided jobs to 290 physically handicapped persons which include 251 orthopaedically handicapped, 11 deaf and dumb and 28 blind person. Jobs have been identified for deaf and dumb, blind and orthopaedically handicapped persons and circulated among the departments of Delhi Administration and local bodies. Steps are being taken to accelerate the progress to ensure that at least three percent of the vacancies are filled by physically handicapped persons.

The Directorate of Social Welfare Delhi also gives awards to the employers who have given maximum employment to the handicapped persons.

Statement II

Schemes by Central Government

Some of the existing programmes for the disabled persons are being strengthened and new programmes are being evolved for betterment/rehabilitation Disabled Persons. Significant programmes/Schemes are as under:—

Programmes/Schemes for betterment, rehabilitation of the disabled

1. A new scheme of giving assistance for purchase of aids and appliances

for the handicapped persons has been introduced during the current calendar year, 1981. Under the scheme, a sum of Rs. 48.39 lakhs has been distributed to leading organisations for purchase of aids and appliances to be given free or at 50 per cent subsidy to disabled persons. 100 per cent cost on this scheme will be met by the Central Government.

Under the revised scheme of Integrated Education introduced from 1-4-1981, Government of India meets 100 per cent of the cost on certain items on a fixed scale. These include among other things, salary of teachers, cost of training of teachers, transportation costs, cost of books and stationery, assessment costs and cost of initial equipment. Under the earlier scheme, the cost was being shared by the Central and State Governments on 50:50 basis and that scheme did not cover all the above aspects.

3. 18 Special Employment Exchanges for physically handicapped persons were set up in the country from 1959 till the year 1979 to identify and provide placement facilities to the handicapped. During the current year 3 more such employment exchanges have been set up at Baroda, Rajkot and Surat.

4. There were 11 vocational rehabilitation centres for the physically handicapped set up in various States which are arranging vocational training and helping the handicapped persons to secure gainful employment. One new centre has been added during the current year at Sitamarhi (Bihar) raising the total to 12.

5. 11 Rural Rehabilitation Extension Centres attached to 5 Vocational Rehabilitation Centres have been set up during this year. These centres will provide training and other facilities in rural areas. During 1981, 15 per cent of dealerships/agencies of public sector oil companies have been reserved for disabled persons. A roster has also been prescribed to ensure allotment of agencies to disabled persons.

6. During the year 1981, a National Award has been presented to an outstanding Placement Officer 100. In the past National Awards were presented only to the handicapped employees/self-employed workers and employers of the handicapped. This is intended to encourage placement of the handicapped.

7. 3 per cent posts of Group C and D categories under the Central Government and in Public Sector Undertakings had been reserved for physically handicapped persons. A 100 point roster has now been prescribed to ensure employment of the handicapped. Suitable jobs which can be performed by them without loss of productivity have also been identified. Following the lead given by the Central Government, the State Governments have also reserved certain percentages of vacancies for the handicapped.

Liaison Officers have been designated by all the Ministries of the Government of India to coordinate the employment of the handicapped.

8. Ministry of Communications has decided to allot telephone booths for the disabled persons, including the blind.

Existing programmes/schemes

9. Scholarships are given to disabled persons from class IX onwards to pursue education. Stipends are also given for in-plant training. About 10,000 students/trainees are annually getting scholarship under this scheme.

10. Grant is given to voluntary organisations up to 90 per cent of the cost for training, education and rehabilitation programmes for the disabled persons. During 1980-81, approximately Rs. 15 lakhs were given more than the amount of grant given in the preceding year. Rs. 1.12 Crores was disbursed to 114 organisations.

11. Under differential rate of interest scheme, loan is available to disabled persons and institutions up to Rs. 1500/- and working capital loan

and Rs. 5000/- on term loan at 4 per cent rate of interest. This is to promote self-employment ventures.

12. Weighted deduction of 1-1/3 times the salary paid to blind or physically handicapped persons by an employer in respect of employees whose salary does not exceed Rs. 20,000/- in a year is allowed under Income Tax Act. This is to encourage employment of physically handicapped persons.

13. Government sponsors research in areas of rehabilitational aids for the handicapped.

14. Cost of diesel/petrol is being subsidized to facilitate mobility of the disabled.

Central Schools

1739. SHRI A. NEELALOHITHA
DASAN NADAR:

SHRI VIRDHJI CHANDER
JAIN:

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

(a) the number of Central Schools in India as on the beginning of the Academic year 1981-82, state-wise and city-wise;

(b) the total strength of students and staff in each school;

(c) which is the authority of Government sanctioning recognition to such schools; and

(d) How many Central schools are in English medium and how many in Hindi medium?

THE MINISTER OF STATE IN THE MINISTRIES OF EDUCATION AND SOCIAL WELFARE (SHRI-MATI SHEILA KAUL): (a) There were 321 Kendriya Vidyalayas (Central Schools) in India at the beginning of the academic year 1981-82. The State-wise and city-wise break-up of these Vidyalayas is given in Annexure 1. [Placed in Library. See No. LT-2715/81].

(b) The total strength of staff and students in these 321 Kendriya Vidyalayas is given in Annexure-II [Placed in Library. See No. LT-].

(c) The Central Board of Secondary Education, New Delhi.

(d) Both English and Hindi are media of instruction in all the Kendriya Vidyalayas. The medium of instruction for Science and Mathematics is English and for Humanities it is Hindi.

Cold Coins found in Madhya Pradesh

1740. SHRI BAGUN SUMBRUI: Will the Minister of EDUCATION AND SOCIAL WELFARE be pleased to state:

(a) whether it is a fact that a metal iron containing gold coins weighing nearly one quintal had been found at Tulsipur village in Madhya Pradesh;

(b) whether the period of the coins was determined; and

(c) the details in the regard?

THE MINISTER OF STATE IN THE MINISTRIES OF EDUCATION AND SOCIAL WELFARE (SHRI-MATI SHEILA KAUL): (a) No information on the find has been received by the Archaeological Survey of India or the State Department of Archaeology and Museum, Madhya Pradesh.

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

Rules Governing Chartered Buses for Bharat Darshan Tours

1741. SHRI K. MALLANNA: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that there are no prescribed norms to be observed when a bus is chartered to take groups for sightseeing tours;

(b) whether it is also a fact that there are no restrictions on the miles to be covered each day or on the

number of hours a driver remains behind the wheel;

(c) whether it is also a fact that even the Directorate of Transport does not ascertain if one driver or two have been employed for extended, long distance Bharat Darshan tours which are accomplished in the amazingly short span of 20-22 days; and

(d) if so, would the Government like to frame rules for users of these chartered buses for tours as well as for drivers and their owners in view of the recent accident occurred in a bus on 27th June, 1981 carrying some tourists coming to Delhi?

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

(a) No, Sir. For the vehicles for which special permits are obtained, a list of passengers and their addresses etc. is required to be submitted to the permit-issuing authority. The number of passengers on the chartered bus is strictly in accordance with the approved capacity of the vehicle.

(b) and (d). The restrictions with reference to hours of work for the driver are prescribed in the Motor Vehicles Act, 1939 itself. Section 65 of the Act reads "(1) No person shall cause or allow any person who is employed by him for the purpose of driving a transport vehicle or who is subject to his control for such purpose to work"—

(a) for more than five hours before he has had an interval of rest of at least half an hour; or

(b) for more than (eight hours) in one day; or

(c) for more than forty-eight hours in the week.

(2) The State Government may by rule made under section 68 grant such exemptions from the provisions of sub-section (1) as it thinks fit to meet cases of emergency or of delays by reason of circumstances which could not be foreseen.

(3) The State Government or, if authorised in this behalf by the State Government by rules made under section 68, the State or a Regional Transport Authority may require persons employing any persons whose work is subject to any of the provisions of sub-section (1) to fix beforehand the hours of work of such persons so as to conform with those provisions, and may provide for the recording of the hours so fixed.

(4) No person shall work or shall cause or allow any other person to work outside the hours fixed or recorded for the work of such persons in compliance with any rule made under sub-section (3).

(5) The State Government may prescribe the circumstances, under which any period during which the driver of a vehicle although not engaged in work is required to remain on or near the vehicle may be deemed to be an interval for rest within the meaning of sub-section (1).

(c) Directorate of Transport Delhi Administration have reported that they have since started ascertaining the number of drivers from the applicants of contract carriages permits.

Suggestion to Expand New Mangalore Port to receive Vessels upto 1000,000 DWT

1742. **SHRI JANARDHANA POOJARY:** Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether the suggestion of KIOCL to expand New Mangalore Port to receive vessels upto 1000,000 DWT has been turned down by Government; and

(b) if so, the reasons therefor?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEERENDRA PATIL): (a) and (b). K.I.O.C.L. has suggested the deepening of New Mangalore Harbour to

accommodate vessels up to 1,00,000 DWT (the iron ore berth at the Port has been designed for receiving vessels up to 50,000 DWT). This suggestion could not be accepted since such a scheme would need a heavy outlay which could not be provided from within the approved allocations for the Sixth Plan (1980-85).

Uneconomic Branch Lines

1743. SHRI K. PRADHANI: Will the Minister of RAILWAYS be pleased to state:

(a) what is the number of uneconomic branch lines in the Indian Railways, State-wise, at present;

(b) whether the State Governments have been approached by the Centre for either permitting closure of uneconomic branch lines or reimbursing the Railways for the loss suffered on account of running these lines; and

(c) if so, the reaction of State Governments in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) The total number of uneconomic branch lines on Indian Railways is 143. The State-wise details are indicated in the statement attached.

(b) Yes.

(c) The State Governments have not reacted favourably.
1589 LS-7.

Statement

<i>State in which located</i>	<i>No. of uneconomic branch lines</i>
Andhra Pradesh	3
Andhra Pradesh and Maharashtra	1
Andhra Pradesh and Karnataka	1
Andhra Pradesh and Orissa	1
Assam	9
Bihar	13
Bihar and Orissa	1
Gujarat	40
Haryana	2
Himachal Pradesh	2
Karnataka	4
Kerala	1
Madhya Pradesh	4
Madhya Pradesh and Maharashtra	2
Maharashtra	5
Orissa	1
Punjab	4
Rajasthan	10
Tamil Nadu	6
Tamil Nadu and Pondicherry	2
Uttar Pradesh	17
West Bengal	14
Total ..	143

Problem of Tution at Home

1744. SHRI K. PRADHANI: Will the Minister of EDUCATION AND SOCIAL WELFARE be pleased to state:

(a) whether Government is aware that today teachers don't have time to revise their way of teaching as more and more teachers are taking classes at home in the evening charging and earning a lot from the students and

the temple of knowledge have been turned into shops of knowledge sellers; and

(b) if so, would Government like to seriously consider this problem and find out any solution?

THE MINISTER OF STATE OF THE MINISTRIES OF EDUCATION AND SOCIAL WELFARE (SHRI-MATI SHEILA KAUL): (a) and (b). In the code of conduct applicable to teachers working in different educational institutions, whether run by Government, local bodies or private managements, it is generally laid down that teachers should not engage themselves in giving private tuition. If some teachers violate this code, disciplinary action against them can be taken by the concerned management.

Augmentation of Shipping Tonnage by Public Sector Undertakings

1745. **SHRI S. B. SINDAL:** Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) the expansion programme to be undertaken by Public Sector Undertakings in the field of shipping; and

(b) whether it is a fact that they have failed to augment the tonnage and prevail upon shippers to patronize national bottoms?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEERENDRA PATIL): (a) Shipping Corporation of India has proposed to acquire 47 vessels aggregating 12.29 lakhs GRT, while Mogul Line Ltd. have projected an addition of 20 vessels aggregating 3 lakh GRT during the Sixth Plan period.

(b) Shipping Corporation of India and Mogul Line Ltd., the two Public Sector Undertakings, have been adding to the tonnage over the years depending on resource availability, trade requirement etc. As on 31st July 1981

Public Sector Undertakings own a tonnage of 3.19 million GRT which is about 55 per cent of the country's tonnage and, therefore, it is not correct to say that they have failed to augment the tonnage. Indian bottoms have not been getting full cooperation from shippers in respect of cargo. Some of the reasons for this are the following.

(a) low freight charged by non-conference operators and lack of convenience vessels;

(b) the steamer Agents of such vessels offer other inducement and facilities to shippers like issue of Bill of Lading prior to the cargo reaching ships with a view to discounting them, paying higher brokerage than what is agreed or customary, providing monetary and other facilities to shippers or their agents etc. Shipping Corporation of India and Mogul Line Ltd. are continuing efforts to get required co-operation and cargo from the Shippers.

New Railway Stations during 1981-82

1746. **SHRI HARIHER SOREN:** Will the Minister of RAILWAYS be pleased to state:

(a) the total number of new railway stations proposed to be constructed during the year 1981-82;

(b) whether any new railway station is going to be constructed during that period in Orissa;

(c) if so, their total number and places where such new railway stations are going to be constructed; and

(d) the details thereof?

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

Introduction of Short term Medical Diploma Course

1747. SHRI N. E. HORO: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether it is a fact that Central Government have issued directions that no new medical college should be opened without the prior permission of the Medical Council of India;

(b) whether any State Government has approached the Central Government for assistance to introduce a short-term medical diploma course;

(c) whether there is any proposal that the three-year course should be considered for the benefit of rural areas where full-fledged MBBS degree holders are reluctant to go; and

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

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR): (a) No.

(b) Yes.

(c) and (d). A few State Governments have approached the Government of India for assistance/recognition of their short-term medical courses. However, the Government of India are of the view that there is no scope for the introduction of short-term medical courses as, with the increasing out-put of graduate doctors, reluctance to accept rural postings is on the wane.

Allotment of Funds to Punjab State for Strengthening Maternity and Child Health Facilities

1748. SHRI R. L. BHATIA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) the details of the funds allocated to the State of Punjab during the current year for strengthening of

Maternity and Child Health, Family Planning and health facilities;

(b) the funds out of these earmarked for backward districts in the State; and

(c) the names of these districts?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR): (a) For the year 1981-82, the present Plan Outlay for the State of Punjab is as follows:—

(Rs. in Lakhs)

Family Welfare (Family Planning and MCH)	379.35*
Centrally Sponsored Health Schemes	162.48
State's Health Plan	900.00
	<hr/> 1441.83 <hr/>

*In addition, supplies or Family Planning and MCH will be made in kind.

(b) and (c). The information is being collected and will be placed on the Table of the Sabha when received.

काशी हिन्दू विश्वविद्यालय के उपकुल-
पति की नियुक्ति

1749. श्री मनी राम बागड़ी :

श्रीमती गोता मुखर्जी :

श्री पोयूष तिरकी :

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

(क) क्या सरकार को पता है कि श्री सुरेन्द्र सिंह की काशी हिन्दू विश्वविद्यालय, वाराणसी के उप-कुलपति के रूप में नियुक्ति की गई थी ;

(ख) यदि हाँ, तो उनकी नियुक्ति को बाद में रद्द करने के क्या कारण हैं और सरकार द्वारा इस दिशा में क्या कदम उठाये जा रहे हैं; और

(ग) क्या यह सच है कि श्री सुरेन्द्र सिंह को नियुक्ति गैर-कानूनी थी ?

शिक्षा तथा समाज कल्याण मंत्रालय में राज्य मंत्री (श्रीमती शीला कौल) : (क) और (ख). डा० सुरेन्द्र सिंह, जिन्हें अधिनियम में निर्धारित प्रक्रिया के अनुसार बनारस हिन्दू विश्वविद्यालय के कुलपति के रूप में नियुक्त किया गया था, उन्होंने नियुक्ति की पेशकश को आरम्भ में स्वीकार कर लिया था ; किन्तु बाद में नियुक्ति के आदेश जारी होने के बाद उन्होंने निजी तथा पारिवारिक कारणों से इस पद को ग्रहण करने में अपनी असमर्थता व्यक्त की । निर्धारित प्रक्रिया के अनुसार इस पद पर किसी अन्य व्यक्ति को नियुक्त करने के लिए कदम उठाए जा रहे हैं ।

(ग) जी, नहीं ।

Annual meeting of Ministerial Staff Association of South Eastern Railway

1750. SHRI BASUDEB ACHARYA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Divisional Railway Manager, Adra Division, refused to allow the Ministerial Staff Association of South Eastern Railway to hold their Annual General Meeting; and

(b) if so, the reasons thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Yes.

(b) In accordance with the extant procedure, no trade union, whether

recognised or not, can, by right, hold any meeting within the Railway premises. However, recognised Unions are permitted to hold meetings within Railway premises, wherever possible, with the prior approval of the Administration, subject to the fulfilment of certain conditions laid down therefor.

Manufactured of sub-standard Milk Food

1751. SHRI ARJUN SETHI: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether cases have come to the notice of Government that sub-standard milk food is manufactured by the various milk-food manufacturing companies in the country;

(b) if so, what is the number and names of such companies who have been found making sub-standard milk food; and

(c) whether any action has been taken by the Government against these companies and if so, what are the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR): (a) Yes.

(b) and (c). A statement giving the available information is attached.

Statement

1. Andhra Pradesh:

Some complaints were received against the 2 dairies of Andhra Pradesh Dairy Development Corporation at Hyderabad and at Vishakhapatnam in regard to the labelling defect of different types of milk that is standardised milk, toned milk, skimmed milk.

There were no samples which were declared as adulterated but reports of failure in the test for fat contents and non-fat-solid content compared to the standards laid down were received but they were not harmful for consumption. Steps have been taken to

ensure adequate quality control, to intensify checks on the milk booths to prevent mal practices there and to carry out frequent samples. The situation is at present satisfactory and of late, there have not been any complaints.

2. Haryana:

3 cases have been launched against M/s Food Specialities Ltd., Cannanught Circus, New Delhi as 3 samples of Sweetened condensed milk manufactured by this firm have been reported to be contravening the provisions of Prevention of Food Adulteration Act. One case has been decided resulting in 1 day imprisonment and fine of Rs. 250/- for one Shri Parash Kumar of Fatehbad, District Hissar. Two cases are still pending.

3. Karnataka:

1 skimmed milk powder manufactured by Azrators, Mangalore has been taken for analysis. Action will be taken by the concerned local Health Authorities.

4. Kerala:

Among the samples so collected and analysed during 1980, 3 milk powder samples manufactured by M/s Dalmia Dairy Industries, Rajasthan, Tamilnad Dairy Development Corporation, Shri Krishan Home Industries of Mangalore have been found to be adulterated. Prosecutions have been launched and the cases are pending in courts.

5. Maharashtra:

1 sample of infant wheat milk cereal (Cerelec) manufactured by M/s. Food Specialities Ltd., New Delhi has been reported to be not conforming to the standards. Since the report of Public Analyst was received after Statutory period of 45 days, no legal action was feasible. However, the concerned dealer had been warned.

2. 1 Sample of condensed full cream milk manufactured by M/s Food Specialist Ltd., Delhi has been found to be not conforming to the specific standard and the case is under investigation.

3. 1 Sample of Farex Baby Food manufactured by M/s Glaxo Laboratories, Bombay and one sample of each lactodex, trophox and reptakes special infant food manufactured by M/s Nephtakes Brette & Co., Bombay have been found not complying with the labelling provisions. Cases are under examination of the administration.

4. 1 Sample of Indang whole milk powder was also found to be not complying with the labelling provisions laid down under Prevention of Food Adulteration Act Rules. Warning has been issued in this case.

6. West Bengal:

2 samples of substandard Baby Food (Indana Spray dried milk powder detected in this godown of M/s. Foremost Dairy Pvt. Ltd. at 28 A Creek Row, Calcutta in the year 1978. Cases were instituted against the company by the Health Authority, Calcutta Corporation in the Hon. High Court and city session court which passed an order for discharge of the cases and destruction of seized stock of 3775 kg. of the said food. The destruction of the seized stock was done.

7. Delhi:

No report has been received to this effect. Samples of products lifted during 77, 78, 79 were found to be conforming to the prescribed standard. 7 samples of milk products have been taken recently for which the test report from the Public Analyst is still awaited.

(The above is based on information supplied by the authorities in State Governments/Union Territories).

Complaints regarding quality of drugs and cosmetics in the Capital

1752. SHRI G. Y. KRISHNAN: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether Government have set up any cell for receiving complaints regarding quality of drugs and cosmetics in the capital; and

(b) if so, the number of complaints lodged during the last two years and action taken thereon?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR): (a) Yes. In the Union Territory of Delhi a Special Cell has been created in the year 1974 in the Drug Control Department of Delhi Administration for receiving complaints from the public.

(b) The number of complaints regarding quality of drugs and cosmetics received during the year 1979-80 and 1980-81 are as under:—

1979-80	=	8
1980-81	=	11
Total		<hr/> 19 <hr/>

The complaints received are thoroughly investigated and action as provided under the Drugs and Cosmetics Rules is taken.

Agreement with Kuwait for Economic Progress

1753. SHRI MADHAVRAO SCINDIA: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether Kuwait has offered to help India in its economic progress in a big way during the recent Prime Minister's visit to that country;

(b) if so, the details of the areas in which Kuwait's aid is likely to be utilised; and

(c) the details of the agreements if any, signed with that country?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) Yes, Sir. The Government of Kuwait had assured the Prime Minister during her visit to Kuwait in May 1981 of Kuwait's continuing willingness to extend economic assistance to mutual benefit.

(b) The areas in which assistance has been offered include power generation, fertilizer production and oil related industries. It was also agreed that possibilities will be explored in the areas of investment and joint ventures in India, Kuwait and in third countries.

(c) An agreement for Kuwaiti assistance of Kuwaiti Dinars 16 million (Rs. 48 crores approx) for the construction of Anpara 'A' Thermal Power Project in U.P. was signed during the visit. Another agreement for a supplementary loan of Kuwaiti Dinars 9 million (Rs. 27 crores approx) for the same project is expected to be signed soon.

Unemployment Allowance to Handicapped persons

1754. SHRI N. E. HORO: Will the Minister of EDUCATION AND SOCIAL WELFARE be pleased to state whether it is a fact that some States have decided to introduce unemployment allowances for physically handicapped persons and if so, their names?

THE MINISTER OF STATE IN THE MINISTRIES OF EDUCATION AND SOCIAL WELFARE (SHRIMATI SHEILA KAUL): According to information available, no State Government has introduced unemployment allowance for physically handicapped persons. Some of the State Governments have, however, introduced allowance to the physically handicapped persons on the analogy of old age pension scheme. These States are:

1. Andhra Pradesh
2. Bihar
3. Dadra and Nagar Haveli
4. Gujarat

5. Himachal Pradesh
6. Karnataka
7. Madhya Pradesh
8. Tamil Nadu and
9. Tripura

Survey of Disabled Persons State-wise and Schemes for their Rehabilitation

1755. SHRI JANARDHANA POOJARY: Will the Minister of EDUCATION AND SOCIAL WELFARE be pleased to state:

(a) whether Government have conducted a survey of disabled persons with a view to assess the magnitude of the problem and formulate schemes for rehabilitation of these persons;

(b) if so, the number of disabled persons in the country as on 30th June, 1981, State-wise; and

(c) the details of the schemes for their rehabilitation?

THE MINISTER OF STATE OF THE MINISTRIES OF EDUCATION AND SOCIAL WELFARE (SHRIMATI

SHEILA KAUL): (a) to (c). During the house listing operations conducted as a preliminary to 1981 Census information about totally blind, totally crippled and totally dumb was collected. The State-wise (Except Assam) number of these categories of disabled persons is given in Statement-I. The number of disabled persons in the country as on 30th June, 1981 is not available. A nation-wide sample survey is currently being carried out by the National Sample Survey Organisation during the period July—December, 1981. This Survey covers about 6,000 villages and 4,000 urban blocks. About 1.2 million house-holds are being canvassed. It aims at giving an idea of extent of disability, its causes, the type and extent of facilities available for rehabilitation. In this survey information would be collected on visual, communication and locomotor disabilities. Some information will also be collected on social adaptation, developmental milestones and behaviour of children in the age group 5—14. Data from the Survey will be available in 1982.

Details of schemes for rehabilitation of disabled persons are given in Statement II.

Statement I

Statement Showing the Disabled Persons in States and Union Territories (Provisional Figures)

State/U.T.	1													
	Total		Totally Blind		Total	Totally Crippled		Total	Totally Dumb					
	2	3	4	5		6	7		8	9	10			
1. Andhra Pradesh	3,795	36,107	3,795	30,070	26,055	4,015	30,580	27,419	3,161
2. Assam
3. Bihar;	2,063	37,656	2,063	35,232	32,587	2,645	23,784	22,457	1,327
4. Gujarat	4,240	19,202	4,240	32,386	24,965	7,421	12,571	9,943	2,628
5. Haryana	7,656	6,647	1,009	4,828	4,064	764	3,359	2,900	499
6. Himachal Pradesh	3,924	3,819	105	2,695	2,566	129	4,095	3,971	124
7. Jammu & Kashmir	3,891	3,477	414	5,091	4,448	571	4,885	4,360	525
8. Karnataka	18,106	15,162	2,944	19,011	15,208	3,803	17,613	14,970	2,643
9. Kerala	8,178	6,761	1,417	12,056	9,843	2,213	10,819	8,995	1,824
10. Madhya Pradesh	53,451	49,293	4,155	34,228	30,631	3,597	14,194	12,690	1,504
11. Maharashtra	36,964	30,811	6,153	26,365	20,420	5,945	19,063	15,578	3,485
12. Manipur	620	529	91	703	598	105	844	720	124
13. Meghalaya	1,117	1,072	45	749	691	58	810	759	51
14. Nagaland	518	501	17	573	551	22	1,701	1,672	29
15. Orissa	27,625	26,043	1,582	19,911	18,257	1,654	13,762	12,851	911
16. Punjab	9,047	7,853	1,194	6,389	5,308	1,081	3,892	3,277	615

17. Rajasthan	46,465	42,184	4,281	21,517	18,119	3,398	12,061	10,544	1,517
18. Sikkim	182	170	12	360	341	19	1,941	1,875	66
19. Tamil Nadu	29,215	22,104	7,111	30,088	21,973	8,115	28,128	22,013	6,115
20. Tripura	1,521	1,445	76	1,494	1,384	110	1,128	1,018	110
21. Uttar Pradesh	95,618	86,895	6,723	41,502	36,470	5,025	29,430	26,601	2,835
22. West Bengal	29,155	24,571	4,584	34,129	28,437	5,692	37,671	32,892	4,779
23. Andaman & Nicobar Islands	69	64	5	114	106	8	79	68	11
24. Arunachal Pradesh	738	734	4	401	381	20	1,487	1,476	11
25. Chandigarh	98	15	83	164	19	145	83	8	75
26. Dadra and Nagar Haveli	90	85	5	63	59	4	72	68	4
27. Delhi	1,962	297	1,665	2,158	318	1,840	1,037	169	868
28. Goa, Daman and Diu	463	373	90	643	448	195	525	407	118
29. Lakshadweep	75	21	54	35	18	17	45	22	23
30. Mizoram	366	314	52	430	383	47	751	652	99
31. Pondicherry	480	281	199	287	152	135	275	149	126

INDIA

478,657 424,489 54,168 363,600 304,807 58,793 276,691 240,521 36,167

Statement-II

Some of the existing programmes for the disabled persons are being strengthened and new programmes are being evolved for rehabilitation of the disabled persons. Significant programmes/schemes are as under:—

Programmes/Schemes for rehabilitation of the disabled persons

1. A new scheme of giving assistance for purchase of aids and appliances for the handicapped persons has been introduced during the current calendar year, 1981. Under the scheme, a sum of Rs. 48.39 lakhs has been distributed to leading organisations for purchase of aids and appliances to be given free or at 50 per cent subsidy to disabled persons. 100 per cent cost on this scheme will be met by the Central Government.

2. Under the revised scheme of Integrated Education introduced from 1-4-1981, Government of India meets 100 per cent of the cost on certain items on a fixed scale. These include among other things, salary of teachers, cost of training of teachers, transportation costs, cost of books and stationery, assessment costs and cost of initial equipment. Under the earlier scheme, the cost was being shared by the Central and State Governments on 50:50 basis and that scheme did not cover all the above aspects.

3. 18 Special Employment Exchanges for physically handicapped persons were set up in the country from 1959 till the year 1979 to identify and provide placement facilities to the handicapped. During the current year 3 more such employment exchanges have been set up at Baroda, Rajkot and Surat.

4. There were 11 vocational rehabilitation centres for the physically handicapped set up in various States which are arranging vocational training and helping the handicapped persons to secure gainful employment.

One new centre has been added during the current year at Sitamarhi (Bihar) raising the total to 12.

5. 11 Rural Rehabilitation Extension Centres attached to 5 Vocational Rehabilitation Centres have been set up during this year. These centres will provide training and other facilities in rural areas. During 1981, 15 per cent of dealerships/agencies of public sector oil companies have been reserved for disabled persons. A roster has also been prescribed to ensure allotment of agencies to disabled persons.

6. During the year 1981, a National Award has been presented to an outstanding Placement Officer too. In the past National Awards were presented only to the handicapped employees/self employed workers and employers of the handicapped. This is intended to encourage placement of the handicapped.

7. 3 per cent posts of Group C & D categories under the Central Government and in Public Sector Undertakings had been reserved for physically handicapped persons. A 100 point roster has now been prescribed to ensure employment of the handicapped. Suitable jobs which can be performed by them without loss of productivity have also been identified. Following the lead given by the Central Government, the State Governments have also reserved certain percentages of vacancies for the handicapped.

Liaison Officers have been designated by all the Ministries of the Government of India to coordinate the employment of the handicapped.

8. Ministry of Communications has decided to allot telephone booths for the disabled persons, including the blind.

9. Scholarships are given to disabled persons from class IX onwards to pursue education. Stipends are also given for in-plant training. About 10,000 students/trainees are annually getting scholarship under this scheme.

10. Grant is given to voluntary organisations up to 90 per cent of the cost for training, education and rehabilitation programmes for the disabled persons. During 1980-81, approximately Rs. 15 lakhs were given more than the amount of grant given in the preceding year. 1.12 crores was disbursed to 114 organisations.

11. Under differential rate of interest scheme, loan is available to disabled persons and institutions up to Rs. 1500 and working capital loan and Rs. 5000 on term loan at 4 per cent rate of interest. This is to promote self-employment ventures.

12. Weighted deduction of 1-1/3 times the salary paid to blind or physically handicapped persons by an employer in respect of employees whose salary does not exceed Rs. 20,000 in a year is allowed under Income Tax Act. This is to encourage employment of physically handicapped persons.

13 Government sponsors research in areas of rehabilitational aids for the handicapped.

14 Cost of diesel/petrol is being subsidized to facilitate mobility of the disabled.

Platform Tickets

1756. SHRI G. Y. KRISHNAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government propose a hike in the rates of platform tickets;

(b) whether Government also propose to raise the travel charges of Second Class; and

(c) if so, the reasons thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALIKARJUN): (a) to (c). Review of Railway fares including review of rates of platform tickets is a continuous process.

अल्मोड़ा में केन्द्रीय विद्यालय

1757. श्री हरीश चन्द्र सिंह रावत : क्या शिक्षा तथा समाज कल्याण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या उत्तर प्रदेश में अल्मोड़ा में केन्द्रीय विद्यालय खोलने का कोई प्रस्ताव उनके मंत्रालय के विचाराधीन है ;

(ख) यदि हां, तो यह विद्यालय कब तक खुल जायेगा ?

शिक्षा तथा समाज कल्याण मंत्रालयों में राज्य मंत्री (श्रीमती शोला कौल) :

(क) और (ख). अल्मोड़ा में केन्द्रीय विद्यालय खोलने के लिए केन्द्रीय विद्यालय संगठन को निर्धारित रूप में उपयुक्त प्रायोजित करने वाले प्राधिकारी से कोई प्रस्ताव प्राप्त नहीं हुआ है ।

अफ्रीकी राष्ट्रवादी संगठनों को राजनैतिक मान्यता

1758. श्री हरीश चन्द्र सिंह रावत : क्या विदेश मंत्री यह बताने की कृपा करेंगे कि :

(क) अफ्रीका में उन राष्ट्रवादी संगठनों के क्या नाम हैं जिन्हें भारत सरकार का विचार मान्यता देने का है; और

(ख) क्या सरकार पश्चिमी सहारा के राष्ट्रवादियों को भी राजनैतिक मान्यता देने के प्रश्न पर विचार करने को इच्छुक है ?

विदेश मंत्री (श्री पी. वी. नरसिंहराव) :

(क) भारत सरकार दक्षिण पश्चिम जन संगठन (स्वंपो), दक्षिण अफ्रीका की अफ्रीकी राष्ट्रीय कांग्रेस और दक्षिण अफ्रीका की पेन-अफ्रीकावादी कांग्रेस को अपने-अपने देशों को अवैध कब्जे से मुक्त कराने के लिए और दक्षिण अफ्रीका में जातीय पृथक्वासन-व्यवस्था के विरुद्ध संघर्ष में नैतिक, सामर्थ्य और राजनयिक समर्थन देती रही है

अफ्रीकी एकता संगठन ने इन संघटनों को मान्यता प्रदान कर दी है।

(ख) पश्चिमी सहारा को स्वतंत्र राज्य बनाने के लिए पोलिसारियों संघर्ष कर रहा है। 27 फरवरी, 1976 को पोलिसारियों ने सहारोई अरब लोक गणराज्य को एक स्वतंत्र राज्य घोषित कर दिया था। सहारोई अरब लोक गणराज्य को 45 देशों ने मान्यता प्रदान कर दी है जिनमें से 26 देश अफ्रीकी एकता संगठन के सदस्य हैं। हाल ही में, जून, 1981 में नैरोबी में अफ्रीकी एकता संगठन के शिखर सम्मेलन में मोरक्को के नरेश हसन द्वितीय ने पश्चिम सहारा में मत संग्रह करवाने के लिए 'सिद्धान्त' में अपनी सहमति व्यक्त की। मोरक्को की इस घोषणा का अफ्रीकी एकता संगठन के सदस्य देशों द्वारा इस समस्या के संभव समाधान के रूप में स्वागत किया गया। अल्जीरिया ने भी मत संग्रह करवाने के प्रस्ताव पर अपनी सहमति व्यक्त की। अब तक इस मामले पर भारत का कहना यह रहा है कि अफ्रीकी एकता संगठन के प्रयत्न के बावजूद पश्चिम सहारा के लोग आत्म-निर्णय के अपने अधिकार का प्रयोग नहीं कर सकते हैं। अब चूंकि अफ्रीकी एकता संगठन के निर्णयों की रूपरेखा के अन्दर संबद्ध पाटियां प्रयत्न कर रही हैं, इसलिए सहारोई अरब लोक गणराज्य को मान्यता देने के सम्बन्ध में भारत तब तक कोई निर्णय लेगा जब इस मत संग्रह के परिणाम मालूम हो जाएंगे।

केन्द्रीय विद्यालय खोला जाना

1759. श्री हरीश चन्द्र सिंह रावत : क्या शिक्षा तथा समाज कल्याण मंत्री यह बताने की कृपा करेंगे कि :

(क) इस वर्ष केन्द्रीय विद्यालय संगठन द्वारा देश में कुल कितने केन्द्रीय विद्यालय खोले गए हैं ; और

(ख) उत्तर-प्रदेश में इस वर्ष कितने केन्द्रीय विद्यालय खोले गए हैं और बाथरूम वर्ष में कितने स्कूल खोले जाने का विचार है ?

शिक्षा तथा समाज कल्याण मन्त्रालयों में राज्य मंत्री (श्रीमती शीला दीक्षित) :

(क) 32 .

(ख) 5 .

अगले वर्ष के दौरान खुलने वाले केन्द्रीय विद्यालयों के लिए स्थानों के सम्बन्ध में निर्णय अगले शैक्षिक सत्र के आरम्भ के समय किया जाएगा।

बुली बांध के लिये भारत-नेपाल समझौता

1760. श्री हरीश चन्द्र सिंह रावत : क्या विदेश मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या थर्ला नदी पर प्रस्तावित बांध के निर्माण के बारे में नेपाल सरकार के साथ समझौता हो गया है ; और

(ख) यदि नहीं, तो इस समझौते के कब तक सम्पन्न हो जाने की सम्भावना है ?

विदेश मंत्री (श्री पी० वी० नरसिंहराव) :

(क) और (ख). ऐसा लगता है कि वह प्रश्न चिन्तापानी (नेपाल) में करनाली नदी पर बनाए जाने वाले प्रस्तावित बांध के बारे में है क्योंकि 'थेराली' नदी पर भारत और नेपाल द्वारा बांध बनाए जाने का कोई प्रस्ताव नहीं है। जहां तक करनाली परियोजना का सम्बन्ध है, भारत और नेपाल दोनों ने 19-20 जनवरी 1981 को काठमांडू में करनाली से सम्बन्धित समिति

की बैठक में निम्नलिखित कार्यों को शुरू करने की इच्छा व्यक्त की है :—

(क) पारस्परिक सहमति से निर्धारित विचारार्थ विषयों के अनुसार करनाली नदी के समन्वित विकास के संदर्भ में चिसापानी परियोजना और उससे सम्बन्धित सभी पहलुओं का व्यापक अध्ययन;

(ख) विस्तृत परियोजना रिपोर्ट तैयार करना और उसकी जांच करना; तथा -

(ग) एक ऐसे अन्तः सरकारी करार को अन्तिम रूप देने के लिए विचार-विमर्श करना जिसमें इस परियोजना के सभी पहलू शामिल हों।

Plan to Utilise Traditional System of Medicines

1761. SHRI P. K. KODIAN: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether Government have any plan under consideration to utilise the traditional systems of medicine to augment health and medicare in the country and particularly in the rural areas;

(b) if so, the main details thereof; and

(c) the total expenditure to be incurred by the Centre in this respect?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR): (a) and (b). For the purpose of augmenting the health and medicare services in the country and particularly in the rural areas, the Government of India have introduced a number of schemes viz.:

(i) Four Research Councils have been established for the Indian Systems of Medicine and Homoeopathy whose research is designed to arrive at definite recommendations on the methods of tackling the maladies through drugs, diet and regimen after a careful study of ancient texts, traditional practices and folklore.

(ii) The Government has established National Institutes of Ayurveda and Homoeopathy.

(iii) The establishment of a production Unit of a public sector undertaking for manufacturing genuine medicines required for treatment under the Indian Systems of Medicine i.e. Ayurveda, Unani and Sidha is under consideration.

(iv) Opening dispensaries under the Central Government Health Scheme in various parts of the country. As on 1-4-1981, 55 dispensaries of Ayurveda, Unani, Sidha and Homoeopathy have been opened in the country under the scheme

(v) Under the Health Guide Scheme (formerly Community Health Volunteers Scheme) the kit supplied to the Health Guides also contains various medicines of the Indian Systems of medicine and Homoeopathy. Under the scheme there is also a provision that the third medical officer sanctioned to the Primary Health Centres implementing the Health Guide Scheme could be of any system of medicine including the Indian Systems of Medicine and Homoeopathy according to the system prevalent in the particular area. The discretion of the appointment of this third doctor has been left to the State Governments.

(c) An expenditure of about Rs. 29 crores is likely to be incurred on the Indian Systems of medicine and Homoeopathy during the 6th Five Year Plan by the Government of India.

Proposal to Introduce Diesel Trains in Burdwan-Katwa Line

1762. SHRI KRISHNA CHANDRA HALDER: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal to introduce diesel trains on the Burdwan-Katwa line (BK);

(b) if so, when and the details thereof; and

(c) if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) and (b). In addition to the two diesel rail cars already running on the Burdwan-Katwa narrow gauge section, there is no proposal at present to introduce a new diesel rail car.

(c) These diesel rail cars are not very suitable as they have comparatively less seating capacity against the existing steam hauled units and also have no vendors' compartment.

Supply of Rakes to West Bengal

1763. SHRI KRISHNA CHANDRA HALDER: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the West Bengal is not getting wagons from the Railways properly;

(b) whether it is also a fact that during the last three months, 32 rakes of cheap-stone arrived in West Bengal from Pakur instead of scheduled 155 rakes;

(c) if so, reasons behind this short supply of rakes to West Bengal; and

(d) steps taken by the Railways to supply full quota of wagons to West Bengal?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) No.

(b) to (d). During the period May to July, 1981, a total of 45 rakes were loaded with stone chips at Pakur for West Bengal. Indents for 18 rakes programmed by Government of West Bengal have not yet been placed by the parties. At the end of July, 1981, indents for 48 wagons only remained pending at Pakur. Movement of stone chips to West Bengal from Pakur is being maintained at satisfactory level. During January to July, 81, 151 rakes were loaded at Pakur for West Bengal and demands for 15 rakes were withdrawn by the parties.

Introduction of E.M.U. Coaches upto Chittaranjan

1764. SHRI KRISHNA CHANDRA HALDER: Will the Minister of RAILWAYS be pleased to state:

(a) steps taken so far by him to fulfil the assurance given at the open meeting at Kultī and Asansol that the EMU coaches will be introduced upto Chittaranjan; and

(b) the reaction of the Minister thereto?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) and (b). No assurance has been given for introduction of Electric Multiple Unit Coaches upto Chittaranjan because Sitarampur-Chittaranjan Section is not yet electrified, nor is it immediately in sight.

Influx of Chakma Tribals from Bangladesh

1765. SHRI CHINGWANG KONYAK:

SHRI CHINTAMANI JENA:

SHRI K. P. SINGH DEO:

SHRI R. N. RAKESH:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether it is a fact that, there is a large influx of Chakma and other

tribes from Bangladesh into Tripura and other adjacent States;

(b) whether the Government of India had taken up this matter with the Bangladesh to work out solutions of this problem; and

(c) if so, the details thereof?

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

(c) Government have already taken up the matter through diplomatic channels with the Government of Bangladesh requesting an early return of the illegal migrants. Bangladesh Rifles and Border Security Force held a flag meeting on 24-8-81 to discuss the modalities for the return of the migrants.

Government have stressed in this context that adequate assurances should be given to the migrants so that they can return with honour and dignity.

पश्चिमपुरी जनता फ्लैटों में केन्द्रीय सरकार स्वास्थ्य योजना की डिस्पेंसरी खोलना

1766. श्री रुज्जन कुमार : क्या स्वास्थ्य और परिवार कल्याण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार पश्चिमपुरी जनता फ्लैटों में केन्द्रीय सरकार स्वास्थ्य योजना की एक डिस्पेंसरी खोलने के लिए सहमत हो गई थी और दिल्ली विभाजित प्राधिकरण भी डिस्पेंसरी के लिए एक फ्लैट देने को सहमत हो गया था ;

(ख) यदि हाँ, तो अब तक डिस्पेंसरी न खोले जाने के क्या कारण हैं। और

(ग) सरकारी कर्मचारियों की सुविधा के लिए यह डिस्पेंसरी कब तक खोल दी जाएगी ?

स्वास्थ्य और परिवार कल्याण मंत्रालय में राज्य मंत्री (श्री निहार रंजन लस्कर) : (क) जी नहीं।

(ख) यह प्रश्न नहीं उठता।

(ग) इस औषधालय के चालू वर्ष में खोले जाने की सम्भावना है बशर्ते कि इस के लिए उपयुक्त स्थान उपलब्ध हो जाए।

रूट नम्बर 910 पर दिल्ली परिवहन निगम की बस सेवा

1767. श्री सज्जन कुमार : क्या नौवहन और परिवहन मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि दिल्ली में रूट नम्बर 910 पर दिल्ली परिवहन निगम की बस की पर्याप्त "फ्रीक्यून्सी" नहीं है; और

(ख) यदि हाँ, तो इसकी सेवा कितने मिनट की है और क्या सरकार का विचार इस रूट पर बस सेवा के अन्तराल को कम करने का है और यदि हाँ, तो तत्कालम्बन्धी व्यापार क्या है ?

नौवहन और परिवहन मंत्रालय में राज्य मंत्री (श्री ब्रूटा सिंह) : (क) और (ख). यातायात के परिणाम के आधार पर, रूट नं० 910 की सविस में अभी हाल में वृद्धि कर दी गई है और यह इस रूट पर पर्याप्त समझी जाती है। 9-2-1981 से पूर्व आ. सेवाओं की फ्रीक्यून्सी 26/52 मिनट की थी उसे 9-2-81 से बढ़ा कर 22/44 मिनट की और 21-4-81 से 19/38 मिनट की कर दी गई है।

Growth of Universities and Colleges

1768. SHRI XAVIER ARAKAL: Will the Minister of EDUCATION AND SOCIAL WELFARE be pleased to lay a statement showing:

(a) the policy of Government in the matter of higher education indicating the growth of Universities and Colleges from 1970 onwards;

(b) what steps have been taken by Government to implement this policy;

(c) what assistance has been given by U.G.C. and on what basis from 1979 onwards; and

(d) what are the committee/study reports on the question of higher education and also the activity of U.G.C. and how many recommendations have been implemented?

THE MINISTER OF STATE OF THE MINISTRIES OF EDUCATION AND SOCIAL WELFARE (SHRIMATI SHEILA KAUL): (a) to (c). Since the beginning of the Fourth Five Year Plan, the policy on higher education has been the containment of expansion in the provision of full-time facilities and to meet the increasing demand for higher education through other channels like correspondence and part-time courses, private studies, etc. In other words new institutions of higher education should be established only if the need for such institutions is adequately established on sound academic considerations and in terms of the availability of resources. Efforts were and are being made to improve the quality of higher education through strengthening the infrastructural facilities, greater support for advanced studies and research, improvement of faculty, etc.

The steps taken for implementing these policies and the assistance provided to universities and colleges for the purpose, including the growth of universities and colleges in the country are given in detail in the Annual Reports of the University Grants Commission which are placed before Parliament every year, and are printed public documents.

(d) The question of higher education and the activities of the University Grants Commission were studied by a Committee appointed in August, 1974 under the Chairmanship of Dr. V.S. Jha. The Committee submitted its report in February, 1977. The recommendations made by this Committee were considered by the Government and the decisions taken on them were brought to the notice of the concerned agencies in April, 1979. The Committee had in all made about 80 recommendations, out of which 9 recommendations required action on the part of the State Governments and were communicated to them, while 16 recommendations were not accepted by the Government. The remaining recommendations are in different stages of implementation/action by the University Grants Commission.

दिल्ली नगर निगम क स्कूलों में निरीक्षकों की नियुक्ति के लिये पेनल

1769. श्री राम धारे धनिका : क्या शिक्षा तथा समाज कल्याण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या दिल्ली नगर निगम के अन्तर्गत स्कूलों के निरीक्षकों की नियुक्ति के लिए कोई पेनल तैयार किया गया था ;

(ख) क्या उक्त पेनल तैयार कर दिया गया है ;

(ग) यदि हां, तो इस के क्या कारण हैं ;

(घ) यदि नहीं, तो उस पेनल में कितने व्यक्तियों को शामिल किया गया था; और

(ङ) क्या उस पेनल के अनुसार नियुक्ति की जायेगी और यदि नहीं, तो इसके क्या कारण हैं ?

शिक्षा तथा समाज कल्याण मंत्रालयों में राज्य मंत्री (श्रीमती शीला कोल) :
(क) जी, हाँ।

(ख) जी, हाँ।

(ग) नगर निगम, दिल्ली ने रिपोर्ट भेजी है कि पैनल को समाप्त कर दिया था क्योंकि अन्य बातों के साथ-साथ यह पाया गया कि आवेदन-पत्रों की समुचित रूप से संवीक्षा नहीं की गई थी।

(घ) और (ङ). प्रश्न नहीं उठते।

उत्तर प्रदेश रेलवे पुलिस कर्मचारियों की संख्या

1770. श्री राम प्यारे पनिका : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि उत्तर प्रदेश में रेलवे पुलिस कर्मचारियों की संख्या में वृद्धि की गई है ;

(ख) यदि हाँ, तो मूलतः इसकी संख्या कितनी थी ;

(ग) क्या रेल समपत्ति की सुरक्षा करने के लिए यह संख्या पर्याप्त है; और

(घ) यदि नहीं, तो उसके लिए रेलवे पुलिस के कितने अतिरिक्त कर्मचारियों की आवश्यकता है तथा इसकी व्यवस्था कब तक कर दी जायेगी ?

रेल मंत्रालय तथा संसदीय कार्य विभाग में उपमंत्री (श्री मल्लिकार्जुन) : (क) जी, हाँ।

(ख) 2656.

(ग) और (घ). उल्लिखित मूल ऊपर कर्मचारियों की जो मूल संख्या दी गई है उसे हाल ही में बढ़ा कर 2,303 कर दिया गया
1589 LS—8

है। कितनी अन्य आवश्यकता के अनुरोध करने का काम उत्तर प्रदेश सरकार का है। उनसे सिफारिश प्राप्त होने पर हम उस पर विचार करेंगे।

रेलवे कर्मचारियों के लिये अधिक बोनस

1771. श्री राम प्यारे पनिका : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि सरकार ने पिछले वर्ष की तुलना में रेलवे कर्मचारियों को इस वर्ष अधिक बोनस देने का निर्णय लिया है ;

(ख) यदि हाँ, तो उस की दर क्या होगी और उससे कितने कर्मचारी लाभान्वित होंगे तथा उस पर कितनी अतिरिक्त धनराशि खर्च होगी;

(ग) क्या इस वर्ष रेलवे को कुछ अतिरिक्त आय होने की संभावना है; और

(घ) यदि हाँ, तो कितनी ?

रेल मंत्रालय तथा संसदीय कार्य विभाग में उप मंत्री (श्री मल्लिकार्जुन) : (क) से (घ). एक विवरण संलग्न है।

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रेल कर्मचारियों को उत्पादकता सम्बद्ध बोनस उन के वास्तविक कार्य-निष्पादन के आधार पर स्वीकृत किया जाता है जिसका निर्धारण रेलों और संगठित श्रमिक संगठनों के बीच हुए फार्मूले के अनुसार निर्धारित किया जाता है। उत्पादकता सम्बद्ध बोनस वित्तीय परिणामों पर आधारित नहीं होता। निर्धारित फार्मूले के अनुसार वर्ष 1980-81 का वास्तविक कार्य-निष्पादन, अभी आकलित किया जाना है। इसलिए 1980-81 के वास्तविक कार्य-निष्पादन के लिए रेल

कर्मचारियों को इस वर्ष दिये जाने वाले बोनस की मात्रा के बारे में भी अभी तक कोई निर्णय नहीं किया गया है।

2. अब तक की प्रवृत्ति के आधार पर, यह माना जा सकता है कि रेलें 1981-82 में अतिरिक्त राजस्व अर्जित करेंगी, जिस की मात्रा का वास्तविक प्राक्कलन केवल 1981-82 के लिए संशोधित अनुमान प्रस्तुत करते समय ही किया जा सकता है। विस्तृत अनुमानों के अनुसार सकल यातायात से प्राप्तियां चालू वित्तीय वर्ष के दौरान 1980-81 की तुलना में लगभग 650 करोड़ रुपये अधिक होने की आशा है।

दिल्ली में विद्यालय स्वास्थ्य योजना का आगे विस्तार किया जाना

1772. श्री राम ध्यारे पत्रिका : क्या स्वास्थ्य और परिवार कल्याण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार का दिल्ली में विद्यालय स्वास्थ्य योजना का और विस्तार करने का प्रस्ताव है;

(ख) यदि हां, तो इस योजना से कितने बच्चे लाभान्वित हो रहे हैं तथा भविष्य में कितने बच्चों के लाभान्वित होने की संभावना है;

(ग) वर्ष 1980-81 के दौरान इस योजना पर कितना व्यय हुआ है और वर्ष 1981-82 के दौरान कितना व्यय होने की संभावना है;

(घ) क्या देश के अन्य भागों में भी ऐसी किसी योजना को क्रियान्वित किया गया है;

(ङ) यदि हां, तो ऐसी योजना के नाम तथा देश के उन भागों के नाम क्या हैं, तथा इस योजना को क्रियान्वित कर रहे हैं, तथा

इस योजना से कितने बच्चे लाभान्वित हो रहे हैं;

(च) यदि नहीं, तो क्या सरकार देश के अन्य भागों के लिए भी ऐसी कोई योजना बनायेगी;

(छ) यदि हां, तो कब तक; और

(ज) यदि नहीं, तो तत्संबंधी कारण क्या हैं ?

स्वास्थ्य और परिवार कल्याण मंत्रालय में राज्य यंत्री (श्री निहार रंजन लस्कर) :
(क) जी, हां।

(ख) दिल्ली प्रशासन से मिली सूचना के अनुसार इस समय दिल्ली में 54000 स्कूली बच्चे इस योजना का लाभ उठा रहे हैं और छठी योजना के अन्त तक अर्थात् 1984-85 तक इस योजना के अधीन लगभग 5.25 लाख बच्चों को लाभ पहुंचाने की आशा है।

(ग) 1980-81 के दौरान दिल्ली प्रशासन ने इस योजना के अधीन 3.78 लाख रुपये खर्च किए थे और 1981-82 के लिए लगभग 35 लाख रुपये की व्यवस्था की गई है।

(घ) से (ज). केन्द्रीय स्वास्थ्य शिक्षा ब्यूरो आठ केन्द्र शासित क्षेत्रों में (दिल्ली को छोड़ कर) एक स्कीम केन्द्र आयोजित योजना के रूप में चला रहा है। जैसा कि ऊपर (क) से (ग) भागों के उत्तरों में बताया गया है, केन्द्र शासित क्षेत्र दिल्ली की अपनी एक व्यापक योजना है। कुछेक अन्य राज्य सरकारें भी अपनी इच्छा से इस योजना को कार्यान्वित कर रही हैं जिस का ब्यौरा उपलब्ध नहीं है।

जून, 1981 में हुए केन्द्रीय स्वास्थ्य और परिवार कल्याण के संयुक्त सम्मेलन ने अन्य बातों के साथ साथ यह सिफारिश की है

कि राज्यों/केन्द्र शासित क्षेत्रों को चाहिए कि वे इस प्रकार की योजनायें तेजी से चलायें (देखिए सिफारिशों की एक प्रति जो विवरण के रूप में संलग्न है) ।

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15 से 17 जून, 1981 तक हुए केन्द्रीय स्वास्थ्य और परिवार कल्याण परिषदों के संयुक्त सम्मेलन की सिफारिशें

स्कूल स्वास्थ्य योजना-जांच और स्वास्थ्य शिक्षा

सम्मेलन ने सिफारिश की कि राज्यों/केन्द्र शासित क्षेत्रों को चाहिए कि वे स्कूली बच्चों को कवर करने के लिए यथासंभव तेजी से एक विस्तृत स्कूल स्वास्थ्य कार्यक्रम चलायें । केरल, गुजरात और कुछ दूसरे राज्यों द्वारा उल्लिखित उदाहरणों को नोट किया गया । निम्नलिखित और बाता की सिफारिश की गई :—

(क) एक सुनिश्चित स्कूल स्वास्थ्य योजना चलाने के लिये पहले-पहले काम से कम प्राथमिक स्कूलों को कवर किया जाना चाहिए और आरम्भ में इसके पहले और अन्तिम प्वाइंटों पर यह योजना लागू की जानी चाहिए ।

(ख) कुष्ठ के स्थानिक मारी वाले इलाकों के उन स्कूलों में जहाँ जरूरी हो यह योजना लागू कर बच्चों में शुरू से ही कुष्ठ रोग का पता लगाया जाना चाहिए ताकि इस रोग को आरम्भिक अवस्था में ही रोका जा सके ।

(ग) स्कूल स्वास्थ्य कार्यक्रम को न्यूनतम आवश्यकता कार्यक्रम का अंग बना देना अच्छा होगा

Fly over at Mourgram on National Highway No. 34.

1773. SHRI ZAINAL ABEDIN: Will the Minister of SHIPPING AND TRANSPORT be pleased to state—

(a) whether his Ministry pursued with the Railway Ministry about the construction of proposed fly-over at Mourgram on the National Highway No. 34 in West Bengal; and

(b) if so, the details thereof?

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

(a) and (b). The matter has been pursued with the concerned Railway Authorities by the Ministry of Shipping and Transport as well as by West Bengal Government. The estimate for the bridge in question is expected to be received soon.

Free Rail Passes

1774. SHRI R. L. P. VERMA: Will the Minister of RAILWAYS be pleased to state:

(a) is it a fact that a large number of free rail passes have been issued by him in 1981 which are many times more than that issued in 1977-78, 1978-79, or 1979-80;

(b) if so, the number of passes issued so far during the current year together with comparable figures for the aforesaid years; and

(c) details of persons to whom the passes have been issued and the criteria thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) and (b). The number of the complimentary card passes issued is as under:

Year	Number of Complimentary Card Passes		
	1st Class A.C.C.	1st Class	2nd Class
1978	1	96	13
1979	6	145	19
1980	8	308	25
1981	5	360	62

(c) Complimentary passes are issued with the personal approval of Minister of Railways keeping in view the following broad guidelines:—

(i) Institutions and organisations devoted to social, cultural, scientific, literary, sports and educational activities and whose work is of an all India character.

(ii) Organisations devoted to the welfare of scheduled castes, scheduled tribes, backward and neglected sections, women, blind and handicapped persons etc.

(iii) Eminent persons engaged in work of national importance for which they are required to undertake frequent journeys. The details will be laid on the Table of the Sabha.

The Government have cancelled all complimentary card passes issued to the individuals/organisations with effect from 13-8-81 except those issued to the Members of the various Committees associated with the Railways.

Check on Inefficiency in Railways

1775. SHRI R. L. P. VERMA: Will the Minister of RAILWAYS be pleased to state what steps are envisaged to check the growing inefficiency seen all round in the Railways?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): It is not correct to say that there is a growing inefficiency all round the Railways. The freight and Passenger traffic and earnings therefrom have substantially improved in the first four months of the current financial year. The availability of wagons has also improved appreciably.

There are, however, certain areas such as punctuality of passenger trains where improvement has to be made. Steps taken during the last some months have improved the discipline on the railways and it is hoped to improve the efficiency still further by modern techniques and innovations.

Use of Illegally Imported Cholera Vaccine.

1776. SHRI R. L. P. VERMA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether it is a fact that new untried cholera vaccine, illegally imported into the country without the permission of the Controller of Drugs by the World Health Organisation in Delhi, was administered to about sixty thousand School children in Calcutta's Beliaghata area in 1975-76 by the then

Calcutta Cholera Research Centre without notifying its intentions of Carrying out an Experiment; and

(b) if so, what was the reaction of that test, who were responsible for that blatant misuse of power and authority and what action has been taken against them besides ensuring that such instances do not recur in future?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR): (a) No.

(b) Does not arise.

भटिण्डा हनुमानगढ़ लाइन

1777. श्री कुम्भाराम आर्य : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या भटिण्डा से हनुमानगढ़ और हनुमानगढ़ से सूरतगढ़ बड़ी रेलवे लाइन को बीकानेर तक बढ़ाया जायेगा; और

(ख) यदि हा, तो कब तक ?

रेल मंत्रालय तथा संवदीय कार्य विभाग में उपमंत्री (श्री मल्लिकार्जुन) : (क) और (ख). सूरतगढ़ से बीकानेर तक 182 कि० मी० लम्बी मीटर लाइन को बड़ी लाइन में बदलने के लिए एक यातायात एवं अन्तिम स्थान निर्धारण इंजीनियरी सर्वेक्षण की स्वीकृति दी गयी है। सर्वेक्षण रिपोर्ट प्राप्त होने और उस पर विचार किये जाने के बाद इस आमान-परिवर्तन के बारे में कोई निर्णय लिया जायेगा।

Bikaner-Chhatargarh Line

1778. SHRI KUMBHA RAM ARYA: Will the Minister of RAILWAYS be pleased to state:

(a) when will the construction work of the proposed Bikaner-Chhatargarh railway line start;

(b) the target time fixed for completion of the railway line; and

(c) if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) to (c). There is no proposal to undertake the construction of Bikaner-Chhatargarh railway line during the Sixth Plan, owing to paucity of funds

सूरतगढ़-अनूपगढ़ लाइन

1779. श्री कुम्भाराम आर्य : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) सूरतगढ़ जंक्शन (राजस्थान) से अनूपगढ़ तक की बड़ी रेल लाइन कब तक पूरी हो जायेगी;

(ख) गंगा नहर, लूप लाइन, जो मीटर गेज लाइन है तथा जो सूरतगढ़ को हनुमानगढ़ और श्रीगंगानगर के रास्ते से मिलती है। सूरतगढ़ से अनूपगढ़ तक बड़ी लाइन में बदले जाने के बाद स्वरूपसर जंक्शन से आगे किस प्रकार सम्पर्क प्रदान करेगी। जहाँ वर्तमान मीटर गेज रेल लाइन तोड़ी जायेगी;

(ग) क्या नहर लूप लाइन को बड़ी लाइन में बदलने का सरकार का कोई प्रस्ताव है; और

(घ) यदि नहीं, तो इस की क्या उपयोगिता होगी ?

रेल मंत्रालय तथा संसदीय कार्य विभाग में उप मंत्री (श्री मल्लिकार्जुन) : (क) सूरतगढ़ से स्वरूपसर तक एक समानान्तर बड़ी लाइन के निर्माण के लिये और स्वरूपसर से अनूपगढ़ तक की वर्तमान मीटर लाइन को बड़ी लाइन में बदलने के लिए एक इंजीनियरी एवं यातायात सर्वेक्षण की स्वीकृति दी गई है। यह मुख्यतः सुरक्षा की आवश्यकताओं के

लिए हैं और सर्वेक्षण रिपोर्ट मिलने के बाद इस परियोजना के बारे में कोई निर्णय लिया जा सकेगा।

(ख) से (घ). चूंकि सूरतगढ़ और सरूपसर के बीच केवल एक समानान्तर बड़ी लाइन बिछाये जाने का प्रस्ताव है, इसलिए सरूपसर और श्रीगंगानगर के रास्ते सूरतगढ़ से हनुमानगढ़ तक की वर्तमान मीटर लाइन भी बनी रहेगी और इसका उपयोग जारी रहेगा।

बीकानेर रेलवे यूजर्स एडवाइजरी कमेटी

1780. श्री मनफूल सिंह चौधरी : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या उत्तर रेलवे को डिवीजनल रेलवे यूजर्स एडवाइजरी कमेटी (क्षेत्रीय रेल प्रयोक्ता मलाहकार समिति), बीकानेर के संविधान और नियमों के विशेष रूप से पालन के लिए धारा (iv) के अधीन गत वर्ष किसी सदस्य को मनोनीत किया गया था;

(ख) यदि हां, तो इस प्रकार मनोनीत किये गये सदस्य का नाम क्या है तथा मनोनीत करने वाले अधिकारी का नाम क्या है;

(ग) क्या सदस्यों को मनोनीत करते समय उस क्षेत्र के संसद सदस्यों के साथ परामर्श किया जाता है; और

(घ) क्या समिति में कोई ऐसा भी सदस्य मनोनीत किया गया जिन्होंने हर बार सदस्य बनने के लिए जोड़-तोड़ करना अपना व्यवसाय बना लिया है ?

रेल मंत्रालय तथा संसदीय कार्य विभाग में उप मंत्री (श्री मल्लिकार्जुन) : (क) से (ख). विशेष हितों के अन्तर्गत 15-10-1977 से 31-3-1980 तक की कार्यवाही के लिए मंडल रेल उपयोगकर्ता परामर्श समिति, बीकानेर मंडल में निम्नलिखित व्यक्ति नामित किये गये थे :

1. श्री के० एस० सक्सेना, वाणिज्य अधिकारी जिनदल (इंडिया) प्राइवेट लि०, हिसार।

2. श्री माखन जोशी, मौरदीप प्रिंटिंग प्रेस, कोटगोट, बीकानेर।

3. श्रीमती सरला भल्ला, प्राचार्य, महाराणा प्रताप विमें कालेज, मंडी दादवाली (हरियाणा)।

महाप्रबन्धक, उत्तर रेलवे द्वारा पहले तथा भूतपूर्व रेलवे मंत्री ने दूसरे और तीसरे व्यक्ति को नामित करने की सिफारिश की थी।

विशेष हितों के अंतर्गत सदस्यों को नामित करते समय उस क्षेत्र के संसद सदस्यों की राय नहीं ली गयी है किन्तु उनकी सिफारिश, यदि हो, तो उस पर उचित ध्यान दिया जाता है। जहां तक अन्य हितों का संबंध है, यह नामित निकायों के स्व-विवेक पर छोड़ दिया गया है कि वे संबंधित हितों के लिए अपने प्रतिनिधि चुने।

B. B. C. Documentary on West Bengal Land Reforms

1781. SHRI PIUS TIRKEY: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether the Government's attention has been drawn towards the fact appeared in the Organizer dated 26th July, about I.L.O. asking B.B.C. to do a documentary on West Bengal Land Reforms;

(b) if so, what are the complete details in this regard; and

(c) what steps are being taken by Government in this matter?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) to (c). The Government of India is aware of the news item which appeared in the Organizer dated the

26th of July. The Government of India, however, have not received any request from the B. B. C. to make a documentary film on West Bengal land reforms so far. The Government are ascertaining from the West Bengal Government whether any such preliminary request has come to them. Information asked for is being collected and will be placed on the table of the House in due course.

Commercialisation of States in Medical Colleges

1782. SHRI PIUS TIRKEY:

DR. VASANT KUMAR PANDIT:

Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the Health Minister's attention has been drawn to the news appeared in *Indian Express* dated the 8th July, 1981 under caption 'Government to curb sale of medical seats;

(b) if so, how many medical colleges have been found involved in this practice and the details of amount being charged in each case; and

(c) what steps are likely to be taken by Government in future in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKER): (a) to (c). The news item has not been published in the New Delhi edition of the *Indian Express* dated the 8th July, 1981. Efforts are being made to trace the said item in other editions of the Newspaper. As per information available with this Ministry, four medical colleges in Karnataka, which are recognised by the Medical Council of India are charging capitation fees. 65 per cent of the seats in these colleges are free; for allotment to Karnataka students by the Selection Committee constituted by the State Government. In these colleges 5 per cent seats are reserved for candidates from Karnataka who are admitted on payment of

Rs. 60,000/-. 20 per cent seats are meant for external candidates who are admitted on payment of Rs. 1,00,000/- and 10 per cent seats are allotted by the management. In addition, three newly set-up medical colleges in Karnataka and one newly set-up medical college in Andhra Pradesh are also charging capitation fees.

The concerned State Governments will continue to be advised to and the practice of capitation fees.

Shortage of Polio Vaccine in the Country

1783. SHRI K. MALLANNA:

SHRI MOHAN LAL PATEL:

SHRI D. P. JADEJA:

Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether there is any shortage of polio vaccine in the country;

(b) whether there is shortage of cold storage facilities in our country in this regard;

(c) whether it is also a fact that this vaccine is not available particularly in the semi-urban and rural areas; and

(d) if so, what efforts are underway to strengthen storage and transportation facilities in the States to achieve increased coverage of rural children by the vaccine?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKER): (a) The Ministry of Petroleum, Chemicals and Fertilizers who are the nodal Ministry, have reported shortages of imported polio vaccine in the metropolitan cities of Madras and Delhi.

(b) Yes.

(c) Yes. The distribution of polio vaccine is limited to the immunization centres with adequate cold storage facilities.

(d) The Government of India is supplying refrigerators, vaccine carriers, thermocole boxes and dial thermometers to strengthen the cold chain for vaccine in the States. Training course have been organised so that the available resources are used more effectively.

दिल्ली में संकटग्रस्त कालेजों को नियंत्रण में लिया जाना

1784. श्री निहाल सिंह : क्या शिक्षा तथा समाज कल्याण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार का ध्यान 28 जून 1981 के नवभारत टाइम्स में दिल्ली के जिन कालेजों का प्रबन्ध समितियों ने उन्हें चलाने के बारे में अपनी असमर्थता व्यक्त की है, उनको नियंत्रण में लिए जाने की मांग के बारे में प्रकाशित समाचार की ओर दिलाया गया है ; और

(ख) यदि हाँ, तो ऐसे कालेजों की संख्या कितनी है और सरकार ने इस संबंध में क्या कार्यवाही की है ।

शिक्षा तथा समाज कल्याण मंत्रालय में राज्य मंत्री (श्रीमती शोला कौल) : (क) जी, हाँ ।

(ख) विश्वविद्यालय को अभी तक किरोड़ीमल तथा जी० डी० सलवान कालेज के प्रबन्ध न्यासियों द्वारा इन कालेजों को चलाने में असमर्थता के कारण इन्हें अपने नियंत्रण में लेने का अनुरोध प्राप्त हुआ है । विश्वविद्यालय अनुदान आयोग ने सरकार के परामर्श से किरोड़ीमल कालेज को सिद्धांत रूप से दिल्ली विश्वविद्यालय द्वारा अपने नियंत्रण में ले लेने का निर्णय किया है । ब्योरे तैयार किए जा रहे हैं ।

जी० डी० सलवान कालेज के संबंध में यह निर्णय किया गया है कि दिल्ली

प्रशासन अर्द्ध 1983 के पश्चात् इस कालेज को अपने अधिकार में ले लेगा । तब तक यह कालेज अपने वर्तमान प्रबंध द्वारा चलाया जाता रहेगा ।

खोलोबाद (बस्ती) से कर्मचारियों के लिए रिहायशी मकान

1785. श्री कुण्ड चन्द्र पांडे : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि पूर्वोत्तर रेलवे के गोरखपुर मुख्यालय के कर्मचारियों के लिए रिहायशी आवास की भारी कमी है जिसके परिणामस्वरूप कर्मचारियों को भारी कठिनाई का सामना करना पड़ता है ;

(ख) क्या यह भी सच है कि रेल कर्मचारियों के लिए खोलोबाद से गोरखपुर (बस्ती) तक तथा वहाँ से वापसी के लिए सुबह-शाम दो विशेष गाड़ियाँ चलानी पड़ती हैं ;

(ग) क्या सरकार का विचार रेल कर्मचारियों की आवास समस्या को ध्यान में रखते हुए उनके लिए खोलोबाद (बस्ती) में कालोनी बनाने का है ; और

(घ) यदि हाँ, तो यह कालोनी कब तक बनाई जायेगी ।

रेल मंत्रालय तथा संसदीय कार्य विभाग में उप मंत्री (श्री मल्लिकार्जुन) : (क) गोरखपुर मुख्यालय में तैनात लगभग 23.5 प्रतिशत रेल कर्मचारियों के लिए क्वार्टरों की व्यवस्था की गयी है । इस समय कर्मचारी क्वार्टरों के 104 यूनिट निर्माणाधीन हैं और 1982-83 में 62 अतिरिक्त यूनिट क्वार्टरों का निर्माण करने का विचार किया जा रहा है । जिन रेलवे कर्मचारियों के लिए क्वार्टरों की व्यवस्था नहीं की गयी है, वे

गोरखपुर शहर में मकान ले सकते हैं, जहाँ आवास की समस्या इतनी विकट नहीं है जितनी महानगरों में है ।

(ख) मोटर लाइन को बड़ी लाइन में परिवर्तित करने से पहले रेल कर्मचारियों के लिए कर्मचारी गाड़ी होती थी किन्तु अब कर्मचारी और जनता नियमित गाड़ियों का उपयोग करती है ।

(ग) जी नहीं ।

(घ) प्रश्न नहीं उठता ।

मनकापुर और अयोध्याजी के बीच मोटर लाइन पर चलने वाली गाड़ियाँ

1786. श्री कृष्ण चन्द्र पांडे : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि बाराबंकी से गोरखपुर को मोटर लाइन को बड़ी लाइन में बदलने के बाद मनकापुर से अयोध्याजी के बीच मोटर लाइन पर चलने वाली गाड़ियों को हटा दिया जाएगा;

(ख) यदि हाँ, तो क्या इस गाड़ी के हटाये जाने से तीर्थ-यात्रियों को भारी असुविधा नहीं होगी; और

(ग) यदि हाँ, तो यह सुनिश्चित करने के लिए क्या प्रयास किए गए हैं कि वर्तमान गाड़ी चलती रहे और तीर्थ-यात्रियों को किसी प्रकार की कोई असुविधा न हो ?

रेल मंत्रालय तथा संसदीय कार्य विभाग में उपमंत्रि (श्री मल्लिकार्जुन) :
(क) जी नहीं ।

(ख) और (ग). प्रश्न नहीं उठता ।

खलीलाबाद-बलरामपुर लाइन का निर्माण

1787. श्री कृष्ण चन्द्र पांडे : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या खलीलाबाद से बलरामपुर तक रेल लाइन बिछाने के लिए एक सर्वेक्षण किया गया था ;

(ख) यदि हाँ, तो क्या यह सच है कि भूतपूर्व रेल मंत्री श्री कमलापति त्रिपाठी ने मेघादन (बस्ती) में इस बात का आश्वासन दिया था कि शीघ्र ही निर्माण किया जाएगा ;

(ग) क्या खलीलाबाद से बलरामपुर तक रेल लाइन बिछाने के लिए निर्माण कार्य शुरू हो गया है, यदि हाँ, तो तत्संबंधी व्यौरा क्या है और कब तक रेल लाइन पूरी हो जाएगी, और

(घ) यदि नहीं, तो तत्संबंधी कारण क्या है ?

रेल मंत्रालय तथा संसदीय कार्य विभाग में उप मंत्री (श्री मल्लिकार्जुन) : (क) जी हाँ ।

(ख) और (ग). जी नहीं ।

(घ) इस परियोजना की रिपोर्ट के अनुसार प्रस्तावित लाइन अर्थक्षम नहीं पायी गयी थी और नयी लाइनों के निर्माण के लिए धनराशि की अत्यधिक कमी है ।

Sale of Components for Uranium Enrichment Plant of Pakistan by a West German Firm

1788. SHRI R. P. GAEKWAD: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) Whether Government's attention has been drawn to a newspaper report about sale by West German firm 'FREL-BURG' of components for a uranium

enrichment plant to Pakistan without the approval of the Ministry concerned of West Germany;

(b) whether this report is correct;

(c) if so, whether the issue has been taken up with the West German Government; and

(d) if so, reply received from that Government and the steps taken to meet the threat?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) Yes, Sir. The Government is aware of the appearance on 3 July 1981 of an article on this subject in the German magazine "STERN".

(b) to (d). There was a subsequent report in the German press that on 15th July the Federal Government informed the BUNDESTAG, in reply to a parliamentary question, that the German firm had in fact violated the foreign trade law of the country by exporting to Pakistan without an export permit a fluorine plant suitable for manufacture of uranium hexafluoride which is the original material for the enrichment of uranium.

Action against the offending firm should in the normal course be taken by the FRG Government under its laws for violation of its export regulations.

Periodic Scrutiny of Free Passes Issued

1789. SHRI R. P. GAEKWAD.

SHRI RAJESH KUMAR
SINGH:

SHRI R. R. BHOLE:

SHRI K. A. RAJAN:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that inspite of all-round criticism and loss of revenue his Ministry continues to grant free complimentary passes liberally;

(b) if so, the number of free rail passes issued for first class, second

class, air-conditioned class and other categories;

(c) whether any norms have been determined for issue of free rail passes, the amount of money these free passes cost to the railways at whose discretion these passes are issued and whether there is a provision for periodic scrutiny of the passes; and

(d) the details in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) and (b). The Government have cancelled all complimentary card passes issued to individuals/organisations with effect from 13-8-81 except those issued to the Members of following Committees associated with the Railways:—

1. Railway Hindi Salahakar Samiti.
2. Hindi Shabdawali Samiti.
3. Standing Voluntary help Committee.
4. National Railway Catering Consultative Council.
5. Programme Implementation Committee.
6. Passenger Amenities Committee.

(c) and (d). Complimentary passes were being issued with the personal approval of Minister of Railways keeping in view the following broad guidelines:

(1) Institutions and Organisations devoted to social, cultural, scientific, literary, sports and educational activities and whose work is of all India character.

(2) Organisations devoted to the welfare of scheduled castes, scheduled tribes, backward and neglected sections, women, blind and handicapped persons etc.

(3) Eminent persons engaged in work of national importance for which they are required to undertake frequent journeys.

Scrutiny is made while the renewal of such passes is considered and if circumstances so warrant even before. Figures of expenditure in regard to the journeys performed on the basis of complimentary card passes are not maintained.

Declaration of Allahabad Haldia reach as National Waterway

1790. SHRI SANAT KUMAR MAN-DAL: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) Whether Government have by now taken a decision to declare the Allahabad-Haldia reach of the Ganga-Bhagirathi-Hooghly river system as national waterway,

(b) if so, the broad outlines thereof,

(c) what steps are being taken to open the stretch between Haldia and Farakka for inland navigation and what are the points fixed on this waterway, and

(d) what steps have been taken to build the necessary infrastructural facilities at these points?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH): (a) and (b). The Government of India has decided in Principle to declare the stretch of the Ganga-Bhagirathi-Hooghly river system between Haldia and Allahabad as a National Waterway. Draft legislation for the purpose will be brought before Parliament.

(c) and (d). With the completion of Farakka Barrage and the Feeder Canal inland navigation in the Haldia-Farakka stretch has become feasible. Based on a detailed feasibility report, a scheme for provision of infrastructural facilities in this stretch of the waterway has been prepared and is being processed. In the scheme, the following 9 potential I WT terminals in this reach have been identified for development in stages:—

Haldia, Calcutta, Tribeni, Nabad-wip, Katwa, Plassey, Berhampur, Pakur & Farakka.

Number of Primary Health Centres and sub Centres

1791. SHRI JAGPAL SINGH:

SHRI TRILOK CHAND:

SHRI CHANDER DEO PRA-SAD VERMA:

SHRI CHHOTAY SINGH YADAV:

Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) the number of primary health centres and sub-centres in various parts of the country as on 31st December, 1980;

(b) the number of such centres which were ill equipped and functioning with only one physician and the number of those centres which had no physician at all;

(c) the number of vacancies existing on 31st December, 1980 stating the reasons for these vacancies remaining unfilled; and

(d) the steps taken by the Government to fill up these vacancies of physicians at the earliest for the proper functioning of the health centres?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR): (a) According to the information available as on 1st April, 1981 there are 5532 Primary Health Centres and 51184 Sub-centres in the country.

(b) and (c). As on 1st April, 1981 there were 4907 Primary Health Centres which were reported to be functioning with two or more doctors; 538 with one doctor and 36 with no doctor. One of the major reasons for the vacancies in the Primary Health Centres is reported to be due to the transfer/retirements of Medical Officers and the usual time involved in posting/recruiting their substitutes.

(d) The Government of India have impressed upon the State Governments, from time to time, the need to fill the vacancies of the medical officers in the Primary Health Centres.

Books published by teachers of Central Hindi Institute

1792. SHRIMATI GEETA MUKHERJEE: Will the Minister of EDUCATION AND SOCIAL WELFARE be pleased to state:

(a) The details of books/Research papers published by the teachers of the Central Hindi Institute during 1979-80 and 1980-81;

(b) whether any academic review of their performance is made from time to time; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRIES OF EDUCATION AND SOCIAL WELFARE (SHRIMATI SHEELA KAUL): (a) to (c). The information in respect of parts (a), (b) and (c) of the question is being collected from Kendriya Hindi Sangathan (Central Institute of Hindi) with its centres at Agra, Delhi, Gauhati and Hyderabad and will be laid on the Table of the House.

Racket in Misbranded Drugs

1793. SHRI CUMBUM N. NATARAJAN: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether his Ministry are aware of the existence of a country wide racket in misbranded drugs, if so, the details thereof;

(b) whether it is also a fact that the confidence of the patients in the established medicines manufactured by reputed companies is being eroded due to this country wide racket involving manufacture and sale of crores of rupees worth of medicines initiating the well known drugs in package, printing and design etc., if so, the details thereof;

(c) whether Government intends to amend the drugs and cosmetics Act of 1940 as it fails to provide adequate protection to genuine products against misbranded drugs; and

(d) what are the steps taken or proposed to be taken by the Central Government to control the menace of misbranded drugs?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR): (a) and (b). Reports have been received that certain manufacturers of drugs in Haryana and U.P. are marketing drugs which are close imitations of fast moving drugs and such preparations often bear names which are closely similar to some well known products. These imitation products do not contain the ingredients in prophylactic or therapeutic quantities. The attention of the Drugs Controller of Haryana was drawn to the above. The State Drug Controller of Haryana has informed that he has withdrawn permission granted to manufacture such products to 5 firms and the manufacturers have been warned that legal action would be taken if they were found manufacturing products closely imitating well known drugs.

(c) and (d). Adequate provision exists under the Drugs and Cosmetics Act (Clause A of Section 17) for taking action against misbranded allopathic drugs. The Drugs and Cosmetics Act will be amended in due course to include also a definition for the term misbranded Ayurvedic drug and penalties for offences relating to manufacture and sale of misbranded Ayurvedic Drugs would be provided.

Rewas-Reddi National Highway

1794. SHRI R. K. MHALGI: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether Government of Maharashtra has made any proposal for according priority to the work on the proposed Rewas-Reddi national highway (Sagari Maha Marg) in the dis-

tract of Raigad and Ratnagiri in that State:

(b) whether Government are aware that the absence of such a national highway is causing considerable hardship to the travelling public and is also providing a hindrance for the speedy development of these backward districts;

(c) if so, the stage at which this matter is pending; and

(d) the proposed Central share of the cost of the project and the provision made during the current financial year thereon?

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

(a) to (d). Rewas-Reddi road is one of the twelve roads proposed by the Government of Maharashtra for declaration as National Highways in April 1980 and earlier. However, due to financial constraints and other priority considerations, it has not been possible to accede to the State Government's request.

Train Accident at Hazaribagh on 3-8-1981

1795. SHRI MADHAVRAO SCINDIA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that at least two persons were killed when a goods train rammed into a stationary goods train at Hazaribagh on Eastern Railway on August 3, 1981;

(b) if so, what was the main cause of the accident; and

(c) what action has been taken against those found responsible for this accident?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Presumably, the reference is to the collision between two

goods trains near Yadugram Block Hut on 3-8-81, in which two railway staff were killed.

(b) The Commissioner of Railway Safety, Calcutta, who held a statutory inquiry into this accident, has submitted his preliminary report. According to his provisional finding, the accident was due to failure of railway staff.

(c) Suitable action will be taken as responsibility is fixed in the final report.

Fly over on National Highway No. 34

1796. SHRI ZAINAL ABEDIN: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the proposed fly over on the number 34 national highway near Maurgram Railway Station, E. Railways is pending with the Railway Ministry since long; and

(b) if so, how long will it take by his Ministry to clear this project?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) and (b). A proposal for construction of a road over-bridge in replacement of existing level crossing No. 19-C on National Highway No. 34 near Maurgram Railway Station, Eastern Railway is under the examination of the Railway and the State Government. Eastern Railway has already furnished the General arrangement drawing and estimate for the Road over-bridge portion to the State Government. The proposal will be included in the Railways Works Programme as and when detailed drawings, designs, estimates and terms and conditions of sharing of cost of the proposed road over-bridge are finalised and mutually accepted by the Railway and the State Government/Road Authorities.

Melting of Coins

1797. SHRI ARJUN SETHI: Will the Minister of EDUCATION AND SOCIAL WELFARE be pleased to state:

(a) whether Government's attention have been drawn to the news-item appearing in the 'Hindustan Times' dated 4th June, 1981 that thousands of copper and silver coins of historical importance are being melted every day in the country through scrap dealers as numismatists had no time to study them and the dealers are ignorant of their value;

(b) whether it is also a fact that in Pune alone at least 2,000 copper coins are melted every week and lost for ever as important historical evidence; and

(c) if so, would Government give a serious thought in this regard and realise the need to protect the ancient heritage of the country which is being destroyed like this?

THE MINISTER OF STATE IN THE MINISTRIES OF EDUCATION AND SOCIAL WELFARE (SHRIMATI SHEILA KAUL): (a) to (c). Except the news item appearing in the press, the Archaeological Survey of India has no knowledge of such meltings.

Foreign visit of Chairman, Economic Administration Reforms Commission

1798. SHRI JYOTIRMOY BOSU: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether Shri L. K. Jha, Chairman of Economic Administration Reforms Commission is visiting a number of countries, with letters from the Prime Minister covering various issues; and

(b) if so, specific purpose of the visit?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) and (b). Shri L. K. Jha, Chairman of the Economic Administration Reforms Commission visited Tokyo, Ottawa, New York, Washing-

ton, and London in June, 1981. During this visit he carried letters from the Prime Minister to the Prime Ministers of Japan and Canada. The specific purpose was to exchange views with the Governments, concerned personalities as also officials of UN and other organisations in regard to various issues relating to the Restricted Summit to be held in October, 1981 in Cancun (Mexico).

Shri Jha has also visited Kuwait in April, 1981 and Geneva, London and Berlin in May-June, 1981 in connection with work relating to his membership of the Brandt Commission.

बिहार में पोलियो रोग से पीड़ित व्यक्ति

1799. श्री रामावतार शास्त्री :
क्या स्वास्थ्य तथा परिवार कल्याण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि पटना, पूर्णियाँ कटिहार और बिहार के कुछ अन्य जिलों में हजारों लोग पिछले कई महीनों से पोलियो रोग से पीड़ित हैं;

(ख) यदि हाँ, तो क्या यह भी सच है कि पटना के दक्षिणी भागों में महामारी का जोर अधिक है;

(ग) क्या यह सच है कि इस महामारी से बहुत से लोगों की जानें गई हैं;

(घ) यदि हाँ, तो क्या केन्द्रीय सरकार को जिलेवार हुई मौतों के बारे में जानकारी है और इस महामारी के फैलने के कारण क्या हैं; और

(ङ) केन्द्रीय सरकार ने इस महामारी को रोकने के लिये राज्य सरकार की सहायता करने हेतु क्या कार्यवाही की है ?

स्वास्थ्य तथा परिवार कल्याण मंत्रालय
में राज्य मंत्री (श्री नीहार रंजन सास्कर) :

(क) जी, हा ।

(ख) जी, हा ।

(ग) हा जी, हा ।

(घ) बिहार सरकार से मिली
सूचना के अनुसार पोलियो के रोगीयों
और मौतों के जिलेवार आकड़े इस
प्रकार हैं :—

जिले का नाम	रोगी	मौतें
1	2	3
पटना	637	2
गया	239	22
नवादा	34	7
औरंगाबाद	74	3
मुजफ्फरपुर	169	66
समस्तीपुर	80	शून्य
सीवान	103	4
गोपाल गंज	59	16
सथाल परगना (दुन्का)	72	22
राची	126	5
हजारीबाग	81	शून्य
गिरिडोह	4	शून्य
घनबाद	34	2
पलामऊ	124	शून्य
नालदा रोहतास सीतामढ़ी	शून्य	शून्य
सारण पूर्णिया	उपलब्ध नहीं	उपलब्ध नहीं
भोजपुर वैशाली	तदैव	तदैव
दरभंगा	तदैव	तदैव
मधुबनी	तदैव	तदैव
पूर्वी चम्पारन	तदैव	तदैव
पश्चिमी चम्पारन	तदैव	तदैव

1	2	3
भागलपुर | . . . .	तदैव	तदैव
मुंगेर	तदैव	तदैव
बेगुसराय	तदैव	तदैव
रुहरसा कटिहार	तदैव	तदैव
सिंहभूम	तदैव	तदैव

पीलिए के फैलने का मुख्य कारण दूषित जल का सेवन है ।

(ड) पीलिए को फैलने से रोकने के लिए बिहार सरकार द्वारा निवारक और उपचारात्मक उपाय तुरन्त कर दिए गए हैं और सभी जिला अधिकारियों को सतर्क कर दिया गया है तथा समाचार पत्रों के जरिए लोगों से भी इस से सतर्क रहने और अस्पतालों एवं श्रमिकालयों से दवा लेने और निवारक उपाय बरतने के लिए अनुरोध किया गया है ।

स्वास्थ्य राज्य का विषय है और इसलिए रोगों के निवारण और नियंत्रण के लिए उपाय बरतने का दायित्व सम्बन्धित राज्यों और संघ राज्य क्षेत्रों का होता है । वैसे जब कभी महामारी फूट पड़ती है तो उनके अनुरोध पर भारत सरकार भी उस रोग के कारणर हंग से निवारण और नियंत्रण के लिए सहायता देती है, जैसे :—

(1) जब कभी रोग महामारी का रूप धारण कर लेता है तो राज्यों/केन्द्रीय संघ शासित क्षेत्रों में विशेषज्ञों के दल को भेजकर उसके वैज्ञानिक अन्वेषण कराने में सहायता की जाती है ।

(2) यदि आवश्यक हो, तो दवाइयाँ और अन्य सामान जुटाने में भी राज्यो संघ शासित क्षेत्रों की सहायता की जाती है ।

Representation from South Central Railway Vendors' Union, Vijayawada

1800. SHRI BASUDEB ACHARYA: Will the Minister of RAILWAYS be pleased to state what steps have been taken on the representation dated 21st March, 1981 from the South Central Railway Vendors' Union, Vijayawada, Andhra Pradesh, regarding filling up of vacancies of Class-IV posts in the catering department of BZA division from among the vendors, engaged by the catering department of Vijayawada Division?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): The representation from the South Central Railway Vendors' Union requests that Commission Vendors in Catering Department of Vijayawada Division may also be considered for filling class IV posts on par with Commission bearers. Commission Vendors will be eligible to be considered for vacancies of bearers after the existing commission bearers are regularised.

12.00 hrs.

RE. REPORT OF BACKWARD CLASSES COMMISSION

श्री ज.प.ल. सिंह कश्यप (भा.व.ला.) :
अध्यक्ष महोदय, इस बात का अहसास किया
गया था कि मंडल कमीशन की रिपोर्ट...

MR. SPEAKER: One by one.

मैं इसकी बात का जवाब दे रहा
हूँ। इन्होंने समस्या उठाई थी, उसके
बारे में मैंने वायदा किया था कि बताऊंगा।

(Interruptions)

MR. SPEAKER: I am giving you
some observations. If you allow me
to do it, I will do it.

I have received notices of Adjourn-
ment Motion from Sarvashri Jaipal
Singh Kashyap, R. N. Rakesh, Ram
Vilas Paswan, Harish Kumar Gang-
war, A. Neelalohithadasan Nadar,
Harikesh Bahadur and T. S. Negi re-
garding Government's failure to pre-
sent to the House the Report of the
Backward Classes Commission and to
implement its recommendations.

While I am unable to give my con-
sent to the matter being raised by
way of Adjournment Motion, I would
like to mention that in accordance
with Article 340 of the Constitution
"the President shall cause a copy of
the report..... to be laid before
each House of Parliament." No time
limit has been specified in the consti-
tution.

This matter has been raised by
Members earlier also. On 25th August
when the matter was raised by Shri
Mani Ram Bagri in the House, I had
observed that I would look into it.

As the Report of the Commission is
understood to be already with the
Government, I hope the Government

would respond to the wishes of the
Members and do the needful.

SHRI ATAL BIHARI VAJPAYEE
(New Delhi): You are expressing your
hope.

MR. SPEAKER: I cannot direct.

Now, Shri P. Venkatasubbalah. Let
him speak.

एक माननीय सदस्य : यह तो रोज
बोलते हैं। आप इनकी बात सुनते हैं,
हमारी नहीं सुनते।

अध्यक्ष महोदय : आपकी बात का
जवाब है, नहीं सुनना चाहते हैं तो ना
सुनें।

THE MINISTER OF STATE IN
THE MINISTRY OF HOME AFF-
AIRS AND DEPARTMENT OF PAR-
LIAMENTARY AFFAIRS (SHRI P.
VENKATASUBBAIAH): Sir, the Com-
mission's report is in the hands of the
Government, as you have observed.
The various recommendations are
being scrutinised and wherever com-
ments are required, they are being
called for. Sir, I may tell you on be-
half of the Government that the Re-
port will be placed on the Table of
the House as immediately as it is pos-
sible for us.

(Interruptions)**

MR. SPEAKER: Nothing to be re-
corded without my permission.

(Interruptions)**

MR. SPEAKER: I have not allowed
anybody so far.

(Interruptions)**

श्री अटल बिहारी वाजपेयी : अध्यक्ष
महोदय, मेरा व्यवस्था का प्रश्न है।
(व्यवधान) ..

अध्यक्ष महोदय : अगर वे मुझे सुनने दें, तो मैं आपकी बात सुन लूंगा।

(व्यवधान)

अध्यक्ष महोदय : जो मेरे अधिकार में था, वह मैंने कर दिया है।

श्री अटल बिहारी वाजपेयी : अध्यक्ष महोदय, मेरा व्यवस्था का प्रश्न सुनिए।

अध्यक्ष महोदय : मुझे कोई सुनने तो दे। मैंने आप को एलाऊ किया है।

श्री अटल बिहारी वाजपेयी : संविधान के अनुसार बैकवर्ड क्लासिफ़िकेशन की रिपोर्ट सभा-घटन पर रखी जानी चाहिए। आपने भी अपनी घोषणा में इस बात का उल्लेख किया है। संविधान के अन्तर्गत सरकार जो काम करने के लिए विवश है—बन्धी हुई है, क्या सरकार उसको इस तरह से करेगी कि संविधान की मंशा ही खत्म हो जाए? रिपोर्ट को आए हुए घाट महीने हो गए हैं। मंत्री महोदय यह आश्वासन देने के लिए भी तैयार नहीं हैं कि कब तक रिपोर्ट सभा-घटन पर रखी जाएगी। अध्यक्ष महोदय, आप सरकार को निर्देश दें।

अध्यक्ष महोदय : मैं निर्देश नहीं दे सकता। जो मैं कह सकता हूँ, वह मैंने कह दिया है। मैं निर्देश देने की स्थिति में नहीं हूँ।

श्री अटल बिहारी वाजपेयी : तो फिर हमें सरकार को मजबूर करने के लिए और तरीका अपनाना पड़ेगा।

SHRI P. VENKATASUBBAIAH: It is not the intention of the Government to flout the Constitution. I have

stated, after you, Sir, have made your observations that it is not our intention to avoid or to evade placing the Commission's recommendations before the House. But before the Commission's recommendations are placed, Government would like to place a comprehensive report, based on the recommendations made by the Commission. We have been taking steps expeditiously.... (Interruptions) and I have told.... (Interruptions)

SHRI ATAL BIHARI VAJPAYEE: Why is this being made a prestige issue?

SHRI P. VENKATASUBBAIAH: Government will try its best to place it on the Table of the House, during this session.... (Interruptions)

SHRI ATAL BIHARI VAJPAYEE: We want a firm commitment. If there are any practical difficulties, we can understand. (Interruptions)

SHRI P. VENKATASUBBAIAH: I may once again assure Shri Vajpayee and other hon. Members that what I have said is that during this session, Government is taking all steps to place on the Table of the House. I will further add that Government will place the Report on the Table of this House during this session.

12.10 hrs.

RE. ADJOURNMENT MOTIONS
ETC.

SHRI INDRAJIT GUPTA (Basirhat): You are familiar with Chandigarh, I think, more than any of us. It is a Union Territory. It does not come under the State Governments either of Punjab or Haryana. Yesterday you must have seen in the papers that the police of this Union Territory, apart from brutally making a lathi charge.... (Interruptions)

MR. SPEAKER: You could bring it under 377. I will allow it.

(Interruptions)

MR. SPEAKER: I cannot allow an adjournment motion on this. I can allow your mentioning it under 377.

SHRI INDRAJIT GUPTA: You ask the Home Minister to make a statement.

MR. SPEAKER: If you bring it under 377 I will allow it.

(Interruptions)

SHRI INDRAJIT GUPTA: The headquarter of our party office has been entered by the police there. They had committed vandalism there. They had been beaten up people, they had destroyed furniture; they had also man-handled....

(Interruptions)**

MR. SPEAKER: Shrimati Sheila Kaul.

(Interruptions)

MR. SPEAKER: I do not know that.

(Interruptions)

MR. SPEAKER: Not allowed.

(Interruptions)

SHRI ATAL BIHARI VAJPAYEE: Chandigarh is a Union Territory.

MR. SPEAKER: I know that. I have been living in that city.

(Interruptions)

SHRI ATAL BIHARI VAJPAYEE: The Minister does not make a statement in regard to 377. He does not give a reply in regard to 377. (Interruptions)

MR. SPEAKER: I think he will do so.

(Interruptions)

MR. SPEAKER: I have allowed Mr. Mani Ram Bagri.

(Interruptions)

MR. SPEAKER: Shrimati Sheila Kaul.

(Interruptions)

अध्यक्ष महोदय : श्री बागड़ी, अगर आप कुछ कहना चाहते हैं, तो मैं सुनने के लिए तैयार हूँ ।

(अवधान)

अध्यक्ष महोदय : मैंने आपको एलाउ किया है ।

PROF. MADHU DANDAVATE
What is your observation on this.

MR. SPEAKER: He can bring it under 377. I have not allowed an adjournment motion on that.

(Interruptions)

MR. SPEAKER: I cannot allow it.

PROF. MADHU DANDAVATE
(Rajapur): There is no obligation on the part of the Minister to reply under 377.

MR. SPEAKER: You can raise it any other way; you can criticise the Government in any other way. But no adjournment motion can be allowed on this. There are daily certain things happening in this House. I am not going to allow adjournment motions on these things.

(Interruptions)

SHRI INDRAJIT GUPTA: The Speaker of the State Assembly and the Chief Minister had said that this could not be discussed in the State Assembly because this is a matter concerning the Centre. We raised it here. You do not pay any attention to this. (Interruptions)

MR. SPEAKER: I am not going to allow an adjournment motion on this.
(Interruptions)

12.13 hrs.

PAPERS LAID ON THE TABLE

Annual Accounts of National Council of Educational Research and Training, New Delhi for 1979-80 and Indian Institute of Technology, Delhi for 1979-80.

THE MINISTER OF STATE IN THE MINISTRIES OF EDUCATION AND SOCIAL WELFARE (SHRI-MATI SHEILA KAUL): I beg to lay on the Table—

(1) A copy of the Annual Accounts (Hindi version) of the National Council of Educational Research and Training, New Delhi, for the year 1979-80 together with Audit Report thereon. [Placed in Library. See No. LT-2696/81]

(2) A copy of the Annual Accounts of the Indian Institute of Technology, Delhi, (Hindi and English versions) for the year 1979-80 together with Audit Report thereon under sub-section (4) of section 23 of the Institutes of Technology Act, 1961. [Placed in Library. See No. LT-2697/81].

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS AND DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI P. VENKATASUBBAIAH): On behalf of Shri Yogendra Makwana:

An Explanatory Statement giving reasons for immediate legislation by the State of Nagaland (Amendment) Ordinance, 1981.

I beg to lay on the Table an explanatory statement (Hindi and English versions) giving reasons for

immediate legislation by the State of Nagaland (Amendment) Ordinance, 1981. [Placed in Library. See No. LT-2698/81].

THE DEPUTY MINISTER IN THE MINISTRY OF LABOUR (SHRI P. VENKATA REDDY): On behalf of Shrimati Ram Dulari Sinha:

An Explanatory Statement giving reasons for immediate legislation by the working journalists and other Newspapers Employees (Conditions of Service) and Miscellaneous Provisions (Amendment) Ordinance, 1981.

I beg to lay on the Table an explanatory statement (Hindi and English versions) giving reasons for immediate legislation by the Working Journalists and Other Newspaper Employees (Conditions of Service) and Miscellaneous Provisions (Amendment) Ordinance, 1981. [Placed in Library. See No. LT-2699/81].

Notification under Central Excise Rule, 1944.

THE DEPUTY MINISTER IN THE MINISTRY OF FINANCE (SHRI MAGANBHAI BAROT):

I beg to lay on the Table a copy of Notification No. GSR. 385 (E) (Hindi and English versions) published in Gazette of India dated the 8th June, 1981 together with an explanatory memorandum making certain further amendment to Notification No. 1005/80-CE dated the 19th June, 1980, issued under the Central Excise Rules, 1944. [Placed in Library. See No. LT-2700/81].

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MAL-LIKARJUN):

RAILWAYS ACCIDENTS (COMPENSATION) AMENDMENT RULE, 1981:

I beg to lay on the Table a copy of the Railway Accidents (Compensation) Amendment Rules, 1981 (Hindi and English versions) published in Notification No. SO. 570(E) in Gazette of India dated the 18th July, 1981, under sub-section (3) of section 82J of the Indian Railways Act 1890. [Placed in Library. See No. LT-2701/81].

12.14 hrs.

MESSAGES FROM RAJYA SABHA

SECRETARY: Sir, I have to report the following messages received from the Secretary-General of Rajya Sabha:—

(i) "In accordance with the provisions of rule III of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to enclose a copy of the State, of Nagaland (Amendment) Bill, 1981, which has been passed by the Rajya Sabha at its sitting held on the 24th August, 1981".

(ii) "In accordance with the provisions of rule III of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to enclose a copy of the Working Journalists and other Newspaper Employees (Conditions of Service) and Miscellaneous Provisions (Amendment) Bill, 1981, which has been passed by the Rajya Sabha at its sitting held on the 25th August, 1981."

(iii) "In accordance with the provisions of sub-rule (6) of rule 186 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to return herewith the Assam Appropriation Bill, 1981 which was passed by the Lok Sabha at its sitting held on the 24th August, 1981, and transmitted to the Rajya Sabha for its recommendations and to state that this House has no recommendations to make to the Lok Sabha in regard to the said Bill".

12.15 hrs.

BILLS, AS PASSED BY RAJYA SABHA

SECRETARY: Sir, I lay on the Table of the House the following Bills, as passed by Rajya Sabha:—

(1) The State of Nagaland (Amendment) Bill, 1981.

(2) The Working Journalists and other Newspaper Employees (Conditions of Service) and Miscellaneous Provisions (Amendment) Bill, 1981.

12.15 hrs.

RE: ADJOURNMENT MOTIONS ETC.—contd.

MR. SPEAKER: Calling Attention, Shri R. P. Das.

SHRI INDRAJIT GUPTA (Basirhat): Do you not consider it a serious matter? Police have entered,.... (Interruptions).

MR. SPEAKER: How can I allow you? You can mention it in the House.

SHRI INDRAJIT GUPTA: Tomorrow Police can enter this House.

(Interruptions)

AN HON. MEMBER: Sir, Adjournment Motion about.... (Interruptions)

MR. SPEAKER: No, Not allowed. I won't allow any adjournment motion. Calling Attention, Shri R. P. Das.

श्री अटल बिहारी वाजपेयी (नई दिल्ली):
377 नहीं, आप कॉलिंग अटेंशन ऐडमिट कर लीजिए।

अध्यक्ष महोदय : मैं देखूंगा।

All right. We will consider. That we can consider.

श्री इन्द्रजीत गुप्त : हमारे आफिस में घुस कर पुलिस ने पीटा लोगों को और आप कहते हैं कि हम एलाऊ नहीं कर सकते हैं ?

अध्यक्ष महोदय : नहीं, हम ने कब कहा ?

श्री इन्द्रजीत गुप्त : 377 में क्या हो सकता है ?

... (व्यवधान) ...

Matters are admitted in the other House every day but they are not allowed to be raised here. I am sorry to say this.

(Interruptions)

MR. SPEAKER: I do not think so.

AN HON. MEMBER: No political worker is allowed to function properly. (Interruptions)

श्री रामावतार शास्त्री (पटना) : काल मॉटेशन के बारे में आप का क्या विचार है ?

अध्यक्ष महोदय : विचार मेरे अधीन है, कर लूंगा। विचाराधीन रख लूंगा। आज आप से बात कर लूंगा।

I have only said that I have not allowed the adjournment motion. I have not said that I have disallowed the calling attention motion. You are just trying to put words in my mouth.

श्री आर० एन० राकेश : मैंने काल मॉटेशन दिया है।

अध्यक्ष महोदय : यह काल मॉटेशन का कोई मौका नहीं है।

Do not discuss calling attention here. I do not discuss Calling Attention here. I do not discuss them here. It is for you to give me and for me to consider it.

Shri R. P. Das.

PROF. MADHU DANDAVATE (Rajapur): What about your ruling on the point of order regarding irregular procedure regarding Assam Budget which arose yesterday?

MR. SPEAKER: I will give it.

(Interruptions)

SHRI SUNIL MOITRA (Calcutta North East): We have been wasting our lung power for a long time, (Interruptions).

अध्यक्ष महोदय : क्या कह रहे हैं आप ? आप सारे ही बोल रहे हैं ...
... (व्यवधान) ...

अध्यक्ष महोदय : आप के साथी नहीं बोलने दे रहे हैं। आप उन से निवेदन कर लीजिए।

SHRI SUNIL MOITRA: For the third time I have given notice of adjournment motion about inadequate supply of steel.

MR. SPEAKER: I told you that is under my consideration. It is not a matter to be discussed on the floor of the House. I will tell you the result.

(Interruptions)

MR. SPEAKER: I have got 90 Calling Attention motions, and all are important. Everybody says that it is a most important matter. I have to decide.

(Interruptions)

MR. SPEAKER: I stand corrected. There are 150 Calling Attention Motions.

श्री मनी राम बागड़ी (हिंसाद) :
मैं सिर्फ आप से व्यवस्था चाहता हूँ।
मैंने आप के सामने बैकवर्ड क्लासेज की रिपोर्ट
के बारे में

अध्यक्ष महोदय : वह तो तय हो
गया।

श्री मनी राम बागड़ी : आप सुन तो
लीजिए मैं क्या कह रहा हूँ ? मैं क्या व्यवस्था
का सवाल रख रहा हूँ, जरा आप सुन
लीजिए।

बैकवर्ड क्लासेज के सम्बन्ध में मैंने
आपके सामने एक सवाल रखा था और
आप ने उसका जवाब यह दिया था कि
गवर्नमेंट से पूछ रहे हैं ... (बावधान) ...
मंत्री का यहाँ कहना हमारे लिए जवाब
नहीं है। जवाब आप का है ...

अध्यक्ष महोदय : मैंने यहाँ कह दिया।

श्री मनी राम बागड़ी : मंत्री तो
यहाँ ** भी बोलते हैं।

अध्यक्ष महोदय : मैं असत्य नहीं बोलता
हूँ। मैं कितना कर सकता था उतना
मैंने कर दिया।

श्री मनी राम बागड़ी : आप अपनी
जबान से कहिए।

अध्यक्ष महोदय : मैं अपनी जबान
से नहीं कह सकता हूँ।

श्री मनी राम बागड़ी : आप की क्या
कलिंग है इस पर ?

अध्यक्ष महोदय : मैं तो प्रार्थना कर
सकता था। मैंने कहा कि रखनी चाहिए।

श्री मनी राम बागड़ी : उन्होंने क्या
कहा है ?

अध्यक्ष महोदय : उन्होंने कहा है
कि हम रख रहे हैं।

(व्यवधान)

अध्यक्ष महोदय : आपके सामने
कहा है कि इसी सत्र में रखेंगे।

(व्यवधान)

अध्यक्ष महोदय : क्या कर रहे हैं
आप लोग ? बीस आदमी एक साथ
बोल रहे हैं, क्या फायदा है इससे ?

SHRI INDRAJIT GUPTA: Please
do not take it upon yourself to shield
the Home Ministry.....

(Interruptions)

MR. SPEAKER: I do not shield any-
body. Why should I shield?

SHRI INDRAJIT GUPTA: You
should not and I know you will not.
The Speaker of the Punjab Assembly
and the Chief Minister have both said
yesterday that this cannot be discussed
there because it is a Union Terri-
tory...

MR. SPEAKER: We have already
discussed it. Mr. Gupta, you are a
seasoned parliamentarian.

SHRI INDRAJIT GUPTA: You
consider it to be serious, Sir. You will
direct him to make a statement here
because it has been done by the Union
Territory Police...

MR. SPEAKER: We will do
something.

SHRI INDRAJIT GUPTA: ... or else have a discussion. You have said there are 90 or 150 notices and all that. Is it all the same—police entering the office of a political party and doing vandalism? Tomorrow it can happen to every opposition party.

(Interruptions)

MR. SPEAKER: सुन लिया है।

It is under my consideration and I will decide.

(Interruptions)

अध्यक्ष महोदय : शास्त्री जी, आप कहिए, क्या कह रहे हैं ?

श्री रामाधरार शास्त्री : आप इसको किस रूप में रख रहे हैं ? कालिंग अटेंशन के रूप में रखेंगे या बयान दिलवायेंगे या किस रूप में रखेंगे ?

अध्यक्ष महोदय : आप पहले से ही क्यों फँसला करवाना चाहते हैं ? बैठिए आप । सुन लिया है मैंने ।

(व्यवधान)

श्री हरीश कुमार गंगवार : (पीलीभीत) : अध्यक्ष महोदय, मैं एक गम्भीर समस्या की ओर आपका ध्यान आकर्षित करना चाहता हूँ । इन सम्बन्ध में मैंने एडजर्नमेण्ट मोशन भी दिया है और कालिंग-अटेंशन भी दिया है । सन् 1977 मैंने श्री धर्मवीर की अध्यक्षता में पुलिस आयोग का गठन किया गया था जिसकी 8 रिपोर्टें आ गई हैं । उनमें से 7 रिपोर्टें, ...

अध्यक्ष महोदय : मेरा वही जवाब होगा । आप बिला बजह टाइम जाया कर रहे हैं ।

(व्यवधान)

MR. SPEAKER: It cannot be raised as an adjournment motion. Why don't you listen?

SHRI K. MAYATHEVAR (Dindigul): Yesterday I contacted the Hon. Speaker and he was pleased to promise that he would direct the External Affairs Minister to make a statement on the Sri Lanka situation where Tamilians are being butchered and tortured. An Indian pilgrim was killed. The lives and properties of Tamilians are in danger....

MR. SPEAKER: It is under my consideration, I told you. You again try to raise the same issue. Not allowed.

SHRI HARIKESH BAHADUR (Gorakhpur): I want to say that the political workers are being harassed.. (Interruptions).

MR. SPEAKER: No, No; not allowed. It is not going on record.

(Interruptions)*

SHRI SATYASADHAN CHAKRABORTY (Calcutta South): You have said that all these things should be continued. All these things means, police atrocities in Chandigarh should be continued?

MR. SPEAKER: Irrelevant; not going on record. Nothing is going on record.

(Interruptions)*

श्री आर० एन० राकेश : (चैल) : गढ़वाल...

MR. SPEAKER: Nothing doing; not allowed.

(Interruptions)

श्री आर० एन० राकेश : इसको सीरीयसली लिखा जाए। अभी वहाँ बुनाब होना बाकी है। पत्रकारों को हत्या की जाए... (अवधान)...

MR. SPEAKER: It is a State subject.

(Interruption)**

अध्यक्ष महोदय : आप कुछ पढ़ते नहीं हैं, गलत बात है।

Nothing is going on record without my permission.

(Interruption)**

अध्यक्ष महोदय : बहुत कुछ लिखते हैं अखबार।

... (अवधान) ...

अध्यक्ष महोदय : मैं कीमत की बात नहीं कह रहा हूँ।

... (अवधान) ** ...

MR. SPEAKER: This is wrong. Nothing is going on record without my permission.—Calling Attention—Mr. Das.

THE MINISTER OF ENERGY (SHRI A. B. A. GHANI KHAN CHAUDHURI): Sir, Central Coal-fields Ltd., one of the subsidiary companies of Coal India, operates 67 collieries....

श्री राज नाथ सोनकर शास्त्री : हम लोगों की बात नहीं सुनी जाएगी।

अध्यक्ष महोदय : इस तरीके से नहीं सुनी जाएगी।

श्री आर० एन० राकेश : पत्रकारों की हत्या की जाती है। आप सुनने के लिए तैयार नहीं हैं। अखबार सही बात बरते हैं... (अवधान) ... मैं सदन का बहिष्कार करता हूँ।

12.26 hrs.

[Shri R. N. Bakesh and some other hon. Members then left the House]

अध्यक्ष महोदय : मैं किसी को गलत नहीं कहता। इट इज रांग।

(Interruptions)

PROF. SATYASADHAN CHAKRABORTY: The Minister is reading the statement on the Calling Attention motion, Mr. R. P. Das is required to be called first under the rules.

MR. SPEAKER: I had called him.

PROF. SATYASADHAN CHAKRABORTY: No, he has not been called.

MR. SPEAKER: I thought he had already done it.

SHRI ATAL BIHARI VAJPAYEE: The Minister was anxious to read his reply.

MR. SPEAKER: I had called him ten times.

श्री रामावतार शास्त्री : हमने सुना नहीं।

अध्यक्ष महोदय : आपकी महानता है। शास्त्री जी लोगों को सुनाने में लगे रहते हैं, लेकिन सुनते नहीं हैं।

12.29 hrs.

**CALLING ATTENTION TO MATTER
 OF URGENT PUBLIC IMPORTANCE**

**REPORTED SHORTAGE OF COAL ON STOCK
 VERIFICATION AT A QUARRY OF CENTRAL
 COALFIELD LTD. (HAZARIBAGH)**

SHRI R. P. DAS (KRISHNAGAR):
 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:

The reported 3 lakh tonnes of coking coal worth rupees 6 crores found short during the stock verification at the fourth quarry of Central Coalfield Limited (Hazariabagh).

12.30 hrs.

[MR. DEPUTY-SPEAKER in the Chair].

THE MINISTER OF ENERGY (SHRI A. B. A. GHANI KHAN CHAUDHURI): Sir, Central Coalfields Ltd., one of the subsidiary companies of Coal India, operates 67 collieries which are grouped into 11 areas in the States of Bihar, Uttar Pradesh, Madhya Pradesh and Orissa. The Kedla opencast mine run by this company is situated in the Hazariabagh area in Bihar. The production of this colliery in 1979-80 was 3.26 lakh tonnes and in 1980-81, 4.98 lakh tonnes out of the total production of Central Coalfields Ltd. of 27.45 million tonnes in 1980-81. This opencast mine produces medium coking coal which is despatched mainly to the Gidi Washery of CCI in Bihar to be beneficiated for despatch to steel plants.

2. Before I deal with the case of the Kedla mine, I would like to apprise Hon'ble Members of the procedure for verification of coal stocks with the companies. Verification of coal stocks at pitheads is carried out periodically according to established procedure. The procedure is for the collieries to

physically measure stocks at the pit-heads at the beginning of each month and reconcile it with the production and despatches to detect variations if any. The coal company also carries out an independent verification of the stocks every six months by sending a team of surveyors from the head-quarters of the company. In addition to this, Coal India deputed Coal Stocks Audit Teams to carry out a physical check and prepare an inventory of the coal stocks held by the collieries. This is done at least once in a year for each subsidiary company.

3. Verification of stocks on these lines has been carried out from April onwards this year in respect of all collieries under the Central Coalfields. The position that has emerged is that for the CCL as a whole, the shortage on actual verification against book stocks is well below 2 per cent. It might be mentioned that coal stocks are not susceptible to very accurate measurement on account of factors such as undulations in the ground where the stocks are kept, irregular shape of coal heaps, differences in the degree of compaction that has taken place in the stocks etc. Therefore, a variation of 5 per cent against the book stocks is considered within permissible limits as laid down by Coal India Ltd. Wherever the shortage is in excess of the permissible limit, detailed enquiries are made to fix responsibility.

4. I now come to the case of Kedla mine. According to the report received from the Company, Kedla being a taken-over mine, there are a number of old worked out opencast areas which were lying unoccupied. With the sharp increase in production in 1980-81, the colliery did not have enough open space to dump the coal. It had earlier applied for acquisition of land but due to some procedural delays, it was not able to obtain possession of it. As a result, due to the inadequate availability of space, coal had to be stocked in the old worked out quarry beds. The production

from this mine had to be optimised because of the demand for the medium coking coal which it produces. According to the Company, a large quantity of coal was, therefore, stocked in the quarry with the result that the old quarry was totally filled up with coal which formed a mountainous heap and also over-flowed on both sides. Consequently, the survey teams deputed by CCL and CIL for carrying out stock measurement could not ascertain the depth of coal at various points stocked in the quarry. In these circumstances, the company has reported that the actual physical verification of coal stocks at Kedla opencast mine had to be deferred. With this exception, coal stocks in all the 66 collieries of CCL as on 1st April 1981 have been duly verified.

5. Action has now been taken by the company to reduce these stocks in Kedla opencast mine by despatching coal from this heap. From 1st April till the end of July, 1981 about 80,000 tonnes of coal has been despatched from this stock heap. Despatches of coal from this heap are continuing and the company expects that in about six to eight weeks time the full depth of the coal in the quarry would be exposed and it would then be possible to carry out a physical verification of the stocks.

6. In the circumstances, it would be evident that no shortage of coal stocks has so far come to light in the Kedla opencast mine. However, in view of the concern expressed by Hon'ble Members, I am directing that verification shall be done by deputing an independent team of experts.

7. It may be mentioned that the sub-committee comprising of Honourable Members of the Parliamentary Consultative Committee of my Ministry had also inspected the stocks at this mine, in the course of their visit to various mines and establishments of Central Coalfields Ltd., with a view to assessing the position regarding coal stocks.

8. In the conclusion, I would like Members to appreciate that the Company has a proper procedure for regular measurement and physical verification of stocks in all the collieries and that this procedure is being rigorously enforced. Whenever shortages beyond possible limits are discovered, a proper enquiry is held and action duly taken against persons found responsible.

SHRI R. P. DAS: Sir, at the very outset I would like to make one submission. The statement has been given to us a few minutes back. We did not have it earlier. The minister read it out here and the Members heard it, but we could not make out what he has to say. Therefore, the Statement on the Calling Attention should be given to the Members at least half-an-hour before the House sits. Otherwise, it will be very difficult for us to formulate the questions from the statement of the Minister.

Sir, we have just heard what the Minister has said, and we find that the people who have come to judge those against whom the charges have been levelled are also in the same category. The Ministers are just as the officers are. So, we cannot entirely depend on the statement. We cannot say that the Coal India Ltd. and all the collieries and all the subsidiary companies are working regularly and in a proper manner and there is no mismanagement, there is no mishandling and there is no scandle. It is not true. There is mismanagement, there is mishandling and there are scandals all over the coal industry. Therefore, Sir, before we go into the question, I should say that this question of reported missing of 3 lakh tonnes of cooking coal from the quarry of the Central Coalfield Ltd. (Hazaribagh) viz. Kedla Colliery, can be seen from different angles either the claim of accumulation of coal at the pitheads of the quarry No. 4 was false and therefore, the stock entered in the stock register was also deceptive and was

[Shri R. P. Das]

done without physical presence of coal—most probably it was never dug out from the mines—or the entire quantity of three lakh tonnes of coking coal was fraudulently sold out to the coal racketeers in collusion with the C.C.L. officials who were on the charge at the quarry and who generally work from behind the scene or both the methods were put to work together with a view to melt away quantity of three lakh tonnes of superior grade coal from the quarry which found its way to the parallel coal market of the country conducted by a mafia group so well entrenched in the coal belt area.

Mafia ? Who are they ? What do they do? What is their *modus operandi*? Mafia run transport business and lend money to the coal miners and their gangs frequently pilfer first grade coal from the quarry with the help of the officials of Coal India Ltd. and sell it at high premium, as high as Rs. 1200/- per tonne at Amritsar. Not only this, the Mafia's tentacles have a firm grip on the Bihar State Government. They have their representatives in the State Assembly and even in the Cabinet. Their bosses now have their men in Congress (I) Party and previously they had their men in Janata Party and Janata Government.

In this connection I quote from the Tribune of 25th June, '81

"Coal Smuggled to Pak via Amritsar Smuggling of Coal to Pakistan has been detected by the Railway administration, it was claimed to-day.

Senior railway officers from Asansol detained seven coal wagons on Monday night at Baraboni. The railways staff at Baraboni told reporters that high quality coal meant for industries in the Hooghly area was being brought by truck to Baraboni from Dalurband Collier for being loaded in wagons bound for Amritsar from where they were being smuggled to Pakistan."

Another is of August 9, 1981.

"The Panjab Railway Police have arrested one more millionaire coal king from Amritsar District in connection with the coal wagons scandal....."

MR. DEPUTY SPEAKER : You have already taken more than six minutes.

SHRI R. P. DAS : These are scandals. How is Coal India Ltd. working in the area ?

I come to stock verification. The stock verification was conducted by the Survey Department of C.C.L. on the recommendation of a three-member parliamentary team headed by Mrs. Rajinder Kaur, which visited the site some time in April, 1981.

Now on physical verification of the stock about three lakh tonnes of coking coal worth Rs. 6 crores was found short. Is it a joke ? One day some one will say that the entire standing 10 million stock of the Coal India Ltd., was but a dream, an illusion, a non-reality. Should this House take this as a matter of fact? Should we leave this missing 3 lakh tonnes of coal un-noticed, unchallenged?

I do not know, whether the Survey Department of the CCL, or bosses of the C. I. L. of authorities at Delhi will take pride for letting us know a tit bit of the big black diamond drama. It only shows the tip of the big ice-berg submerged in the icy-water. If anybody dare come near it, he will either be liquidated or maimed by the musclemen who work from behind the black screen.

While considering the mismanagement of the entire Coal India Ltd. and mis-handling of the officials, the scandals and the failure to fulfil the production target and the reported missing of 3 lakh tonnes of coal, the entire blame should be squarely put on the shoulders of the CIL, the Ministry of Energy and the Minister himself.

Here is a Weekly News Magazine, Sunday of 23rd August, 1981 publi-

shea from Calcutta which asks: "Is this Minister destroying the coal industry?" The picture depicted on the cover is none but Shri A. B. A. Ghani Khan Chaudhuri...

MR. DEPUTY-SPEAKER: You must prepare the questions and put. Then only you will get a specific reply from the Minister. This is not the way. By making a speech, you will not get a reply from the Minister. *(Interruptions)*

SHRI VIKRAM MAHAJAN (Kangra): He is not interested in putting questions.

SHRI R. P. DAS: This Department has been working without a Secretary for the past 1-1/2 years. *(Interruptions)*.

MR. DEPUTY SPEAKER: Still you are not coming to a question. I will now allow a speech. The rules are very clear. Every Member of Parliament who has given a Calling Attention Motion shall not take more the 3 minutes. You have taken 10 minutes. This is lack of home work. If home work had been done properly, the questions will come. The questions do not come because there is no home work done.

SHRI R. P. DAS: The House should realised that coal is a national industry....

MR. DEPUTY SPEAKER: No debatee is permitted. *(Interruptions)* This is not permitted. You must take my permission. Please sit down. Everything that goes without my permission shall not go on record.

*(Interruptions)**

SHRI SATYASADHAN CHAKRABORTY (Calcutta South): With your permission, Sir, may I speak?

MR. DEPUTY SPEAKER: No permission. Even after 35 years of parliamentary democracy, if we behave like this, we cannot help it. Please come to the question.

SHRI R. P. DAS: In view of this, I would like to put questions to the hon. Minister.

Firstly, I want to know whether the persons who were in-charge of the fourth quarry of CCL, Hazaribagh at the time of reported missing of 3 lakh tonnes of coal had been removed on the spot after verification, as is customary, and placed under suspension and, if not, the reasons therefor.

Secondly, I want to know whether the hon. Minister has got the report of the CBI about Shri B. Kanungo, the then General Manager (Sales), CIL, and now the General Manager in the Executive Establishment of CIL (Headquarters). What action has been taken against him or is he just waiting to cut his throat as and when the CBI report will be available, which will never be available.

MR. DEPUTY SPEAKER: You put a question and you also give a reply.

SHRI R. P. RAS: Before I conclude, I would like to quote a letter of Mr. Kumar Pati Mukherjee, for Director (Commercial) of CIL. He wrote a letter to the Chairman, Mr. R. N. Sharma. "Sometime from the middle of April last year the minister's displeasure was conveyed by you as well as the minister, Energy, himself personally.... Alternatively, if there are charges, these may kindly be spelt out."

But Mr. Mukherjee was dismissed from his services.

MR. DEPUTY-SPEAKER: Why can't you put your question?

SHRI R. P. DAS: I would like to put this question:

"What are the charges against Mr. Mukherjee for which he has been dismissed."

SHRI A. B. A. GHANI KHAN CHAUDHURI: Mr. Deputy Speaker, Sir, I thought that the Hon. Member will give us concrete suggestions so that we can deal effectively with corruption, if any. But unfortunately the Hon. Gentleman has said so many vague things that I do not know what to answer and what not to answer.

(Interruptions)

MR. DEPUTY-SPEAKER: Order, order please. You are helping the Government only.

SHRI A. B. A. GHANI KHAN CHAUDHURI: It is the established practice of Coal India that the coal company, each mine, carries on its investigation once every month. When it is done by Coal India, so far as Ministry is concerned, unless something very wrong appears, we take the figure of the Coal India. In this case, I have given a detailed answer as to what really happened and there is no reason to believe even now anything wrong has gone there. I would like to assure the Hon. Member of this House that I am sending an independent team to enquire into the matter and I can also assure that any erring person found guilty will be seriously dealt with. We are in a very tight position.

(Interruptions)

MR. DEPUTY SPEAKER: No personal accusations.

SHRI A. B. A. GHANI KHAN CHAUDHURI: So far as the Hon. friends are concerned, when we take action they shout at the top of their voice, narrating some stories here and there and saying that I am destroying coal companies. Do they mean to say that we should tolerate dishonest persons? Do they mean to say that we should not try to improve things?

About Shri Mukherjee, I do not want to make any comment because the matter is sub judice. It would not be proper on my part to say anything on this. I was shocked to see that progressive forces of India,

the so-called progressive forces, are taking a leaf out of the discredited persons.

They have mentioned about corruption in transport. Unfortunately, we cannot transport by railways all the coal that is produced. We have to transport quite a significant quantum by trucks. I will give you certain figures.

In the year, 1979-80, the coal transported by railways was 61.14 million tonnes. 23.33 millions tonnes of coal was transported by trucks. It is quite significant.

In the year, 1980-81, the coal transported by railways was 62.56 million tonnes. 26 million tonnes of coal was transported by road by trucks.

In the year, 1980-81 (Up to June), 2036 million tonnes of coal by railways and 6.88 million tonnes of coal by trucks was transported. Whenever the question of corruption comes, the question of transportation by trucks invariably crops up. If we have to carry all the coal by Railways and we have to do away with the services of trucks, we require about 12,000 wagons per day which unfortunately we do not have. Naturally we have to take the help of the trucks. That is, more or less, indispensable in the present circumstances. Even today the coal despatches are not to our satisfaction simply because we do not get so many railway wagons as we should have obtained in the normal circumstances...

MR. DEPUTY-SPEAKER: I think, you will not incur any extra expenditure, the charges will be the same, for using trucks. Or, are you incurring any extra expenditure?

SHRI A. B. A. GHANI KHAN CHAUDHURI: Much more, the consumer, not we. (Interruptions).

MR. DEPUTY-SPEAKER: Wagons are not available. What can they do? You ask the Railway Minister to give more wagons.

SHRI A. B. A. GHANI KHAN CHAUDHURI: The railway functioning has improved, but not to the extent of meeting the demand or requirement of the country.

Chilly winds are blowing into the hearts of my friends on the Opposition because they are seeing that we have turned the table for the better so far as the coal company is concerned. I can assure them that we have accepted the challenge and we will meet the requirements of the country in future also.

MR DEPUTY-SPEAKER: Mr. B. V. Desai, No discussion. Put only the questions. The point is very clear. He says that it has not happened, the Consultative Committee has gone. You have to say whether it has happened or not. For that, you must put the points before him.

SHRI B. V. DESAI (Raichur): Sir, I have done my home-work. I do not come without doing my home-work. The Minister should give this paper a little earlier, so that we could formulate our questions.

SHRI A. B. A. GHANI KHAN CHAUDHURI: I owe an apology for that. As a matter of fact, I was told that the paper had been sent by 10.30. I am extremely sorry to know that the paper did not reach in time. I offer my apologies to the Members concerned.

SHRI B. V. DESAI: The question of shortage of three lakh tonnes is a very specific thing, and in a colliery which has produced in 1980-81 some 4.98 lakh tonnes, a shortage of three lakh tonnes, by no stretch of imagination, could have been missed by any stock surveyor or independent audit man or the colliery themselves; they cannot miss it. I would like to know from the hon. Minister about the procedure which he has mentioned regarding stock-taking, that is, monthly by the collieries, every six months by a team of surveyors and at least once in a year by the audit party, how rigorous it

is, and if it is so rigorous, how is it that three lakh tonnes had been missed. He has said that it had been stored in a pit and an independent team of surveyors is unable to gauge the depth of the pit. Yes, I do consider that, we can give some margin for that.

13.00 hrs.

But, there cannot be any margin for a production of 4.98 lakhs tonnes with a shortage of three lakhs tonnes. In his words, he has stated:

"In the circumstances, it would be evident that no shortage of coalstocks has so far come to light in the Kedla open-cast mine."

He has not said whether it is three lakhs tonnes or one lakh tonnes. He is absolutely vague on that. I would like to know from him one thing. At least let him not shield the corrupt officers or the corrupt people. Let him take action against them. Otherwise not only in this coal field but anywhere else it may happen. I am telling this from the consumer's point of view and the industrialists point of view. Everyone of us is suffering because of lack of coal. One fine morning we find that three lakhs tonnes of coal have vanished. How is it that we must be very efficient in having the rigours of the stock-taking of coal? He has already mentioned this and he has assured us that he will go into the case in detail and he will have an independent enquiry made into this case and see that the culprits are punished. I agree there.

In stock-taking, in view of the concern expressed by hon. Members, I am asking him whether verification will be done by a team of independent experts. I take it they will not be from the C.C.I.

SHRI A. B. A. GHANI KHAN CHAUDHURI: Not from the C.C.I.

SHRI B. V. DESAI: It is very good. All the points which were made have been conceded. I have one single request to make to the

[Shri B. V. Desai]

hon. Minister. He should keep a strict vigilance in different coal-fields. Otherwise, we see how right from the beginning, from these collieries coal has gone to Punjab. We do not know where they have vanished from there. We come to know the details of it from the market place. So, we would like to pass on that information to the hon. Minister to see that the loopholes are plugged so that, for the utilisation by the genuine consumers, the coal is made available.

In this direction, I want to know what action he will take for plugging such loopholes.

MR. DEPUTY-SPEAKER: You will also take the same time as the hon. Member took.

SHRI A. B. A. GHANI KHAN CHAUDHURI: I have answered the earlier question. There is no difference of opinion on this. As regards security measures, I can say that they are being strengthened to guard against this pilferage. Compound wall construction has been made in the dumps where we keep the coal. To guard that, we are putting one search light for the night etc., etc. which was never prevalent in the coal companies. We have now been introducing that. We are intensifying our efforts to check the pilferage of coal from the coal-stocks.

SHRI AJIT KUMAR SAHA (Vishnupur): Mr. Deputy-Speaker, Sir, the Coal India Ltd. is one of our public sector enterprises of this country whose annual turnover is about Rs. 14,000 crores. This is a vital sector which is going to be destroyed by some corrupt officials who are in the good books of Mr. Chaudhuri.

MR. DEPUTY-SPEAKER: You say direction.

SHRI AJIT KUMAR SAHA: In the statement, the Minister says that the coal production has been raised.

In the Kedla colliery, there is no shortage. He has said all these things. The manner in which this minister functions demoralises the whole of the good officials. One of our colleagues asked about Shri Bijoy Kanungo. He has not said anything about this man. He is talking that he will fight corruption. Talking of fighting the corruption has now become a cruel joke.

This gentleman, Shri Kanungo, has been promoted.

SHRI A. B. A. GHANI KHAN CHAUDHURI: He has not been promoted, Mr. Deputy-Speaker. As soon as the chargesheet is framed, I shall take severe action against him. (Interruptions).

SHRI AJIT KUMAR SAHA: How long will he take?

SHRI SATYASADHAN CHAKRABORTY: May I ask one question?

MR. DEPUTY-SPEAKER: Order please. He is capable of asking the question himself.

SHRI AJIT KUMAR SAHA: Now, Sir, the price of coal is rising every year. Corruption is also increasing every year. The hon. Minister has just now said that he will take action. But, Sir, .

MR. DEPUTY SPEAKER: Calling Attention is not on that subject.

SHRI AJIT KUMAR SAHA: Mr. Deputy Speaker, Sir, you are a trade union leader. You know how the colliery workers live in the colonies of these collieries. If a worker is found to have indulged in some corrupt practice, what happens? The Officer-in-charge immediately suspends him and orders an enquiry. But in the case of officers, nothing is being done. If the officer is found guilty, instead of getting punishment, he gets promoted.

MR. DEPUTY SPEAKER: How much coal is found short? Is it worth Rs. 6 crores or less than that or more than that? You may say on that.

SHRI AJIT KUMAR SAHA: The Government appointed a Committee known as Man Mohan Committee. That Committee has stated so many things for the welfare of the colliery workers. Now, Sir, we do not know why the Report of that Committee was not placed on the Table of the House.

Even drinking water is not there in the colonies of these colliery workers.

Sir, I want to put only one question. I want to ask the Hon. Minister as to when this Report will be placed on the Table of the House. May I know whether the recommendations made by the Committee will be implemented forthwith?

SHRI A.B.A. GHANI KHAN CHAUDHURI: This does not come up from the Calling Attention Motion. Anyway, when the hon. Member has stated about all these matters, I will look into them. As soon as possible we will try to place the Report on the Table of the House.

As regards the Welfare Measures, we are very much interested to provide them. We are really very serious about this. But I would confess to the House that resources position has been one of the serious constraints standing in our way. We are approaching the Planning Commission for more resources. Also, the hon. Finance Minister has assured us that resources will not be a major constraint so far as Coal Department is concerned. Well, as soon as resources are made available, we will start work in right earnest regarding Welfare Measures like Housing, like Sanitation, like Health Hazards etc. etc. So, I am seized of the problem and I know these problems. I will try my best as soon as possible, as far as practicable, within the resources available, to solve these problems.

MR. DEPUTY-SPEAKER: Mr. Mallanna, absent. Now, Mr. Ajit Bag. He can transform it into a maiden question.

***SHRI AJIT BAG (Srerampore):** Mr. Deputy Speaker, Sir, this is my maiden speech in the Lok Sabha, therefore, I will speak in my mother tongue, i.e. Bengali.

Sir, such happenings in the coal industry are published in various newspapers and publicized through other media also. The people feel greatly agitated when they come to know of them. But here the replies are given by the Minister in a casual manner and sometimes replies are evaded. During the last session there were detailed discussions here about the corrupt practices followed in some collieries in "Dhanbad" area. At that time the existence of a 'Coal racket' in the Dhanbad collieries came to light. The collusion of top officers of the I.C.I. in the prevalent corruption was also exposed. As stated by some previous speakers, many honest and capable workers in these collieries have been unjustly punished or victimised and some have even lost their jobs. On the other hand many corrupt and incompetent hands have been rewarded. The whole administration and management in these collieries are in a chaotic state and honest workers and officers are finding it difficult to work. In this context I would like to quote some portions from a paper called 'Gaurha Bhoomi' which is published in Maldah District, the constituency of the hon. Minister himself. These quotations will throw some light on the matter I am going to state. I quote, "Recently a decision has been taken to remove some high ranking officers of Coal India Limited, Bharat Coaking Coal Limited and the Eastern Coal Fields Limited. To protest against this, the Coalmines Officers Association, various Trade Union organisations and other citizens organisation are very soon going to embark on "Gani Khan Chowdhary quit and save the coal industry" agitation. They have also taken a decision to submit a memorandum to the Prime Minister, Shrimati Indira Gandhi. This memorandum has exposed all the underhand activities of the Energy Minis-

*The original speech was delivered in Bengali.

[Shri Ajit Bag.]

ter. It has been alleged therein that in recent months some people in 'Mal-dah' district have been sanctioned delivery orders for 20 lakh tons of prime coaking coal. The officers' Association have also collected information about the distribution of coal by the Energy Minister to some other parties under the guise of 'V.I.P. quota'. One highly placed officer of the B.C.C.L. disclosed that while issuing V.I.P. quota, the energy Minister uses code language. The exact term used by him is "The destination will be made known at the time of loading only". Shri Ghani Khan Chowdhury has created such a chaotic atmosphere that the officers are feeling totally discouraged to work in the coal industry. One officer of the B.C.C.L. gave an example to drive home his point. He said that delivery orders for prime coaking coal and hard coke are being issued in favour of such persons whose conduct is not above suspicion at all. One such person is so powerful that he requisitions the vehicles of B.C.C.L., he uses the guest house of B.C.C.L. as a guest of the company and enjoys all other facilities admissible to a V. I. P. He introduces himself as a member of A.I.C.C. whereas his real occupation is blackmarketing in coal. He openly says that he is doing it to collect party funds for the impending bye-election. Apart from issuing delivery orders for coal, it is also alleged that the Minister is providing jobs to his own people in the coal companies and other organisations associated with them. A retired I.A.S. officer was brought in the B.C.C.L. as officer on special duty. Other officers, of course, resisted this and did not allow him to join duty.

As a result he went back to his own place.

Sir, I will now put a few pointed questions:—

Can hon. Minister assure this House in clear words that the theft of 300,000 tons of coal has not taken

place? In the statement supplied to us a vague and evasive reply has been given. Secondly, will he tell this House what the constitution of the independent enquiry committee which he proposes to appoint will be? Thirdly, Sir, the method of physical verification of coal stock is not very advanced in our country. Why has the advanced scientific methods prevalent in the advanced countries of the world not been adopted so far?

One more thing Sir, it was announced sometimes back that departmental enquiry has been initiated against 120 officers of the Coal India Limited on charges of corruption. I want to know what action has been taken against those corrupt officers who were associated with the 'Coal Racket' relating to Coal industry in Bihar. Have they been suspended or have they been dismissed from service? Lastly, Sir, is it not a fact that those honest and competent officers due to whose expertise the targets of coal production are realised, are being transferred or even dismissed? Furthermore, these corrupt and incompetent officers who are associated with coal Racket are being rewarded with promotions etc. I hope the Hon. Minister will reply to these questions clearly.

SHRI A.B.A. GHANI KHAN CHAUDHURI: Mr. Deputy-Speaker, Sir, when I talked of an independent Committee, what I meant was that this Committee would be of experts from outside Coal India. Today, I again assert that there is no question of shortage till the whole thing has been verified. I cannot say that there is shortage.

With regard to giving coal to Malda people, there has been a discussion with my hon. friends and I do not know what to answer, what to tell and what not to tell them. I do not think, you can kill malda people simply because they have voted a Congressman. I accept that policy.

About the distribution policy, I have been doing a new thing. As part of

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the policy to improve its service to coal consumers, Coal India has already opened a number of dumps at the consuming centres. The number of dumps under operation is gradually being increased and has now reached 26. These dumps are in operation in West Bengal, Bihar, UP, Punjab, Haryana, Gujarat, Tamil Nadu and a number of other States.

We are also going to have dumps in the rural areas.

Apart from this, with the intention of improving service to the consumers, Coal India is appointing a number of fuel technologists in its regional and branch offices. These fuel technologists will help in assessment of the genuine demands of different types of coal and also provide a fuel efficiency service to consumers. They will be able to advise consumers on how to reduce their fuel costs by making changes or improvements in their fuel burning equipment. They will also make an assessment of the scope of conversion of industrial consumers from oil to coal. In previous years, considerable quantities of oil have been saved by conversion from oil burning equipment to coal burning equipment. This programme will now be given a further impetus by the provision of fuel efficiency service in the regional and branch offices. This will go a long way in improving our services.

With regard to other charges the Hon. Member has made, I again say I have answered each of them and I don't think I should waste the time of the House.

13.20 hrs.

**STATEMENT BY A MEMBERS RE:
 CERTAIN REMARKS MADE ON
 19-8-81 ON MOTION RE: FIRST RE-
 PORT OF COMMITTEE OF PRIVI-
 LEGES**

**SHRI VIJAY KUMAR YADAV (Na-
 landa):** Mr. Deputy-Speaker, Sir, on
 19th August, 1981, while speaking on

the motion for taking into considera-
 tion the First Report of the Committee
 of Privileges, the hon. Member, Shri
 Harinath Misra, Chairman, Committee
 of Privileges, stated that I was present
 in the meeting of the Committee of Pri-
 vileges held on 6 September, 1980,
 when the Committee decided to recom-
 mend to the House that "the apology
 tendered by Shri J. R. D. Tata during
 his evidence before the Committee on
 12th July, 1980, be accepted and the
 matter be dropped", but that no note
 of dissent had been received.

I wish to clarify that I did not agree
 to the above decision of the Committee
 at that sitting and that I had sent a
 written communication saying that I
 did not agree with the above minutes
 of the Committee. The note of dissent,
 which I referred in the House, was
 about this communication.

I was not present in the meeting
 when the report of the Committee was
 adopted

13.25 hrs.

*The Lok Sabha then adjourned for
 lunch till twenty-five minutes past
 fourteen of the Clock.*

*The Lok Sabha ressembled after lunch
 at thirty minutes past fourteen of the
 clock.*

[MR. DEPUTY-SPEAKER in the Chair].

MR. DEPUTY SPEAKER: Now we
 shall take up motions for election to
 Committees. Shri Veerendra Patil.

ELECTION TO COMMITTEE

(i) NATIONAL WELFARE BOARD FOR
 SEAFARERS.

THE MINISTER OF SHIPPING AND
 TRANSPORT (SHRI VEERENDRA
 PATIL: I beg to move:—

"That in pursuance of rule 4(b)
 of the National Welfare Board for
 Seafarers Rules, 1963, the members
 of this House do proceed to elect,

[Shri Veerendra Patil]

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. DEPUTY-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 member of the National Welfare Board for Seafarers, subject to the other provisions of the said Rules."

The motion was adopted.

(ii) COURT OF THE UNIVERSITY OF DELHI

THE MINISTER OF STATE OF THE MINISTRIES OF EDUCATION AND SOCIAL WELFARE (SHRIMATI SHEILA KAUL): I beg to move:

"That in pursuance of sub-clause (xix) of clause (1) of Statute 2 of the Statutes of the University of Delhi, 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 Court of the University of Delhi. The members so elected shall not be the employees of the University of Delhi or of a recognised College or Institution of that University."

MR. DEPUTY-SPEAKER: The question is:

"That in pursuance of sub-clause (xix) of clause (1) of Statute 2 of the Statutes of the University of Delhi, 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 Court of the University of Delhi. The members so elected shall not be the employees of the University of

Delhi or of a recognised College or Institution of that University."

The motion was adopted.

14.31 hrs.

BUSINESS ADVISORY COMMITTEE

EIGHTEENTH REPORT

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS AND DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI P. VENKATASUBBIAH): I beg to move:

"That this House do agree with the Eighteenth Report of the Business Advisory Committee presented to the House on the 26th August, 1981."

MR. DEPUTY-SPEAKER: The question is:

"That this House do agree with the Eighteenth Report of the Business Advisory Committee presented to the House on the 26th August, 1981."

The Motion was adopted.

14.32 hrs.

MATTERS UNDER RULE 377

(i) NEED FOR A PROBE INTO ALLEGED SUPPLY OF EXPIRED DATE MEDICINES TO A PATIENT IN N.D.M.C. HOSPITAL, MOTI BAGH

श्री बोलत राम सारण: (चुरु) : नियम 377 के अधीन सदन के सम्मुख एक गम्भीर मुसला रखना चाहता हूँ जिससे इस सदन को यह विदित होगा कि देश के आम नागरिकों के स्वास्थ्य और चिकित्सा में सम्बन्धित लोग और दवाओं की निर्माता कम्पनी इंडियन ड्रग एण्ड फार्मास्यूटिकल्स लिमिटेड किस प्रकार लापरवाही और गैर-जिम्मेदारी बरतती है जिससे कि रोगी का जीवन खतरे में पड़ सकता है।

नई दिल्ली म्युनिसिपल बमेटी मोती बाग अस्पताल की मोबाइल डिसपेंसरी द्वारा एक रोगी को डाक्टर द्वारा पर्ची में देड़ा साइक्लिन कैप्सूल एक प्रतिदिन के हिसाब से

6 कैप्सूल लिखी गई थी, जिसकी जगह क्वाबसीटेट्रासाइक्लिन 6 कैप्सूल का एक पत्ता दिया गया जिस में केवल 3 ही कैप्सूल हैं। आई०डी०पी०एल० द्वारा निर्मित इस 6 कैप्सूल के पत्ते में केवल एक तरफ के 3 ही कैप्सूल सीलड भरे हुए हैं लेकिन दूसरी ओर के पत्ते में 3 कैप्सूल की जगह सीलड होते हुए भी अन्दर कैप्सूल नहीं है। परन्तु दवा निर्माता कम्पनी से ले कर अस्पताल के स्टोर तक किसी ने भी इसे देखने और ठीक प्रकार निर्मित न होने की स्थिति में जारी करने से रोकने का कष्ट नहीं किया :

दूसरी गम्भीर बात यह है कि यह कैप्सूल 17 अगस्त, 1981 को रोगी क्रमांक 5465 को दिया गया जब कि इस पत्ते पर छपी हुई कैप्सूल की डेट आफ एक्सपायरी जुलाई, 81 है। नियमों के अन्वये अवधि समाप्त होने पर नष्ट कर देना चाहिए था। परन्तु नष्ट नहीं कर रोगी को दी गई, जो उसके जीवन और स्वास्थ्य के लिए खतरनाक है। यह तो एक घटना है परन्तु न मालूम कितने रोगियों के स्वास्थ्य और जीवन के साथ खिलवाड़ किया जाता होगा। उसी दिन दवा का यही बैच अथवा इसी प्रकार की अन्य दवाएं न मालूम कितने रोगियों को दी गई होंगी और इस अस्पताल में और अन्य अस्पतालों में भी यह प्रक्रिया चालू होगी। अवधि पार की—दवाएं दी जा रही हैं और इससे रोगी के स्वास्थ्य और जीवन को गम्भीर खतरा हो सकता है। यह जन स्वास्थ्य से सम्बन्धित अहम मसला है।

सरकार की जानकारी में यह भी है कि सब-स्टैंडर्ड और डुप्लीकेट तथा मिलावटी दवाएं बड़ी मात्रा में बाजार में बिक रही हैं।

इस रुढ़न का ध्यान इस गम्भीर स्थिति की ओर दिलाते हुए और स्वास्थ्य

मंत्री जी से आग्रह करता हूं कि वह इसकी पूरी जांच करवा कर कार्रवाई करें।

(ii) STEPS TO ACCORD DUE RECOGNITION TO ACUPUNCTURE SYSTEM OF TREATMENT.

PROF RUP CHAND PAL (Hooghly): Acupuncture or Needle pricking is widely acclaimed as an effective system of medical treatment in the modern world. This system of Chinese origin has been accepted by the developed Western countries also and is being widely used side by side with modern Western Allopathic and other systems. May it be mentioned here that because of its proven efficacy in the treatment of some very complicated ailments Acupuncture as a system of medical treatment has been given a place of pride in a good number of countries. In our country also this system of medical treatment is being widely used to cure some ailments with miraculous results. Acupuncture in co-ordination with other systems of treatments is reported to have met with tremendous success in the treatment of various diseases. This system of treatment is also very inexpensive. And as such very much suitable in a poor country like ours where millions of men, women and children are deprived of the minimum amenities of life including medical treatment. If this system can be popularised and adjusted to our needs it will go a long way to mitigate the sufferings of our people; keeping this end in view the Acupuncture Association of India very justly demanded at its Calcutta conference sometime past that this system of medical treatment be medically recognised by the Government of India.

I urge upon the Central Government to consider the above matter and do the needful to give due recognition to the system of treatment known as Acupuncture and take all necessary steps to adjust it to the needs of the people of our country.

(iii) **CENTRAL GOVERNMENT ASSENT TO LAND ACQUISITION AMENDMENT-BILL PASSED BY MAHARASHTRA LEGISLATURE**

SHRI UTTAM RATHOD (Hingoli): In 1977-78 the Maharashtra Legislature adopted the Land Acquisition (Amendment) Bill providing for increase from 15 per cent to 30 per cent settlement to landowners for land acquired by the Government. The Bill was forwarded by the Government of Maharashtra to the President for the assent but such assent has not so far been given. Because of the non-assent of the Bill by the President the landowners all over Maharashtra have getting very meagre compensation and they are agitated over the matter.

Government are requested to go into the matter urgently and arrange for the assent of the Bill by the President at an early date.

(iv) **NEED FOR WITHDRAWAL OF LOCK-OUT DECLARED BY THE MANAGEMENT OF APOLLO TYRES LTD, KERALA.**

SHRI XAVIER ARAKAL (Ernakulam): Due to the Lock-out declared by the management of Apollo Tyres Ltd., Kerala on 19-7-1981 over one thousand employees are out of work and facing serious problems. The Apollo Tyres Ltd. is a giant tyre factory in Kerala with over Rs. 50 crores public investment. The financial institutions like IDBI, IFCI, ICICI, UTI, LIC, nationalised banks, Government of Kerala, etc., have invested huge amount in this company. The commercial production started on 17-3-1977 but the capacity utilisation has been below 42 per cent. This company has incurred a loss of over Rs. 26 crores. Due to the mismanagement, colossal negligence, financial irregularities a Committee was constituted. As per their report management was taken over on 7-9-1978 under Section 18A of the IDR Act of 1951. A case is still pending on this issue before the High Court of Delhi.

The production and industrial relations were picking up remarkably well in the past. This declaration of lock-out has created great loss, hardship

and inconvenience to the financial institutions, employees, share holders and the public. Thousands are directly and indirectly out of work, causing great economic and social problems.

Therefore, I urge upon this Government to go into the circumstances for the declaration of lockout, punish the culprits, ask to withdraw the declaration of lock-out forthwith and continue the production in the factory.

(v) **SEWER DISPOSAL SCHEME FOR NAINITAL IN UTTAR PRADESH.**

SHRI JITENDRA PRASAD (Shahjahanpur): It is a matter of deep concern and requires urgent attention of the Minister of Tourism regarding the extent of pollution of the lake situated in the city and the most beautiful hill resort of the country—Nainital. The pollution of this town has increased manifold since independence and the tourist traffic has also gone up considerably. This hill resort is being visited every year by thousands of foreign tourists from all over the world. But the sewer disposal system was laid by the Britishers during the pre-Independence period about 80 years ago. As a result of this heavy increase in the population and the tourist traffic the sewer system is absolutely inadequate to fulfil the present requirement resulting in pollution and poisoning of the water of the lake which is also used for drinking purposes in every part of the city. At present, the human refuse goes directly into the lake and it is being used more or less like a Soakpit. If urgent steps are not taken, there is a danger that epidemics and diseases may spread on a large scale at any time, endangering the lives of thousands of residents and tourists of this city. I would request the Ministry of Tourism to take immediate steps in the matter and immediately implement a sewer disposal scheme on war footing so as to save the health and lives of the residents of the area and improve tourism facilities of the country.

(vi) **AIR CRASH AT MANGALORE AND NEED FOR A NEW RUNWAY.**

SHRI JANARDHANA POOJARY (Mangalore): Sir, I raise the following matter of urgent public importance, under rule 377.

27 passengers including Karnataka's Finance Minister and an infant had a miraculous escape when an Indian Airlines Avro aircraft from Bangalore overshot the runway and crash-landed on a precipice about 10 metres down the stock hill side of Bajpa airport on 19-8-81. Many of the passengers including the Minister sustained injuries. The plane after the crash was a complete wreck and was resting on two granite stones after ploughing about 10 metres of the runway. Its right wheel was cut off in the runway itself.

The main reason for the accident is inadequacy of the length of the runway. During monsoon, the runway is slippery and the high degree of efficiency of the brakes will not also be helpful due to the fact that the runway is a short one. During rainy season Boeing Aircraft is unable to operate at Mangalore Air Port. Only Avro aircraft can operate during monsoons with difficulty.

Further, even during other seasons, a large number of passengers are left over for want of seats daily at Mangalore air port. It may be noted that Mangalore air port after sometime will not be capable of handling the increasing traffic of this developing region.

Therefore, the utilisation of nearby stretch of land for a new runway without much financial outlay has been suggested. This should enable the bigger aircrafts like Airbus also to land throughout the year. The site for construction of a new runway at the existing airport has been surveyed.

I here by request the Government of India that in order to avoid major accidents, the construction of a new runway may be taken up immediately.

Any delay in execution of the construction of the new runway will be disastrous and the development of the airport with a new runway will be the need of the hour due to increase in passenger traffic and in view of the inadequate runway.

(vii) **ALLEGED NON-TELECASTING OF DEMONSTRATION BY WOMEN IN DELHI.**

श्री कूल चन्द वर्मा (शाजापुर) : उपाध्यक्ष महोदय, नियम 377 के अधीन मैं निम्नलिखित माभला आज सदन में उठाने की अनुमति चाहता हूँ।

25-8-81 को दिल्ली की हजारों महिलाओं ने बहुती हुई महंगाई, बिगड़ती हुई कानून तथा व्यवस्था की स्थिति तथा श्रीरतो के विरुद्ध आतंकारी तथा भेदभावों में वृद्धि के विरुद्ध सड़क का दरवाजा खटखटाने के लिए बोट क्लब पर एक शांतिपूर्ण प्रदर्शन किया था। प्रदर्शन के पश्चात् महिलाओं के एक प्रतिनिधि मण्डल ने एक स्मृति-पत्र लोक-सभा तथा राज्य-सभा के अध्यक्षों को प्रस्तुत किया था।

आज राजधानी के सभी समाचार-पत्रों ने महिला-प्रदर्शन का समाचार बड़ी प्रमुखता से प्रकाशित किया है, किन्तु यह बड़े खेद तथा रोष का विषय है कि दिल्ली दूरदर्शन ने प्रदर्शन की पूरी उपेक्षा की।

दूरदर्शन शासक-पक्ष से सम्बन्धित छोटे-छोटे समाचारों को भी दिखाता रहा है, विरोध-पक्ष द्वारा आयोजित विशाल प्रदर्शन को न दिखाना लोकतंत्र विरोधी है।

सूचना तथा प्रसारण मंत्री सदन को बतायें कि विभिन्न राजनैतिक दलों द्वारा संगठित रैलियों को दूरदर्शन पर दिखाने के बारे में दूरदर्शन की क्या निर्णयें दिये गये हैं?

[श्रीकूल चन्द वर्मा]

रेडियो तथा टेलीवीजन सार्वजनिक प्रचार के साधन हैं, उन्हें केवल सत्कारक दल के लिए प्रयुक्त करना लोकतंत्र पर कुठाराघात है।

[(viii), NEGLECT OF HINDI IN SCHOOLS.]

श्री राज बिलास बासवान (हाजीपुर):
उपाध्यक्ष महोदय, सरकार द्वारा बार-बार यह कहा जाता है कि हिन्दी को किसी पर थोपा नहीं जायेगा और इस का परिणाम यह है कि राजधानी और देश के बड़े बड़े स्कूलों में हिन्दी की पढ़ाई बन्द कर दी है। राजधानी के प्रमुख स्कूल, दिल्ली पब्लिक स्कूल और दूसरे अच्छे स्कूलों में 11वीं कक्षा से हिन्दी की पढ़ाई नहीं की जाती है। फलस्वरूप हिन्दी पढ़ने के इच्छुक अनेक छात्रों को स्कूल बदलना पड़ता है।

सब से दुखद घटना 7 जुलाई, 1981 को नैनीताल के एक यूरोपियन स्कूल के 13 वर्षीय छात्र** के साथ घटी जब कि उसे हिन्दो बोलने के कारण अपमानित करने पर आत्म हत्या करने पड़ा। ** 7वीं कक्षा का छात्र था। आत्म हत्या के दो दिन पूर्व ** को हिन्दी फिल्म देखने और स्कूल के प्रांगण में यदा कदा हिन्दी बोलने की रिपोर्ट मिलने पर उस स्कूल के प्राचार्य ने उसे छात्रों के बीच बुरी तरह अपमानित किया और अनुशासनहीनता का आरोप लगाते हुए उसे विद्यालय से निष्कासन का आदेश दे दिया था।

ज्ञात है कि यूरोपियन स्कूलों में हिन्दी बोलने पर कोड़ों की सजा के भी समाचार मिलते रहे हैं। हिन्दी फिल्म देखने के आरोप में उसी विद्यालय के 4

छात्रों को पहले भी निष्कासित किया जा चुका है। ** उसे सहन नहीं कर सका और घर जा कर गले में रस्सी का फन्दा डाल कर आत्महत्या कर ली।

जिस प्रदेश की राजभाषा हिन्दी हो, उसी प्रदेश में हिन्दी बोलने पर छात्र को आत्महत्या करनी पड़े, इस से ज्यादा लज्जा और शर्म की बात और कोई नहीं हो सकती। इस का प्रमुख कारण सरकार द्वारा निरन्तर राष्ट्रभाषा की उपेक्षा है। अंग्रेजी शिक्षा देने का अर्थ यह नहीं है कि देशी भाषाओं के व्यवहार को दण्डनीय और निन्दनीय समझा जाय।

अतः सरकार से मांग है कि इस घटना की निष्पक्ष न्यायिक जांच कराई जाय और देशी भाषाओं के प्रति अपमान, उपेक्षा, दुर्भावना एवं विषमता पूर्ण व्यवहार बन्द हो जिस से पुन किसी ** को आत्महत्या न करनी पड़े।

MR. DEPUTY-SPEAKER: The name which the hon. Member has mentioned, will not go on record.

(ix) NEED TO INQUIRE INTO THE ROTTING OF FOODGRAINS DUE TO TRANSPORTATION IN OPEN BOX WAGONS.

SHRI A. K. ROY (Dhanbad): The nation would be shocked to know that in these days of scarcity of foodgrains when to maintain regular supply to the public distribution system and to keep the price under control 2 million tonnes of wheat are to be imported from the USA, FCI in collaboration with the Railways is spoiling the wheat in thousands of tonnes by transporting that in open wagons in this rainy season. The specific examples are being given here.

On 29.6.1981 the FCI booked 1600 quintal of wheat at Barnala Station of Northern Railway, State of Punjab,

and the said wheat was booked in open box wagons which arrived at Dhanbad old yard, Eastern Railway on 6-7-1981 at 3.30 p.m. and detained upto 12.7.1981. The wagons were not even covered with tarpaulin and so got badly rotten being drenched in rain water giving pungent smell. Ultimately these box wagons were sent to Tatisilwai, Ranchi, South Eastern Railway. This wheat was sold to the public on auction as the rotten wheat not fit for human consumption. This was purchased by the businessman for blending with the wheat for human consumption causing various diseases.

Again on 8.8.1981 at 2.30 hours another consignment of 33 open box wagons loaded with wheat i.e. 16080 quintals for FCI, Dhanbad arrived at Dhanbad Yard. Due to open box wagons this wheat also got rotten and started germinating in rain and till 15.8.1981 at the time of my leaving Dhanbad, the wheat could not be unloaded.

On contacting the Divisional Railway Manager, Dhanbad, who was not even first aware of the case, I was informed that the FCI requisitioned more wheat than it could unload in time resulting in this detention and on the point why it was not covered I was told that the system was to transport foodgrains in open wagons. This colossal waste of foodgrains due to the criminal unconcern both of the Railways and the FCI was brought to the notice of the District Administration demanding prosecution by several public organisations.

Such cases have also been reported from Bhagalpur sometimes back.

Spoiling valuable foodgrains in this way is a crime to the nation. I demand immediate probe and action and a statement to this effect both from the Ministers of Food and Agriculture and the Railway.

(x) NEED FOR LEGISLATION TO REGULATE THE SERVICE CONDITIONS OF DOMESTIC WORKERS IN THE COUNTRY.

SHRI KAMAL NATH (Chhindwara): The Domestic Workers' Union has been

propagating the cause of thousands of domestic servants throughout the country, praying for better working conditions for them.

In spite of the fact that there are thousands of domestic servants servicing almost 24 hours in a day, there is no legislation to regulate their service condition. It is strange that though the country has achieved independence over 34 years ago, Government has not given any consideration to this right cause. These people are at the mercy of their masters for everything i.e. wages, welfare etc. These masters know well that there is no statutory power to stop them from exploiting such workers.

Their condition is in no way better than that of the bonded labour for the release of whom there has been great hue and cry all over the country.

Under these circumstances, I will appeal to the Government to come forward with a legislation at an early date to regulate the service condition of the domestic workers of the country, so that they can realise that they are also honoured citizens of India, like any other citizens of this great country.

(xi) ALLEGED ATROCITIES ON TAMILS IN SRI LANKA.

SHRI K. MAYATHEVAR: Large scale atrocities have been committed on 35 lakhs of Tamilians in Sri Lanka in about 8,000 sq. miles. The life and property of the Sri Lanka Tamilians are at stake. A day earlier one Indian pilgrim was reported to have been murdered. The properties of the Sri Lanka Tamilians are destroyed. The day to day life of the Sri Lanka Tamilians is quite unsafe. The Government of India should solve the problem, give protection to all Sri Lanka Tamilians and safeguard human life and property.

14.54 hrs.

**BRITISH INDIA CORPORATION LIMITED (ACQUISITION OF SHARES)
BILL—Contd.**

**THE MINISTER OF STATE IN
THE MINISTRY OF COMMERCE
(SHRI KHURSHED ALAM KHAN):** I
beg to move*:

"That the Bill to provide for the acquisition of certain shares of the British India Corporation Limited with a view to securing the proper management of the affairs of the Company and the continuity and development of the production of goods which are vital to the needs of the country and for matters connected therewith or incidental thereto, be taken into consideration."

The British India Corporation was registered in 1920 and I suppose it is known to everybody in this country that the two important units viz. Lal Imli and Dhariwal, which were formed by this Corporation, had the pride of place in our country in producing woollen cloth. Presently, BIC is directly owning and managing the two woollen mills I have just mentioned. These two woollen mills have also another important aspect because they employ about 8,000 workers and have about 15,000 woollen spindles, 17,000 worsted spindles and 500 power-looms. This is a very important factor to be mentioned here.

BIC has two subsidiaries, namely, Elgin Mills Co. Ltd. and Brushware Limited, Kanpur. Besides, it has substantial shares in various other companies like Cawnpore Textiles Ltd., Cawnpore Sugar Works Ltd., Champaran Sugar Co. Ltd., Saran Engineering Company etc.

The shares of the BIC in Elgin Mills Co. Ltd. and Brushware Ltd. are to the extent of 57 per cent while in other units mentioned earlier, the shares of the BIC vary from 38 to 49 per cent.

The Government of India started taking active interest in the affairs of the BIC since 1960 when the financial affairs of the Company were causing great concern to the nation and the country. By 1980 the Government and financial institutions had acquired around 30 lakhs equity shares out of the total of 65 lakhs shares and thus the President and financial institutions together got the voting power to the extent of 44.3 per cent.

14.57 hrs.

[SHRI GULSHER AHMED in the Chair].

The other major group was of Bajorias who were holding 41 per cent controlling power and it is a fact which is known to everybody that while the Government was nominating the Chairman for the Corporation, the Bajorias were nominating the Executive Director and this dual control was causing a lot of problem.....

MR. CHAIRMAN: Mr. Minister, you look to me, not to that side.

SHRI KHURSHEED ALAM KHAN: Sir, I have beautiful faces on all sides. So I have to look at every one.

MR. CHAIRMAN: But it is the beauty of the faces. I think, on the other side.

SHRI KHURSHEED ALAM KHAN: As I said, the dual control of the financial performance of the Corporation under the dual control particularly during the last two or three years was causing a great concern and therefore, something had to be done to correct this position. And, as a result of this dual control and mismanagement, the losses were mounting and the liquidity position was severely affected. The Corporation was on the verge of collapse, thus affecting production of goods so vital to the needs of the general public, besides affecting employment of a large number of persons directly on the one

*Moved with the recommendation of the President.

hand and adversely affecting the interests of the Government. Public financial institutions and the State Bank of India, its bankers, on the other. The accumulated losses as on 31.3.1980 after wiping out the general reserves aggregated to Rs. 358.19 lakhs. So, it was necessary to do something about it and therefore, to prevent industrial unrest and keep the Corporation going, the Government of India gave 3 guarantees to the State Bank of India during the year 1980-81 to the extent of Rs. 817 lakhs to keep the Company going as the bank had refused to advance them any loans without the guarantee of the Government of India.

The Government and the public financial institutions had invested considerable funds in the equity/preference capital of the BIC. The BIC's accumulated loans for the last 3 years amounted to almost Rs. 14 crores which further caused great concern to the Government and to the management of these mills. And besides this, the high rate of interest amounting to about Rs. 3 crores annually was an additional burden on the resources and the finance of these units.

Apart from this, the plant and machinery of the Corporation required to be modernised and renovated at an estimated cost of Rs. 348 lakhs under the first phase of modernisation. But

15.00 hrs.

the Corporation was not in a position to complete even first phase of this modernisation because Bajorias were not willing to invest any amount and it was not possible for the Government only to undertake such responsibility. Such being the situation it was considered not prudent for the Government and the financial institutions to invest more funds in the Corporation unless, of course, the ownership vested only with the Government. It was, therefore, decided to compulsorily acquire all the shares of the Corporation as held in private hands by promulgation of the British India Corporation, (Ac-

quisition of Shares), Ordinance of 11th June, 1981. I feel this was the red letter day for all the people who were interested in this Corporation and particularly for the workers—8000 in number, who are working in these units. For acquiring all the shares as held in private hand Government would be paying an amount of Rs. 22.60 lakhs to the erstwhile share holders. This amount is based on a valuation of shares on the British India Corporation made by the Controller of Capital Issues. The valuation was found to be negative and in such cases only 10 per cent of the face value of shares, both equity and preference, is allowed. Accordingly, the Ordinance stipulated the amount to be paid in respect of shares acquired at the rate of 50 paise per ordinary and Rs. 10/- per preference share. As per draft scheme of rehabilitation prepared by IFCI in July, 1981, the quotation at the Calcutta Stock Exchange was also showing that the BIC shares were almost negative.

The financial institutions have already undertaken a comprehensive study for the revival of the British India Corporation and the Government have received a report of the IFCI towards the end of July which is under active consideration and soon decisions will accordingly be taken. The recommendations contained in this report involves proposals leading to certain commitments by Central Government, financial institutions, State Bank of India and the State Government. Now it would be possible to ensure unified administration and Government will have control on the affairs of the Corporation and it would be possible for the Government and the financial institutions to inject necessary level of funds to revive these two prestigious institutions.

Government guarantee of Rs. 472 lakhs given in January, 1981 was expected to meet the requirements of the Company till March, 1981. But it will be further necessary for the Government to provide additional guarantee. This also is receiving the attention and

[Shri Khursheed Alam Khan]

necessary action will be taken accordingly.

MR. CHAIRMAN: Motion moved:

"That the Bill to provide for the acquisition of a certain shares of the British India Corporation Limited with a view to securing the proper management of the affairs of the Company and the continuity and development of the production of goods which are vital to the needs of the country and for matters connected therewith or incidental thereto be taken into consideration."

*SHRI SATYA GOPAL MISRA (Tamluk): Mr. Chairman, Sir, I rise to support this British India Corporation Limited (Acquisition of Shares) Bill of 1981. I support this because our party has always supported all efforts to convert private ownership into public or Government ownership. But, Sir, I am finding it difficult to understand two things. Firstly, in 1968 it was noticed that the financial stability of this company was fast deteriorating. An investigation was conducted in the affairs of this company. The investigation report was received in 1970. In 1971, the Government assumed partial control in management and took some responsibility in financial matters which has grown to Rs. 8 crores and 17 lakhs of rupees in the last eleven years. Today, you are talking about acquisition of its shares. Why has this action been delayed so much? In whose interest so much time was allowed to lapse? Why was this company not taken over in 1971? The same party which is in power today was also in power in 1971. I fail to understand why they did not take it over at that time, fully knowing that it was going in the red. Moreover, they helped the company to procure loans and financial assistance from the State Bank and L.I.C. etc. This is baffling indeed. Secondly, two renowned Mills are part of this corporation. They are the Lal Imli and Dhariwal Mills

who are famous for manufacturing pure wool, woollen cloth etc. Many departments of the Government including the Defence Ministry perhaps purchase their requirements from these mills. Therefore, they have a very wide and flourishing market. Now, how did such an industry fall sick? This is indeed surprising. We have all along been saying that since our Independence in 1947, the Government had followed such a capitalist policy which has resulted in the concentration of the wealth of our country in the hands of a few individuals or families. These capitalists have their representatives in the Government also. The State policy is dictated by them. In fact, these are the people who are running the Government of our country. They are wholly self-seekers. They want to go on amassing wealth and make mountains of personal wealth. They evade income-tax, bribe officers, take out the profits of one Mill or factory and invest it somewhere else and in this way gradually leads a flourishing industry towards ruin and bankruptcy. The Government is a mute spectator because their representatives are inside the Government and the Government runs according to their dictates. As a result of this, many many more industries and mills are also falling sick like this British India Corporation and are moving towards financial ruin. These people ignore the legitimate demands of the workers, leave them to starve, they raise the prices of their products in a most irresponsible manner. They hide their wealth in various banks and go on amassing vast personal wealth totally ignoring the interest of their country. They suck an establishment dry and it gradually falls sick. They carry on unfettered plunder of the country's wealth. They bring misery for the working classes and ultimately for the entire poor people of the country. The Government is helpless, they cannot take any action against these pirates. They can only mount heavy loads of indirect taxes on the masses which raises the prices of all commodities sky

*The original speech was delivered in Bengali.

rocketing. Now, the British India Corporation was not taken over in the last eleven years only because the Bajoria family who control the majority shares of this Corporation and are the proprietors, is sure to have association with those who matter in the Government. That is why they were allowed to loot and plunder for the last eleven years. They were also helped to raise the aforesaid 8 crores and 17 lakhs of rupees to make their loot complete. In the context of this Bill, I am reminded that many other industries all over the country are fast moving towards induced sickness. What is the Government's thinking in regard to them? What steps do they contemplate to prevent them from falling sick?

Now, when the Government is taking over this Corporation, we have to think what is the financial and economic condition of the 8000 workers who are employed there. Have their provident fund amounts been deposited and properly accounted for and whether they got their bonus and other dues that they were entitled to, regularly? We have to know all these things, "I wish and hope that the Government will pay due attention to the interests of the workers after the take-over. The workers will not be allowed to suffer on any account. One thing more, Sir, the existing Board of Directors has become diseased and has to be wholly reconstituted. A complete overhaul is necessary. If the old Board of Director is brought back then the same routing situation shall prevail. Entirely new Board of Directors with representatives of the workers to the maximum possible extent must be constituted for efficient working.

Lastly, Sir, the Government is taking over the responsibility of running this company and are spending a huge amount in buying its shares also. Why are they going about like this? Why are they not nationalising it right away? This is an industry of national importance and should have been nationalised. I will like to know from

(Acquisition of Shares) Bill

Hon. Minister his clear views in this respect, I also hope that he will pay attention to the points raised by me.

SHRI R. L. BHATIA (Amritsar): Mr. Chairman, Sir, I rise to support the Bill presented by Shri Khursheed Alam Khan and I congratulate him on his taking over this British India Corporation Ltd. This Corporation is fairly popular and has a big name in the country and is producing high quality snuff for the country as well as for exports and it is also producing woollen goods for the armed forces. But, some how or the other, this Corporation went into the hands which tried to violate rules. It went into the hands of those people who are trying to make unnecessary benefits out of it.

We all know the famous Mundhra case. Mundhra, somehow or the other, through a shabby deal, got shares of this Company and then tried to take it over, from the back-door and there was a great row in this country; and there was a good deal of discussion in the House and so it was decided that the Government should intervene and the Government did purchase shares of Mundhra and that is how the Government interest was drawn into this Corporation. The Minister has explained to us its balance-sheet. But these Bajorias are also doing the same sort of thing. It was mis-managed and the interests of 8,000 workers were involved in this Corporation and Government was naturally concerned not only about the finances which were public finances but the public institutions have advanced crores of rupees to this concern and this fine company which has a number of units in this country directly under it like Lal Imli and Dhariwal woollen goods which are very famous and they have got a number of subsidiaries which are controlled by them. It was in public interest to look into the affairs of this Company and when the Government found that it was getting sick and the interests of the workers were not safe, the Government took it over. I congratulate the Minister for this. This unit in Dhariwal which is

[Shri R. L. Bhatia]

also in Punjab—and I know intimately about it—is producing very high quality of woollen goods, this is, perhaps, one of the biggest units in India producing blankets, suitings and other woollen goods which are required very badly in our country. All this was getting and so, Government had to intervene. This is a policy of our Government to take over units which are not being run properly, which are sick or where the interests of the employees are involved. In this connection I must point out that Government have already taken over 102 textile mills in this country and they are themselves managing at present 17 textile units. This is a part of our policy that wherever it is felt that the employees' interest are involved or public finance are involved or it is in the interest of Government to take it over, Government takes it over. So, this unit also is one of those. I congratulate the hon. Minister for taking over this organisation. Mr. Satyogopal Misra asked why the Government did not take it over earlier when this unit was going on like this for some years. Government was asking the management to look into it, but somehow or other the other party was not taking interest. Whenever there is a dual control, it is very difficult for one party to have a decisive say and to have a decision which is not acceptable to the other party. In order to remove that anomaly, Government have done well in taking it over for which the Minister deserves congratulations. I congratulate him and support this Bill.

श्री चन्द्र देव प्रसाद वर्मा (आरा) :
मंत्री महोदय ने जो कानपुर स्थित ब्रिटिश इंडिया कारपोरेशन लिमिटेड है और जिस का 1930 में रजिस्ट्रेशन हुआ था आज उसकी हालत खराब हो जाने पर अधि-गृहीत किया है वह स्वागत योग्य है। इसमें दो राय नहीं है कि धारीवाल का कपड़ा, ऊनी वस्त्र काफी नामी हैं, देश में बहुत प्रसिद्ध हैं। वह वस्त्र जनता को उपलब्ध

नहीं हो रहा था और ऐसा विगत तीन बरसों से हो रहा था। प्रतिरक्षा विभाग को भी जो उसका कोटा है वह नहीं मिल रहा था। इस में साधारण लोगों का भी शेयर था, राष्ट्रपति का भी इस में शेयर था। और साथ ही साथ वित्तीय संस्थाओं का भी इस में शेयर था। बाजौरिया कुटम्ब का इ. में काफी प्रभाव था। उस पर कुछ रोक लगाई जा सकती थी। लेकिन न जाने सरकार क्यों चुप बैठी रही। विगत तीन बरसों में इसकी हालत खराब होती चली गई और आज बाध्य हो कर सरकार को उसे अजित करना पड़ रहा है। जैसा और माननीय सदस्यों ने कहा है इसको और पहले लिया जाना चाहिए था। एक साल के अनुभव के बाद कम से कम दो साल पहले इसको लिया जा सकता था। लेकिन ऐसा नहीं किया गया। यह दुःखद बात है। विगत तीन बरसों में इसकी आर्थिक स्थिति भी खराब हो गई थी। साधारण जनता को माल नहीं मिल रहा था। पूजी पर भी इसका कुप्रभाव और ज्यादा पड़ता। आठ हजार मजदूर भी बेकार हो जाते। उनकी रक्षा का भी सवाल था। आज सरकार ने जो कदम उठाया है वह उचित कदम है, ठीक कदम है। सरकार के इस कदम से हम सहमत हैं। हम लोगों को काफी खुशी हुई है। लेकिन मैं समझता हूँ कि यह एक्शन पहले लिया जाना चाहिए था। देर से ही सही लेकिन ठीक कदम उठाया गया है। मैं अजित करने का विरोधी नहीं हूँ। आप अवश्य कीजिए, लेकिन एक अच्छी व्यवस्था दीजिए। अगर ऐसा नहीं किया गया तो जो कानपुर में अभी चमड़े का कारखाना इस समय पब्लिक एण्डरटेकिंग में चल रहा है उसकी हालत दिन प्रति दिन खराब होती जा रही है, वहाँ लूट मची है अधिकारियों द्वारा, कोई देखने वाला नहीं है, वैसी ही हालत इनकी न हो, यह ध्यान देने की आवश्यकता है।

इसी तरह से जो पब्लिक सैक्टर की हालत है, 70, 75 प्रतिशत वह घाटे में चल रहे हैं, वैसा हुआ नहीं। आप ले रहे हैं ठीक है, लेकिन इसी अन्धकार से चनाड़ और अन्धकार में जोड़ें कि जो धारोवाल कम्पनी है उसको प्रतिष्ठा बना रहे आपके हाथ में आने पर भी।

SHRI C. T. DHANDAPANI (Pollachi): Mr. Chairman, Sir, I rise to support the Bill moved by the Minister for taking over the British India Corporation Ltd. I am one for the nationalisation of all the industries which are producing goods intended for the common people.

As far as this company is concerned, as stated by the Minister, it was incurring losses right from 1971 and the management was not upto the satisfaction. A Committee was appointed and a report was submitted. Action is being taken after a long time. From 1971 to 1972, why has the Government not taken action on this report against this company? I am very sorry to see the sorry state of affairs of the functioning of the financial institutions. They made the advances to this company. The nominees of the financial institutions have collusions with this company and they do not report about the exact financial soundness of the company either to the Government or to the Company Law Board. That is the reason why the Central Government has to come forward with a legislation with regard to many industries. We have seen many industries being taken over by the Government. The simple reason was this. A long rope was given to the monopolists as well as the capitalists. So, this state of affairs should go and Government should take prompt action when they find that the company is not in a good condition financially. Therefore, I would appeal to the Minister that at least in future, the Government should take prompt steps to see that this kind of activity is not continued in the financial institutions.

I have known many cases in Tamilnadu where one industry had already been involved in some scandals. That industry wants to buy the shares of another company. The I.D.B.I. gladly made the advance of Rs. 3 crores to buy the shares of another company. That company is already involved in the scandals.

In the same way, I have also come across an interesting thing. The British India Company is a family of Bajoria. The company is in a financial crisis. That company was trying to acquire the share of another company by getting financial assistance from the banks. I do not know what the State Bank is doing. I do not also know how they were ready to give the money to Bajoria Group.

MR. CHAIRMAN: You ask the question from the Finance Minister and not the Industry Minister.

SHRI C. T. DHANDAPANI: Of course, I hope he will convey this to the Minister of Finance. The British India Company tried to acquire the shares of Messrs. Badoli woollens Ltd. They wanted to acquire 25 per cent of shares but luckily Government rejected the applications. Government did not allow them to acquire these shares. The Company Law Board rejected that. The Management has looted the company. They have not at all been running the Company as per regulations of the Company Law Board. How the monopoly Houses are being financed by these financial institutions, I want to know. So, such kinds of actions by these financial institutions must be stopped immediately. As far as nationalisation is concerned, as the previous speaker has said, we are acquiring only the shares. I would request the Minister to take away the shares and nationalise this concern. The management has already looted the company. What is the necessity of paying them? I find that you are giving them Rs. 22 lakhs. It is not necessary, I think. Is it a reward for such persons who have already looted the company's money?

[Shri C. T. Dhandapani]

Now, Sir, about the employees, normally, when a company is being taken over by the Government, the employees' interests must be taken into consideration. I am thankful to Shri Pranab Kumar Mukherjee for having given assistance to the Buckingham and Carnatic Mills in Tamil Nadu. This was mismanaged by the previous management. 13,000 workers were involved. Mr. Pranab Kumar Mukherjee came forward to help the industry. Finance Minister also took equal interest. Finally Prime Minister herself took interest and passed on orders to invest some money in B&C Mills, and that has been done. As far as the employees' emoluments are concerned, they are not getting the same emoluments which they were getting before take-over. He should not apply the same formula to the woollen mills. So, Sir, there should not be any difficulty in the matter of fixing the emoluments of these employees.

I conclude by appealing to the hon. Minister to bring in a legislation in the matter. Though it is not strictly relevant here, I wish that he brings in a legislation to take over the Buckingham and Carnatic Mills in Tamil Nadu as early as possible.

MR. CHAIRMAN: He is more interested in Madras.

SHRI C. T. DHANDAPANI: Of course you took interest. Your Minister was kind enough to help them. 13,000 employees were saved for which I thank him.

SHRI KHURSHEED ALAM KHAN: I also went there personally.

MR. CHAIRMAN: Mr. Khursheed Alam Khan is personally interested in your Madras.

SHRI C. T. DHANDAPANI: I am thankful to him. By saying this, I welcome the Bill and I support the measure. Thank you.

श्री सूरज बाल (अम्बाला) : सभापति महोदय, ब्रिटिश इंडिया प्राज से 34 साल पहले लिया जा चुका था, ब्रिटिश इंडिया कार्पोरेशन प्राज ली जा रही है। इतना शुक्र है कि ब्रिटिश इंडिया कार्पोरेशन लिमिटेड हो गई है कानपुर तक।

मैं इतना तो जरूर कहना चाहता हूँ मंत्री महोदय से कि इस नाम की गुडविल मौजूद नहीं है। कहीं गुडविल हो तो उस नाम को रखिए। लाल इमली, धारीवाल ज्यादा मशहूर हैं, ब्रिटिश इंडिया कार्पोरेशन को कोई नहीं जानता। मेहरबानी करके ब्रिटिश इंडिया तो खत्म हो गई, ब्रिटिश इंडिया कार्पोरेशन को भी खत्म कीजिए। इस नाम को भी बदलने की कृपा कीजिए।

सभापति महोदय : अभी नेशनलाइजेशन कहाँ किया है, अभी तो ले रहे हैं।

श्री सूरज बाल : जब आप करेंगे तो कर लेना।

एक दूसरी जरूरी बात मैं कहना चाहता हूँ कि काम तो अच्छा कर रहे हैं आप लेकिन बड़े गलत ढंग से कर रहे हैं। एक बात तो समझ में आ सकती है कि बजट सेशन के बाद कोई चीज आप को पता लगी हो और फिर आप आडिनेन्स जारी करें तो वह बात कुछ समझ में आ सकती है। लेकिन मंत्री महोदय ने कहा कि 1960 से फर्म की हालत खराब है और 71 से लगातार घाटा चल रहा है। तो फिर आडिनेन्स लाने की क्या जरूरत थी। 1960 से हालत खराब है, आपको मालूम है, तो आसानी से पिछले बजट सेशन में बिल ला सकते थे, इस सेशन में ला सकते थे। आडिनेन्स लाने की क्या जरूरत थी? एक आदत पड़ गई है

सरकार को कि जब कोई चीज कच्ची हो तो आडिनेस ले ले कर लिया । यानी यह एनास नहीं है कि आडिनेस लाना चलत है, हर चीज के लिए आडिनेस नहीं लाना चाहिए ।

तातरों चीज कहना चाहता हूँ । शेयर्स आप खरीद रहे हैं । मंत्री महोदय ने खुद कहा कि 8 हजार वर्कर्स हैं । मैं एक नई बात कहना चाहता हूँ कि उन वर्कर्स को भी शेयर दे दोजिए, उन को भी इजाजा दोजिए कि वह भी इस के शेयर्स खरीद सकें । वें केवन मजदूर के नाते न रहें वहां, बल्कि इस कम्पनी के मालिकों का हैमियत में बैठ सक, इन क व दोरों आप कोजिए ।

चोथी बात कहना चाहता हूँ । आप बोर्ड आफ डायरेक्टर्स बनाना चाहते हैं । बोर्ड आफ डायरेक्टर्स में भा वर्कर्स का कोई नुमाइन्दा हो, मैनेजमेंट में उनका हिस्सा हो जिस के जेरेए वे उनको अच्छई बुराई के लिए कुछ प्रयत्न आवाज उठा सकें, इस का बन्दोबस्त कोजिए ।

एक बात और कहना चाहता हूँ । आपने खुद इस के एम्स ऐंड आबजेक्ट्स में माना है कि मशीनरी बहुत पुरानी है । मशीनरी का आधुनिकीकरण हो, नई मशीनरी आए और बकिंग कंडीशंस अच्छी हों । केवल शेयर्स आप ने ले लिए, इस से गुजारा नहीं होगा, मुझे इस बात की जानकारी है कि टेक्स्टाइल मिलों में अकसर जो वर्कर्स हैं उन को टो बी हो जाती है । इसलिए बकिंग कंडीशंस अच्छी कोजिए ताकि वर्कर्स की हालत भी अच्छी हो जाय । बस इतना ही कह कर मैं इस बिल का समर्थन करता हूँ और उम्मीद करता हूँ कि जो बातें मैंने कही हैं उनके ऊपर ध्यान दिया जायगा ।

श्री कमला मिश्र मजदूर (मोतीहारी) : सभापति महोदय, सरकार की प्रवस्था यह है कि भोजपुरी में एक कहावत है कि ग्राम हम खावें और गुठली आप चबाइए । यानी जो पूंजीपति और मोनोपलिस्ट उद्योगपति हैं, जो सरकार से कर्ज लेते हैं, सरकार से सहायता लेते हैं और विभिन्न किस्म की सुविधाएं लेते हैं, आप के बजट में भी कुछ सुविधाएं उन को दी गई हैं यह कह कर कि इस से उद्योग का विकास होगा, वे यह सब ले तो लेते हैं मगर उसका परिणाम क्या होता है कि उसका उपयोग नहीं करते हैं और देश के हित में उसका उपयोग नहीं करते बल्कि अपने हित में करते हैं । इस के कारण तमाम जगह कम्पनियों को बरबादी उठानी पड़ रही है । मुगर मिल्स की भी यही हालत है, हमारे यहां रमा कास्ट इंजीनियरिंग उद्योग है, उस की भी यही हालत है । इसी तरह रजौरिया, बजौरिया के जो कारखाने हैं वह भी ऐसे ही है । वह लम्बी कहानी है । सरकार इस कम्पनी को अपने हाथ में ले ले, इस बात की मांग वहां के मजदूर संगठनों ने और तमाम लोगों ने की है, उन्होंने बराबर यह कहा है कि ब्रिटिश इंडिया कारपोरेशन को सरकार अपने हाथ में ले ले । तो सरकार ने स्वयं लेने की बात की है । लेकिन मेरी समझ में यह बात नहीं आती है कि इस को नेशनलाइजेशन के बाद राष्ट्रीयकरण के रूप में क्यों नहीं लिया गया ? क्या राष्ट्रीयकरण शब्द से मंत्री महोदय को भय है कि नहीं, राष्ट्रीयकरण हम नहीं करेंगे । ऐक्वीजीशन आफ शेयर्स करने जा रहे हैं । और उसमें भी आप क्या करने जा रहे हैं कि उन को कुछ मुआवजा भी दे रहे हैं, कुछ लाख रुपये देने जा रहे हैं । यह क्यों ? क्या सरकार बता सकती है कि यह जो मुआवजा दिया जा रहा है वह किन लोगों का पैसा है ? यह मजदूरों की कमाई है । मजदूर शेयरहोल्डर्स हों, ग्राम जनता शेयरहोल्डर

[श्री कमला मिश्र मधुकर]

हो, यह तो ठीक है, लेकिन ये जो रजिस्ट्रार, कम्पैरिस्ड खानदान के लोग इस के सेक्टर-होल्डर हैं, जो किन्होंने इतना कूटा और राष्ट्र को इसकी क्षति पहुंचाई, उसके वावजूद भी उन को फ़ैसल दिए जा रहे हैं और पैसा दिया जा रहा है, वह विस्फुल्ल क्लाय है, यह नहीं होना चाहिए। इस से यह पता लगता है कि सरकार का सब पूंजीपति वर्ग के साथ कितना मुलम्बम है और दोस्ती कितनी गहरी है। इस दोस्ती के कारण जरूर उन के लिये सरकार कुछ सोचनी है। जहां कहीं भी हो, सरकार पूंजीपतियों को सुविधा देने के लिए कृत संकल्प है। सेक्टरहोल्डरों को पैसा देने की जरूरत नहीं होनी चाहिए। मेरी मांग है कि सरकार इस कम्पैरिशन के राष्ट्रीयकरण का बिल लाए और वह कदम इस राष्ट्रीय सम्स्या का समाधान करने और लूट को रोकने की दिशा में एक माइल-स्टोन होगा।

इस विधेयक में बोर्ड आफ डायरेक्टर्स के गठन की बात कहां गई है। बोर्ड आफ डायरेक्टर्स में कौन लोग रखे जायेंगे, इस बिल में यह साफ नहीं है। इसका मतलब है कि बोर्ड आफ डायरेक्टर्स में रजिस्ट्रार और बजोरिया के खानदान के लोग आ जाएंगे। सरकार जहां तहां रिटर्न्स आफरों को भी डायरेक्टर बना रही है। अगर इस मामले में भी ऐसा किया जायगा, तो जिस उद्देश्य से यह कदम उठाया गया है, उसकी पूर्ति नहीं होने वाली है। मेरी स्पष्ट मांग है कि बोर्ड आफ डायरेक्टर्स में एक खस हिस्सा मजदूर वर्ग के नुमाइंदों का होना चाहिये, तभी वहां पर उनकी आवाज बुलन्द हो सके, उनके हितों की रक्षा हो सके और मजदूर समझें कि हम भी मनेजमेंट में

पार्टिसिपेट कर रहे हैं। सरकार ने स्पष्ट वर्कर्स पार्टिसिपेशन इन मनेजमेंट-प्रोग्राम में मजदूरों के हितों के कितात को कुकुर किया है। हमारे सामने बहुत से उदाहरण हैं कि सरकार ने जिन मिलों को टेक ओवर किया है, नीकरशाही, ब्यूरोक्रेसी के कारण उनका समुचित विकास नहीं हो रहा है। पब्लिक सेक्टर में एक ही ऐब है, और वह है नीकरशाही, जिसके कारण उसका विश्वास नहीं हो पाता है। नीकर-शाही को तोड़ने के बारे में इस बिल में कोई प्रावधान नहीं है। जैसा कि और मिलों ने भी कहा है, इस कारपोरेशन को टेक ओवर करने के बाद उसके मजदूरों के हितों की रक्षा होनी चाहिये, उनकी छंटनी नहीं होनी चाहिये, उन को सुविधायें देनी चाहिये और उनकी न्यायपूर्ण मांगों को मानना चाहिये। सरकार ने तो हड़तालों पर बैन लगा दिया है और सारे देश को एक कैंडिडाना बना दिया है। इस हालत में हम कैसे यह उम्मीद कर सकते हैं कि सरकार वर्कर्स के हितों की रक्षा करेगी, लेकिन फिर भी यह मांग करना हमारा धर्म और कर्तव्य है कि वह वर्कर्स के हितों की रक्षा के लिये उदम उठाए।

बोर्ड आफ डायरेक्टर्स में केवल आई ए एस आफसर ही नहीं होने चाहिये, बल्कि उसमें विशेषज्ञों को स्थान देना चाहिये, जैसा कि सोशलिस्ट कंट्रीज में होता है। अगर ऐसे कारखानों की व्यवस्था में विशेषज्ञों को रखा जाय, तो उससे न केवल उनका काम सुचारु रूप से चलेगा, बल्कि उससे मजदूरों का सहयोग भी प्राप्त हो सकेगा।

आजकल हर तरफ एक्सपोर्ट क्वालिटी की चर्चा होती है। हम नहीं कहते कि एक्सपोर्ट क्वालिटी नहीं होनी चाहिए। लेकिन सरकार को यह व्यवस्था करनी चाहिए कि एम्प्लीजीशन के बाद आगे

जनता के इस्तेमाल होने वाले बूलन कपड़े और कंधल आदि के बनाव पर विशेष ध्यान दिया जाय ।

जिन भाइयों से सरकार ने ब्रिटिश इंडिया कारपोरेशन को लिया है, ठीक वही कारण कारणों से राधा काष्ठ इंजीनियरिंग, मोतिहारी में भी मौजूद है । जिस तरह रजोरिया और बजौरिया आदि सब कंपनियों को लूट रहे हैं, उसी तरह नौपानी उस शक्ती को लूट रहा है । आज धहा पर एक हजार मजदूर बेकार बैठे हुये है । मैं उसको खुलवाने के लिए लगातार प्रयास कर रहा हूँ, लेकिन उसमें सफलता नहीं मिल रही है, क्योंकि ऐसा मालूम होता है कि सरकार नौपानी के सामने झुक रही है और वह सरकार के सिर पर सवार है ।

सभापति महोदय : मंत्री महोदय को एक दफा वहाँ पर दीरे पर ले जाइये ।

श्री कमला मिश्र मधुकर : इस बिल में फिनांशल इम्प्लीकेशन का जिक्र नहीं किया गया है कि कारखाने के नवीकरण और उद्योग को समुन्नत तथा विवसित करने के लिये कितना रुखा लगेगा । फंड लगाने की आवश्यकता हो तो उस अवस्था में ऐसा नहीं सोचना चाहिये कि हम उनको मुआवजा दे दे, मैं कहना चाहता हूँ कि मुआवजा देने की बात नहीं आनी चाहिए । साथ ही आप इस बात का ध्यान रखिये, जैसा कि दूसरे मित्रों ने कहा है कि ऐसी परम्परा बन गई है, हिन्दुस्तान के पूँजीपतियों की, कि वे सरकार के पैसों को लेकर, पञ्जिका के पैसे को लेकर बुरबुराया किया जाय । आपने सुधार करने के लिये दो वर्ष का समय दिया, तर्क वे प्रोडक्शन बढ़ा सकें, लेकिन वह नहीं हुआ और न ही होगा । बुनिया में कमी भी पूँजीपतियों का हृदय परिवर्तन नहीं होता, उन का हृदय परिवर्तन कर दिया जाता है । इसलिये आप इस बात पर ध्यान दीजिये कि समय

रहते ऐसी शर्तियाँ काम करें, ताकि देश में एक नमूना हो सके कि सरकार दो पैसों को लेकर, जनता के पैसों को लेकर, बुरबुराया करने में समर्थन हो सके ।

इन शब्दों के साथ मैं इस बिल का समर्थन करता हूँ ।

श्री हरीश कुमार गंगवार (पीप्लीपीट) : माननीय सभापति जी, लाल-बम्बी और धारीवाल हमारे देश के बहुत महत्त्वपूर्ण कारखाने रहे हैं और उन कारखानों की स्थिति खराब हो, जिनके कपड़े की पब्लिक में माख हो और सरकारी कफतरो, सरकारी सयवों और सब जगह जो कपड़ा जाता है, बिम्बी होता है, उस सस्थान में अगर कोई गड़बड़ हो तो मेरी समझ में नहीं आता कि सरकार क्यों माख मूदे बैठी रहती है ।

मैं यह चार्ज लगाता हूँ कि यवनेमेट की जानकारी में यह सारी बातें थी, उसके बावजूद भी बजौरिया परिवार को फायदा पहुंचाने के लिये इतने दिनों तक क्यों काबू-बाही नहीं की गई ? इसी प्रकार, श्रम-आपने देखा कि मारुति-लिमिटेड के प्रकरण में भी यही हुआ । जब उन्होंने मिल को खोखला कर दिया, तब आप उसे लेने जा रहे हैं, तो आप इनको शेरर मनी क्यों देने जा रहे हैं, का जरूरत है इनको इतना पैसा देने की ? आप सीधा नेशनलाइजेशन करते । मैं एक बात यह भी कहना चाहता हूँ कि आपने 1971 से ब्रिटिश इंडिया कारपोरेशन का चेयरमैन, अपनी तरफ से बनाना शुरू कर दिया, वह चेयरमैन क्या देखता था, धहा ? मैं चार्ज लगाता हूँ कि जो आप ब्रिटिश इंडिया कारपोरेशन का चेयरमैन नामिनेट करते थे, वह बजौरिया परिवार से मिलकर फायदा उठाता था और जिस काम के लिये उसे आपने भेजा था कि वह जनता और सरकार के हितों की रक्षा कर सके, वह उस काम को नहीं करता था ।

[श्री हरीश कुमार गंगवार]

मैं, श्रीमन्, एक उदाहरण देता हूँ। ब्रिटिश इंडिया कारपोरेशन के एक चेयरमैन मेरे बरेली जिले के हुये, लेकिन उन्होंने पहला काम यह किया कि अपने लड़कों के नाम से एजेंसी ले ली, जो आज भी बरकरार है और तीन लाख रुपया साल का बगीर कपड़ा बेचे पैदा कर रहे हैं। तीन लाख रुपये का बैंक उनको साल में आ जाता है। दुकान पर एक कपड़ा नहीं बेचते हैं। नाम मैं इसलिये नहीं लूंगा क्योंकि वे सरकार में डिप्टी मिनिस्टर भी रहे हैं। जब हार गये तो बी० आई० सी० के चेयरमैन बना दिये गये।

श्री जगन्नाथ राव : "सतीश"।

श्री हरीश कुमार गंगवार : आपने ठीक नाम लिया। आज उनके लड़के उस काम को कर रहे हैं, उन्हें काम करने की क्या जरूरत है, ठीक से काम चल रहा है। मैं यह कहना चाहता हूँ कि आपने इस बजौरिया परिवार को लूट मचाने का पूरा मौका दिया। आप के चेयरमैन ने कुछ नहीं किया और वह फायदा उठाता रहा और अब जब वह जीर्ण-शीर्ण अवस्था में पहुँच गई है, जिसका कि मैं आपको ब्योरा दूंगा आप उसको लेने जा रहे हैं। पता नहीं जब हम बड़ी तेजी से काम करने वाले हैं, तो आर्डिनेंस क्यों ले आये, पब्लिक पर इम्पैक्ट देने के लिये कि हमें बहुत जल्दी नहीं है। इस में भी आप कहते हैं, जैसा आपने मार्कित लिमिटेड में कहा था कि दूसरा आदमी इससे ज्यादा पैसा देकर इस मार्कित लिमिटेड को लेने के लिये तैयार है। वैसे ही इसमें कहेंगे कि कोई दूसरा ज्यादा पैसे देने को तैयार था, इसलिये सरकार ने आर्डिनेंस किया तो वह बात चलने वाली नहीं है। आप पूंजीपतियों को फायदा पहुँचाते हैं और इस मामले में भी आप ने

पूँजीपति को फायदा पहुँचाया है। मैं कहता हूँ कि आप उन को एक भी पैसा क्यों दे रहे हैं। वे लाखों करोड़ों रुपए खा गये और फिर भी उन को पैसा दे रहे हैं और आज आप के दिल में उनके लिये सोपट कार्नर है। आप से सहायता लेकर वे और दूसरे नाम से फर्म खोल देंगे। आप उनके एंशो-आराम के साधन जुटायेंगे और इसीलिये जब हम यह कहते हैं कि इन्हीं लोगों से आप को चुबावों के लिये पैसा मिलता है तो आप बहुत तेज स्वर में बोलते हैं कि नहीं ऐसा नहीं होता है।

लालइमली और धारीवाल का नाम हिन्दुस्तान में ही नहीं बल्कि दुनिया में है। 1976 में उनकी 1741.76 लाख रुपये सेल हुई। उसके बाद 1977 में 1988.17 लाख रुपये की सेल हुई लेकिन 1978 से इस का मामला कुछ बिगड़ा और 1973.60 लाख रुपये की सेल हुई।

श्री कृष्ण बत्त सुल्तानपुरी (शिमला) : 1978 में तो आप की हकूमत थी।

श्री हरीश कुमार गंगवार : यह कह कर सुल्तानपुरी जी, जो आप के ऊपर काँचड़ लगी हुई है, उस को आप धो नहीं सकते।

1979 में 1862.77 लाख रुपये की सेल हुई, 1978 से कम हो गई और लास हुआ 131.98 लाख रुपये का 1979 में। इससे पहले 1978 में 61.65 लाख रुपये का प्रोफिट हुआ था और 1977 में 34.19 लाख रुपये का लाभ हुआ और 1976 में, जब आप की इमर्जेंसी लगी हुई, इस को भी सुन लीजिए दिल पर हाथ रख कर, 87.38 लाख रुपये का घाटा हुआ। ऐसा लगता है कि इमर्जेंसी का कोई प्रभाव ब्रिटिश इंडिया कारपोरेशन और उस की मिलों पर नहीं था। तो इमर्जेंसी भी इन के लिये लूट कर खाने का साधन बन गयी

और आप इस को सपोर्ट कर रहे हैं। क्यों नहीं आपने उस समय इसको अपने हाथ में लिया और डी० आई० आर० और मीसा में एक्शन लिया। सन् 1976 में यह लास पर जा रही थी और मैं फिर कह रहा हूँ कि इस कारपोरेशन का चेयरमैन बजोरिया के परिवार से मिल कर इस ब्रिटिश इंडिया कारपोरेशन को इस स्थिति में लाया। उसने इस को लूटा और बजोरिया परिवार ने भी लूटा।

एक दूसरी बात यह कहना चाहता हूँ कि आप चाहे टेक ओवर करें या नेशनलाइज करें, टेक-ओवर भी नेशनलाइजेशन की तरह का ही एक कदम है और मैं इस का स्वागत करता हूँ। जहाँ तक इसके टेक-ओवर का प्रश्न है, मैं उस के खिलाफ नहीं हूँ, विरोध में नहीं हूँ पर क्या आप यह नीति परित्याग करेंगे कि जब खोखला कर देने की स्थिति आ जाय और उसका मालिक बहुत पैसा कमा ले, तो फिर उसके बाद अधिग्रहण करना चाहिए। ऐसा आप करते हैं, यह हम बहुत बार देख चुके हैं, उसने क्या किया कि सब अच्छी अच्छी चीजें उठा लीं, अच्छी अच्छी चीजें वह उठा कर ले जायगा अपने घर में और सब पैसा कमा लेगा, उसका क्या नुकसान हुआ। हमारी बरेली शूगर फैक्टरी में भी यही सब कुछ हुआ। सब कुछ निकाल कर ले गये, उसके बाद जो होना था हुआ। हर जगह यही होता है।

श्रीमन्, एक बात मैं कहना कहता हूँ। इस डी० आई० सी० में क्या हुआ? चेयरमैन खाता रहा। चेयरमैन गवर्नमेंट का अपाईंट होता था और चीफ एक्जीक्यूटिव बजोरिया परिवार का होता था। दोनों मिल कर खाते थे। वे क्या करते रहे? बीकानेर बूल-48 क्वालिटी जिसका 26 रुपये प्रति के० जी० दाम था, उसको 31 रुपये प्रति किन्नीग्राम के हिसाब से खरीदा

गया। सात लाख के० जी० की रिक्वायरमेंट थी। इस तरह से 35 लाख रुपये यों ही बजोरिया ले गये। यह मैं नहीं कह रहा हूँ, यह रिपोर्ट कह रही है।

श्रीमन् आप यह फरमाते हैं कि हमने उनको धन दिया कि वे अपनी मशीनों का आधुनिकीकरण करें जिस से उत्पादन अधिक हो। उसके लिए उन्होंने क्या किया? साढ़े तीन करोड़ रुपये की मशीनरी बम्बई बन्दरगाह पर 1 सितम्बर, 1979 से आयी हुई पड़ी रही और दिसम्बर, 1980 तक पड़ी रही। वह छुड़ाई नहीं गयी। श्रीमन् इसका एक दूसरा पहलू भी है। एक मिस्टर सुधीर टण्डन को माडरेनाइजेशन का इंचार्ज बनाया गया कि वे क्वालिटी सुधारेंगे, क्वालिटी बढ़ावेंगे। उत्पादन बढ़ाने और मशीनों का आधुनिकीकरण करने के इंचार्ज सुधीर टंडन थे। उनको ट्रेनिंग के लिए स्वीट्जरलैंड भेजा गया। कई महीने की वहा उनकी ट्रेनिंग हुई और उन पर रुपये खर्च हुआ। जब वे वहाँ से लौट कर आये तो उनको कबीट आऊट कह दिया गया। इस पर वे छोड़ गए। यहाँ नहीं उनके साथ 6 मेनेजर भी निकाल दिये गए। अब उन्हें निकालना था तो कम्पनी ने उन पर पैसा क्यों खर्च किया? इसका मतलब है कि आप माडरेनाइजेशन नहीं चाहते। वे साढ़े तीन करोड़ रुपये की मशीनें मुफ्त में नहीं आयी थीं। सरकार ने पैसा दिया था और 11 परसेंट ब्याज चढ़ रहा था। यह काम वहाँ किया जा रहा था।

"Frequent indiscriminate selection of agents"—

श्रीमन् इनका एक तीसरा कुकर्म और है। वह यह है कि आप जिसको चाहे नियुक्त कर देते, जिसको चाहें सेल एजेंट बना देते हैं।

समाप्ति प्रहोष्य : आपने बहुत बातें
किया है। मिनिस्टर साहब आपकी बातों
का ब्यास रखेंगे। अब चरम कीजिए।

श्री हरीश कुमार गंगवार : बस अभी
समाप्त कर रहा हूँ।

The company needs to make gross sales of Rs. 16 crores to break even. It spends as many as Rs. 6 crores on wages and Rs. 7 crores on raw materials, its production capacity is 30,000 worsted pieces of 70 metres each 50,000kg. of carpet yarn, 40,000 kg. of hand-knitted yarn and 1 lakh kg. of hosiery.

"The company's losses during the current year are feared to jump to Rs. 6 crores from over Rs. 3 crores during 1979-80 as the mill is running at 30 per cent of the rated capacity. During 1978-79 the company suffered a loss of Rs. 2.41 crores".

श्रीमान् मैं और अधिक समय नहीं लूंगा, सिर्फ यही निवेदन करना चाहता हूँ कि आपने टेक-ओवर किया—बहुत अच्छा है—इन्हें पैसा दिया, यह आपने बुरा काम किया।

इसके अलावा एक बात मैं और कहना चाहूंगा, जैसा कि ग्रन्थ सदस्यों ने भी डिमांड की है—जब हम एक नया मैनेजमेंट बनाने जा रहे हैं, तो जिन्होंने इतने दिनों तक काम किया, जिनकी संख्या 8000 है, उन में बहुत से हरिजन, बुद्धी, वीरित, सोबित लोग शामिल हैं, जो इसके हंटर् का भिकार हुए हैं उनको भी इस नये मैनेजमेंट में हिस्सा मिलना चाहिए, उनको भी संभर दिसाना चाहिए। उन्होंने जो इतने दिन तक काम किया है उनको भी मौका मिलना चाहिए इसके अलावा अलग से मालिकों को और पैसा देने की जरूरत नहीं है, मैं इतना ही कहना चाहता हूँ।

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE (SHRI KHURSHED ALAM KHAN): At the outset, I must really thank the Hon. Members from both sides, who, in the first instance, have all appreciated Government's decision to acquire compulsorily private shares in these two units. Besides that I am also very grateful for the valuable suggestions given by a number of hon. Members. We will certainly keep these valuable suggestions in view. We will see that whatever best advantage can be taken of these valuable suggestions. We would not hesitate to do so. I assure the hon. Members that we have made a special note of whatever they have said and we will certainly give a due consideration to them.

I would not like to take much time of the hon. House, but I would certainly like to refute certain allegations made by hon. Members, particularly by Shri Satyagopal Misra. He alleged that the Government had kept the interests of Bajorias in view. If the Government had any interest in Bajoria family, they would not have acquired the shares in this fashion. I may assure hon. Members that we do not have any interest in Bajorias or Kajorias or anybody. We have got interest in our policies, in the workers of those units and the workers in general.

It is a fact that the cloth produced by these two units was known all over the country. I can assure the Hon. Members that this cloth will again be in the market with a bang. And you would find that Eel Inali and Dhariwal, the names which had faded out for a little while, are there shining with the lustre of their own.

Misraji has asked as to why no action was taken when these mills started losing. As an Hon. Member has mentioned, upto 1977 these mills were making quite a good profit. Therefore, at that stage, it was not possible to intervene and acquire compulsorily

the shares. Right from 1976 to 1980 these mills started losing and, therefore, immediate action was taken.

16.40 hrs.

A point was raised as to what was the necessity for promulgating an Ordinance. It is obvious that if we would have introduced a Bill for compulsory acquisition of these shares, the parties who were responsible for trying to run these units to destruction would have known our intention and you know what they would have done, as was done in the case of the Bareilly Sugar Mills. Since we did not want to give them any chance, we did not give them any information in advance. They were taken by surprise and in this way we have saved practically everything that belongs to these mills and that should have been with these mills.

As Shri Bhatia rightly mentioned these mills had their own name in the country. They will again be back and you will find their cloth in all the cities. I assure you that the cloth that will be produced in these mills will be of the highest order. We will ensure that the best quality cloth is produced there. Besides, I have given special instructions that not only the best quality expensive cloth should be produced but a certain percentage of cheaper cloth should also be produced, as we are producing in our NTC mills, for the use of the poorer sections of the society, so that they can also be benefited by these mills.

As Shri Varma said I quite appreciate that there cannot be any two opinions about the acquisition of shares. A question was asked why it was not done earlier. As I mentioned earlier, upto 1977 there was no occasion for the Government to intervene, because the mills were not losing, rather they were making profits.

I can give this assurance that we will do everything possible to restore the health of these mills and to ensure that they go into production with full steam. I am sorry, I do not know anything about the leather factory, because that was not connected with this matter. In any case, I will look into the matter. If there is something wrong there, certainly we would like to take corrective action in that case also.

Another hon. Member said that since some of these financial institutions provide money to these mills, and their representatives are nominated to the Boards of these mills, when they started falling sick, why did they not warn their own institutions well in time so that the situation could have been saved. It is a very valid suggestion and I can assure the House that the Government is seized of this fact and surely something will be done so that in future some arrangement is made. At the first sign of any sickness in the unit, it is the responsibility of the nominees of the financial institutions in the Board to report this fact to the concerned authorities, the financial institutions, the Central and State Governments, so that remedial measures are taken, and these remedial measures should be such that corrective action could be taken to ensure that they are not run to destruction and that they do not incur heavy losses.

Coming to the money paid for the shares acquired, I must say that we have paid only Rs. 10 for a preference share which has a face value of Rs. 100 and 10 paise for an ordinary share of the face value of Rs. 5. They have got hardly 10 per cent and this is because of the negative value of the shares. So it cannot be assumed that Government have been quite liberal to Bajarias or Kajarias. We have not been liberal and we do not wish to be liberal at all.

MR. CHAIRMAN: Who are these Kajarias? Bajarias is all right.

SHRI KHURSHEED ALAM KHAN:
I do not know. I only repeat what I heard from the other benches.

Shri Suraj Bhan wanted to know why the name British India Corporation is still being continued. I agree that these mills are known to the public by the familiar names Lal Imli and Dhariwal. The British India Corporation is the registered name and it cannot be changed except by following a certain procedure, which is a lengthy procedure.

श्री कमला मिश्र मधुकर (मोतिहार) :
अब नाम बदल दीजिये।

MR. CHAIRMAN: No, no. How can he do it unless he knows the law? He should know the law, then he can tell. He will study the law and consult the Law Department and give you the answer.

SHRI KHURSHEED ALAM KHAN:
You correctly said that the British have gone and when the British have gone, the paraphernalia remaining there should also go. I do not give any assurance, but this is how I feel.

Another hon. Member has asked as to why timely action was not taken for the modernisation and for getting new equipment for these mills. I would like to mention for the information of the Hon. Members that we have already estimated the cost of modernisation at Rs. 340 lakhs and out of this, already we have spent as on 31-3-1981 Rs. 275.55 lakhs on the modernisation and the machinery which was lying at the port, as has been mentioned by another Hon. Member, has already been brought to Kanpur, it has already been installed and in fact, about two months ago, I personally went there to inaugurate that section and that is the combing machinery and it is already in action and in production.

Sir, another point was raised as to why this compulsory acquisition of the shares was used and not the word

'nationalisation'. There, we have been rather careful on account of one fact that the advantage in acquisition of shares is that simultaneous control is obtained over the subsidiary and other units of these companies. That is the only advantage that has been kept in view.

As far as the interest of the workers is concerned, I can assure the Hon. Members, on both sides that the interest of the workers is as dear to us as to them and we would not allow their interests to suffer on any account and I can assure you that they will not lose anything.

Very correctly one Hon. Member from the other side mentioned about Buckingham and Carnatic Mills. We have not taken the Buckingham and Carnatic Mills, but for the sake of 13,000 workers there we intervened and we ensured that the mills were reopened. The lock-out was declared for three months, but we took special interest in ensuring that those mills were again in action and in production and we are glad to say that those mills are now producing and are now in action and there is no worry about workers on that account. I can assure this that the interest of the working class is always foremost in our mind, in our policy, in our decision and in our actions.

Sir, an Hon. Member said about some ex-Chairman of the BIC. Well, that Chairman is not present in this House, and I am afraid it will not be possible for him or for me to answer on his behalf, but I can assure you that we will not allow anything of that sort to be done because now we have the control over the Board of Directors. No doubt, at that time the Chairman of the Board of Directors was appointed by us, but the majority of the Directors was not with us and that was our main problem and that was the main trouble which we were facing at that time.

About the sales agents, I can assure the Hon. Members that we are very particular in ensuring and in

screening the agents before they are appointed because these sales agents are like our eyes and ears and unless we have proper and good sales agents, it would not be possible for us to sell our product and because we want to sell our product, we will be careful about it.

Another thing which was said was that we are always thinking of something export oriented. No doubt, the Hon. Members will agree that we are in a very bad situation as far as the exports are concerned. Therefore, every possible effort is to be made on this account. But there is no question of 'export oriented' because these mills have been supplying cloth for the public, for the forces and for our paramilitary forces and they will continue to do it. But at the same time I would very humbly submit that unless the name of Lal Imli and Dhariwal remains in the export market it will not be in the interest of these mills or in our own interest because once you are elbowed out of export market, it is very difficult to come back.

As far as the interest of the domestic requirement is concerned, I would like to mention here that we have got 111 NTC mills with us and you would be glad to know that we are producing about 70 per cent of the cloth only for the lower income group people including 350 million metres Janata Cloth which is produced for the poorer section of society. In fact the mills which we have got are the clothiers of the nation. We are very proud that they are the clothiers of the nation. I suppose I have been able to explain everything.

As far as 'hirdey parivartan' is concerned, our 'hirdey' is very pure, simple and soft.

I would once again thank the hon. Members for their valuable suggestions. I am very happy that this acquisition of the shares compulsorily has been supported by all, for which our thanks are due to the Hon. Members.

श्री हरीश कुमार गंगवार : मंत्री महोदय ने यह कहा कि हम श्रमिकों के इन्टरेस्ट का ध्यान रखते हैं और रखेंगे और अच्छे तरीके से रखेंगे। हमने यह कहा कि उनको मैनेजमेंट में भी कोई शेयर देंगे, आप स्पेसिफिकली बता दें कि इसके लिए कोई योजना बनाई है या नहीं ?

SHRI SURAJ BHAN: Workers should purchase the shares also.

SHRI KHURSHEED ALAM KHAN: It is well understood and generally accepted policy of our party that the workers participation in the management is an accepted fact.

श्री हरीश कुमार गंगवार : मैनेजमेंट में उनको शेयर मिलना चाहिए। मैं यह जानना चाहता हूँ कि इस समय आप करेंगे या नहीं यह पालिसी इम्प्लीमेंट करेंगे या नहीं ?

MR. CHAIRMAN: Indirectly it means that.

SHRI G. M. BANATWALLA (Ponani). I am on a point of order. Before we put the question, let us have a Minister of Cabinet rank present in the House. Let the Government—not take the House so lightly. Strictures from the Chair I beseech you, Sir.

MR. CHAIRMAN: I leave this question to the hon. Speaker to decide. I am not going to make....

श्री खुर्रिद आलम खाँ : हम तो आपकी सेवा के लिए मौजूद हैं।

SHRI HARIKESH BAHADUR: This kind of matter has been taken up in the House several times.

SHRI M. RAM GOPAL REDDY (Nizamabad): Why should they make any distinction? Minister is a Minister. Why should they make a distinction? (Interruptions)

SHRI R. L. BHATIA (Amritsar): Shri Banatwalla raised an objection or made some suggestion. Are they not satisfied? It does not make a difference whether a Cabinet Minister is there or a Minister of State is there. He is in charge. He has very well satisfied the House. He has replied to each and every point of the House which was raised here. We are satisfied. That is the reason why we are passing it unanimously.

MR. CHAIRMAN: I noticed that the Cabinet Minister has been sitting all the time when the debate was going on. Just one or two minutes before he left the House. He might have gone to ease himself. Why do you not allow him to go? He was sitting here two minutes before.

The question is:

"That the Bill to provide for the acquisition of certain shares of the British India Corporation Limited with a view to securing the proper management of the affairs of the Company and the continuity and development of the production of goods which are vital to the needs of the country and for matters connected therewith or incidental thereto, be taken into consideration."

The motion was adopted.

MR. CHAIRMAN: Now, we shall take up clause-by-clause consideration of the Bill.

The question is:

"That Clauses 2 to 21 stand part of the Bill."

The motion was adopted.

Clauses 2 to 21 were added to the Bill. Clause 1, the Enacting Formula, the Preamble and the Title were added to the Bill.

SHRI KHURSHEED ALAM KHAN: I beg to move:

"That the Bill be passed."

**Moved with the recommendation of the President.*

MR. CHAIRMAN: The question is:

"That the Bill be passed."

The motion was adopted.

16.16 hrs.

DALMIA DADRI CEMENT LIMITED (ACQUISITION AND TRANSFER OF UNDERTAKINGS) BILL

MR. CHAIRMAN: Statutory Resolution—Shri T. R. Shamanna. He is not here. So, the Statutory Resolution has not been moved because he is absent from the House. The hon. Minister.

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY (SHRI CHARANJIT CHANANA): Mr. Chairman, Sir, I beg to move: "

"That the Bill to provide for the acquisition and transfer of the undertakings of the Dalmia Dadri Cement Limited with a view to securing the proper management of such undertakings so as to subserve the interest of the general public by ensuring the continued manufacture, production and distribution of cement which is essential to the needs of the economy of the country and for matters connected therewith or incidental thereto, be taken into consideration."

As the House is already aware, the Dalmia Dadri Cement Limited (Acquisition & Transfer of Undertakings) Bill, 1961 was introduced in this House on 5th May this year, but could not be taken up for consideration during the Budget Session due to paucity of time. The Bill had sought approval to the nationalisation of the cement undertakings of Dalmia Dadri Cement Limited and to its vesting on its nationalisation with the Cement Corporation of India.

Before I request this House for consideration of the Bill and its passing,

I would like briefly to place before this House a few basic facts in regard to this undertaking. This is one of the old cement factories in the country which was established in 1939. The plant as at present has an annual capacity of 2.39 lakh tonnes of portland cement. The functioning of this cement factory in the recent past has not been quite satisfactory and the factory had stopped production earlier in 1976. At that point of time with the assistance made available to it under the auspices of the Central Government, State Government and financial institutions, the factory had restarted production of cement. The performance of the management of the company was still not satisfactory and an inquiry under the provisions of the Industries (Development & Regulation) Act, 1951 was ordered. The investigation committee had also made adverse observations about the working of this cement company. The working of the company further deteriorated and the management had closed down the cement factory on 18-3-80. The factory has been lying closed since then affecting the indigenous production of cement in this deficit area and also workers who were employed in this cement factory. Further, Government had received several representations from the Members of Parliament and also from the State Government of Haryana urging restart of the factory. The State Government of Haryana who were persuaded to take over this factory could not, however, do so and they had in turn requested the Central Government to acquire the assets of the company and restart the factory at the earliest. In the present context of shortage of cement in the country and the need for production of cement in the deficit area, it was considered by the Government that early action may be taken to re-start the factory and ensure better availability of cement. As it would have taken some more time for this House to consider the Bill and pass it and this would have further aggravated the availability position of cement in this region, Government decided to nationalise this factory and Dalmia Dadri Cement

Limited (Acquisition and Transfer of Undertakings) Ordinance, 1981, was issued accordingly on 23-6-1981. With the promulgation of the Ordinance, the cement factory of this Company has been vested in the Cement Corporation of India.

The Cement Corporation of India moved in immediately after the promulgation of the Ordinance and has taken a series of steps to see that the factory re-starts at the earliest. The Corporation is, at present, fully engaged in repairing the damaged parts of the plant and equipment and the plant would be in a position to re-start the grinding operations in the course of this year itself. Simultaneously, other major repairs in the plant and equipment are also being carried out so that the factory could commence regular operation without any delay.

I now beg to move the Bill providing for the acquisition and transfer of undertakings of the Dalmia Dadri Cement Limited with a view to securing the proper management of such undertakings so as to subserve the interests of the general public, to ensure continued production and distribution of cement which is an essential commodity to the needs of the economy of the country and for matters connected therewith or incidental thereto, be taken into consideration.

MR. CHAIRMAN: Motion moved.

"That the Bill to provide for the acquisition and transfer of the undertakings of the Dalmia Dadri Cement Limited with a view to securing the proper management of such undertakings so as to subserve the interest of the general public by ensuring the continued manufacture, production and distribution of cement which is essential to the needs of the economy of the country and for matters connected therewith or incidental thereto, be taken into consideration".

Shri Mohammed Ismail.

श्री मोहम्मद इस्माइल : (बैरकपुर) : सभापति महोदय बालमिया दावरी सीमेंट फैक्टरी को टेक ओवर करने के बारे में जो बिल लाया गया है, इस बात का कोई सवाल नहीं उठता कि गवर्नमेंट को यह जिम्मेदारी नहीं लेनी चाहिए थी। सवाल यही उठता है कि गवर्नमेंट इतने दिन तक क्या करती रही। गवर्नमेंट की पालिसी की वजह से वहाँ के 1600 वर्कर्स बिल्कुल अनसरटेन लाइफ बिताते रहे, वहाँ की जनता को सीमेंट नहीं मिल सका, उसको लूटा जाता रहा और ब्लैक मार्केटिंग चलती रही। दूसरी तरफ यह कम्पनी मनमाने ढंग से जो कुछ चाहती थी, वह कर रही थी। यह मामला आज से नहीं, 1975 से चल रहा है। 1975 में इस फ़ैक्टरी को चालू किया गया, लेकिन कम्पनी वालों की आदत खराब हो चुकी थी और उनका मक़दद ही कुछ दूसरा था, इस लिए वे फ़ैक्टरी नहीं चला पाए। तब यह स्टागन लगाया गया कि मिसमैनेजमेंट की वजह से पब्लिक इन्डस्ट्रि में इस कंपनी को टेक ओवर करना है। यह तो वैसी बात है कि जब जनता चिल्लाती है कि वह भूखी है, तो सरकार कहती है कि हम गरीबी हटा देंगे।

इन्डस्ट्रिड पर्सन ने कंपनी को लूटा है और उस इलाके की जनता को सीमेंट के लिए बहुत तकलीफ़ हुई है। इसके अलावा वर्कर्स के साथ कंपनी वालों ने बहुत बुरा बर्ताव किया है। किसी को रखा, लेकिन जायज़ करने के बाद भी उसको पैसा नहीं दिया। वर्कर्स की यह हालत है कि वे कहते हैं कि चलेगी या नहीं। कोई कहता है कि चलेगी और कोई कहता है कि नहीं चलेगी। उनको काम से निकाल दिया गया है, लेकिन उनकी कोई सुनवाई नहीं है। 95 आदमियों को निकाला है, यहाँ तक कि ट्रिब्यूनल भी चल रहा है, मगर उनका कोई

फैसला नहीं किया है। ये तमाम बातें हैं, जिन पर कि आपको गौर करना चाहिए। ख़ैर, जो भी हो, अब आप नोड से उठे हैं और अब सरकार उसको लेना चाहती है। ठीक है, आप उनको लें लेकिन गारंटी कितनी चीज़ों की करनी पड़ेगी। मैंने एक सर्कूलर जो सीमेंट कारपोरेशन ने दिया है, भाज देखा है। वर्कर्स को डिक्लरेशन देना पड़ेगा, क्या बेज होगा, उन सब चीज़ों को ठीक करेंगे। एम० एल० ए० या एम० पी० का सर्टिफिकेट लाकर देना होगा, इस प्रकार की बातें कंडिशन में हैं। यदि आप सर्कूलर को देख तो आपको सप्र पता चल जाएगा। सीमेंट फ़ैक्टरी चलाने जा रहे हैं और 1600 वर्कर्स की नियुक्ति की कंडीशन फार्म भी चला गया है और सब तरह की इन्सट्रक्शन्स दी जा रही हैं। सर्कूलर में यह भी लिखा है कि कौन सी पोस्ट टेम्पोरेरी या कन्टीन्यू करेगा। इन सब चीज़ों पर अभी तक कोई फैसला नहीं है। मैं यह कहना चाहता हूँ कि वर्कर्स के साथ डीलिंग करने का जो सर्कूलर दिया है, इस ओर आपको खास तौर से ध्यान देना पड़ेगा, नहीं तो बहुत ही मुश्किल हो जाएगी।

दूसरी बात यह है कि जब आपने इतने दिनों तक ब्लैक मार्केट में सीमेंट बिकवा कर जनता को लुटवाया है, इसके बारे में आपको बक़्तव्य देना चाहिए। आप यह भी कहते हैं कि हमने एन्क्वारी सैट-अप किया था, टीम भेजी थी, मैं यह कहना चाहता हूँ कि सन् 75 से लेकर 80 तक आपकी टीम ही रही है, लेकिन डिसेज़न कुछ नहीं हुआ है। आखिर जब मार्च, 80 में ताला बन्द हो गया, उसके बाद एम० एल० ए०, एम० पी०, स्टेट गवर्नमेंट हरियाणा गवर्नमेंट को दर्द हुआ और सब ने रिक्वैस्ट की तो आप इस काम को करने जा रहे हैं।

मैं आपको एक उदाहरण देना चाहता हूँ। आप जानते हैं क्लोजर कन्टेनर गोरीपुर में है, जहाँ पर सात सौ वर्कर काम कर रहे हैं। उसमें लाखों रुपया सरकार का लगा हुआ है। वहाँ वर्कर्स लड़ाई कर रहे हैं, जब उन्होंने मजबूर किया तब आप ने उसको टेक-ओवर किया। टेक-ओवर करने के दूरे ही दिन से जो फैमिलिटीज उनको मिलती थी, वह बन्द हो गई। इस प्रकार की सारी बातें हैं, लेकिन अभी तक उसके फाइनल-नेशनलाइजेशन करने का मवाल हल नहीं हुआ है। वर्कर्स बोन रहे हैं, एम०पी० बोल रहे हैं, मगर सरकार के कान पर जू नहीं रेंगती हैं।

दूसरी बात आप जानते हैं कि हावडा में रैमिगटन टाइपराइटर का कारखाना है, लेकिन इसके बारे में भी डीसीजन नहीं है। मेरे इलाके में इनचार्ज टायर और नेशनल रबर का कारखाना है। उसके टेक-ओवर करने का मामला भी रगड़ते-रगड़ते चल रहा है कि नेशनलाइजेशन करो। लेकिन इन संबंध में जवाब मिला है कि एक्टिव कंसीडरेशन हो रहा है। ये गवर्नर हैं, जिन पर आपको विचार करना चाहिए। मैं इस विरोध नहीं कर सकता हूँ, इसका समर्थन करते हुए, मुझे ये सब बातें कहनी थी। हम आशा करते हैं कि 1600 वर्कर्स के परमानेंट करने का जो सवाल है, उनको परमानेंट करना चाहिए। 240 दिन से ज्यादा काम कर रहे हैं, रिटायर हो रहे हैं, उनको इयूज नहीं मिल रहे हैं, उनको कम से कम इयूज दिए जाएं। जो 95 ट्रिब्यूनल चल रहे हैं, उनको वापिस लिया जाए, सभी यह कारखाना ठीक से चल सकेगा। जब आप यह सब कर लेंगे, तब मैं कह सकता हूँ कि इस कारखाने को आप ठीक से चला सकते हैं और यह इसका सबूत होगा।

इन शब्दों के साथ मैं आपको धन्यवाद देता हूँ कि आपने मुझे बोलने के लिए समय दिया।

MR. CHAIRMAN: Shri Ram Gopal Reddy. Not here. Shri Bhatia.

SHRI R. L. BHATIA (Amritsar): Mr. Chairman, Sir, Shri Md. Ismail is a very senior hon. Member and he has supported this Bill. But, at the same time, he was criticising certain areas. For instance on the question of temporary labour and on the cases that are going on in the Tribunal, he wondered as to what will happen to them.

Let us firstly nationalise it. Then other things are bound to follow. One of the objectives of taking over this is because of the fact that 1600 workers are working there. It was the constant endeavour on the part of the Government as well as the workers that this factory requires to be taken over. That is how the Government has come before here with the Bill. He need not be worried on this. This is a very important organisation producing 2.39 crores bags of cement. Cement is not only required very badly in this country for various purposes but there is also black-marketing going on in this country. Government could not sit idle and could not leave this factory as closed. It was closed in 1980. As the Minister has rightly said, there was a representation from the workers, from the M.L.As. and M.P.s to see that this factory is taken over. There was a long correspondence between the Centre and the State Government. If the State Government took it over, the Government of India would permit it. But, somehow or other, the Government of Haryana could not take it over. It was beyond their capacity to take it over.

Hence, it became imperative for us to take over this organisation. Cement which is required very badly for the development purposes is also required for Government buildings and various other important buildings. And cement is also required very badly for the industries if you really want to develop this country, we need this important component for our development. And so we could not ignore it. There is a great deal of black-marketing already going on in this country

लेकिन कुछ बातें मैं आपसे कहना चाहता हूँ। इस कारखाने की हस्तगत 1974-75 से बहुत खराब हो रही थी और उस समय से लेकर 1976 तक आपने आपने तो यह हालत हो गयी कि इस कारखाने को बंद करना पड़ा। दिसम्बर, 1976 में इसे पुनः चालू किया गया। उसके बाद आपने उसके मिल-मालिकों को तरजीह दी और उनको ब्लेक में सीमेंट बेचने की इजाजत दे दी। यह बड़ा ही अन्याय हुआ जो कि नहीं होना चाहिए था। आपको इस कारखाने का राष्ट्रीयकरण पहले ही करना चाहिए था।

जब डम कम्पनी की इतनी हालत खराब हो गयी तो अब आप इसे भारतीय सीमेंट निगम को जो कि सरकारी उपक्रम है, सौंपने जा रहे हैं। इस उपक्रम को इस कारखाने को सौंपने का निर्णय ठीक है लेकिन यह निर्णय पहले हो जाना चाहिए था।

मैं आपसे आप्रह्व करूँगा, जैसा कि मैंने वी० आई० सी० विधेयक पर बोलते हुए बताया था कि यदि आप सरकारी उपक्रमों को अच्छी तरह से चलाना चाहते हो तो इनमें जो लूट है, घाघली चल रही है, उसको आप रोकें। आपके 75-80 प्रतिशत सरकारी उपक्रम घाटे में चल रहे हैं क्या आप इसको भी ऐसे ही उपक्रम में भेजने जा रहे हैं? मैं यह कहूँगा कि आपके इन उपक्रमों में जो पिछली व्यवस्था है उसको एकदम बदल दीजिए और हमारे देश में जितने एक्सपर्ट्स हैं उनको लाकर के नयी व्यवस्था कायम कीजिए। यह न हो कि एक्सपर्ट्स लाने के नाम पर पिछले लोगों को ही आप पुनः भारती कर दें। यह अनुचित होगा, यह ठीक नहीं होगा।

सभापति महोदय, एक दूसरी बात मैं यह कहूँगा कि जिस कारखाने को आप लेने जा रहे हैं उसमें आप मुआवजा न

दे। इस कारखाने की हस्तगत 28-76 से बहुत खराब हो गयी थी। इसके मिल-मालिकों ने इसे बहुत लूटा और बर्बाद किया। अब लाचारी में 1981 में आप इसको लेने चले हैं। इसे लीजिए जरूर लेकिन ऐसी हालत में इस के मालिकों को मुआवजा देने की आवश्यकता नहीं है।

मैं यहाँ यह भी कहना चाहूँगा कि जो इस कारखाने में मजदूर काम कर रहे हैं और मेनेजमेंट के आदमी हैं उनसे इसकी व्यवस्था के बारे में राय लीजिए जिससे कि आप इसको सुचारु रूप से और अच्छी तरह से चला सकें।

श्री सुरज भान (अंबाला) : माननीय, सभापति महोदय, मैं इस बिज का स्वागत ज़रूर करता हूँ लेकिन कुछ रिजर्वेशन के साथ।

सभापति महोदय, आज मुल्क में साढ़े तीन सौ सिक-यूनिट्स हैं, जिनमें बैंको का लगभग साढ़े बारह सौ करोड़ रुपया लगा हुआ है और वह पैसा डूब रहा है लोगों के टैक्स का पैसा है जो ये मगर-मच्छ खा जाते हैं और जब मिल की हालत खराब हो जाती है, तब आप उसको ले लेते हैं।

इस बारे में मैं एक अच्छा सुझाव देना चाहते हैं, अगर आपको अच्छा लगे और वह यह है कि जो सिक यूनिट है और आपको वह लेना पड़ता है, ऐसे समय पर आप देखिए कि उसी मालिक का कोई दूसरा यूनिट है जो अच्छा काम कर रहा है, अगर है तो उसका एक अच्छा यूनिट यी ले लीजिए, तब आइंदा इनका विभाग सुधरेगा। इस प्रकार निकम्मे यूनिट का घड़ा सरकार को बरदाश्त नहीं करना पड़ेगा, क्योंकि उसके साथ-साथ एक अच्छा यूनिट भी सरकार लेगी।

[श्री सूरज भाज]

एक बात और मजदूरों को हक दिलाने के बारे में कही गई। आपके द्वारा कहा गया है कि जो वर्कर्स हैं, उनको नौकरी पर लिया जाएगा। आज नौकरी में कौन हैं—डालमिया के चमचे। जिस वक्त 18-3-80 को मिल बंद हुई, उस वक्त 15-1600 वर्कर्स थे और आज सिर्फ 95 वर्कर्स हैं—क्या सिर्फ इन्हीं को लेना न्याय-संगत होगा? उस वक्त ट्रेड यूनियंस थीं, जिन्होंने मिल की खराब हालत देखकर मालिकों की नाक में दम किया, उनकी आप नहीं ले रहे हैं, जो चमचे, कलर्क, कुछ सुपरवाइजर और स्वीपर वगैरह हैं, जिनको आप लेने की बात कह रहे हैं। मेरा निवेदन है कि उन सब को लीजिए जो 18-3-80 की, जिस दिन बंद हुई, उस दिन तक मूलजिम थे, उन सबको वापस लिया जाए।

एक बात और मैं कहना चाहता हूँ कि यह मिल मारुती लिमिटेड की ही बहन है। इसमें डालमिया के ही परिवार के लोगों और उसके दोस्तों के शेयर हैं, अब मैनेजमेंट में मजदूरों को हिस्सा दीजिए। आपने 84 लाख रुपया देने की बात कही है, मैं समझता हूँ कि यह रुपया देने की जरूरत नहीं है, हालांकि मैंने अर्नेस्टमेंट में साठे पाँच करोड़ रुपया देने की बात कही है, लेकिन वह रुपया इनको देने के लिए नहीं कहा है, बल्कि मजदूरों के जो पेमेंट ड्यू हैं, उनके लिए कहा है। पेमेंट आफ वेजेंस एक्ट—1946 के तहत ड्यूज बाकी हैं, पेमेंट आफ बोनस एक्ट 1965 के तहत ड्यूज बाकी हैं, पेमेंट आफ ग्रेच्युटी एक्ट—1972 के तहत ड्यूज बाकी हैं, पेमेंट आफ इंडस्ट्रियल डिस्प्यूट एक्ट के तहत ड्यूज बाकी हैं। इसलिए मैंने जो अर्नेस्टमेंट दिया है, वह मजदूरों को पेमेंट देने के

लिए दिया है, न कि समाएदारों को देने के लिए।

सभापति महोदय, इनको कितनी छूट दी गई—इमरजेंसी में जबकि सब जगह तहलका मचा हुआ था, उस पीरियड में मार्च से नवंबर 76 तक इन्होंने प्रोडक्शन बंद कर दिया, लेकिन इनका कुछ नहीं बिगाड़ा गया।

अंत में मेरा निवेदन है कि मजदूरों के जितने भी ड्यूज हैं, वे उनको दिए जाएं और इनकी एक अच्छी यूनिट को जरूर ले लीजिए और डालमिया ने जिन मजदूरों को निकाला है, उनको भी काम पर लीजिए।

SHRI K. A. RAJAN (Trichur): Mr. Chairman, Sir. I rise to support this Bill brought forward by the Government, but I am only sorry to say that it has been brought very late. This unit has got a production capacity of more than two lakh tonnes and it has remained closed for such a long time when the country has been facing an acute shortage of cement. Now, it is a proper step in the right direction.

I would, however, like to emphasise that this takeover should have been done in 1975 when it was closed down. That would have been the right opportunity to take over the factory, but unfortunately it was not done, and the State Government, the Central Government and the financial institutions continued to pump in money which was eventually squandered away, and it was closed down in 1980.

Section 12(1) of the Bill states:

"Every person who has been, immediately before the appointed day, employed in any of the undertakings of the Company shall become,—

(a) on and from the appointed day, an employee of the Central Government..."

The 'appointed day' is the day when the ordinance was issued. But there was an unfortunate development in the year 1980. Services of a majority of the workers were illegally terminated by the management. Actually, there are only 93 workers on the role of the factory according to the owners. The question is: What will happen to those workers whose services have been illegally terminated? The Minister himself has stated that there were 1600 workers in the employment of this factory at the time of its closure in March, 1980, but the action of the then management has deprived many of them of the employment. I would, therefore, suggest that the 'appointed day' should be taken as March 1980, when the factory was closed down, so that the interest of all the workers who were in employment at that time are safeguarded. It should not be the day when the ordinance was issued. Instead of that, as I said, it should be March, 1980 when there were 1600 workers working in the factory. It is only after that that the services of so many workers were terminated.

Now, I come to another point about the liabilities of the management and the dues payable to the workers. According to the statistics produced by some responsible trade unions, about Rs. 397 lakhs are due to the workers under various heads, for example, salaries, arrears of wages, etc. These dues must be paid to them. But according to section 7 of Chapter 3 of the Bill, only a provision of Rs. 84 lakhs has been made. I do not know, how the amount of Rs. 397 lakhs can be adjusted against this amount. The workers will, obviously, be in a disadvantageous position with regard to the payments due to them. Therefore, unless you make some change or enhance this amount, even the legitimate dues of the workers will remain unpaid. This part of the question needs, therefore, to be considered very seriously.

Now, the recruitment which is being carried out by the Cement Corpora-

tion of India, I am sorry to say, is quite contrary to the accepted principles and practices of industrial relations or industrial laws. The workers are being screened, and medically examined, and even the age of superannuation is being reduced from 60 years to 58 years. By this process, a large number of workers will be thrown out of employment. While the Government seem to have the good intention and the larger interest of the nation, I impress upon the Government, that the workers who have been there for so many years should not be penalised and deprived of employment. They have been running the factory for a number of years.

With these words, I conclude.

SHRI HARIKESH BAHADUR (Gorakhpur): Mr. Chairman, Sir, I am not opposed to the take-over of this unit, but my only point is that the Government takes over an industry from the private sector when it has become sick. It has become the habit of these big business houses that they exploit the workers, derive all the benefits for themselves and create conditions that the unit becomes sick. At that time the question of providing employment to those who are already working there becomes very important. There is an apprehension that the workers will be thrown out of employment and on that basis, the Government comes forward and takes it over.

I support this take-over, and in fact, I want that all such industries in the private sector must be taken over. But when the Government is going to take over a sick industry, immediately the Government should also find out whether that particular capitalist has got any other industry, which is in production and that industry should also be taken over. Otherwise, this business of declaring industries as sick will be continuing and ultimately it will be a great burden on the national exchequer. I support the suggestion made by Shri Suraj Bhan and the Government must try to do it.

[Shri Harikesh Bahadur]

Sir, so far as this particular factory is concerned, there had been a lot of exploitation of the workers. Dues of the workers must be paid.

After the take over, the Government must try to consider workers' participation in the management activities. A few minutes back the Hon. State Minister of Commerce said that it was his Party's programme that the workers must be given participation in the management. But I would say, Sir, it is only the programme of that Party. In fact, it is not going to be implemented. In the Manifesto it has been said several times, but we find that this particular thing is not being implemented. I would, therefore, urge the Minister to find out some way to associate the workers in the Management activities.

In his Statement, the Hon. Minister referred to the acute shortage of cement in this country. The fact is that the consumer is not getting cement in desired quantity and there is a lot of black-marketing in cement. The Government is neither able to provide cement in desired quantity, nor able to check black-marketing. Therefore, I would urge the government to find out some way to end the blackmarketing.

Uttar Pradesh does not have much cement factories. Therefore, I would request the Hon. Minister to provide one or two more factories to UP to remove scarcity of cement in the State.

SHRI CHITTA BASU (Barasat): Sir, I want the Hon. Minister to pay his attention to the fact that though this factory was closed in 1980, the production of this factory had actually stopped in 1975. Therefore, my point is that the workers who were on the rolls of the factory since 1975, before the production stopped, should be entitled to claim their dues. As per the Bill, only those workers would be entitled to claim who were on the roll on 1980. Therefore, if the objec-

tive of the government is to see that the interest of the workers engaged in this factory is protected, then the right for claiming dues from the company should be extended to the workers who were on the pay rolls since 1975.

My second point has been mentioned by my Hon. friend, Shri Rajan, but it has not been properly dealt with. As per the Bill there is a Schedule for the payment to different categories of workers by the Commissioner. There is the first category, there is the third category and there is the fourth category. A total amount has been placed at Rs. 84 lakhs. But the dues of those who fall in the first category comes to about Rs. 397 lakhs. Therefore, it means that all the dues of the workers will not be paid in the first instalment. This shows it is not calculated to give them proper benefit. Even the minimum benefit of getting their arrears dues, which is about Rs. 397 lakhs is not being provided, since you are placing only Rs. 84 lakhs. I would, therefore, like the Hon. Minister to explain the position. In reply to a question, the Minister had said yesterday that as on 31st March 1980, the total number of closed industries in the country was 24,656, of which 23,255 were small scale industries So, at least 1401 industrial units are closed, as per the information given by the hon. Minister of Industry. This blocks bank finances of the order of Rs. 1713 crores.

MR. CHAIRMAN: This is enlarging the scope of the Bill.

SHRI CHITTA BASU: This is a policy matter. So, I welcome this measure, and the Bill on BIC, as far as nationalization is concerned. But I want more such industries to be taken over. I reminded the Minister about the 1,000 units involving a bank capital of Rs. 2,000 crores. Has Government a policy in this regard? May I suggest that the Minister of Industry agrees to set up a task force, particularly to go into the problem of the sick industrial units, and to come out

with a comprehensive policy of re-opening them? A total of 24,000 units are closed to-day as per the statement made by the Minister of Industry just yesterday. Will he volunteer to come out with some kind of a suggestion or policy announcement at this stage?

अध्यक्ष भगवान देव (अजमेर) :
सभापति महोदय, हमारे उद्योग मंत्री पिछड़े हुए क्षेत्रों में उद्योगों की स्थापना करने में लगे हुए हैं, इस अर्थ-पर मैं माननीय मंत्री जी का ध्यान विहार के पलामू जिले में एक सीमेंट फैक्टरी की ओर दिलाना चाहता हूँ, जो कि कई वर्षों से बीमारी की अवस्था में है। उस का इस अवस्था में इलाज करने के लिये काबिल डाक्टर हमारे माननीय मंत्री महोदय हैं।

मैं मंत्री महोदय से कहना चाहता हूँ कि वह उस सीमेंट फैक्टरी जिस का नाम जपला सीमेंट फैक्टरी है, उसे टेक-ओवर करने की कृपा करें। क्योंकि वह आदिवासी क्षेत्र में स्थापित है और वहाँ के लोग बहुत पिछड़े हुए हैं इसलिए उस दृष्टि को देखते हुए मेरी आप से प्रार्थना है कि आप उस फैक्टरी को टेक-ओवर कर के उस का उद्धार करें, इलाज करें, उस में जीवन डालें जिस से आदिवासी क्षेत्र में गरीबों को रोजगार मिल सके और उस क्षेत्र का विकास हो सके।

SHRI CHARANJIT CHANANA:
First of all, I must express my gratitude to the hon. Members who have supported the Bill, with 'ifs' and 'buts' I will, of course, reply to all the points that they have talked about. Valuable suggestions have also been made. We have recorded them. We will take all of them into consideration while these things are put into operation.

Shri Mohammed Ismail has given an example of communication gap between the local MPs and the units

that he has talked about, as also with the West Bengal Government. The House will be glad to know that in this particular case, there has been direct contact between the workers of Dalmia Dadri and myself.

As far as the question of workers' participation raised by the hon. Member is concerned, even in the taking-over process, in the committee appointed by us had a fuller participation from the trade unions of these areas. In our efforts to find a way-out, they have played a very important part. Till to-day, we have had direct communication between the workers, the Government and the Cement Corporation of India. So, the parallel drawn by the hon. member in fact, has to be corrected.

17.00 hrs.

All hon. members have talked about the dues of the workers. I am glad they appreciate that in the schedule of priorities, the first priority has been given to the dues of the workers. As far as the amount is concerned, in fact, hon. members have mentioned varied amounts. We are shortly appointing a Commissioner of Payments. That is a semi-judicial body. He will pay the dues. Of course, the dues have to be cleared within the resources available. That is what the Bill talks about.

I am grateful to Shri Bhatia who has supported the Bill in view of the national importance of the whole thing. Bagriji stratified the workers into sipharishi workers and non-sipharishi workers. I do not know how he could do that stratification. I would like to be educated on that particular thing. He is talking of local resources. In fact, one of the important impediments in taking over was that limestone availability there was not enough to generate a viable unit. So, this plant will be run on a split-plant basis to begin with. We would get clinker from outside, be-

[Shri Charanjit Chanaana]

sides whatever raw material is available here. It is being done only in view of the fact that this zone does not have a cement plant to supply cement. He has suggested priority for the farmers. He wants the building of houses to be ignored, so far as distribution of cement is concerned. The cement distribution pattern is such that we give priority to the Government works, specially defence, PWD, roads, irrigation, etc. Last comes the commercial housing project, which he has talked of.

Mr. Varma talked about a very important thing. The unit started ailing in 1975 and it stopped for the first time in 1976. During the period 1975 and 1976, our Government made an effort towards recovery of the unit. But between 1977 and 1980 what happened, the House knows better. I would not like to reflect on that particular period—the vacuum that was there. But immediately after our Government came to power, we started processing the take over of the plant.

Another common point referred to by members is the taking over of sick units. In the Industrial Policy Resolution of the Government of India, we have made a special mention of the fact that the Government of India would not take over sick units for the sake of taking over. The first thing we would like to do is, if there is a sick unit and a healthy unit, we will promote a merger between the two, so, that the healthier one absorbs the losses occurring in the sick unit. Secondly, we want the State Government to take over. Lastly, if nobody is taking over, the Central Government takes over the factory in the interest of the public and also in the interest of the workers.

The House would allow me not to refer about the general points made about the functioning of public sec-

tor corporations. But the Cement Corporation of India is one of those public sector corporations which is running efficiently and is earning profits also.

Some hon. Members have talked about the absorption of 93 or 95 workers, the age certificate and medical examination. This is not being done to ignore anybody at all. The workers will be absorbed in the phases of operation of the unit. I am sure the hon. Members would not like a non-working mill to absorb all the workers immediately. A programme is being chalked out in consultation with the workers' union. That would in fact, be the best possible thing for optimum absorption of workers. But that would also include the superannuated staff, compensation to them and the people who have gone to other jobs and are no more there.

There was a suggestion by an hon. Member about the creation of a task-force for the sick mills. I would like to inform the House that we already have a wing under the charge of a Joint Secretary, who looks after the sick mills and the work is done within the guidelines of the policy statement regarding treatment of sick mills.

Acharya Bhagwan Dev has mentioned about a particular sick unit. I am sure the hon. Member would not like the treatment of a particular patient without a proper diagnosis. I assure him that I will get all the details get the matter examined and see what best can be done to that.

An hon. Member has suggested about setting up a cement factory in UP. I would inform him that the State Government of UP is already working on that project. As soon as it comes to the Centre for licensing, etc we will give sympathetic consideration to it.

I once again thank the hon. Members for having supported this piece of legislation.

MR. CHAIRMAN: The question is:

"That the Bill to provide for the acquisition and transfer of the undertakings of the Dalmia Dadri Cement Limited with a view to securing the proper management of such undertakings so as to subserve the interest of the general public by ensuring the continued manufacture, production and distribution of cement which is essential to the needs of the economy of the country and for matters connected therewith or incidental thereto, be taken into consideration."

The motion was adopted.

MR. CHAIRMAN: *we take up clause 2. There is an amendment.*

Clause 2—(Definitions)

Amendment made

"Page 2,—

for lines 12 and 13, substitute—

"(a) "appointed day" means the 23rd of June, 1981;" (13).

(Shri Charanjit Chanana)

MR. CHAIRMAN: The question is:

"That clause 2, as amended, stand part of the Bill."

The motion was adopted.

Clause 2, as amended, was added to the Bill.

MR. CHAIRMAN: The question is:

"That clauses 3 to 6 stand part of the Bill."

The motion was adopted.

Clauses 3 to 6 were added to the Bill

Clause 7—(Payment of amount)

SHRI MOHAMMED ISMAIL (Barackpore): I beg to move:

Page 4, line 49,—

for "eighty four lakhs"

substitute "One hundred and sixty lakhs" (9).

SHRI CHARANJIT CHANANA: I beg to move:

Page 4, line 49,—

for "eighty-four lakhs" substitute—

"eighty-four lakhs and eighty-seven thousand" (11).

SHRI SURAJ BHAN: I beg to move:

Page 4, line 49,—

for "eighty four lakhs" substitute—

"five crore fifty lakhs" (20)

श्री मोहम्मद इस्माइल (बैरकपुर) :

अध्यक्ष महोदय, मेरा अमेंडमेंट यह है कि मार्च, 80 से जो वर्क्स हैं, उन को काम पर लेना चाहिए। जैसा कि माननीय मंत्री महोदय ने बताया है कि वे कैप्टल लिए जायेंगे, उनसे सर्टिफिकेट बगैरह ले कर। इस पीरियड में जो बाकी रह जायेंगे, उन के लिए क्या होगा? जहाँ तक टैम्पोरेरी का सवाल है, उस को हल किया जाये। जिन को 240 दिन हो गए हैं, उन को तो लेना ही चाहिए, क्योंकि यह उन का लीगल राइट है। मेरा जो अमेंडमेंट है, उस के मूल में यही बात है।

17.12 hrs.

[MR. DEPUTY-SPEAKER in the Chair]

श्री सुरज भान (अम्बाला) : उपाध्यक्ष महोदय, यह अमेंडमेंट मैंने इसलिए दी है कि साढ़े पांच करोड़ रुपया इस में रखा जाए क्योंकि वर्क्स के तीन करोड़ 97 लाख ड्यूज हैं और इन्होंने 84 लाख 87 हजार रुपये

[श्री सुरज भान]

माया है, तो ये तीन करोड़ 97 लाख रुपया वर्कर्स का कहां ले देंगे। मैं इस शर्त पर यह अमेन्डमेंट वापिस ले सकता हूँ, मुझे कोई एतराज नहीं है, जैसा मैं ने कहा था कि इस में अपने घर वालों के हिस्से तो थे ही, इन की सीमेंट बनाने की फैक्टरी थी और डिस्ट्रीब्यूशन भी इन्होंने अपने आदमी को दिया था, आर०के० डालमिया के नाम से। वे ऐसा करते थे कि सीमेंट का कर निभा, पैसा नहीं दिया और सीमेंट बेच दिया। इस प्रकार उन पर 2 करोड़ 20 लाख रुपया ड्यू है, जो कि डाउटफुल लोन पर रखा हुआ है, कहीं ऐसा न हो कि यह राइट-आफ हो जाए। अगर आप मुझे यह एशारेस दें कि उन से 2 करोड़ 20 लाख रु० वापिस पानी बसूल कर लिया जाएगा और इस को इस हिस्से में डाल दिया जाएगा ताकि वर्कर्स के ड्यू दे दिए जायें, तो मैं अपना अमेन्डमेंट लेने को तैयार हूँ।

SHRI CHARANJIT CHANANA: We shall examine it and decide about the payment.

MR. DEPUTY-SPEAKER: The question is:

"Page 4, line 49,—

for "eighty-four lakhs" substitute—

"eighty-four lakhs and eighty-seven thousand" (11)

The motion was adopted.

MR. DEPUTY-SPEAKER: I will now put to vote amendment No. 9, moved by Shri M. Ismail.

Amendment No. 9 was put and negatived.

MR. DEPUTY-SPEAKER: I will now put amendment No. 20, moved by Shri Suraj Bhan to the vote of the House.

Amendment No. 20 was put and negatived.

SHRI SURAJ BHAN: The Minister has to give an assurance on this point. Otherwise, I will press for a division, on my amendment.

SHRI CHARANJIT CHANANA: I have already said that we shall examine it.

MR. DEPUTY-SPEAKER: The question is:

"That clause 7, as amended, stand part of the Bill".

The motion was adopted.

Clause 7, as amended, was added to the Bill.

Clause 8 was added to the Bill

MR. DEPUTY-SPEAKER: There are no amendments to clauses 9 to 11.

The question is:

"That clauses 9 to 11 stand part of the Bill."

The motion was adopted.

Clauses 9 to 11 were added to the Bill.

MR. DEPUTY-SPEAKER: The question is:

"That clause 12 stand part of the Bill"

The motion was adopted.

Clause 12 was added to the Bill.

MR. DEPUTY-SPEAKER: The question is:

"That clauses 13 and 14 stand part of the Bill."

The motion was adopted.

Clauses 13 and 14 were added to the Bill.

Clause 15.—(Payment by the Central Government to the Commissioner)

Amendment made

Page 7, line 22,—

for "the payment" substitute "payment". (14)

(Shri Charanjit Chanana)

MR. DEPUTY-SPEAKER: The question is:

"That clause 15, as amended, stand part of the Bill."

The motion was adopted.

Clause 15, as amended, was added to the Bill.

MR. DEPUTY-SPEAKER: There are no amendments.

The question is:

"That clauses 16 to 31 stand part of the Bill."

The motion was adopted.

Clauses 16 to 31 were added to the Bill.

New Clause 32

SHRI CHARANJIT CHANANA: I beg to move amendment No. 15 which is to add a new clause No. 32 to the Bill:

Page 13,—

after line 20, add—

6 of 1981 Repeal and saving.

"32. (1) The Dalmia Dadri Cement Limited (Acquisition and Transfer of Undertakings) Ordinance, 1981, is hereby repealed.

(2) Notwithstanding such repeal, anything done or any action taken under the said Ordinance shall be deemed to have been done or taken under the corresponding provisions of this Act." (15)

MR. DEPUTY-SPEAKER: I shall now put amendment No. 15 which is to add a New clause No. 32 to the Bill to the vote of the House.

The question is:

Page 13,—

after line 20, add—

6 of 1981 Repeal and saving.

"32. (1) The Dalmia Dadri Cement Limited (Acquisition and Transfer of Undertakings) Ordinance, 1981, is hereby repealed.

(2) Notwithstanding such repeal, anything done or any action taken under the said Ordinance shall be deemed to have been done or taken under the corresponding provisions of this Act." (15).

The motion was adopted.

MR. DEPUTY-SPEAKER: The question is:

"That clause 32 be added to the Bill."

The motion was adopted.

Clause 32 was added to the Bill.

The Schedule

Amendments made

Page 14,—

after line 1, insert—

"(See sections 18, 19(1), 20(1) and 22(1))" (16).

Page 14, line 7,—

for 'ESI' substitute—

"Employees' State Insurance" (17)

Page 14, line 8,—

for "LIC" substitute—

"Life Insurance Corporation of India" (18).

Page 14, line 10,—

for 'ESI' substitute—

"Employees' State Insurance" (19).

(Shri Charanjit Chanana)

MR. DEPUTY-SPEAKER: The question is: 17.22 hrs

"That the Schedule, as amended, stand part of the Bill."

The motion was adopted.

The Schedule, as amended, was added to the Bill.

Clause 1.—Short Title and Commencement

Amendment made

Page 2,—

for lines 9 and 10, substitute—

"(2) It shall be deemed to have come into force on the 23rd day of June, 1981." (12).

(Shri Charanjit Chanana)

MR. DEPUTY-SPEAKER: The question is:

"That Clause 1, as amended, stand part of the Bill."

The motion was adopted.

Clause 1, as amended, was added to the Bill.

MR. DEPUTY SPEAKER: The question is:

"That the Enacting Formula the Preamble and the Title stand part of the Bill."

The motion was adopted.

The Enacting Formula, the Preamble and the Title were added to the Bill.

SHRI CHARANJIT CHANANA: I beg to move:

"That the Bill, as amended, be passed."

MR. DEPUTY SPEAKER: The question is:

"That the Bill, as amended, be passed."

The motion was adopted.

SALARY, ALLOWANCES AND PENSION OF MEMBERS OF PARLIAMENT (AMENDMENT) BILL—
Contd.

MR. DEPUTY-SPEAKER: We will now take up further consideration of Salary, Allowances and Pension of Members of Parliament (Amendment) Bill.

Shri Ramavatar Shastri was on his legs. The total time allotted is one hour. We have exhausted 42 minutes. We have to see that we complete it within one hour. Shri Ramavatar Shastri.

श्री रामावतार शास्त्री: (८२१) :
उपाध्यक्ष जी, संसद सदस्य वेतन, भत्ते तथा पेंशन विधेयक जो सरकार ने 1954 में बनाया था, उस में संशोधन करने के लिये एक छोटा सा संशोधन विधेयक लाया गया है। इस विधेयक से किसी का मतभेद नहीं हो सकता। लेकिन इस विधेयक का समर्थन करते हुए मैं तीन बातें प्रस्तुत करना चाहता हूँ।

पहली बात तो यह है कि इस विधेयक के जरिये सरकार उन भूतपूर्व संसद सदस्यों को भी पेंशन देना चाहती है और कम से कम तीन सौ रुपये पेंशन देना चाहती है जिन की पांच साल की अवधि में से साठ दिनों की कमी रह गयी है यानी चार साल दस महीने तक भी अगर कोई सदस्य इस माननीय सदन का सदस्य रहा हो तो उस को भी तीन सौ रुपये पेंशन पाने का हक है। लेकिन मैं इसी के क्रम में यह निवेदन करना चाहूंगा कि इस सदन के ऐसे भी सदस्य हैं जो पहले इस सदन में आ चुके हैं और जिन की अवधि पांच साल पूरी नहीं हुई है, काफी समय उस में रह गया क्योंकि 1970 में जो उस समय की प्रधान मंत्री थीं, श्रीमती इन्दिरा गांधी, उन्होंने चौथी लोक सभा को विघटित कर दिया और 15 महीने पहले विघटित कर दिया। तो जो बिचारे उस समय पांच साल के

लिए सदस्य चुन कर आये थे और जो कि प्रधान मंत्री जी की कलम की एक नोक पर सदस्य नहीं रहे, उन का क्या कसूर है जो उनको आप पेंशन पाने से अलग रखना चाहते हैं महत्त्व रखना चाहते हैं ? इसी तरीके से 1979 में श्री चरण सिंह ने छठी लोक सभा को भंग कर दिया। उस में भी जो सदस्य चुन कर आये थे उन का भी क्या कसूर था, क्या दोष था ? तो आप उन को देना नहीं चाहते हैं। मैं समझता हूँ कि जो लोग इस सदन में आए और जिन्होंने इस सदन के जरिए जनता की सेवा की, उन को आप इस सुविधा से पेंशन की सुविधा से वंचित न रखे और 5 साल या 5 साल से 60 दिन कम की सीमा भी नहीं रखनी चाहिए, इस सीमा को खत्म कर देना चाहिए।

दूसरी बात मैं यह कहना चाहता हूँ कि भूतपूर्व संसद-सदस्यों को आप 300 से 500 रुपए तक पेंशन दे रहे हैं, इस को बढ़ाना चाहिए। मौजूदा संसद-सदस्यों ने तो अपना बड़ा लिया, लेकिन जो बेचारे भूतपूर्व सदस्य हैं, उन की राशि में भी वृद्धि की जानी चाहिए। इस 300 और 500 की सीमा को आगे बढ़ाएं। मंहगाई जिस प्रकार वर्तमान सदस्यों के लिए बढ़ रही है, उसी प्रकार भूतपूर्व सदस्यों के लिए भी बढ़ रही है। जब आप भूतपूर्व सदस्य हो जाएंगे तो यह वृद्धि आप पर भी लागू हो जाएगी।

अंत में मैं यह कहना चाहता हूँ कि हमारे भूतपूर्व सदस्यों में ऐसे बहुत से सदस्य हैं जो स्वतन्त्रता-संग्राम सेनानी भी हैं और जिन्होंने स्वतन्त्रता संग्राम में बहुत बहादुरी के साथ भाग लिया है। अभी जो वेतन-भत्ते का वर्तमान कानून है, उस में यह प्रावधान है कि 500 रुपये से अधिक कोई पेंशन नहीं ले सकता, यह आपने सीमा लगा दी है। इस सीमा के रहते हुए स्वतन्त्रता संग्राम सेनानी, जो भूतपूर्व संसद सदस्य भी हैं, उन का स्वतन्त्रता-सैनिक सम्मान पेंशन नहीं मिल रही है। आप इस प्रकार का

संशोधन कीजिए कि वे भी स्वतन्त्रता सैनिक सम्मान पेंशन के अधिकारी बन जाएं। उत्तर प्रदेश में जो विधायक हैं, उनको दोनों पेंशन मिल रही हैं, लेकिन संसद सदस्य को स्टेट-पेंशन तो मिलती है, लेकिन भारत-सरकार की स्वतन्त्रता-सैनिक-सम्मान-पेंशन नहीं मिलती। इसलिए आपको ऐसा उपाय करना चाहिए कि उनको भी स्वतन्त्रता-सैनिक-सम्मान-पेंशन मिल सके। कहते हैं कि ऐसा करने में कुछ कठिनाई है—वह यह है कि दो पेंशन कैसे मिलेंगी ? इसका रास्ता सरकार को निकालना चाहिए। अगर पेंशन शब्द से आपको एतराज है तो मेरा सुझाव है कि इसको "स्वतन्त्रता-सैनिक-सम्मान-वृत्ति" कर सकते हैं। यह पेंशन कोई कानून बनाकर तो दी नहीं थी, बल्कि प्रशासनिक आदेश से आपने दी थी, तो इसमें संशोधन करने में कोई कठिनाई नहीं होगी। इस प्रकार जिन अधिकारियों को पेंशन शब्द से एतराज है, उसका समाधान भी हो जाएगा।

इसी प्रकार से 500 की सीमा को भी बढ़ाना चाहिए, इससे ज्यादा लोगों को फायदा होगा और जैसा कि आपकी मंशा है, उसके अनुसार आप कार्य कर सकेंगे।

श्री फूल चन्द बर्मा (शजापुर) : अभी शास्त्री जी जो कह रहे थे, उनकी बात से, उनकी भावना से मैं पूरी तरह सहमत हूँ। मैं मंत्री महोदय से एक बात कहना चाहता हूँ। वह एम्बेडमेंट साठ दिन का लाए हैं। मैं समझता हूँ कि इसके पीछे भी राजनीतिक भावना के ही दर्शन होते हैं। ऐसा प्रतीत होता है कि राजनीतिक चश्मे से उन्होंने ऐसा करते हुए काम लिया है। पहली, दूसरी और तीसरी लोक सभा में उनकी पार्टी के बहुत ज्यादा लोग चुन कर आए थे और जो विरोधी दलों के लोग चुन कर आए थे

[श्री फूल चन्द्र वर्मा]

उनको उंगली पर गिना जा सकता था। जो चौथी लोक सभा थी और जिसका कार्यकाल पांच साल था—

MR. DEPUTY SPEAKER: What-ever it is, some people are going to be benefited. Why do you oppose it? For everything you bring in political motivation.

AN HON. MEMBER: Why deprive others?

MR. DEPUTY SPEAKER: Some people are getting it, some concession.

श्री फूल चन्द्र वर्मा : चौथी लोक सभा को उसका पांच साल का कार्यकाल समाप्त होने के पहले चार साल के अन्दर भंग कर दिया गया था। भंग करने के कारणों में आप जाएंगे तो आपकी पता लग जाएगा कि उस वक्त सत्तारूढ़ दल की श्रीमती इंदिरा गांधी प्रधान मंत्री थीं और उनकी पार्टी के अन्दर उनका विरोध बहुत ज्यादा हो रहा था। पहले उनकी पार्टी के लोग बहुत ज्यादा संख्या में जीतकर आए थे इसलिए मंत्री महीन्दा ने साठ दिन का प्रावधान किया और इसलिए भी इसको किया है ताकि चौथी लोक सभा में जो सदस्य जीत कर आए थे और जो श्रीमती इंदिरा गांधी के विरोधी थे चाहे उनकी पार्टी के हों या उनके विरोधी हों, उनको यह पेंशन न मिल सके। इस वास्ते मैं कहना चाहता हूँ कि राजनीतिक चरमे से आपको इसको नहीं देखना चाहिये। भूतपूर्व संसद सदस्यों के मामले में राजनीतिक चरमे का उपयोग आप न करें। यह स्थिति कल को आप पर भी लागू हो सकती है।

शास्त्री जी ने कहा है कि मंहगाई बढ़मान संसद सदस्यों के लिए ही नहीं बढ़ रही है बल्कि भूतपूर्व सदस्यों के लिए

भी बढ़ रही है। मैं चाहता हूँ कि जो भूतपूर्व संसद सदस्य हैं उनको सेना का चार साल या तीन साल अवसर मिले। हो उसको आप पूरी ठम मानें। जनता उनको पांच साल के लिए चुन कर भेजती है। लेकिन सत्ता की हांड में, दाव-पेच में, कुर्सी की खींचतान में, चाहे वह जनता पार्टी की तरफ से या सत्तारूढ़ कांग्रेस पार्टी की तरफ से हो पार्लियामेंट को जब भंग कर दिया जाता है तो उसमें सदस्य सदस्यों का कोई दोष नहीं रहता है। वह तो सामाजिक और राजनीतिक कार्यकर्ता होता है और पूरा जीवन इस कार्य में देता है। जीवन की संख्या में जब उसको सहारे की जरूरत होती है तब उसकी सहायता देना हम सबका कर्तव्य है। राजनीतिक चरमे से हम मामले में काम नहीं लिखा जाना चाहिये। ऐसा करना उनके साथ न्याय करना नहीं होगा। साठ दिन के अवधि में चाहता हूँ कि एक ठम में रखा जाना चाहिये।

मैं यह भी चाहता हूँ कि भूतपूर्व सदस्यों को कम से कम सैकिन्ड क्लास का रेल का पास दिया जाना चाहिए। संसद सदस्य वे भले ही न रहे लेकिन सामाजिक कार्यकर्ता तो वे होते हैं। उनको इससे वंचित करना उनके स्टैंड को कम करना है। उनका देश के विभिन्न भागों में जाना पड़ता है। समाज की और देश की सेवा करने का उनकी अवसर मिलना चाहिये। इसलिए सैकिन्ड क्लास क्लास का फ्री पास उनको दिया जाना चाहिये।

जब वे बीमार होते हैं तो मेडिकल सहायता उनको निःशुल्क मिलनी चाहिये।

यह अपूर्ण विचार है। सरकार को चाहिये कि वह एक कम्प्रेहेंसिव विचार लाए। चाहे वर्तमान संसद अवस्य हों

का भूतपूर्व संसद सदस्य हो उनको सुविधाएँ देने के मामले में हमको दूसरे देशों की प्रशासनिक संस्थाओं का तुलनात्मक अध्ययन करना चाहिये, ब्रिटेन, फ्रांस, स्विटजरलैंड, स्लोव्हाक की इन संस्थाओं के साथ तुलनात्मक अध्ययन करना चाहिये और वहाँ जा सुविधाएँ मिलती हैं उनको ध्यान में रखकर सुविधाएँ यहाँ भी देने पर विचार करना चाहिये। ऐसा आपने किया ता कि वर्तमान तथा भूतपूर्व संसद सदस्यों के साथ आप न्याय करेगे।

अगर मैं मैं इतना ही कहना चाहता हूँ कि 60 दिन की अवधि को आपको हटा देना चाहिये और इसको एक टर्म में सम्मिलित कर देना चाहिये ताकि बाकी जो बचे हुए लोग हैं, पुराने हमारे साथी हैं, उनको भी इस सुविधा का लाभ मिल सके।

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS AND DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI P. VENKATASUBBAIAH): Mr. Deputy Speaker, Sir, unfortunately this Bill was getting postponed from time to time. There are several Hon. Members, ex-Members of Parliament, who will get the benefit of this Bill. So, I was very anxious that this Bill should go through so that those people, those ex-Members of Parliament, could get the benefit of this Act.

I entirely agree with Shri Ramavatar Shastri's sentiments. His is an overnight speech. He was speaking on previous occasion also. He made certain valuable suggestions. Some Hon. Members have said that this Bill has been brought with a political motive. I strongly repudiate their allegation. It is Mrs. Gandhi who recognised the freedom-fighters and granted pension to them. The freedom-fighters are in all Parties. The illustrious example is provided by Mr. Ramavatar Shastri himself who is sitting before me...

श्री फूल चन्द शर्मा : आपका एक टर्म करने में क्या एतराज है ?

MR. DEPUTY-SPEAKER: He is not yielding.

SHRI P. VENKATASUBBAIAH: The illustrious example is Mr. Ramavatar Shastri, the freedom-fighter, who fought for the emancipation of the country. He is a freedom-fighter sitting before us. Government has not deprived him of the freedom-fighter's pension. So, to say that it is politically-motivated is far from correct.

श्री फूल चन्द शर्मा : उतका इससे कोई संबंध नहीं है। 60 दिन और एक टर्म की बात है।...

(बाधधान)

MR. DEPUTY-SPEAKER: You have already spoken. If you are getting up like this every now and then, how can he reply? Should he not reply to the points raised? Please sit down. This is not the way how we should conduct ourselves in Parliament. Would you not like to hear the Government's point of view?

SHRI P. VENKATASUBBAIAH: Another point made by Mr. Ramavatar Shastri is with regard to the difficulty that is being faced by such of those freedom-fighters who are ex-Members of Parliament also. Recently I had convened a meeting of our Secretary, Department of Parliamentary Affairs, and the concerned Joint Secretary in the Ministry of Home Affairs to see whether any way can be found out without having the trouble of coming before the House to amend the Act. Shri Ramavatar Shastri has suggested that 'pension' can be substituted by another word. We are actually working on that. We hope that a way-out would be found notwithstanding some of the objections that are put forward by the bureaucracy.

[Shri P. Venkatasubbaiah]

Hon. Members, when this Bill was discussed, have placed several points of view before this hon. House. I will start with Mr. Bapusahab Parulekar...

SHRI JYOTIRMOY BOSU: The Department does not function.

SHRI P. VENKATASUBBAIAH: Only with the stimulation given by Mr. Jyotirmoy Bosu it functions!

Shri Bapusaheb Parulekar has said that the pension that is being given in Western countries starts only when the Member is 60 or 65 years of age. He has said that, if a Member of Parliament in our country is elected at the age of 26 years and if he retires as a Member at the age of 30 years, then throughout his life he will be entitled to the pension. We cannot compare the conditions in the Western countries with those in our country. After all, our life expectancy has now only gone up to 52. Therefore, we should not compare ourselves with the conditions prevailing in Western countries.

Another suggestion he has made is that an ex-M.P. gets his salary or is entitled to any remuneration from the Central/State Government. Section 8(a) (ii) and (iii) of the Act restricts the entitlement of pension in cases where an ex-M.P. gets his salary or is entitled to any remuneration from the Central/State Government.

A suggestion has been made by the hon. Member to restrict the pension of former Maharajas and High Court judges. Every Member of parliament is enjoying the same rights and privileges as a Member of Parliament, but if there are former Maharajas and judges who become Members of Parliament, this is a matter which has to be considered. But, in my personal opinion, I would only say this: there are several freedom-fighters, who are well-off, who refused to take pension from the Government even though the pensions were sanctioned. In Andhra Pradesh, I know when the land had been allotted to the freedom fighters, there were illustrious people

who said that they were well off and that they did not require the pension or land given by the Government. So, there cannot be any discrimination as between one ex-M.P. and another. I can only appeal to the good sense that if they are well-off, they can as well refuse to take the pension from Government. Sir, my hon. friend, Shri Namgyal from Jammu and Kashmir made a very valid point that elections will be held in that snowbound area after some time. Shri Vir Bhadra Singh also comes from a similar area where after the general elections, the elections to these constituencies will be held after five to seven months. So, they wanted that this anomaly should be corrected. They cannot be discriminated as against other members. This Bill is restricted to the grant of pension. I would only assure the hon. Members that when Government proposes to bring forward a comprehensive Legislation before the House, their valid and genuine point would be taken into consideration.

Some other hon. Members have made some other suggestions. They are with regard to facilities to be provided to the Members such as free steamer facilities to visit Andaman and Nicobar Islands and free travel facilities by rail by spouses and also by other members of the family and facilities of jeep while touring their constituencies, improving the conditions of the M.Ps.' state, provision of free furnished accommodation and free of charge water and electricity facility and facility of P.As. These are not very much relevant to this Bill. As I have submitted earlier, when Government proposes to bring forward a comprehensive legislation—one important thing is that our Parliamentary Affairs Minister happens to be in charge of Works and Housing also and I am sure he will take note of these facilities to be provided to the hon. Members—these will be taken note of.

About the enhancement of pension, Shri Ramavatar Shastri mentioned this that since Members' salaries and allowances have been enhanced, why not in the same stretch the pension of

ex-MPs. also be enhanced. On this point, I will not be able to say anything. But, these will receive the necessary consideration at the appropriate time.

With these few words, I would request the hon. Members to adopt this Bill unanimously. There is no controversy involved in this Bill. I would only request them to pass this Bill unanimously so that our brethren who were there previously—I know Shri Ramavatar Shastri had been feeling and I heard his experience when he was not a Member of Parliament as to how this salary of Rs. 500 had helped him also—may not have the difficulties. I myself had some experience though it was for a short time. Though I was not a Member of Parliament, I was entitled to Rs. 500/- and I had no difficulties since I was getting pension. The other people feel the difficulties and so they should be removed and we have to see that those members get salaries as other Members of Parliament get. With these few words, I again request that the Bill be taken into consideration.

MR. DEPUTY-SPEAKER: The question is:

"That the Bill further to amend the Salary, Allowances and Pension of Members of Parliament Act, 1954, as passed by Rajya Sabha, be taken into consideration."

The motion was adopted.

MR. DEPUTY-SPEAKER: Now we shall take up Clause by Clause consideration. I think there are amendments to Clause 2. Are you moving?

Clause. 2—Amendment of Section 8A

SHRI RAMAVATAR SHASTRI: I beg to move:

Page 1,—

for lines 11 to 16, substitute—

"Provided that with effect from the commencement of the Salary,

Allowances and Pension of Members of Parliament (Amendment) Act, 1981, any person who has served as a Member of Parliament for the life of a particular House of the People. (Lok Sabha), notwithstanding the fact that the life of that House was cut short by dissolution earlier than five years shall also be paid a pension of three hundred rupees per mensem." (1)

SHRI N. K. SHEJWALKAR (Gwalior): I beg to move:

2. Page 1,—

for lines 11 to 16, substitute—

"Provided that with effect from the commencement of the Salary, Allowances and Pension of Members of Parliament (Amendment) Act, 1981 any person who has been elected to Parliament and during his first term of Parliament membership has not been able to complete the minimum period of five years either due to the premature dissolution of Lok Sabha or due to any other reason beyond his control, shall also be paid a pension of three hundred rupees per mensem." (2)

SHRI PHOOL CHAND VARMA: I beg to move:

Page 1, lines 14 and 15—

for "for a period which falls short of five years by not more than sixty days"

Substitute—

"for a term of Lok Sabha even if it falls short of five years by any period whatsoever." (3)

श्री रामावतार शास्त्री : यह जो विधेयक है इसमें जो संशोधन हो रहा है पहले उसको मैं पढ़ना चाहता हूँ और फिर मैं जो संशोधन चाहता हूँ उसको आखिर में पढ़ूंगा । इसमें यह है कि —

[श्री रामावतार शास्त्री]

“परन्तु संसद सदस्य वेतन, भत्ता और पेंशन अधिनियम, 1981 के प्रारम्भ से ऐसे व्यक्ति को भी जिसने पूर्वांश रूप में ऐसी अवधि तक सेवा की है जो पांच वर्ष से अधिक से अधिक 60 दिन कम है, 300 रुपये प्रति मास पेंशन दी जायगी।”

यह है सरकार का संशोधन।

इसके स्थान पर मैं जो संशोधन पेश करना चाहता हूँ वह इस प्रकार है :

“परन्तु संसद सदस्य वेतन, भत्ता और पेंशन अधिनियम 1981 के प्रारम्भ से ऐसे किसी व्यक्ति को भी जिसने किसी विनिश्चित सीमा तक अवधि तक इस बात के होते हुए भी कि उस सभा की अवधि पांच वर्ष के पूर्व विघटन द्वारा कम कर दी गई थी, संसद सदस्य के रूप में सेवा की है, तब ही रुपये प्रति मास पेंशन दी जायगी।”

MR. DEPUTY-SPEAKER: Mr. Shejwalkar—if you read the amendment, it will be sufficient. Please help me.

SHRI N. K. SHEJWALKAR: Sir, I will not read it. I will just say something about it. Actually my amendment is this. While this benefit is being restricted to persons and MPs. who are only short of 60 days, my submission is this. Once he has been a Member of Parliament here for one term this advantage should be given to him. Regarding my reservations, I will make them clear when this question comes up. So far as the merits are concerned, as to what amount should be given, what amount should not be given, as to who are the others and so on, I have my personal reservations regarding the original Act for giving pension to Members of Parliament. But that is a different matter.

Here one anomaly is there and it is this. When it comes to condonation of only 60 days, now, that difference can be made up in two terms also while that is not the intention of the Act. For example, if a Member, in the first term completes only 2 years and in the second term does 2 years and 10 months only, even then, he becomes eligible for pension according to the amendment, but I don't think this is the intention of the present amendment. It is available to a Member who is short by 60 days in one term only. And this Bill is being brought just to remove that particular anomaly. When a Parliament Member is elected he takes his oath, after that he then continues to be a Member till the next election. Therefore, it is meant for one term. It is not meant for two terms. But by this amendment it will be for two terms. This is the thing which I want to bring to the notice of the hon. Minister. You can put it in the way you like, but that is not the intention of the Act as I see it.

The second point which I am pressing is this. After all, why make it 60 days? Why not make it one year? What is the purpose of condoning these 60 days? There must be some reason for it. My reasoning is that for no fault of the Member if his term is shortened, he should be given the benefit of minimum pension. But that has not been made clear. Therefore, I am pressing my amendment which I have already moved. And I request the hon. Minister to consider my amendment seriously and accept the same. With these words I conclude. Thank you.

श्री कृष्ण चन्द्र शर्मा : उपाध्यक्ष महोदय, मेरा भी संशोधन माननीय शास्त्री जी और शेजवलकर जी से मिलता जुलता है। अभी मंत्री महोदय हमारे पहाड़ी इलाके से आने वाले जो माननीय सदस्य हैं, नामग्याल जी, उनका मार्गण कोट कर रहे थे। माननीय मंत्री जी ने कहा था कि सारे देश का जुमाव होने के 6-7 महीने बाद

पहाड़ी इलाके के चुनाव होते हैं। मैं निवेदन करना चाहूंगा कि आपने इस बिल के अन्दर 60 दिन की अवधि रखी है लेकिन 80 के अन्दर जो संसद सदस्य लोक सभा के लिए चुनकर आए हैं उसमें पहाड़ी इलाके से जो आए हैं वह भी 6-7 महीने बाद चुनकर आए हैं तो इस लोक सभा की टर्म पूरी होने के बाद मंत्री महोदय स्पष्ट करें कि 7 महीने के बाद जो चुनकर आए उनकी अवधि का क्या होगा? उनको पेंशन मिलेगी या नहीं अगर वह दोबारा चुनकर नहीं आते? इसलिए सरकार से मेरा आग्रह है कि इसको प्रतिष्ठा का प्रश्न न बनाते हुए और किसी राजनीतिक आधार पर इसका निर्णय न लेते हुए इसके बारे में गंभीरतापूर्वक उनको विचार करना चाहिए। मैं सरकार की भावना से सहमत हूँ, सरकार कोशिश कर रहा है। लेकिन हमारा यह कहना है कि 60 दिन का जो तर्क माननीय मंत्रीजी ने दिया है उसके पीछे ऐसी कोई बात नहीं कही कि 60 दिन रखने का तर्क क्या है? मैरिज समझ में नहीं आता किस ज्योतिषी ने 60 दिन की बात बता दी है। जिसके आगे 61, 62 या 63 दिन नहीं हो सकते। इसलिए इसके बारे में आपको गंभीरतापूर्वक विचार करना चाहिए। जो पहाड़ी इलाकों के संसद सदस्य हैं या जो अण्डमान निकोबार से आते हैं उनके संबंध में भी आपको विचार करना चाहिए। कई बार मौसम की खराबी के कारण वहाँ पर समय से चुनाव नहीं किए जा सकते हैं। अभी अभी गढ़वाल में मौसम की खराबी के कारण चुनाव डिक्लेयर नहीं हो पा रहा है। तो इन सारी बातों पर भी आपको गंभीरतापूर्वक विचार करना चाहिए।

SHRI P. VENKATASUBBALAH: Sir, this point has been made time and again. About 60 days, we have already explained that a line has to be drawn somewhere. Even with regard

to the sanction of pension to the freedom fighters, we have kept the limit of six months in prison. Then only they are entitled to have pension. In this connection I may again quote what Mr. Raghuramiah, the then Minister of Parliamentary Affairs had said:

"Mr. Indrajit Gupta and his friends were asking what about the Members of the 1967-71 Lok Sabha? My great sympathies are with them: we fully sympathise with them. There is a difficulty here. There must be a limit somewhere. Even in the case of freedom fighters, the normal rule is that one should have been in prison for six months. Then what happens to the person who was in the prison for three months only? A line must be drawn somewhere. Suppose God save this country—in the year 2000 A.D. Parliament is dissolved after two days, then what happens? If I say 'for a term' irrespective of the number of years, that means, for two days also, you will have to pay life-time pension. That will not happen in our life-time because we are stable, we are selected by intelligent people and we continue for a long time. But it can happen theoretically. Therefore, a line must be drawn somewhere."

So, this is the answer I can give by quoting Mr. Raghuramiah. A line has to be drawn some where and therefore here this period of 60 days has been put.

SHRI N. K. SHEJWALKAR: Sir, the Member is not responsible for that. Suppose in Assam elections are not being held now. But tomorrow if elections are held, the elected Members will be deprived of this benefit. I would therefore request you to consider my amendment.

MR. DEPUTY-SPEAKER: I will now put together all the Amendments to Clause 2 to the vote of the House.

Amendments Nos. 1, 2 and 3 were put and negatived.

MR. DEPUTY-SPEAKER: The question is:

"That Clause 2 stand part of the Bill."

The motion was adopted.

Clause 2 was added to the Bill.

Clause 1, the Enacting Formula and the Title were added to the Bill.

SHRI P. VENKATASUBBAIAH: I beg to move:

"That the Bill be passed."

MR. DEPUTY-SPEAKER: The question is:

"That the Bill be passed."

The motion was adopted.

17. 54 hrs.

**ANTI-APARTHEID (UNITED
NATIONS CONVENTION)
BILL—Contd.**

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): I beg to move:

"That the Bill to give effect to the International Convention on the Suppression and Punishment of the Crime of Apartheid, be taken into consideration."

Sir, the purpose of this Bill is to give effect to the provisions of the International Convention on the Suppression and Punishment of the Crime of Apartheid of 1973, to which India acceded with effect from 22nd October, 1977, in particular to Articles II and III thereof as set out in the Schedule to the Bill, which respectively define the crime of Apartheid and apply international criminal responsibility, irrespective of the motives involved, to individuals, members of organisations, institutions, etc. who commit

the said crime. The Bill also seeks to make the commission of the said crime punishable with death or imprisonment and fine.

The Hon'ble Members may recall that the Convention and the Suppression and Punishment of the Crime of Apartheid was approved by the United Nations General Assembly on 30th November, 1973 by 91 votes in favour, 4 against with 26 abstentions. India voted in favour of its adoption. The Convention has entered into force on 18th July, 1976.

As a corollary to this, we had to pass a legislation in this country adopting the Convention.

A Bill known as Anti-Apartheid (United Nations Convention) Bill 1978 was earlier introduced in the Lok Sabha on 23rd November, 1978 which was then admitted for consideration and passing by the Lok Sabha. However, the Lok Sabha could not proceed with that Bill during its sessions in 1978 and 1979 due to its heavy schedule. The Bill lapsed as a result of dissolution of the Sixth Lok Sabha in 1979. Hence the Bill was introduced again in Lok Sabha on November 27, 1980 and needs to be considered by Parliament during the present session.

In fact, even in the last session we tried our best to get it accommodated, but, again, because of the heavy schedule, we could not do so. I am glad that now we are able to accommodate this Bill during this session. This is an entirely non-controversial Bill and also something which is totally in line with the policy of the Government; not only the policy, but whatever we have been doing in pursuance of this policy in international for a is in line with this Bill. I would therefore, like the House to consider this Bill and pass it unanimously. There seem to be no amendments also except the consequential amendments to be moved by me in order to change '1980' to '1981' and 'thirty first' to 'thirty second.'

These are consequential amendments. This is pre-eminently a Bill of which we could be proud, India should be proud, and I would like to commend this Bill to the House.

MR. DEPUTY-SPEAKER: Motion moved:

"That the Bill to give effect to the International Convention on the Suppression and Punishment of the Crime of Apartheid, be taken into consideration."

SHRI ANANDA PATHAK (Darjeeling): Mr. Deputy-Speaker, Sir, though late, the Bill is a welcome measure. Apartheid is a serious crime against the humanity which has been manifested in its crudest form in South Africa and some other imperialist countries. Apartheid is a policy pursued mainly by the South African racist regime added, abetted and encouraged by the imperialist power with a view to perpetuate the class rule of exploitation in the interest of racist white minority ruling class.

The black Africans, including Indians are subjected to worst form of racial discrimination and class oppression. They have no political right, nor they have any fundamental right. They have no right to form their association nor they have any right to protest against the tyranny and subjugation of white minority racists government and choose their way of life. They have no say in shaping the destiny of their fate. They are discriminated against in all walks of life.

They are passing their days in abject poverty and they have been plundered. They are compelled to sell their labour in cheaper market. Widespread unemployment, high prices, poverty etc. are plaguing their lives. They are treated as slaves of medieval age and they are paid much below the rate of wages that is paid to the whitemen for the similar nature of work, they perform. Over and above this draconian laws have been promulgated there with a view to throttle their voice. The main objects of all these inhuman crimes is to keep the super profit of the monopoly capital in tact.

From this, we can come to the conclusion that apartheid breeds where exploitation and plundering of national wealth by a handful of big and monopoly capitalists, multinationals and landlords and other exploiting classes exists, where casteism and untouchability and religious exploitation continues to create havoc in the political life of the country.

MR. DEPUTY-SPEAKER: Mr. Pathak, how much more time do you require now? I think you can continue tomorrow

SHRI ANANDA PATHAK: All right, Sir.

18.01 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Friday, August 28, 1981/Bhadra 6, 1903 (Saka)