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Tuesday, June 17, 1980

Jyaistha 27, 1902 (Saka)

LOK SABHA DEBATES

(Third Session)



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LOK SABHA SECRETARIAT
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LOK SABHA DEBATES

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LOK SABHA

*Tuesday, June 17, 1980 Jayastha 27,
1902 (Saka).*

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

[MR. SPEAKER in the Chair]

ORAL ANSWERS TO QUESTIONS

Captive Generators for medium sized Industries

*122. SHRIMATI PRAMILA DANDAVATE: Will the Minister of ENERGY AND COAL be pleased to state:

(a) whether Government have issued general permission for the construction of captive generators for the medium sized industries;

(b) whether the proposal would enable authorities to minimise the power shortage;

(c) whether any industry has taken advantage of this permission; and

(d) if so, details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF ENERGY (SHRI VIKRAM MAHAJAN): (a) to (d). The Government have not issued general permission for the construction of captive generators for the medium sized industries. In accordance with the existing policy on captive power plants, in industries where process

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steam is required or where waste heat is available, captive generating capacity would be encouraged in accordance with the 'Total Energy Concept'. However cases falling outside the total energy concept would be selectively considered favourably on merits by the Government of India.

SHRIMATI PRAMILA DANDAVATE: Will the hon. Minister kindly state how many cases have come to the notice of the Government which fall outside the total energy concept and would be selectively considered favourably on merits by the Government of India? Secondly, in view of the power crisis, would the Government make suitable changes in the norms so as to include small industries like agro-industries and power-looms for considering favourably their applications?

SHRI VIKRAM MAHAJAN: After January, 1980, so far, to our knowledge, we have not declined permission to any unit for captive plants and we are liberal in our approach. So far as critical sectors are concerned, recently steel, cement and aluminium industries have been accorded permission. If the hon. Member brings any case to our notice, we will look into it.

SHRIMATI PRAMILA DANDAVATE: As the cost of power generation through plants by individual units is four to five times the cost of power from the grid, would the Government offer relief to the medium-sized plants in respect of excise duty on light diesel oil, high speed diesel oil and electricity duty? Secondly, would the Government encourage the medium-sized industries to possess captive plants by providing subsidy?

THE MINISTER OF ENERGY AND COAL (SHRI A. B. A. GHANI KHAN CHAUDHURI): I want to make the whole thing clear. According to the present provision of section 44 of the Electricity Supply Act, the State Electricity Boards are quite competent to deal with the matter. But if it is beyond 25 megawatts, they have to come to the Central Electricity Authority to get the clearance. If the captive plants are very small, they become very expensive, whether it is in coal or diesel. So, normally we do not encourage small captive plants. Here we do not have any fixed policy, as I said. We are trying to have a fixed policy on this. We have called a Conference of all Power Ministers which will be presided over by the Prime Minister, and there we are going to decide on certain norms on this.

श्री राजेश्वर प्रसाद यादव : अध्यक्ष महोदय, बिजली की कमी के कारण जो पड़े बिछे नौजवान छोटे उद्योग लगाते हैं उन की बुरी हालत हो रही है क्यों कि बिजली की कमी के कारण उत्पादन नहीं होता । हमारे जो पैसे सरकार से लेकर उद्योग लगाते हैं उस पर कर्ज बढ़ता जाता है । मैं सरकार से जानना चाहता हूँ कि क्या सरकार इस बात पर विचार करेगी कि जब तक बिजली की कमी के कारण उन का उत्पादन नहीं होता तब तक के लिए उन का कर्ज माफ किया जा सके ?

MR. SPEAKER: It does not arise out of this Question. It does not relate to this.

Next Question.

Foreign collaboration for setting up Hydro-Electric Power Stations

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*123. SHRI K. A. RAJAN:

SHRI NAVIN RAVANI:

Will the Minister of ENERGY AND COAL be pleased to state:

(a) whether Government have decided to seek foreign collaboration for setting up hydro-electric power stations within a short period; and

(b) if so, the names of the foreign countries from which technical "know-how" has been sought for this purpose and which are the projects approved by Government for foreign collaboration?

THE MINISTER OF STATE IN THE MINISTRY OF ENERGY (SHRI VIKRAM MAHAJAN): (a) and (b). For exploiting the large hydro potential available in the country to the maximum extent and with a view to ensuring that these projects are completed in the shortest possible time, it has been decided to take such measures as are necessary to improve the capability of the organisations involved in the execution of hydro-electric projects in the country. This may involve upgrading of the technology used in the construction methods, improvement in investigation techniques and hydro-electric planning, etc. To the extent necessary, and in areas where know-how is not available within the country, foreign expertise will be inducted with a view to securing this objective.

SHRI K. A. RAJAN: It was reported in the *Business Standard* of 27th May, 1980 that a high level meeting was convened by the Electricity Authority and a decision has been taken to seek foreign collaboration for hydel power generation.

I would like to know from the hon. Minister. Where is the necessity to go in for foreign collaboration when the prestigious BHEL is there which is very well-versed in this field and possesses the necessary technical know-how. If it is a question of long gestation period, why not the Government of India just see that the BHEL would avoid this long gestation period and give us the technical know-how without going in for foreign collaboration?

SHRI VIKRAM MAHAJAN: With the passage of time, new surveys have been conducted and we have found that there are certain projects which are feasible but where the technical

know-how is not available. There are geological problems facing us where satellite imageries are necessary. Then diamond drilling is necessary which is not available in the country and the problem is how expedite the crash programme of more power generation; wherever necessary we have to go in for it.

SHRI K. A. RAJAN: If that is the position, I would like to know whether the government of Kerala and the Kerala State Electricity Board have sought the clearance for Canadian collaboration for speeding up the completion of the third stage of the Idukki Project and if so, what is the attitude of the government regarding that particular proposal made by the Kerala State Electricity Board and the Kerala government.

THE MINISTER OF ENERGY AND COAL (SHRI A. B. A. GHANI KHAN CHAUDHURI): Our approach is very clear on this. As per the current technology, we have noticed that in India it takes 10 to 12 years to complete a hydel project. Now, we are thinking—we have not taken a decision on this, let me make it clear—but we are thinking that if this period can be condensed to 5 or 6 years and for this we can borrow technology from any country in the national interest...

SHRI INDRAJIT GUPTA: He put a specific question about the Idukki project.

SHRI A. B. A. GHANI KHAN CHAUDHURI: As I said, there is no fixed policy on this.

MR. SPEAKER: As a matter of fact, that question does not relate to this. (Interruptions) That is right, but he could have said so otherwise.

SHRI INDRAJIT GUPTA: He asked: what was the reaction to the Kerala Government proposal for the Idukki project.

MR. SPEAKER: You can ask a separate question.

PROF. N. G. RANGA: It does not arise out of the main question.

SHRI NAVIN RAVANI: I would like to know from the hon Minister whether there is any thinking in the government to make any change in the basic policy of buildings up self-reliance in the field of power generation.

Secondly, would the government seek the advice and opinion of the Bharat Heavy Electrical research engineers if any concrete foreign collaboration agreement is taken up?

SHRI VIKRAM MAHAJAN: As I said already, we will only go in for foreign technology when Indian technology is not available.

PROF. N. G. RANGA: rose.

MR. SPEAKER: Are you taking the floor?

PROF. N. G. RANGA: On the same question, Sir. Are the Government taking steps to send some of our experts abroad to get themselves trained so that when they come back, they can help us to reduce the gestation period and obtain the necessary know-how

SHRI VIKRAM MAHAJAN: Yes, Sir.

SHRI S. B. CHAVAN: May I know from the hon. Minister—in his reply he has stated that the technology required for the hydro-electric projects is not available in this country and it normally takes ten years—since we would like to complete the projects within six year's time, whether it is the paucity of funds which is the main reason or the technical know-how which is not available in this country which, in fact, is the main reason? If it is lack of technology that is the main reason, then, certainly, we will be entitled to know what exactly are the technical deficiencies which are obtaining in this country?

SHRI VIKRAM MAHAJAN: As I said already, whenever there is lack of technical knowledge, we will get it. If you want details, we shall ask the Engineers to send a final report.

श्री विजय प्रसाद साहू : अध्यक्ष महोदय, मैं आपका ध्यान बिहार राज्य के पतराहुत बिजली घर की ओर आकृष्टित करना चाहता हूँ। जहाँ तक मुझे जानकारी है ...

MR. SPEAKER: No. This does not arise. Now, Prof. Dandavate.

PROF. MADHU DANDAVATE: Sir, I want to know from the hon. Minister that for the generation of hydro-electric power, since in large portions of the Himalayan sector there are a number of rivers which had been unexplored in the generation of this type of power, in the new scheme of the projects that you propose, will you take that factor into account so as to solve the question of power shortage in our country?

SHRI VIKRAM MAHAJAN: The knowledge that we are going in for is basically for the Himalayan region.

श्रीमती कृष्णा साहू : अध्यक्ष महोदय, बिहार प्रान्त में बिजली के उत्पादन की क्षमता 750 मेगावाट होनी चाहिए लेकिन 250 मेगावाट ही होती है। उत्पादन क्षमता में क्हास है। इसको देखते हुए क्या मंत्री महोदय बिहार में हाइड्रो इलेक्ट्रिक प्रोजेक्ट की स्थापना करने का विचार रखते हैं ?

MR. SPEAKER: Next question, Shri Kodiyan. Not here, Shri Sushil Bhattacharya.

SHRI VASANT SATHE: There should be penalty for a Member if he absents because it is a loss of so much of money in preparing an answer for the question.

MR. SPEAKER: Each Member of this House should realise his own responsibility.

PROF. N. G. RANGA: If he does not remain present, he can authorise another Member.

MR. SPEAKER: He should do it. This should be done. Q. No. 125.

Supply of Kerosene to West Bengal

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*125. **SHRI SUSHIL BHATTACHARYA:**

SHRI RUP CHAND PAL:

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) what is the demand, allotment and supply of Kerosene oil to West Bengal from January, 1980 to May, 1980;

(b) whether it is a fact that the demands of West Bengal are ignored; and

(c) if so, the reasons therefor?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI VEERENDRA PATIL): (a) to (c). A statement giving the requisite information is laid on the Table of the Sabha.

Statement

(a) The West Bengal Government have indicated a minimum monthly requirement of 40,000 metric tonnes of kerosene for the State. The following are the details of allocations and sales of kerosene in the State for the period January to May, 1980:

(Figures in metric tonnes)

Month	Allocation	Supply
January 80	28,900	32,040
February '80	28,452	27,604
March '80	31,098	31,380
April '80	34,456	31,833 (Provisional)
May '80	34,500	29,600 (Provisional)

(b) The kerosene allocations are made after taking into account the overall availability of the product, historical sales and movement capacity.

(c) Does not arise.

SHRI SUSHIL BHATTACHARYA: Mr. Speaker, I have some supplementary questions.

In the context of the kerosene allocated and supplied, if I quote some figures from Maharashtra, West Bengal and Gujarat, it will be seen that during January 1980, when the population of Maharashtra was 5 crores and 4 lakhs or so, the supply of kerosene was 74,730 tonnes whereas in West Bengal, when the population was 4,043 lakhs and odd, the kerosene supplied was only 32,000 tonnes. And, if I take the figure for Gujarat—of course, all these figures are according to 1971 census—it had 2.67 crores of population but the kerosene supplied was 33,854 tonnes. So, you find there is some anomaly in the supply. My question is: What is the criteria in respect of fixing the kerosene quota for the States? Is it uniformly followed all over India. If not, why?

SHRI VEERENDRA PATIL: I would like to submit that the supply of kerosene oil is not on the basis of the population. It is on the basis of the supply or consumption of the previous year. That is the criteria. Whatever we had supplied during 1979 which was a normal year—there was no shortage at that time—taking that into account we are supplying to the States much more than we had supplied during 1979. The hon'ble Member is trying to make a point that we have been supplying more to Gujarat and Maharashtra and not to West Bengal. That is not so. We are supplying less to Gujarat and Maharashtra and more to West Bengal.

SHRI SUSHIL BHATTACHARYA: Whether the Central Government's policy in respect of actual requirements, allotment and supply of kerosene oil crisis, non-availability, shortage, high prices, black-marketing etc?

SHRI VEERENDRA PATIL: Sir I have already given in the supplement any note the details about the allocations for different States. It has not been possible to supply the kerosene oil to that extent because of difficulty in Barauni and other refineries. What-

ever we have allocated we have not been able to supply but I can assure the hon'ble Member that there was no shortage during this period.

SHRI INDRAJIT GUPTA: Sir the West Bengal government has estimated its monthly requirements at 40,000 tonnes per month. In view of what the Minister has said, could we take it that they do not consider this estimated requirement of 40,000 tonnes of the State Government to be correct? Are they suggesting that this is an over-estimate because I find their allocation every month from January to May has been considerably short of 40,000 tonnes. Sometimes the shortage is to the tune of 12,000 tonnes and sometimes it is 6,000 to 8,000 tonnes. Is it because of shortage of kerosene due to trouble in Barauni or do they consider the estimate of the West Bengal government to be unjustified?

SHRI VEERENDRA PATIL: They have said that they require 40,000 tonnes. I think they have worked out this requirement on the basis of population whereas our supply is not based on the basis of the population but on the basis of consumption that was during 1979. So far as West Bengal is concerned, their consumption and sale in the corresponding period June 1979 was 24,941 tonnes whereas we have allocated to them 25,790 tonnes. It is 3.4 per cent more than what we had supplied. (Interruptions).

I have made it very clear that 1979 was a normal period and we have been supplying more than the quantity consumed in 1979.

Delay in Execution of Fertiliser Projects

***128. SHRI CHITTA BASU:**
SHRI CHANDRABHAN
ATHARE PATIL:

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether there has been inordinate delay in the execution of four giant-gas based fertilisers projects in Maharashtra and Gujarat;

(b) if so, the reasons for the delay;

(c) the effects thereof; and

(d) steps taken to expedite the execution of the Project?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI VEERENDRA PATIL): (a) to (d). The appointment of consultants for the construction of the ammonia plants of the four gas-based fertilizer projects being set up in Maharashtra and Gujarat is still to be finalised. After the present Government took office, it was decided to have a second look at the selection of the contractor for the ammonia plants of these projects. A Committee of experts was, therefore, set up to assess the relative merits of the foreign firms who had earlier submitted bids for this consultancy. The Committee's report has been received on the 13th June, 1980.

SHRI CHITTA BASU: As you know, the Fertilizer (Planning and Development) Corporation is a public sector agency. It has got expertise in gas-based fertilizer plants. My pointed question is this. What is the reason for not associating this corporation and seeking or going in for the collaboration or cooperation from large number of foreign firms? When our own technology is available why are we going in for the foreign collaboration?

SHRI VEERENDRA PATIL: So far as technology that is available is concerned,

SHRI CHITTA BASU: I want to know why this Fertilizer (Planning and Development) Corporation has not been associated with the project preparation itself.

SHRI VEERENDRA PATIL: So far as technology that is available is concerned, these four plants, two at Thal and two at Hajira, these are very big plants, large-sized plants, with a capacity of 350 tonnes per day. These are gas-based plants and by utilising Bombay High we are thinking of setting up

ten fertilizer plants. Therefore we thought that it is better to import the technology. Now the question is whether the technology that is already available in the country is adequate or not. Sir, this question has been gone into by the Expert Committee. "I will tell you the views of the Expert Committee. The views of the Expert Committee are that India does not possess the process know-how and basic engineering package for setting up a complete ammonia and urea plant. Whether it is a plant of a size of 600 tpd. 'ammonia or 900 tonnes per day ammonia or 1350 tpd.' ammonia, the basic process know-how has to be imported. Therefore it was decided to import the know-how. Even countries like Russia, China, GDR and developed countries in the West have to import the know-how from process licensors for setting up ammonia plants. He asked another question which I will answer. As far as the basic process package is concerned the P and D of FCI have an arrangement with TECHNIMENT (the engineering division of MONTIEDISON) for both the MONTECATINI high pressure and low pressure synthesis of ammonia. This process is not the best in the world and has been tried out in large plants. So, this is what the expert Committee has pointed out. So far as the import of technology is concerned and services are concerned, import of technology and services are restricted to what is not available within the country and they would be such which will strengthen the P and D organisation to achieve self-sufficiency and self-reliance. The contractual arrangement proposed would also ensure that there is a complete transfer of technology for use in indigenous plants. So far as associating planning and development design is concerned, it is proposed to ensure that from the conception of design, procurement, inspection, erection and commissioning, Indian engineers from FPDIL and the owners' organisation will be completely involved.

SHRI CHITTA BASU: I want one clarification. There is one more specific point.....

MR. SPEAKER: You can ask one more supplementary.

SHRI CHITTA BASU: He mentioned about the report of the Expert Committee. In the body of his reply it is stated that the committee's report was received on 13th June 1980. Does she refer to that or to the earlier committee's report?

SHRI VEERENDRA PATIL: I referred to the earlier one, before decision to set up four plants at Thal and Hazira were taken. At that time the question arose whether we should use indigenous technology or import technology from outside. Several committees had been set up; the experts went into this question and they came to the conclusion that whatever technology we have today in the country is not adequate, because they are all large size plants and on the basis of the technology, we are going to set up another six plants. They said that it would, therefore, be in the interest of the country to import technology to the extent that is not available in the country.

SHRI CHITTA BASU: According to the revised estimated of the availability of gas, there is a proposal to set up about ten gas based fertiliser plants in our country. There is a controversy between the coastal location and inland location. May I know from the hon. Minister whether the locations for the remaining six gas based fertiliser plants have already been decided and this controversy resolved? If so, what are the locations for these six gas based fertiliser plants?

SHRI VEERENDRA PATIL: When the Government came to know that there is plenty of gas available in Bombay High, the Government appointed an expert Committee, Satish Chander Committee, to ensure proper utilisation of it. That Committee went into this question and they reported that it is possible to set up ten fertiliser plants by using the

Bombay High gas. Out of these ten plants, location has already been decided about four. As regards the location for the remaining six, the Committee has indicated that one fertiliser plant should be established in Madhya Pradesh, one in Rajasthan and four beyond Aligarh. They have not said the places. Most probably, it would be in U.P.

SHRI CHANDRABHAN ATHARE PATIL: What are the reasons for the Government to have a second look at the selection of contractor for the ammonia plants of those projects? Who were the members of the said committee of experts? What are the findings of the said Committee?

SHRI VEERENDRA PATIL: After the new Government took over, they decided to have a second look, because these are large size plants and in order to complete these projects not less than Rs. 1500 crores are going to be spent. So far as technology is concerned, consultants are concerned, we decided to have a second look and appointed an expert committee. They have gone into the details of the offers that have been made by different firms. They have submitted a report only three days back, that is on 13th June and I do not know the details. The Committee—Shri B. B. Singh is its Chairman—has submitted the report and made their recommendations. These recommendations are being examined and a decision will be taken very soon. And, if necessary, that will be made known to the Members also.

SHRI A. T. PATIL: Is it a fact that slackening of the work recently in respect of the Thal project was due to the second thought of the Government in respect of importing technology and not due to any second thought in respect of location of the plant?

SHRI VEERENDRA PATIL: So far as the location of the plant at Thal is concerned so much has appeared in the press that the Government is thinking of shifting it to some other

place, but there is no such proposal under consideration of the Government.

DR. SUBRAMANIAM SWAMY: In the execution of fertiliser plants—it is particularly so in Maharashtra—due care is not taken for anti-pollution safeguards. In fact, Maharashtra has suffered because of this. I would like to know whether the committee has examined this question of pollution also. Would the Minister lay the report of the Committee on the Table of the House for Maharashtra M.Ps. to be satisfied that it has done a good job?

SHRI VEERENDRA PATIL: This is a decision not taken by the present Government, but by the previous Government. I can only assure the hon. Member that before taking the decision all factors have been gone into, and only then they have taken a decision. For the information of the hon. Member, I would say that no Member of Parliament, barring Shri Subramaniam Swamy, has approached me for shifting. In fact, he has also not approached me; but they have not opposed the selection of the site so far.

DR. SUBRAMANIAM SWAMY: I have asked him to lay it on the Table of the House. I will quote rule 370. It says as follows:

"If, in answer to a question or during debate, a Minister discloses the advice or opinion given to him by any officer of the Government or by any other person or authority, he shall ordinarily lay the relevant document or parts of document containing that opinion or advice, or a summary thereof on the Table."

He has been quoting from the Expert Committee Report. So, he has to lay all the documents on the Table of the House.

MR. SPEAKER: You have noticed that word "ordinarily".

DR. SUBRAMANIAM SWAMY: What is extraordinary about this re-

port? It is not a national security matter

MR. SPEAKER: It is up to them to decide.

श्री मती साईं द्वार० चौधरी : अब रिपोर्ट या चुकी है, तो गुजरात में संग्रह रखने के लिए सरकार जल्द से जल्द कदम उठायेगी क्या ?

MR. SPEAKER: Q. No. 130—Shri Krishna Chandra Halder

Shifting of Head Office of Hindustan Fertilizer Corporation Ltd. from Delhi to Calcutta

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*130. **SHRI KRISHNA CHANDRA HALDER:**

SHRI SATYA GOPAL MISRA:

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether Government are aware that a cell was set up in Calcutta in July, 1979 exclusively for executing the shifting of Head Office of Hindustan Fertilizer Corporation Limited from Delhi to Calcutta; and

(b) the reasons why the Head Office of Hindustan Fertilizers Corporation Limited has not been shifted from Delhi to Calcutta as yet in spite of the decision of the Government of India in favour of the shifting?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI VEERENDRA PATIL): (a) A cell was set up by Hindustan Fertilizer Corporation in July, 1979 in their Haldia Division Office at Calcutta to look after work connected with the shifting of their head office from Delhi to Calcutta. Apart from the work relating to shifting, the staff attached to the cell, consisting of 2 persons, is also utilised for Haldia Division's work.

(b) The Corporation have been looking for suitable accommodation for their office. Meanwhile, pending

disposal of certain representations received by Government against the shifting, the Corporation have been asked not to make any financial commitments in this regard.

SHRI KRISHNA CHANDRA HALDER: The Minister in part (a) of his reply has stated that a cell was set up by Hindustan Fertilizer Corporation in July, 1979 in their Haldia Division Office at Calcutta to look after work connected with the shifting of their head office from Delhi to Calcutta. This part of the answer confirms that a decision was taken to shift the Head Office of the Hindustan Fertilizer Corporation to Calcutta. I would like to know whether instructions were issued for taking action for locating the headquarters of Hindustan Fertilizer Corporation at Calcutta and fixing 30th April, 1980 as the deadline by which shifting should be completed. For this, whether the Central Government asked the West Bengal Government for a suitable place at Calcutta for office and quarters for the Hindustan Fertiliser Corporation staff. What was the reply of the West Bengal Government?

SHRI VEERENDRA PATIL: I have made it very clear that the previous government took a decision to reorganise the Fertiliser Corporation of India by splitting it into five units.

The Hindustan Fertiliser Corporation is one unit. It was decided by the previous government to shift it from Delhi to Calcutta and afterwards action was taken by issuing instructions to Hindustan Fertiliser Corporation to shift to Calcutta. They were in search of a suitable office accommodation; and in this connection, there was correspondence with the West Bengal Government also. The Hindustan Fertiliser Corporation wanted 20,00 sq. ft. of area. They offered 10,000 sq. ft. of area. Afterwards, there was an advertisement. When it was brought to the notice of the Hindustan Fertiliser Corporation it was only the West Bengal Industrial Development Corporation which had offered that land. When these

negotiations were going on, in the meanwhile, a third party also came and offered certain accommodation. When this negotiation was going on, this government, after assuming office received certain representations against the shifting of Hindustan Fertiliser Corporation from Delhi to Calcutta. Those representations are being looked into.

SHRI INDRAJIT GUPTA: Who has made this representation against shifting?

SHRI KRISHNA CHANDRA HALDER: In part (b) of his reply, the Minister has stated that the Corporation have been looking for suitable accommodation for their office. I want to know the place at Calcutta. Part (b): whether the state government has offered and extended help for arranging a place for head office and residential accommodation for staff, whether it is not a fact that the state government has arranged air conditioned accommodation of 26,000 sq. feet in, podder building in Calcutta at a minimum rent of Rs. 5 per square foot and whether the hon. Minister knows that the state government had already spent Rs. 1,50,000 on three months rent for that floor for this purpose and part (c)....

MR. SPEAKER: Is it a catalogue of questions.

SHRI KRISHNA CHANDRA HALDER: I want to know whether they have received any message from the Chief Secretary or Chief Minister of the West Bengal government asking them to take immediate possession of that floor for the state government is paying the rent and part (d) whether the state government has offered in Salt Lake area to accommodate in one place the office of the headquarters and also the staff?

MR. SPEAKER: How can he answer? Are you ready with your answer?

SHRI VEERENDRA PATIL: I have already made it clear that the previous government had taken a decision to shift the office to Calcutta. Hindustan Fertilizer Corporation was exploring the possibility of finding suitable accommodation. In the meanwhile, government have received several representations against shifting this and these are being examined. Pending disposal of the representations the government have said that there should be no financial commitment.

SHRI KRISHNA CHANDRA HALDER: I asked a categorical question whether he has received any proposal.

MR. SPEAKER: Hon. Members will bear in mind that it is question hour; it is not a debate. I am constrained to remark that supplementaries should be pointed supplementaries; it has become a sort of a debate. I am not allowing it.

SHRIMATI GEETA MUKHERJEE: The Minister replied that certain representations had been made and they were being considered. Is it a fact that some interested high officials of this very corporation are finding pleas and they are saying that such representations are being made and if so, will the government be ready to stick to the original proposal?

SHRI VEERENDRA PATIL: Representations have been received not only from the officers but also from others; there is a demand; why should it be located in Calcutta, why not in Assam? Such representations have been received and they are being examined now.

Report of the National Flood Control Commission

*133. **SHRI SAMAR MUKHERJEE:** Will the Minister of IRRIGATION be pleased to state:

(a) whether the National Flood Control Commission has submitted a report to Government; and

(b) if so, the salient points thereof?

THE MINISTER OF IRRIGATION (SHRI KEDAR PANDAY): (a) and (b). Yes, Sir. The National Flood Commission (Rashtriya Barh Ayog) presented its report to the Central Government on 21st March, 1980. It has recommended that flood control should form part of the overall comprehensive planning for water resources development. Master Plans should accordingly be drawn up separately for each river basin. Besides storage reservoirs, these should include afforestation and soil conservation to complement engineering flood control works. The need for flood plain management has also been emphasised to limit the damage due to floods, and the States have been urged to enact suitable legislation for the purpose.

SHRI SAMAR MUKHERJEE: Same reply was given in the Rajya Sabha. I have got the copy of that reply. One part he has left out. He has not read that part.

SHRI KEDAR PANDAY: This question had earlier been asked in the Lok Sabha also. I had replied to that on that day. It has been repeated again. It is rather strange. I have replied to the same question.

AN HON. MEMBER: Then why was it admitted?

SHRI SAMAR MUKHERJEE: I may read out the last portion of the reply given in the Rajya Sabha, before putting the supplementary. "Flood Control is a State subject..."

MR. SPEAKER: Why do you not put supplementary instead of reading the answer?

SHRI SAMAR MUKHERJEE: He has categorically stated that it is a State subject. The matter has been sent to the State.

MR. SPEAKER: It is a State subject.

SHRI SAMAR MUKHERJEE: What he had stated earlier—'Flood control should form part of the overall comprehensive planning for water resources. This is an All India Plan—ning.'

MR. SPEAKER: Please quote yourself and do not quote Rajya Sabha here. No quotation from the Rajya Sabha proceedings please.

SHRI SAMAR MUKHERJEE: It is his reply, same reply. There is no change of words.

From the reply it is quite clear that this should be part of the overall comprehensive planning for water resources development. Here comes the responsibility of the Central Government. The Report has been submitted on the 21st March. Now three months have passed. My question is, what measures has the Central Government thought over and taken to implement the recommendations of this Flood Control Commission?

SHRI KEDAR PANDAY: The Central Government got the Report on the 21st March, 1980. On 19th April, 1980 the report was sent to all the respective States in the country. We are awaiting reactions and the comments of the State Governments. One thing is here. All the State Governments may be the executive agents of the Plan but unless we get the whole reactions of the State Governments, we shall not be able to take final decision.

SHRI SAMAR MUKHERJEE: Will the Central Government wait for their reaction or will they take initiative to get their proposals within a specified time?

Which State has sent the reply and which have not sent the reply? Please mention the names.

SHRI KEDAR PANDEY: No State Government has sent the reply up till now. Reminders have been sent. We are waiting for their reactions. On the 19th April we have sent the Re-

port. Only two months have passed and we are reminding the State Governments. They should send their reactions. They are the executive agents. They are the main agents of the Executive. Unless we know their reactions, how can we proceed further?

DR. VASANT KUMAR PANDIT: There is a comprehensive project called the Dastur Plan, Garland Canal Scheme which touches both the parameters of the Report, viz. development of water resources as well as flood control. Has the Commission given attention to this in the Report to the Government? Has Government gone into the details of the Dastur Plan? It has been hanging fire for the last few years. If Government has gone into the details of the Dastur Plan, what decision has the Government taken?

SHRI KEDAR PANDEY: The Report is there. That has also been placed in the library of Parliament. That is a comprehensive Report. The whole Report has been sent to different State Governments. So, that is also included in this.

Reduction in Radio Licence Fee

*134. **SHRI MOOL CHAND DAGA:** Will the Minister for INFORMATION AND BROADCASTING be pleased to state:

(a) whether the attention of Government has been drawn to the public demand that the radio licence fee should be reduced in the country;

(b) whether in view of income through advertisements on A.I.R., the radio licence fees is proposed to be reduced;

(c) if so, when this scheme will be implemented; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF INFORMATION

AND BROADCASTING (SHRIMATI RAM DULARI SINHA): (a) Government have received a large number of representations from various quarters including members of the public for abolition of licence fee. Only a few individual requests have been received for reduction in the rates of radio licence fee.

(b) No, Sir, but abolition of licence fees is being considered.

(c) Does not arise.

(d) Does not arise.

श्री मूल सवाल डाला : मैं मंत्री महोदय से जानना चाहता हूँ कि जब आप रेडियो को शिक्षा का एक माध्यम मानते हैं और रेडियो के द्वारा सारे देश में शिक्षा का प्रचार और प्रसार होता है तब आप एडल्ट एजुकेशन पर कम खर्चा करके रेडियो लाइसेंस के द्वारा जो वार्षिक आमदनी होती है उस को आप छोड़ना पसन्द नहीं करते ?

सूचना और प्रसारण तथा पूति और पुनर्वास मंत्री (श्री बसन्त साठ) : अध्यक्ष जी, जैसा कि जवाब में कहा गया है, रेडियो लाइसेंस की केवल कम करने का सवाल नहीं है बल्कि एक और दो ब्रेण्ड रेडियो सेट्स पर पूरी तरह से लाइसेंस फी हटा देने का प्रस्ताव है जोकि अर्थ मंत्रालय के समाने रखा गया है उस पर विचार हो रहा है और हमें आशा है उसकी सम्मति मिल जायेगी। कारण यह है कि टोटल लाइसेंस फी जो रेडियो से आती है वह अधिकतर बड़े ब्रेण्ड और तीन ब्रेण्ड रेडियो सेट्स से आती है। कुल रेडियो लाइसेंस फी जो आ रही है वह लगभग 20-22 करोड़ है जिसमें एक और दो ब्रेण्ड रेडियो सेट्स से 3-4 करोड़ रुपया आता है इसलिए अर्थ मंत्रालय के पास यह प्रस्ताव भेजा गया है कि इन रेडियो सेट्स पर लाइसेंस भी माफ कर दी जाए ताकि बड़े पैमाने पर उनका उत्पादन हो सके और जगह जगह देहातों में भी यह रेडियो और ट्रांजिस्टर उपलब्ध हो सकें इस प्रकार की हमारी कल्पना है। साथ ही इससे जो घाटा होगा वह ज्यादा उत्पादन होने पर समाप्त और सेल्स टैक्स से पूरा हो जायेगा। वरना में नुकसान भी नहीं होगा। तो यह हमारी भूमिका है।

श्री मूल सवाल डाला : सरकार किगनी अवधि में यह निर्णय ले लेगी ?

श्री बसन्त साठ : जितनी जल्दी अर्थ मंत्रालय अपनी सम्मति दे दे।

Shortage of Power in North-Western Region

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*138. PROF NARAIN CHAND PARASHAR:

SHRI NAND KISHORE SHARMA:

Will the Minister of ENERGY AND COAL be pleased to state:

(a) whether Government are aware of the serious shortage of power in the North-Western region of the country comprising the States of J.&K., Punjab, Himachal Pradesh and Haryana and the Union Territories of Delhi and Chandigarh resulting in frequent load shedding and suspension of electric supply; and

(b) if so, the reasons therefor along with the steps taken/proposed to be taken for over-coming this shortage?

THE MINISTER OF STATE IN THE MINISTRY OF ENERGY (SHRI VIKRAM MAHAJAN): (a) and (b). A statement is laid on the Table of the House.

Statement

(a) There are no power shortages in Jammu & Kashmir, Himachal Pradesh, Delhi and Chandigarh. Haryana also has no overall energy shortages. However, some times due to outages of thermal units and inadequate coal supply load shedding has to be resorted in Delhi and Haryana. Position would improve with the onset of monsoons and when the newly commissioned units stabilise. Punjab is having marginal shortages. Position in Rajasthan is normally comfortable but shortages take place whenever Rajasthan Atomic Power Project (Nuclear) trips out.

(b) The reasons for power shortages are the failure of monsoon during last year, frequent break-down of thermal sets, inadequate coal supplies to thermal stations and longer time taken for the new thermal sets

to stabilise. The coal supplies to thermal stations in Punjab, Haryana has improved recently with the result that the thermal generation has shown a steady increase. Continuous high level monitoring along with steps to improve maintenance which include betterment programme have been initiated.

PROF. NARAIN CHAND PARASHAR: From the statement, it appears that there is no shortage or there is only marginal shortage. But in practice, in Punjab even the industries and factories have to be closed down. In the case of Haryana, Rajasthan and Punjab the shortage has been admitted. I would like to know what are the specific steps which have been taken by way of installation of new projects for generation of power in Himachal Pradesh, and other States like Jammu and Kashmir where Hyder Power is available in abundance.

SHRI VIKRAM MAHAJAN: We are proposing new projects which will increase the capacity in Haryana by 312, Himachal Pradesh 38, Punjab 484, Rajasthan 360, and U.P. 1755. There are common projects which will add to the capacity by over 2000.

PROF. NARAIN CHAND PARASHAR: What is the first project to be installed immediately and within which period will it be installed?

SHRI VIKRAM MAHAJAN: In 1980-81 Haryana will add 60, Himachal Pradesh will add 15, Rajasthan will add about 200 and U.P. will add over 272. Similarly common projects will add another 200. Similarly, there are nuclear projects and so forth.

PROF. NARAIN CHAND PARASHAR: What is the earliest date for the commissioning of the first project?

SHRI VIKRAM MAHAJAN: 1980-81.

SHRI R. L. BHATIA: At what capacity the Punjab power plants are

running? If they are not running to full capacity, what are the reasons? What steps the Government are taking to see that they run to full capacity?

SHRI VIKRAM MAHAJAN: The Punjab power plants are running at 235 capacity. These plants are mainly based on hydro. Because of shortage of monsoon last year the plants are not running to full capacity. If the coming monsoons are good, they will run to full capacity.

श्री मूल चन्द शापा : अध्यक्ष महोदय, राजस्थान में जो चम्बल में हाइडल पावर पैदा होती है, उसमें मध्य प्रदेश की सरकार द्वारा जगह-जगह पर इरिगेशन के बान्ध बनाने कारण कमी आ रही है, उसको रोकने के लिए सरकार इस बारे में कुछ सोचती है या नहीं सोचती है ?

SHRI VIKRAM MAHAJAN: Rajasthan is a surplus State.

श्री मलिक एम० एन० ए० झा : अध्यक्ष महोदय, मैं यह जानना चाहता हूँ कि उत्तर प्रदेश के थर्मल पावर स्टेशन का कर्पसिटी यूटिलाइजेशन कितना है ?

SHRI VIKRAM MAHAJAN: In 1975-76, the utilisation was good. But in the next three years, it has gone down to less than 40 per cent. We are trying to improve it.

SHRI M. M. LAWRENCE: Considering the electricity shortage in the country, will the Government give sanction to the Silent Valley Project?

MR. SPEAKER: Next question.

Curtailment of output of Formulations by Drug Companies

140. **SHRI K. T. KOSALRAM:**

SHRI K. MALLANNA:

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether several drug companies have curtailed their output of formulations;

(b) if so, the reasons for the same; and

(c) how the bulk drug needs are proposed to be met by Government?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI DALBIR SINGH): (a) to (c). A Statement is laid on the Table of the Sabha.

Statement

(a) and (b). While the output of formulations during 1979-80 on the whole has increased as compared to the previous year, the production of some formulations manufactured by some companies has fallen due to various reasons such as labour unrest, power cuts, scarcity of raw materials in the international market, escalation in the cost of inputs, scarcity of packaging materials (like Aluminium Foils), etc. There are, however, no general shortages of formulations as a result of such curtailment of production. There are periodical regional shortages of some brands and equivalents are generally available in these cases.

(c) The requirements of bulk drugs are met from indigenous production and through imports.

SHRI K. T. KOSALRAM: What is the total installed capacity of indigenous production of bulk formulations and what is the actual production in 1979-80? What is the total import of bulk formulations in 1979-80?

SHRI DALBIR SINGH: I would require a separate notice for that.

SHRI K. T. KOSALRAM: Is it a fact that because of the insistence of Government on foreign drug companies to dilute their capital, they are producing less?

SHRI DALBIR SINGH: So far as overall production of formulations is

concerned, the production has not gone down. On the other hand, it has increased by 12.5 per cent.

MR. SPEAKER: Question Hour is not over, but questions are over. I will go over the list again, so that if any of the absent Members are now present, they may put their questions. I find no such Member is present. We will take up the next item.

SHRI HARUKESH BAHADUR: Sir, yesterday I had given a notice regarding increase in postage rates partially.

MR. SPEAKER: We have seen the notice.

Now, Papers to be Laid on the Table.

WRITTEN ANSWERS TO QUESTIONS

Regularisation of Services of Artists in A.I.R. and Doordarshan

*124. SHRI P. K. KODIYAN: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether it is a fact that there are casual Artists working in All India Radio and Doordarshan;

(b) if so, their number;

(c) whether it is a fact that the services of some casual Artists were regularised recently;

(d) if so, their number;

(e) whether they were regularised on the basis of any policy decision;

(f) if so, the details of the policy; and

(g) when the remaining casual artists are also likely to be regularised?

THE MINISTER OF INFORMATION AND BROADCASTING AND SUPPLY AND REHABILITATION (SHRI VASANT SATHE): (a) and (b). Akashvani and Doordarshan have been en-

gaging casual Artists on short contracts for work connected with their programmes when there are vacancies in the posts of Staff Artists and regular appointments are likely to take time, or when a Staff Artist proceeds on leave etc. For the purpose, Akashvani Stations and Doordarshan Kendras maintain panels of persons suitable for different types of work to whom casual engagements are given as and when required. The total number of such casual artists is likely to be over 1200.

(c) and (d). The number of casual artists whose services have so far been regularised in Akashvani and Doordarshan is 223.

(e) and (f). Yes, Sir. In 1978 Government decided that those long-term casual artists who had either put in (i) 365 days during either block of three financial years 1974-77 or 1975-78, or (ii) 240 days in any one financial year during the years 1974-78 may be considered for regularisation against vacant posts of staff artists subject to their being educationally and other wise qualified for the post.

(g) The remaining eligible casual artists have been kept on active panels upto 31st December, 1980 and they would be considered for regularisation against vacancies which may become available during this period.

Production of Cooking Gas from Bombay High

*126. SHRI SUBHASH CHANDRA BOSE ALLURI: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether there is a scheme for production of cooking gas from Bombay High off shore resources; and

(b) if so, the details thereof?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI VEERENDRA PATIL): (a) Yes, Sir.

(b) The ONGC is setting up a gas fractionation plant at Uran near

Bombay for extraction of LPG from Bombay High gas. The plant is based on the cryogenic process, with a design to fractionate a 50:50 mixture of association and non-associated gas the extent of 4 million cubic metres per day. The production of LPG is expected to commence in early 1981.

Relay Stations for T.V. based on Microwave Links

*127. SHRI ARJUN SETHI: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether there is any proposal under the consideration of Government to establish a series of relay stations throughout the country for television transmission based on microwave links in collaboration with the Posts and Telegraphs Department; and

(b) if so, the details thereof?

THE MINISTER OF INFORMATION AND BROADCASTING AND SUPPLY AND REHABILITATION (SHRI VASANT SATHE): (a) and (b). A plan to expand TV services in the country by putting up relay stations at suitable locations on the routes of the P & T microwave links is under formulation. The implementation of this scheme will, however, depend on the availability of funds and relative priorities accorded to various schemes.

दिल्ली में खाना पकाने की गैस के वनेवशन

*129. श्री फूल चन्द वर्मा : क्या पेट्रोलियम तथा रसायन मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि कुछ वर्ष पहले दिल्ली के निवासियों का राशन कार्डों के आधार पर खाना पकाने की गैस के वनेवशनों के लिए पंजीकरण किया गया था ;

(ख) यदि हां, तो कितने व्यक्तियों का पंजीकरण किया गया ; और

(ग) उन्हें खाना पकाने की गैस के वनेवशन कब तक मिल जाने की आशा है ?

वैद्युतनिर्माण, रसायन और उर्वरक मंत्री (श्री बीरेन्द्र पादिल) :

(क) जी, हाँ। दिल्ली में खाना पकाने की गैस का पंजीकरण राशन कार्डों और निवास के प्रमाण के आधार पर किया गया था।

(ख) 30 अप्रैल, 1980 तक दिल्ली में पंजीकृत तथा प्रतीक्षा सूची में व्यक्तियों की संख्या लगभग 3.3 लाख है।

(ग) यह आशा की जाती है कि वर्ष 1981 के आरम्भ से, जब एक मयुरा शोधनशाला और उरान के एल० पी० जी० एकक के कार्यारम्भ के साथ सलाई स्थिति में सुधार हो जायेगा, इस प्रकार की प्रतीक्षासूचियों के सभी व्यक्तियों को गैस कनेक्शन दे दिये जायेंगे।

News item captioned 'Power shortage—SAIL to incur 10 lakh tonnes output loss'

*131. SHRI BALASAHEB VIKHE PATIL: Will the Minister of ENERGY AND COAL be pleased to state:

(a) whether his attention has been drawn to the news item captioned 'Power shortage—SAIL to incur 10 lakh tonnes output loss' appeared in 'Economic Times' (New Delhi Edition) of 23rd May, 1980;

(b) if so, what is the reaction of Government to the allegation of SAIL that power shortage has caused not only production loss but also damage to the costly equipment due to frequent switching off and on of the power; and

(c) what action is being taken to ensure regular supply of power to the industrial Units to avoid the losses similar to those mentioned above?

THE MINISTER OF ENERGY AND COAL (SHRI A. B. A. GHANI KHAN CHAUDHURY): (a) Yes, Sir.

(b) With a view to ensure safety of human life as well as safety of plants and equipments against fluctuations in supply, all the steel plants of SAIL have been provided with captive generating units to insulate their minimum essential loads from grid disturbances. As far as production loss is concerned,

while shortage of power would affect production, other causes such as poor maintenance of the plants, bad industrial relations, inter-union rivalries etc. could also be contributing factors. Further the shortage of power may have affected production of finished goods, but there has been no impact on production of hot metal.

(c) A number of short-term and long-term measures have been and are being taken to improve power availability in the country. These measures include:

- (i) improving the present level of capacity utilisation. Already after the take over by the present Govt., the utilisation factor has been stepped up from below 45 per cent to above 48 per cent. It is hoped that it will be possible to take it beyond 50 per cent. State Governments have also been advised to similarly maximise generation from their installed capacity;
- (ii) expediting commissioning of new generation capacity in the Central Sector, and advising the States to take similar steps;
- (iii) monitoring of coal stocks at thermal power stations and ensuring availability of coal by building reasonable stocks;
- (iv) transfer of power from surplus to deficit areas;
- (v) arranging supply of spare parts from indigenous and foreign suppliers;
- (vi) training of engineers for operation and maintenance of power stations;
- (vii) identification of deficiencies in design, equipment etc. and taking up a project renovation programme for rectification/replacement etc. at a number of power stations;

(viii) addition of new capacity, about 14000 MW thermal and about 5,000 MW hydro in the next 5 years.

(ix) introduction of preventive maintenance management.

Irrigation Projects in Bihar

*132. SHRI K. M. MADHUKAR: Will the Minister of IRRIGATION be pleased to state:

(a) is it a fact that some irrigation projects in Bihar, such as Gandak project, have not fulfilled the desired objective due to lack of proper organisation and cadre building;

(b) if so, the details thereof; and

(c) the steps Government are going to take in this regard?

THE MINISTER OF IRRIGATION (SHRI KEDAR PANDAY): (a) The State Government have intimated that lack of proper organisation and cadre building are not the main reasons for not achieving the desired objective in respect of irrigation projects, such as Gandak.

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

Mulla Periyar Dam, Tamil Nadu

*135. SHRI NEELALOHITHA-DASAN: Will the Minister of IRRIGATION be pleased to state:

(a) what action has been taken by the Government of India on the various representations regarding the safety of the Mulla Periyar Dam;

(b) whether the Chief Minister of Tamil Nadu has given any assurance to the Central Government as regard the Mulla Periyar Dam;

(c) if so, what was that assurance;

(d) whether the Government of Tamil Nadu has done anything on the basis of that assurance; and

(e) if so, give details?

THE MINISTER OF IRRIGATION (SHRI KEDAR PANDAY): (a) The dam has been inspected by various specialist officers of the Central Water Commission including its Chairman to assess its safety. The Chairman, Central Water Commission had detailed discussions with the officers of Kerala as well as the Tamil Nadu in November, 1979 at Trivandrum on the measures to be taken to improve the safety of the dam and to avoid any danger to the dam pending such improvements. Emergency measures, medium-term measures as well as long term measures have been drawn up after detailed discussions. The Government of Tamil Nadu have taken in hand the emergency measures as decided and have also initiated action on the medium term and long term measures.

(b) No, Sir.

(c) Does not arise.

(d) and (e). Government of Tamil Nadu have lowered the water level in the reservoir to RL+136 as decided in the meeting with Chairman, Central Water Commission in November, 1979. Estimate and tender for strengthening the dam by RCC capping have been approved by the State Government and arrangements to commence work are under way.

Ex-refinery prices of Petroleum Products

*136. SHRI P. J. KURIEN: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) when were the ex-refinery prices of petroleum products fixed last and what was the price of a barrel of imported crude at that time;

(b) whether the ex-refinery prices of petroleum products have been revised according to increase in the price of imported crude; if so, the details thereof;

(c) what is the estimated loss incurred by Indian refineries on this account during the last one year; and

(d) what steps have been taken by Government to tide over the financial difficulties of the refineries?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI VEERENDRA PATIL): (a) Prior to the recent general increases, the ex-refinery prices of petroleum products were fixed on 17th August, 1979. The weighted average price of imported crude oil was Rs. 170.28 per barrel on that date.

(b) Yes, Sir. The details in respect of the major petroleum products is given in the enclosed statement.

(c) The total deficit suffered by the oil industry between 17th August, 1979 and 8th June, 1980, when product prices were revised again was of the order of Rs. 700 crores.

(d) Special loans were arranged for the oil industry to enable them to tide over their financial difficulties till prices were revised on 8-6-80.

Statement

Details in respect of Major Petroleum products

Product	Ex-Refinery retention prices Rs./Kl. as on	
	17-8-79	8-6-80
Motor Spirit 83 Octane	868.44	1104.48
Superior Kerosene Oil	920.21	1267.99
High Speed Diesel	916.96	1269.84
Light Diesel Oil	890.88	1213.60
Furnace Oil	773.48	1064.57

NOTE:—The ex-refinery retention prices are exclusive of the following elements of cost, namely, customs/excise duty, transportation charges, sales tax, dealer's commission, marketing distribution costs and margins etc.

Loan from the World Bank for Farrakka Power Project

*137. SHRI K. P. SINGH DEO:

SHRI P. M. SAYEED:

Will the Minister of ENERGY AND COAL be pleased to state:

(a) whether it is a fact that National Thermal Power Corporation Chairman had visited United States of America to negotiate a loan which the World Bank has agreed to give for the Farrakka Power Project;

(b) if so, what is the outcome of the visit; and

(c) what would be the additional power that will be generated with the World Bank loan and the particulars thereof?

THE MINISTER OF ENERGY AND COAL (SHRI A. B. A. GHANI KHAN CHAUDHURY): (a) Yes, Sir. Chairman, National Thermal Power Corporation had visited Washington as Member of the Government of India's negotiating team.

(b) The negotiations with the World Bank have been concluded satisfactorily for obtaining a Credit assistance for financing the Farrakka Thermal Power Project. The financing has still to be approved by the World Bank.

(c) The scope of the Farakka Thermal Power project for which Credit negotiations have been concluded consists of 3x200 MW generating units. The Development Credit Agreement, between Government of India and International Development Association, covering the terms of the Credit has not yet been executed.

Central Assistance to States for Flood Control Works

*139. SHRI GULAM RASOOL KOCHAK:

SHRI M. V. CHANDRA-SHEKHARA MURTHY:

Will the Minister of IRRIGATION be pleased to state:

(a) whether Union Minister has issued any directive to those States who are usually affected by floods;

(b) if so, what are the details of the steps being taken to provide Central assistance to those States for flood control works;

(c) whether Planning Commission was requested to provide fund, for the purpose; and

(d) what are the measures likely to be taken in 1980-81 for flood protection works?

THE MINISTER OF IRRIGATION (SHRI KEDAR PANDAY): (a) to (c). In the context of the approaching flood season, the Central Government has recently requested the State Governments and Union Territories to review the arrangements made and precautionary measures taken to ensure that they are not caught unprepared in tackling the flood problem in the various flood prone areas. As flood control is a State Subject, the expenditure on such preparatory works and other flood control works is met by the State Governments out of their respective non-Plan and Plan budgets. The Central provides financial assistance in the form of block loans and grants for the State Plans as a whole, which the State Governments can allocate to various sectors according to their respective priorities with the concurrence of the Planning Commission. Besides this, the Central Government also provides loan assistance to some identified important flood control works. For the year 1980-81, a total assistance of Rs. 25 crores has been proposed by the

Planning Commission for such schemes in the country.

(d) The various flood control measures that are likely to be adopted in the country in 1980-81 are, flood protection embankments, works for river training and prevention of bank erosion, drainage channels, town protection works, ring bunds for villages, construction of sluices. The total outlay on flood control works in the country for 1980-81 is expected to be Rs. 168.59 crores.

Refugees of 1971 Indo-Pak War

*141. SHRI NIHAL SINGH: Will the Minister of SUPPLY AND REHABILITATION be pleased to lay a statement showing:

(a) the number of refugees who came to India following the 1971 Indo-Pak war and the amount of expenditure, incurred on them by way of relief work, so far, (year-wise); and

(b) the number of families rehabilitated permanently so far and the number of families that went back to Pakistan and the places where Government propose to rehabilitate the remaining families?

THE MINISTER OF INFORMATION AND BROADCASTING AND SUPPLY AND REHABILITATION (SHRI VASANT SATHE): (a) Out of about 75,000 persons who crossed over to India during the Indo-Pak Conflict of 1971, about 54,000 persons comprising of 10,200 families sought admission in relief camps of Rajasthan and Gujarat. A statement is laid on the Table of the Sabha giving information regarding the expenditure incurred on them by way of relief assistance year-wise from 1971-72 to 1979-80.

(b) About 5,600 Displaced Person families (4,300 in Rajasthan and 1,300 in Gujarat) have so far been moved to rehabilitation sites for resettlement. The remaining families of Rajasthan are proposed to be resettled in Jaipur.

mer and Barmer Districts and those of Gujarat in Kutch District.

Authentic information regarding the number of families who went back to Pakistan is not available.

Amounts released to Government of Rajasthan and Gujarat for providing relief assistance to Displaced Persons of Indo-Pak Conflict, 1971 in camps year-wise during 1971-72 to 1979-80

Year	(Rs. in laksh)	
	Rajasthan State Relief	Gujarat State Relief
1971-72	4.82	1.50
1972-73	146.84	34.00
1973-74	148.00	40.00
1974-75	155.66	37.00
1975-76	180.00	45.00
1976-77	213.00	40.00
1977-78	615.00	36.00
1978-79	223.20	40.00
1979-80	130.00	4.00
Total :	1416.52	277.50

Rajasthan : Rs. 1416.52 lakhs
Gujarat : Rs. 277.50 lakhs

Rs. 1694.02 lakhs

Or Rs. 17 crores

Manufacture of Niacinamide IP

942. SHRI RAJ NATH SONKAR SHASTRI: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) what would be the therapeutic difference if Niacinamide IP is manufactured from 3-Cyanopyridine instead of Beta-Picoline; and

(b) if there is no difference, the reason why manufacture of Niacinamide from 3-Cyanopyridine is discouraged in our country?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI VEERENDRA PATIL): (a) There is no therapeutic difference bet-

from '3-cyanopyridine' or from 'Beta-picoline'.

(b) 3-cyanopyridine required for the manufacture of Niacinamide is not made in the country and has to be imported whereas Beta-picoline is made in the country. Production of Niacinamide from Beta-picoline substantially minimises the import dependence of raw materials.

Rural Electrification Scheme in Meghalaya Villages

943. SHRI P. A. SANGMA: Will the Minister of ENERGY AND COAL be pleased to state:

(a) the number of villages brought under the Rural Electrification Scheme in the State of Meghalaya, district-wise; and

(b) the number of new schemes proposed to be taken up during the year 1980-81 in Meghalaya?

THE MINISTER OF STATE IN THE MINISTRY OF ENERGY (SHRI VIKRAM MAHAJAN): (a) Rural electrification schemes in Meghalaya approved by the Rural Electrification Corporation upto 31st May, 1980 envisage, on completion, electrification of 1,003 new villages and intensive electrification in 123 already electrified villages. The District-wise details are given below:—

Sl. No.	Name of District	Villages covered	
		New	Already electrified
1	Garo Hills	322	20
2	Khasi Hills	587	79
3	Jaintia Hills	94	24
TOTAL		1,003	123

(b) Rural electrification schemes are formulated and also implemented by the State Electricity Boards. The Rural Electrification Corporation will be in a position to sanction new schemes worth approximately Rs. 5.25 crores in Meghalaya during the year

Indian Institute of Mass Communication

944. SHRI MANPHOOL SINGH CHAUDHARY: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) the amount spent or provided as assistance to the Indian Institute of Mass Communication during the last three years, year-wise;

(b) the details of the work done by the Institute during the preceding three years;

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

(d) the important projects proposed to be undertaken by the Institute in the near future; and

(e) the steps proposed to make its working effective?

THE MINISTER OF STATE
IN THE MINISTRY OF INFORMATION AND BROADCASTING
AND SUPPLY AND REHABILITATION (SHRIMATI RAM DULARI SINHA): (a)

1977-78	. . .	Rs. 18,31,800.00
1978-79	. . .	Rs. 24,56,500.00
1979-80	. . .	Rs. 38,68,000.00

(b) The principal objectives of the Institute as set out in its memorandum are to organise training and research; to arrange seminars, lectures; to organise refresher courses and to evaluate the working of the media units of the Ministry. The details of the work done during the years 1977-78, 1978-79, 1979-80, are as under:—

Training

1. Post-Graduate Diploma Course in Journalism for Developing Countries—3 (one course each year).

2. Advance Diploma Course in News Agency Journalism for Non-

Aligned countries—2 (one course each year, commencing from 1978-79).

3. Refresher Courses each of six weeks duration—16.

4. Workshops Conducted—10.

5. Seminars held—10.

Research programmes undertaken—11.

Evaluation studies completed/started—18.

Books released/under production during 1979—80—9.

(c) No, Sir, However, a Review Committee headed by Shri Dharam Bir Sinha, had gone into its performance and submitted Report in 1974. Subsequently, a Working Group was set up to make concrete recommendations for improving the quality and reach of the Institute's work, keeping in mind the Report presented in 1974 by the Review Committee. The Working Group presented a report in May, 1979 for the future development of the Institute in such a manner that it would better fulfil its role of being the Premier Centre of Communication Teaching and Research in the Country. The suggestions of the Group for opening fullfledged Diploma Course in Broadcast Journalism and in Advertising and Public Relations and courses in Rural Journalism and Inter-personal Communication, besides stepping up its research and publication programmes have been accepted.

(d) The Institute proposes to start in near future fullfledged Diploma Course in Broadcast Journalism and in Advertising and Public Relations and courses in Rural Journalism and Inter-personal Communication, besides stepping up its research and publication programmes. In addition four Research Studies and 11 Evaluation Studies would be undertaken during the current financial year. Eight more publications are also likely to be undertaken.

(e) Replies for (c) and (d) give an idea of the measures which are pro-

posed to be undertaken to make the Institute more effective. Important personalities from the press and other media organisations, as well as from the universities, have been included in the Society and Executive Council of the Institute in order to obtain the best professional and academic advice on running the Institute.

Strike by Allahabad High Court Advocates

945. SHRI S. M. KRISHNA: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether the Allahabad High Court Advocates went on an indefinite strike in early May last demanding immediate transfer of the Chief Justice;

(b) if so, what were the reasons for creating some ugly scenes by the Bar Association Members there;

(c) whether Government have looked into the whole affair; and

(d) if so, the reaction thereto?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI P. SHIV SHANKER): (a) to (d). According to reports and representations received by the Government, Advocates of the Allahabad High Court were on strike from 7th to 19th May, 1980. A demand for the transfer of the Chief Justice of the Allahabad High Court has been made. It has been represented that a resolution in favour of taking direct action like boycott of courts, relay fasts etc. demanding the transfer of the Chief Justice and mentioning certain grievances of the Advocates pertaining mainly to the question of constitution of admission benches and their rotation, notice before listing of cases, and supply of list of ready cases to the Association was to be put to a secret ballot in a meeting of the Allah-

bad High Court Bar Association on 7-5-1980. It has further been represented that there was a scuffle among the advocates during the meeting which was disrupted. Government consider the whole episode as unfortunate. Government attach great importance to the fair and impartial administration of justice and to the maintenance of the dignity of the Profession and the Courts.

कोयला उत्पादन में वृद्धि

946. श्री रामावतार शास्त्री : क्या ऊर्जा, सिंचाई और कोयला मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि गत कुछ महीनों में कोयले के उत्पादन में वृद्धि हुई है ;

(ख) यदि हाँ, तो उसका व्यौरा क्या है; और

(ग) सरकार ने कोयले के उत्पादन में वृद्धि करने के लिए क्या कार्यवाही की है ?

ऊर्जा मंत्रालय में राज्य मंत्री (श्री विक्रम महाजन): (क) और (ख). कोयले का उत्पादन अप्रैल और मई, 1979 की तुलना में अप्रैल और मई, 1980 में बढ़ा है। कोल इंडिया लि० और सिगरेनी कोलियरीज कम्पनी लि० के अधीन खानों में अप्रैल, मई, 1980 में उत्पादन 15.7 मि० टन हुआ जोकि अप्रैल-मई, 1979 में हुए 13.7 मि० टन उत्पादन से 2.0 मि० टन अधिक है।

(ग) कोयले का उत्पादन बढ़ाने के लिए उठाए गए कदम निम्नलिखित हैं—

(i) कोयला खानों को बिजली की सप्लाई करने में उच्चतर प्राथमिकता देना।

(ii) विस्फोटक पदार्थों की देसी उपलब्धि और मांग के बीच रही कमी को उनका आयात करके पूरा करना।

(iii) उच्चतर प्राथमिकता पर आर्बटन करके कोयला खानों में हाई स्पीड डीजल की सप्लाई बढ़ाना।

(iv) खनिकों में गैर-हाजिर रहने की प्रवृत्ति पर नियंत्रण—विशेष रूप से ईस्टर्न कोलफील्ड्स लि० तथा भारत कोकिंग कोल लि० के खनिकों पर।

(v) राज्य सरकारों की सहायता से कोयला क्षेत्रों में कानून और व्यवस्था की स्थिति में सुधार।

Setting up of Oil Terminal at Paradip Port

947. **SHRI LAKSHMAN MALLICK:** Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether Government have taken any decision on the setting up of an oil terminal at Paradip Port; and

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

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI VEERENDRA PATIL): (a) and (b). The Government of Orissa have proposed to Central Government that an oil terminal may be set up at Paradip Port so as to stockpile petroleum products therein for onward movement to different regions of the State. A preliminary report on the setting up of this oils terminal has been prepared. The various aspects referred to in the report require some more study. Only after these aspects have been fully gone into, it will be possible to take a decision on the proposal.

Shortage of Kerosene and Diesel

948. **SHRI HANNAN MOLLAH:** Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether he had said in Patna in the month of April that there is no shortage of kerosene and diesel but rail and road transport are scarce to come by; and

(b) if so, the basis of making such a claim?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI VEERENDRA PATIL): (a) and (b). I had said in Patna in April, 1980 that while it was possible to import

kerosene and diesel to the extent required at the coastal locations, additional supplies to the consuming location will be limited by the transportation capacity which is not adequate.

Low Temperature Coal Carbonisation Plant at Dankuni

949. **SHRI SAIFUDDIN CHOUDHURY:** Will the Minister of ENERGY AND IRRIGATION AND COAL be pleased to state:

(a) whether it is a fact that the low temperature coal carbonisation plant at Dankuni to supply coking gas to Calcutta is awaiting Centre's clearance; and

(b) if so, steps taken for giving clearance to that project?

THE MINISTER OF STATE IN THE MINISTRY OF ENERGY (SHRI VIKRAM MAHAJAN): (a) and (b). Sanction of the Dankuni LTC Project for carbonisation of coal, manufacture of gas, tar chemicals and other products is under active consideration of the Government.

Power Generation in the Country during last Five Months

950. **SHRI ANANDA PATHAK:** Will the Minister of ENERGY AND COAL be pleased to state the position of power generation throughout the country during the last five months, month-wise, power station-wise, which are directly under the Central Government?

THE MINISTER OF STATE IN THE MINISTRY OF ENERGY (SHRI VIKRAM MAHAJAN): A statement showing the generation of power from the Centrally owned power stations during the period January to May, 1980 is attached

Statement

Statement showing the generation from centrally owned power stations for the period January, 1980 to May, 1980

(Figures in Million units)

Name of the station	Jan. 80	Feb. 80	March 80	April 80	May 80
Rajasthan Atomic Power Plant (Nuclear)	118	24	44	126	93
Badarpur (Thermal)	115	135	164	185	195
Tarapur (Nuclear)	97	84	120	147	203
Neyveli (Thermal)	153	198	255	279	331
Damodar Valley Corporation					
1. Thermal	395	359	340	322	317
2. Hydro	1	1	1	1	
DVC Total	396	360	341	323	319
Baira Siul (hydro) (unit commissioned in May, 1980)	..	..	..	..	3.51

Regional Languages used in A.I.R. and T.V. Programmes

951. SHRI SAMAR MUKHERJEE: Will the Minister of INFORMATION AND BROADCASTING be pleased to state the time allotted for the regional languages in different programmes other than Hindi from AIR and T.V. weekly, daily, monthly, language-wise; category-wise?

THE MINISTER OF STATE IN THE MINISTRY OF INFORMATION AND BROADCASTING (SHRIMATI FAMDULARI SINHA): The information is being collected and will be laid on the Table of the House.

Demand by Maharashtra Pharmaceutical Manufacturers Association Pune, Maharashtra

952. SHRI R. K. MHALGI: Will the Minister of PETROLEUM AND CHEMICALS be pleased to refer to the reply given to the Unstarred Question No. 759 on 17th March, 1980 regarding representation from Maharashtra Pharmaceutical Manufacturers Association, Pune, Maharashtra and state:

(a) whether Government have made a review about the demand No. 6 in the statement attached to the above reply;

(b) if so, the action taken in this respect; and

(c) if the position has not been reviewed so far, the reasons thereof?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI VEERENDRA PATIL): (a) to (c). The review about the demand No. 6 in the statement attached to the reply to the question referred to is premature since the needed statutory changes for giving effect to the decision concerning abolition of brand names in respect of single ingredient formulations of five drugs have not yet been effected.

Amendment of Hindu Marriage Act

953. SHRI MADHAVRAO SCINDIA: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether Government propose to bring forward legislation to amend Hindu Marriage Act in regard to divorce making it easier;

(b) if so, whether Government propose consulting Social Organisations in this regard; and

(c) if so, steps taken or proposed to be taken in this regard?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI P. SHIV SHANKER): (a) Yes, Sir.

(b) and (c). The proposed legislation is in pursuance of the recommendations contained in the 71st Report of the Law Commission which had been prepared after issuing a Questionnaire inviting views of interested parties and bodies on the matter of irretrievable breakdown of marriage as a ground for divorce.

Sanction of Domestic Gas connection to Members of Parliament

954. SHRI N. E. HORO: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether it is a fact that the former Petroleum Minister (Shri Sethi) had announced that gas 'choolas' will be given to all Members of Parliament in Delhi and in their constituencies;

(b) if so, the number of MPs who have been benefited so far with this facility; and

(c) what action is proposed to be taken in respect of persons who have got their names registered in the list for several years and not yet received the gas connections?

THE MINISTER OF PETROLEUM, CHEMICALS & FERTILIZERS (SHRI VEERENDRA PATIL): (a) It was decided with the approval of Shri P. C. Sethi, the then Minister of Petroleum, Chemicals & Fertilizers that one cooking gas connection each in favour of all the new Members of Lok Sabha may be released in Delhi, provided the Member did not own gas connection in his name in Delhi. Subsequently, it has been decided that in addition to one gas connection released to the Members of Parliament in Delhi, another gas connection may

be given, upon his request, at his permanent place which may be taken as his home town. Members of Parliament may indicate any place as their home town in this connection.

(b) From January, 1980 to May 1980 LPG connections on priority basis have been released to about 250 Members of Parliament in Delhi and about 100 Members of Parliament outside Delhi.

(c) The availability of cooking gas in the country, as a whole, will begin to increase on a significant scale from the beginning of 1981, with the commissioning progressively of:—

(i) facilities for separation of LPG (liquified petroleum gas) from Bombay High Associated Gas;

(ii) Mathura Refinery;

((iii) Secondary Processing facilities at Koyali Refinery.

In the meantime, besides taking steps to increase production of LPG in the Refineries Government have plans to import cooking gas to the extent possible to improve its availability.

Publication of Opposition News

955. SHRI AMAR ROY PRADHAN: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether it is a fact that no news is being published of the opposition parties in the all India based newspapers; and

(b) if so, the reasons therefor and if not what steps Government have taken for their publication?

THE MINISTER OF STATE IN THE MINISTRY OF INFORMATION AND BROADCASTING (SHRIMATI RAMDULARI SINHA): (a) No, Sir.

(b) Does not arise.

Mismanagement by Officers in I.O.C.

956. SHRI K. LAKKAPPA: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether his attention has been drawn to the news-item captioned 'IOC gang loots Rs. 300 crores' appearing in the 'Blitz' of April 12, 1980;

(b) whether serious charges of mismanagement have been levelled against a number of officers of IOC and if so, full details thereof;

(c) whether these officers are also alleged to have been in connivance with foreign firms having dealing with IOC;

(d) whether these officers are responsible for galloping price rise in crude oil and its derivatives like diesel, kerosene, LPG and furnace oil; and

(e) whether Government have initiated any action to probe all this and if not, whether Government will do so now?

THE MINISTER OF PETROLEUM, CHEMICALS & FERTILIZERS (SHRI VEERENDRA PATIL): (a) Yes, Sir.

(b) Yes, Sir. it has been alleged that IOC has created artificial shortage of petroleum products made unplanned imports at their will and pleasure, arranged inadequate imports of crude oil and products in 1978-79 and massive kickbacks are involved in these operations

(c) Yes, Sir.

(d) No, Sir.

(e) Three defamation suits have been filed by Shri C. R. Das Gupta, Chairman, IOC, Shri S. Ketharaman, Managing Director (Marketing), IOC and Shri Joy Joseph, Finance Director, IOC in the Bombay High Court in respect of these allegations. The matter is therefore before the Court. Government have not initiated any probe, as such a probe is not considered necessary at this stage.

L.P. Gas connections on recommendations of Members of Parliament

957. SHRI DAYA RAM SHAKYA: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether it is a fact that out of turn cooking gas connections were given on the recommendations of MPs in the past;

(b) total number of such connections provided from January 1980, to 31st May, 1980 out of turn on recommendations of MPs;

(c) how many connections on the recommendations of MPs can be provided in a year;

(d) the procedure in detail in this regard; and

(e) when Government will be able to meet the requirements of MPs?

THE MINISTER OF PETROLEUM, CHEMICALS & FERTILIZERS (SHRI VEERENDRA PATIL): (a) to (d). For the period between January & May 1980, there has been no system as such of releasing gas connections out of turn on the recommendations of Members of Parliament.

(e) For release of gas connections to the Members of Parliament necessary instructions have already been issued to the Oil Companies. Under certain prescribed conditions Members of Parliament are entitled to have two gas connections—one at their residence in Delhi and the other in their home town, which will be their permanent place or any other place as indicated by them

Purchase of Bombay Tyres International Limited by Modi Group

958. SHRI CHANDRADEO PRASAD VERMA: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether Modi group of Industries propose to purchase Bombay Tyres International Limited, a subsidiary of Firestone multinational company;

(b) whether this deal is contrary to M.R.T.P. Act and whether Reserve Bank of India has also not given clearance of its sale deed;

(c) whether this company is being sold for a paltry sum of Rs. 4.5 crores whereas its price is much higher;

(d) whether the legal dues and entitlements of the employees and their service conditions, wage structures, other benefits and job security would be endangered by this transaction; and

(e) if so, what action Government propose to take to safeguard the interest of the employees of Bombay Tyres International Limited?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI P. SHIV SHANKAR) (a) Yes, Sir M/s. Modi Rubber Limited, a company belonging to Modi Group of Companies, have submitted applications seeking approval under Section 108A and 372(4) of the Companies Act, 1956, for acquisition of 33,30,000 equity shares of Rs. 10 each of M/s. Bombay Tyres International Limited from the Firestone Tyre and Rubber Company, Akron, Ohio, USA at par value.

(b) The matter is under examination both in the Department of Company Affairs as well as the Department of Economic Affairs. Clearance of Reserve Bank has also not been accorded so far.

(c) The company has proposed acquisition of shares of Rs. 10 each at par the total price of which comes to Rs. 3.33 crores.

(d) and (e). Representations have been received from the Union of Bombay Tyres International Limited and Firestone Tyre Employees Union. Decision on the proposals of the company will be taken on merits to the extent it concerns this Department having regard to the points made by the Unions.

Sea Erosion along the Orissa Coast at Hookitola

959. SHRI K. PRADHANI: Will the Minister of IRRIGATION be pleased to state-

(a) whether it is a fact that sea erosion of a 4,000-foot stretch along the Orissa coast at Hookitola, north of Paradip Port, has been threatening the very existence of a large number of villages in Rajnagar and Mahakalpara areas; and

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

THE MINISTER OF IRRIGATION (SHRI KEDAR PANDAY): (a) The State Government has intimated that there is sea erosion along Orissa Coast in a length of 4,329 feet at Hookitola, affecting Mahakalpara and Rajnagar Police Station areas, north of the outfall of the Mahanadi river.

(b) The State Government has to collect relevant data and information to formulate suitable scheme for taking remedial measures. For this purpose, the Central Government would render all possible technical advice and guidance as the State Government may require.

कोयले का विकल्प

960. श्री मोक्षा भाई : क्या ऊर्जा, सिंचाई और कोयला मंत्री यह बनाने की कृपा करेंगे कि कोयले की कमी देखते हुए उसके विकल्प ढूँढने के संबंध में सरकार द्वारा क्या कदम उठाये जा रहे हैं।

ऊर्जा मंत्रालय में राज्य मंत्री (श्री विक्रम महाजन) : खान मुहानो पर कोयले की कमी नहीं है। अतएव किसी विकल्प का पता लगाने का प्रश्न नहीं उठता।

Contract to foreign firms for erecting fertiliser projects in Maharashtra and Gujarat

961. SHRI CHHITUBHAI GAMIT: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether any final decision has been taken regarding contract for con-

consultancy to any foreign firm for erecting four Bombay High gas-based fertiliser projects in Maharashtra and Gujarat;

(b) what led to delay in such decision and what push-up in cost of projects is expected now because of such delay; and

(c) whether FCI's Research and development claims to build such projects was considered in detail and reasons for rejecting it?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI VEERENDRA PATIL): (a) and (b). When the new Government took office, it wanted to have a second look at the selection of the consultant for the ammonia plants of the gas based fertilizer projects to be set up in Maharashtra and Gujarat. An Experts Committee was, therefore, set up to consider the relative merits of the bidders who had earlier submitted bids for this consultancy. The Committee's report has just been received. The cost of the project, as originally estimated, is likely to go up principally due to likely escalation in prices. b

(c) While Indian firms including Fertilizer (Planning & Development) India Limited (formerly P&D Division of Fertilizer Corporation of India) have developed considerable capabilities for detailed engineering, procurement, construction, erection and commissioning of a fertilizer plant, the process know-how and basic engineering for certain critical items of the ammonia plant, such as, Reforming Section, Carbon-dioxide Removal, Ammonia Synthesis have still to be imported. It was, therefore, considered necessary to import technology for the two gas based fertilizer projects.

However, FPDIL would be fully associated with the project right from the beginning. A provision would also be made for the complete transfer of technology to the FPDIL so that it would be in a position to set future plants in the country on its own.

Scheme to reduce consumption of petrol and petroleum products

962. SHRI AHMED M. PATEL: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether in view of the shortage of petrol and petroleum products, Government have formulated any scheme to reduce the consumption of petrol and other products; and

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

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI VEERENDRA PATIL): (a) Yes Sir.

(b) The following are some of the important steps taken to bring about economy and efficiency in the use of petrol and petroleum products in the country.

(i) Introduction of an improved version of kerosene wick stove possessing a thermal efficiency of about 60 per cent as against the thermal efficiency of 40 to 45 per cent possessed by other kerosene wick stoves usually sold in the market.

(ii) Advising Central Government Ministries/Departments, State Governments and public sector undertakings to effect savings in the consumption of motor spirit (petrol) in their staff cars;

(iii) Initiating studies in the State Road Transport Undertakings, having a large fleet of vehicles, for greater efficiency in the utilisation of high speed diesel oil in the transport sector;

(iv) Giving advice to State Governments to statutorily impose speed limits for passenger transport vehicles within cities and towns, and on local transport vehicles as well as to control goods and passenger vehicles with high smoke exhausts in order to achieve efficiency in diesel consumption;

(v) Substitution of Furnace Oil by Coal, wherever it is technologically feasible;

(vi) Providing advisory service to the industries for the adoption of measures aimed at improvement of efficiency in the use of furnace oil;

(vii) Issuing detailed guidelines for energy conservation.

(viii) Assessing the feasibility of using a mixture of petrol and alcohol as fuel for motor vehicles.

Paraffine quota for West Bengal

963. SHRI SOMNATH CHATTERJEE: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether Government are aware that paraffine quota allotted to West Bengal is less than the requirement of the State during the last few years;

(b) if so, the reasons behind this; and

(c) what is the allocation of paraffine quota for the last three years and what is their requirement (State-wise)?

THE MINISTER OF PETROLEUM CHEMICALS AND FERTILIZERS (SHRI VEERENDRA PATIL): (a) and (b). A market survey report prepared on behalf of the Indian Oil Corporation Ltd., in June, 1976 had established the demand of paraffin wax in the country at 56000 tonnes for 1978-79. Statewise estimates of demand have not been established in this survey. The demands projected by some State Governments/Union Territories. (including that of West Bengal) from time to time, for enhancement of their paraffin, wax quotas appear to be un-realistic and inconsistent with their performance in uplifting even the quotas allotted.

(c) Details of allocations made to States/Union Territories during the past 3 years are given in the enclosed statement.

Statement

Name of the State		Allocation of Paraffin Wax.		
		1977	1978	1979
1	2	3	4	5
1.	Maharashtra	9,529	9,282	11,140
2.	Gujarat	1,103	1,092	1,312
3.	Madhya Pradesh	898	874	1,052
4.	Goa, Daman Diu	213	218	264
5.	West Bengal	6,316	6,638	7,968
6.	Bihar	1,034	983	1,180
7.	Orissa	581	546	656
8.	Andaman & Nicobar	18	16	20
9.	Andhra Pradesh	1,360	1,310	1,576
10.	Delhi	2529.5	2,457	2,948
11.	Uttar Pradesh	3,535	3,406	4,088
12.	Rajasthan	898	874	1,052
13.	Haryana	990	983	1,180

1	2	3	4	5
14.	Punjab	13,80	1,310	1,576
15.	Himachal Pradesh	98	112	136
16.	Jammu & Kashmir	167	193	232
17.	Chandigarh	138	168	200
18.	Karnataka	898	874	1,052
19.	Tamil Nadu	6,537	6,443	7,732
20.	Kerala	1,534	1,474	1,772
21.	Pondicherry	112	112	136
22.	Lakshdweep	5	15	20
23.	Dadra & Nagar Haveli	37	36	44
24.	Sikkim	15	16	20
25.	Assam	1,259	1,201	1,440
26.	Meghalaya	125	112	148
27.	Nagaland	200	325	325
28.	Manipur	225	268	320
29.	Tripura	375	382	41
30.	Arunachal Pradesh	40	56	68
31.	Mizoram	40	81	96

Expenditure on TA/DA of Officers of Hindustan Fertiliser Corporation

964. SHRI SUDHIR GIRI: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state how much was the expenditure on TA/DA for Officers' travel to Delhi from Head Office of Hindustan Fertiliser Corporation Limited during the last six months?

THE MINISTER OF PETROLEUM, CHEMICALS & FERTILIZERS (SHRI VEERENDRA PATIL): Presumably, the Member desires to know the expenditure incurred on T.A./D.A. for journeys performed by officers of the head office of Hindustan Fertilizer Corporation located at Delhi, to Calcutta and back.

A sum of Rs. 94,100 has been spent on this account during six months from November, 1979 to April, 1980.

Drug Market of M/s Hindustan Antibiotics in Iran

965. SHRI JANARDHAN POOJARY: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether Hindustan Antibiotics Limited has lost its drug market in Iran; and

(b) if so, the reasons therefor?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI VEERENDRA PATIL): (a) No, Sir.

(b) Does not arise.

Speeches of MPs on All India Radio and Doordarshan

966. SHRI NARAYAN CHOUBEY: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) the names of Members of Parliament whose statements and speeches were referred to in News broadcast from All India Radio Delhi and Doordarshan in May 1980;

(b) whether the All India Radio had made arrangements to cover the election meetings of important Members of Parliament; and

(c) if so, the names of MPs whose meetings were covered/reported by All India Radio/Doordarshan correspondents?

THE MINISTER OF STATE IN THE MINISTRY OF INFORMATION AND

BROADCASTING (SHRIMATI RAM DULARI SINHA): (a) Names of Members of Parliament whose statements and speeches were referred to in News broadcasts over All India Radio Delhi and Doordarshan in May, 1980 are given in Statement 'A'.

(b) No special arrangements were made by AIR to cover election meetings of Members of Parliament. AIR's coverage was based mainly on reports from News Agencies. However, where election meetings were held at or near the places where AIR correspondents are posted, these were covered by these correspondents.

(c) Names of Members of Parliament whose election meetings were covered by AIR correspondents during May, 1980 are given in Statement 'B'. Doordarshan does not have news-gathering network of its own.

Statement 'A'

Names of Members of Parliament whose statements and speeches were reported in News-Bulletins from Doordarshan/A.I.R. during the month of May, 1980

Doordarshan

1. Smt. Indira Gandhi
2. Shri Zail Singh
3. Shri Pranab Mukherjee
4. Shri C.M. Stephen
5. Shri B. Shankaranand
6. Shri Charanjit Chhanna
7. Shri A.B. A. Ghani Khan Chowdhury
8. Shri R. Venkataraman
9. Shri J.B. Patnaik
10. Shri Rao Birendra Singh
11. Shri Vasant Sathe
12. Shri P.V. Narasimha Rao
13. Shri Sanjay Gandhi
14. Shri Charan Singh
15. Shri A.B. Vajpayee
16. Shri Raj Narain
17. Shri Nambudripad

All India Radio

1. Smt. Indira Gandhi
2. Shri Vasant Sathe
3. Shri P.V. Narasimha Rao
4. Shri B. Shankaranand
5. Shri Zail Singh
6. Shri Bhishma Narain Singh
7. Shri J.B. Patnaik
8. Shri Veerendra Patil
9. Shri P.C. Sethi
10. Shri Kamalapati Tripathi
11. Shri A.B.A. Ghani Khan Choudhury
12. Shri C.M. Stephen
13. Shri Pranab Mukherjee
14. Shri C.K. Jaffer Sharief
15. Shri R. Venkataraman
16. Shri Jagannath Pahadia
17. Shri Charanjit Chhanna

Deardarshan

18. Shri Bhupesh Gupta
19. Shri L.K. Advani
20. Shri Jyotirmoy Basu
21. Shri Chandrashekhar]
22. Shri H.N. Bahuguna

All India Radio

18. Shri Rao Birendra Singh
19. Shri A.P. Sharma
20. Shri P. Shiva Shankar
21. Shri P. Venkata-ubbaiah
22. Shri Z.R. Ansari
23. Shri R.V. Swaminathan
24. Shri Aziz Ahmed
25. Shri H.N. Bahuguna
26. Shri Sanjay Gandhi
27. Shri Charan Singh
28. Shri Chandrashekhar
29. Shri Subramaniam Swamy
30. Shri Atal Bihari Vajpayee
31. Shri L.K. Advani
32. Shri J.P. Mathur
33. Shri S.S. Bhandari
34. Shri Shanti Bhushan
36. Smt. Mohinder Kaur
36. Shri Jagjivan Ram
37. Shri Y B Chavan
38. Shri Bhupesh Gupta
39. Shri Jyotirmoy Basu
40. Shri A.C. Bhattacharya
41. Shri S.D. Sinha
42. Shri R.N. Rakesh
43. Smt. Kamla Bahuguna
44. Shri Harishekesh Bahadur
45. Shri Ashfaq Hussain
46. Shri Mohendra Singh

Statement 'B'

List of names of Members of Parliament whose meetings were covered by AIR during May, 1980

- | | |
|------------------------------|----------------------------|
| 1. Smt. Indira Gandhi | 9. Shri Shanti Bhushan |
| 2. Shri Zail Singh | 10. Shri Charan Singh |
| 3. Shri J.B. Patnaik | 11. Shri Chandrashekhar |
| 4. Shri Rao Birendra Singh | 12. Shri Madhu Dandavate |
| 5. Shri C.K. Jaffer Sharief | 13. Shri Subramaniam Swamy |
| 6. Shri Sanjay Gandhi | 14. Shri Jagjivan Ram |
| 7. Shri H.N. Bahuguna | 15. Shri D.N. Tewari |
| 8. Shri Atal Behari Vajpayee | 16. Shri S.D. Sinha |

New guidelines for Allocation of canalised drugs to Small-Scale Sector

967. SHRI G. Y. KRISHNAN:
SHRI N. E. HORO:

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether it is a fact that recently Government have announced new guidelines for allocation of canalised drug items for 1980-81 adopting a liberal policy in favour of the small-scale sector; and

(b) if so, the details regarding these guidelines?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI VEERENDRA PATIL): (a) Yes, Sir. The guidelines for distribution of canalised drug items for the year 1980-81 continue the earlier policy of liberalised allocation for the small scale sector and provide for further liberalisation in certain respects.

(b) A copy of the guidelines for distribution of canalised drug items during 1980-81 is laid on the Table of the House. [Placed in Library. See No. LT-914/80].

Progress on T.V. Centre in Gujarat

969. SHRI D. P. JADEJA: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) what is the progress in regard to setting up of T.V. Centre in Gujarat State; and

(b) when it is likely to start functioning?

THE MINISTER OF STATE IN THE MINISTRY OF INFORMATION AND BROADCASTING (SHRIMATI RAM DULARI SINHA): (a) In Gujarat, a TV Centre is proposed to be set up at Ahmedabad. A site has been selected near Thaltej and action is on hand to acquire it. The transmitter has also

been ordered from M/s. Bharat Electronics Ltd., Bangalore.

(b) The TV Centre is expected to start functioning during 1983-84.

Steep fall in power generation by D.V.C. in May, 1980

970. SHRI INDRAJIT GUPTA: Will the Minister of ENERGY AND COAL be pleased to state:

(a) the reasons for the steep fall in power generation by the DVC during the month of May, 1980;

(b) whether this has had serious repercussions on the working of coal mines, steel plants, railway traction, and other industries which depend on DVC power; and

(c) whether any probe will be held to find out the persons and factors responsible for the huge losses suffered?

THE MINISTER OF STATE IN THE MINISTRY OF ENERGY (SHRI VIKRAM MAHAJAN): (a) to (c). Against an average generation of nearly 341 million units a month, for the preceding three months, the generation in May was approximately 319 million units. The shortfall in generation has been on account of unforeseen forced outages due to boiler tube leakages, wear and tear of auxiliaries, etc. During periods of reduced generation, distribution of power is on the basis of a system of graded restrictions. While there has been no dislocation in rail way traction, there could have been some repercussion in the other sectors.

The circumstances that resulted in frequent outages and consequently reduced generation are being studied by a Task Force deputed a few days ago.

Agreement with Soviet Union for Drilling Wells in Tripura

971. SHRI AJOY BISWAS: Will the Minister of PETROLEUM & CHEMICALS be pleased to state:

(a) whether Government have reached an agreement with the Soviet

Union to drill wells in different parts of Tripura State; and

(b) if so, the names of the drilling points?

THE MINISTER OF PETROLEUM, CHEMICALS & FERTILIZERS (SHRI VEERENDRA PATIL): (a) Yes, Sir.

(b) The well to be drilled under the contract is Rakhia.

Management of M/s. Bridge & Roof Co. (I) Ltd.

972. SHRI DINEN BHATTA-CHARYYA:

SHRI SOMNATH CHATER-JEE:

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether attention of Government have been drawn towards the problems concerning Bridge and Roof Co. (I) Ltd. a Government of India Undertaking;

(b) whether the Government of West Bengal sought immediate intervention to foil the attempts of the management to damage the economic viability of this undertaking thereby jeopardising the future of some 1,500 workmen now engaged in the firm; and

(c) if so, steps taken in this matter?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI VEERENDRA PATIL): (a) Yes, Sir.

(b) The Minister, Department of Cottage and Small Scale Industries, Government of West Bengal forwarded to Government representations from the Workers' Union of Bridge & Roof Co. (I) Ltd., mainly against (i) shifting of Project Division from Howrah to Calcutta and (ii) sub-letting of works to outside contractors, alleging that such an action would damage the economic viability of the undertaking.

(c) A part of the Project Division of Bridge & Roof Co. (I) Ltd. is being

shifted from Howrah to the registered office at Calcutta (3 to 4 KM away from Howrah Works) to ensure that in a highly competitive market, the company would not be at a disadvantage in maintaining relations with its valued clients (including overseas clients) in Private and Government Sectors. As regards sub-letting of works, this is resorted to only when existing capacity can not meet the special delivery requirements and that too with full knowledge of the workmen. It would thus appear that the said action of the company will only improve its overall performance and not damage its economic viability as alleged.

Construction of Varadaraja Swami Project in Andhra Pradesh

973. SHRI V. KISHORE CHANDRA S. DEO: Will the Minister of IRRIGATION be pleased to state:

(a) whether Government are considering a proposal to undertake the construction of Varadaraja Swami Project in Andhra Pradesh;

(b) if so, the details in respect of the commencement of the construction, cost and its completion; and

(c) is it a fact that there are certain difficulties in taking up this project, if so, the steps proposed to be taken to overcome the same?

THE MINISTER OF IRRIGATION (SHRI KEDAR PANDEY): (a) Yes, Sir. The Andhra Pradesh State Government have a proposal to undertake the construction of Varadarajaswamy Project.

(b) The State Government has spent about Rs. 25.66 lakhs on this project against the estimated cost of Rs. 650 lakhs. The State Government has proposed an outlay of Rs. 30 lakhs during 1980-81.

(c) Yes, Sir. This project has not yet been cleared by the Planning Commission. The State Government have not yet established the availability of

water for this project, taking into account the water allocation made by the Krishna Water Disputes Tribunal. The State Government have been requested to depute their officers for discussions in the Central Water Commission to expedite the clearance of the project.

Allocation of Diesel and Kerosene Oil for Gujarat

974. SHRI AMARSINGH V. RATHAWA: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) what are the details of allocation of Diesel and Kerosene Oil for Gujarat State for the last six months and the quantum to be made during the next three months;

(b) whether Government have considered to increase the import of Diesel and Kerosene Oil to meet the rising demand and shortage of these commodities; and

(c) if so, the details thereof?

THE MINISTER OF PETROLEUM, CHEMICALS & FERTILIZERS (SHRI VEERENDRA PATIL): (a) The following are the details of allocations of High Speed Diesel (HSD) oil and Kerosene for Gujarat State for the last six months:—

Figures in Metric Tonnes

Month	Allocations of High Speed Diesel Oil	Allocations of kerosene
December, 1979	58,309	35,398
January, 1980	52,628	33,854
February, 1980	57,150	28,708
March, 1980	59,000	35,091
April, 1980	61,900	32,820
May, 1980	61,900	32,900

The allocations of High Speed Diesel and Kerosene for Gujarat State for

June, 1980 are 61119 and 29776 tonnes respectively. The allocations for the coming months will be decided after taking into account the overall availability and movement capacity for these two products.

(b) The total indigenous production of diesel and kerosene being lower than the demand, the imports of these two products are being made regularly. These imports have been maximised in the last few months in order to ensure their adequate availability at the coastal locations. Availability of the products at the upcountry locations, however, is dependent upon the transportation capacity.

(c) The total imports of High Speed Diesel and Kerosene during January—May, 1980 were about 1.6 million tonnes and 0.74 million tonnes respectively.

Water logging in Coal Mines of Bihar

975. KUMARI KAMLA KUMARI: Will the Minister of ENERGY AND IRRIGATION AND COAL be pleased to state:

(a) whether the working of coal mines of Bihar was totally stopped due to water logging in the mines during last three months;

(b) if so the total estimated loss of production during that period;

(c) whether any casualty was reported; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF ENERGY (SHRI VIKRAM MAHAJAN): (a) No, Sir.

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

Setting up of Coal Gasification Plants

976. SHRI NIREN GHOSH: Will the Minister of ENERGY AND IRRIGATION AND COAL be pleased to state:

(a) is there any plan to set up coal gasification plants;

(b) if so, where; and

(c) if not, reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF ENERGY (SHRI VIKRAM MAHAJAN): (a) to (c). Feasibility studies are at present being carried out for setting up of coal gasification plants in some important metropolitan areas.

Price increase of Bulk Drugs and Formulations

977. SHRI PIUS TIRKEY: Will the Minister of PETROLEUM & CHEMICALS be pleased to state:

(a) whether it is a fact that drug industry has urged Government for immediate interim price increase of bulk drugs and formulations; and

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

THE MINISTER OF PETROLEUM, CHEMICALS & FERTILIZERS (SHRI VEERENDRA PATIL): (a) Yes, Sir. Drug manufacturers have individually as through their Associations, voiced their demand for increase in the prices of bulk drugs and formulations consequent upon escalations in the cost of inputs, particularly after the increase in the prices of petroleum products from August 1979.

(b) Any price revision where deserved can be possible only after the procedure and principles based on which such price revision can be granted are finalised, which will take some more time. Cost studies by the Bureau of Industrial Costs and Prices are in progress.

Hathi Committee's Recommendations on Multi-National Drug Companies

978. SHRIMATI GEETA MUKHERJEE: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether Government desires to break the stranglehold of big Mul-

tinational companies in the field of Drugs in the country as is indicated by the recent decision of liberalised allocation for the small units; and

(b) the reason why the Hathi Committee recommendations for structural remedies are being kept in the cold storage?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI VEERENDRA PATIL):

(a) While it is true that the distribution policy for canalised drug items for the year 1980-81 provides for liberal allocations to the small scale sector, in the case of organised sector units (referred to as DGTD units) including multi-national companies, the allocations will be made on the basis of best of releases obtained during the three-year period ending March 1977 or on the basis of licensed capacities if indicated formulation-wise, whichever is advantageous to the unit. The basis of allocation is uniform for all DGTD units.

(b) Government have already announced decisions on the recommendations of the Hathi Committee, based on which a statement was laid on the Table of the House on 29-3-78.

Companies charged with Monopolistic and Restrictive Trade Practices

979. SHRI JYOTIRMOY BOSU: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(1) how many companies belonging to the houses of Tata, Birla and Singhanian have been charged with Monopolistic and Restrictive Trade Practices during the last three years;

(b) nature of these violations in each case; and

(c) action taken on each charge?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI P. SHIV SHANKER): (a) to (c). In so far as enquiries in respect

of restrictive trade practices are concerned, two Statements are enclosed. Statement—I, gives the position regarding enquiries instituted by the MRTP Commission against companies belonging to the houses of Tata, Birla and Singhanian during the calendar years 1977 to 1979. The Status in regard to each of these enquiries, since some of them are still pending and are currently under investigation, is indicated against each case. Statement—II, gives information regarding the

orders passed by the MRTP Commission in respect of the companies belonging to the aforesaid Houses during the calendar years 1977 to 1979 in respect of all enquiries instituted earlier.

During the years 1977 to 1979, the MRTP Commission did not institute any enquiry in respect of a monopolistic trade practice in the case of any company belonging to the houses of Tata, Birla and Singhanian.

Statement—I

Showing Housewise, Yearwise, R.T.P. Enquiries instituted by the MRTP Commission during 1977 to 1979 against companies belonging to houses of Tata, Birla and Singhamia

Sl. No.	Name of the House and company	Date of institution	Enquiry instituted U/s.	Allegations	Pending/ Date of Commission's Order	Order of the Commission
1	2	3	4	5	6	7
TATA						
1977				NIL		
1978						
1	Tata Oil Mills Co. Ltd. and other	17-5-78	10(a)(iv)	Acting in concert in revising the prices of toilet soaps.	Pending	
1979						
2	Voltas Ltd.	26-4-79	10(a)(iv)	Exclusive buying & selling	18-1-80	Proceedings dropped.
BIRLA						
1977						
1	Gwalior Rayon Silk Mfg. (WVG) Co. Ltd. and other	31-12-76 1-1-77	10(a)(i)	(i) Increase of price of viscose staple fibre abnormally during 1972 & 1974. (ii) Increase in prices of viscose staple fibre without relevance to cost of production. (iii) Gross profits abnormally high and by manipulation of prices unjustified costs are imposed on consumers.	20-9-79	Proceedings Terminated.

2	Century Spg. & Mfg. Co. Ltd	10-3-77	10(a)(iv)	(i) Discrimination between actual users of caustic soda.	19-8-77	Cease & desist order.
				(ii) Increasing the cost of production.		
3	Mysore Cement Ltd	31-3-77	10(a)(iii)	Territorial restriction and exclusive dealings.	..	Application withdrawn by R.R. T.A.
4	Hyderabad Asbestos Cement Prod Ltd.	4-4-77	10(a)(iv)	(i) Price discrimination	Pending	..
				(i) Excessive reduction in prices		
5	Hyderabad Asbestos Products Ltd and others	17-6-77	10(a)(iv)	(i) Maintenance of prices in concert.	24-1-80	Commission to monitor the prices for three years w.c.f. 24-1-80.
				(ii) Manipulating prices with a view to imposing unjustified costs on consumers		
6	Hindustan Motors Ltd. .	12-8-77	10(a)(iv)	Imposing restrictive conditions in the warranty	26-6-78	Consent order passed.
1978						
7	Mysore Cement Ltd. . . .	22-7-78	10(a)(iv)	Discriminating in distribution	Pending	..
8	Orient Paper Mills Ltd. and other	9-8-78	10(a)(iv)	Discriminating between users of papers inter-se in so far as supply is made on the basis of past off-take which results in the denial of supplies to the users who have no such off-take in the past	Pending	..
1979						
9	Hyderabad Asbestos Cement Products Ltd. and other.	8-6-79	10(a)(iii)	Collusive tendering and charging uniform price.	Pending	..
10	India Steamship Co. and others .	5-10-79	10(a)(iv)	Pooling of earnings, common fixing of sailings, common fixing of terms and conditions of carrying freight or allowing various facilities or preferences to shippers, suppliers, forwarding agents, consignees etc. denial, admission to small Indian flag shippers.	Pending	..

Statement II

Showing housewise and yearwise RTP enquiries instituted prior to 1977 and disposed of by MRTP Commission during 1977-79 against companies belonging to houses of Tata, Birla and Singhania

Sl. No.	Name of the house and company	Date of institution of RTP Enquiry	Enquiry instituted u/s 10(a)(i), 10(a)(ii), 10(a)(iii) & 10(a)(iv)	Allegations	Date of Commission's Order	Order of the Commission
1	2	3	4	5	6	7
TATA						
1	Indian Tube Co. & its distributors in northern India.	8-1-74	10(a)(i)	(i) not booking orders in writing. (ii) manipulated and uneconomic deliveries. (iii) traders made to accept orders outside Delhi etc.	30-3-77	The Commission issued directions to the distributors of the Indian Tube Co. Ltd. to open an order Book, an order Register and Stock Register and to give deliveries from the stock strictly in the sequence of orders entered etc.
2	Voltas Ltd.	23-10-76	10(a)(iv)	Allocating areas/market for the sale and supply of Tractors, attachments, implements, spare parts etc.	2-11-77	Cease and desist.
3	Voltas Ltd.	27-12-76	10(a)(iv)	(i) area restriction (ii) full line forcing	4-11-77	Cease and desist.
4	Tata Engg. & Locomotive Co. Ltd.	10-2-75	10(a)(iii)	Territorial restrictions, full line forcing, exclusive dealings, resale price maintenance, payment of turn over rebate and restricting the persons to whom goods are sold.	4-11-77	Cease and desist.

5 Tata Engg. & Locomotive Co. Ltd.

3-5 75 (i) (iv) (1) Tie-up sales.

(ii) Offering additional discounts.

(iii) Keeping the price at a low level without effecting any increase notwithstanding the cost of production.

(iv) Manipulation in production and supply.

5-12-78 Consent order.

Re-examination of Nationalisation of Coal Industry

980. SHRI CHIRANJI LAL SHARMA: Will the Minister of ENERGY AND IRRIGATION AND COAL be pleased to state:

(a) whether Government have considered the request of the Federation of Indian Chambers of Commerce and Industry to re-examine the results of nationalisation of coal; and

(b) if so, the result thereof?

THE MINISTER OF STATE IN THE MINISTRY OF ENERGY (SHRI VIKRAM MAHAJAN): (a) and (b). The Federations of Indian Chambers of Commerce and Industry at its Annual Session held in May, 1980, had adopted a resolution to the effect that results of coal nationalisation should be re-examined and contracts for coal mining should be given to private parties on a long term basis. Government have considered the matter and do not propose to give any coal mining contracts to the private parties.

Shortage of Aluminium Wires used for Electricity

981. SHRI P. RAJAGOPAL NAIDU: Will the Minister of ENERGY AND COAL be pleased to state:

(a) whether there is shortage of aluminium wire in the country which is used to extend electricity to towns and villages; and

(b) if so, the action taken by Government to bring aluminium wire?

THE MINISTER OF STATE IN THE MINISTRY OF ENERGY (SHRI VIKRAM MAHAJAN): (a) There is shortage of E. C. Grade aluminium which is used mainly for manufacture of conductors and cables used in Transmission and Distribution.

(b) Steps are being taken to import E.C. Grade aluminium to meet the gap between supply and demand of the metal.

मध्य प्रदेश में टेलीविजन की व्यवस्था

982. श्री एम० के० सेजवलकर : क्या सूचना और प्रसारण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार का विचार मध्य प्रदेश जैसे पिछड़े राज्य में टेलीविजन जैसी संचार सुविधायें उपलब्ध कराने का है ;

(ख) यदि हाँ, तो कब तक ; और

(ग) यदि नहीं, तो मध्य प्रदेश को इस सुविधा से किन कठिनाईयों के कारण वंचित किया जा रहा है ?

सूचना और प्रसारण राज्य मंत्री (श्रीमती राज-बुलारी सिन्हा) : (क) से (ग). रायपुर में मई, 1977 से दूरदर्शन ट्रांसमीटर पहले से ही कार्य कर रहा है। रायपुर में कार्यक्रम निर्माण केन्द्र की स्थापना की पहले ही एक स्वीकृत योजना है। देश में दूरदर्शन सेवाओं के विस्तार के लिये विभिन्न योजनाओं का अध्ययन किया जा रहा है। तथापि, इन योजनाओं का कार्यान्वयन संसाधनों की उपलब्धि और विभिन्न खंडों (सेगमेंटों) के लिये सापेक्ष प्राथमिकताओं पर निर्भर करेगा।

Annual Increments beyond Efficiency Bar to Employees of Ganga Basin Water Resources Organisation

983. SHRI CHANDRAPAL SHAILANI: Will the Minister of IRRIGATION be pleased to state:

(a) the number of employees of the GBWRO (Ganga Basin Water Resources Organisation) who have not been granted their annual increments beyond the Efficiency Bar;

(b) how long ago did the increments fall due;

(c) what are the reasons for the delay; and

(d) how long is it likely to take to finalise their cases?

THE MINISTER OF IRRIGATION (SHRI KEDAR PANDEY): (a) 19.

(b) A statement is placed on the Table of the House.

(c) The delay was due to the need to collect particulars of the employees from their records maintained at various offices of the GBWRO spread over the Ganga Basin for consideration by the Departmental Promotion Committee and the merger of the technical posts of the GBWRO with

those of the Central Water Commission from November, 1978.

(d) The Departmental Promotion Committee at its meeting on 5th May 1980, approved of the grant of increments after Efficiency Bar in respect of 7 non-technical personnel. Orders will be issued shortly. The cases of the remaining 12 technical personnel are being processed.

Statement

Statement showing the dates of annual increments fall due beyond Efficiency Bar in respect of employees of GBWRO

	Date	No. of employees
Technical Group 'C'	1-4-78	1
	1-7-78	1
	1-10-78	1
	1-1-79	1
	1-2-79	2
	1-4-79	1
	1-7-79	2
	1-8-79	1
	1-9-79	1
	1-10-79	1
	TOTAL	12
Ministerial Group 'C'	1-7-79	1
Group 'D'	1-6-79	1
	1-1-80	5
	TOTAL	6
	GRAND TOTAL	19

Examination of Film Censorship

984. DR. VASANT KUMAR PAN-DIT: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether Government have completed the examination of Film

Censorship and the working of the Films Division;

(b) whether Government are aware of the statement made by the Chairman of the Central Board of Film Censors at Madras on or about 20th March, 1980, that the Film Producers could submit Film Script, lyrics etc. of pre-censorship;

(c) if so, whether the decision would be binding on the Regional Film Censor Officer; and

(d) whether the guidelines on censorship would be relaxed on International Standards for films meant for export markets only?

THE MINISTER OF STATE IN THE MINISTRY OF INFORMATION AND BROADCASTING (SHRIMATI RAMDULARI SINHA): (a) Government are re-examining all issues connected with film censorship. Government will take a suitable decision after this examination is complete.

Government have already wound up the Working Group on Films Division with effect from 15-2-1980, because there is no need to delink Films Division from the Government.

(b) and (c). In meetings of the Chairman, Board of Film Censors, with the associations of film producers, this matter has come up for discussion. Whenever a producer has approached the Board for a pre-production advice on the script, the Board has been advising him on an informal basis. This is only in the nature of a general guidance and is in no way binding on any party.

(d) All films produced for exhibition are required to be censored in accordance with the provisions of the Cinematograph Act, 1952 and the guidelines issued thereunder. Only censored films are allowed for export. There are no separate guidelines for films meant for export abroad.

T.V. Centre at Varanasi

985. **SHRI ZAINUL BASHEER:** Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) is there any proposal to establish T.V. Centre at Varanasi;

(b) if so, when is it expected to operate; and

(c) what is the details of the progress?

THE MINISTER OF STATE IN THE MINISTRY OF INFORMATION AND BROADCASTING (SHRIMATI RAMDULARI SINHA): (a) Yes, Sir. Setting up of a TV Relay Centre at Varanasi is one of the approved schemes for the expansion of TV services.

(b) The Relay Centre is expected to come up in 1984-85.

(c) A site for the Relay Centre has been selected.

Drilling for Oil and Gas in Tripura in Collaboration with USSR

986. **DR. VASANT KUMAR PANDIT:** Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether it is a fact that an agreement for drilling oil and gas in the highly prospective region of Tripura has been reached between India and USSR as reported in the "Economic Times" Bombay Edition dated 23rd February, 1980;

(b) if so, the names of leader and other experts of USSR team who will be visiting India in the near future for drilling well in the area;

(c) the estimated depth of the well, the expenditure to be incurred thereon, the expected annual oil production and the expenses to be paid to USSR Government in lump sum or in instalments; and

(d) the reasons for entering into contract only with USSR and not with other Western countries and U.S.A.?

THE MINISTER OF PETROLEUM, CHEMICALS & FERTILIZERS (SHRI VIRENDRA PATIL): (a) ONGC has signed a contract with M/s. Techno-export, Moscow for drilling of one well in Tripura.

(b) The names have not yet been indicated. The Russian team will comprise of 25 personnel. But there will also be Indians forming part of the drilling crew.

(c) The Well is expected to be drilled to 5000 metres and the estimated cost is Rs. 4.5 crores. This being an exploration well, it is not possible to say whether there will be a hydrocarbon find, much less, what the annual oil production would be. Regarding expenses to be paid to Technoexport, these are matters which are normally kept confidential.

(d) Drilling for exploration of oil in Tripura is only a part of an agreement between India and USSR for economic, trade, scientific and technical collaboration signed on 14-3-79. The USSR side have drilled a number wells in difficult down hole conditions in Bangladesh and further the cost of Soviet services where available, has usually been found to be far below the cost of obtaining such services from Western countries.

National Perspective for Water Resources Development

987. **DR. VASANT KUMAR PANDIT:** Will the Minister of IRRIGATION be pleased to state:

(a) whether the Department of Irrigation and Central Water Commission have drawn up a National Perspective for Water Resources Development in the country;

(b) if so, the details thereof;

(c) what special attention has been given to Backward and under-developed areas and drought-prone Districts; and

(d) whether a final decision has been taken on the "Garland Canal" envisaged by the Dastoor Plan Scheme?

THE MINISTER OF IRRIGATION (SHRI KEDAR PANDEY): (a) Yes, Sir.

(b) The scheme envisages creation of optimum storage capacities and inter-linking of various rivers mainly by gravity and by limited lifts where unavoidable, so as to augment the utilisable quantum of the river waters for irrigation of about 25 million ha. by surface water and 10 million ha. by groundwater, beyond the presently assessed irrigation potential of 1135 million ha.

(c) The drought-prone, backward, and underdeveloped areas are proposed to be given priority by direct irrigation from the links wherever possible, and by replacement of presently committed waters in other cases whenever feasible.

(d) Expert Groups set up by Planning Commission have come to the conclusion that Dastur proposals while conceptually interesting, are technically unsound and economically prohibitive.

Thermal Power Stations at Nasik and Koradi in Maharashtra breakdown

988. DR. VASANT KUMAR PANDIT: Will the Minister of ENERGY AND COAL be pleased to state:

(a) whether it is a fact that Thermal Power Stations at Nasik and Koradi in Maharashtra breakdown hampering production of power as reported in "Free Press Journal" dated 25th February, 1980;

(b) if so, whether it is also a fact that a team of Russian experts came to India to locate the fault in the power stations;

(c) if so, the details of the faults located, the reasons thereof and the steps taken to prevent such breakdowns in future; and

(d) the names of the Soviet experts who came to India and the details of the expenditure incurred by the Government of India in this regard and the extent of loss suffered by the Maharashtra Government?

THE MINISTER OF STATE IN THE MINISTRY OF ENERGY (SHRI VIKRAM MAHAJAN): (a) No, Sir.

(b) A team of Russian experts came to India to discuss with BHEL matters connected with the manufacture, erection, commissioning and operation of 200 MW turbo-generator sets manufactured by BHEL according to Soviet design.

(c) Suggestions have been made by the Soviet team to make an over all improvement in running of the sets. They have suggested certain checks to be carried out for this purpose. No specific faults have been found.

(d) The Soviet team who visited India in May, 1980 comprised of:

- (1) MR. G. V. DMITRENKO
- (2) MR. G. V. ANDREV
- (3) MR. B. I. STUPIOHEV
- (4) MR. E. N. ZEIEVSKY
- (5) MR. N. A. SOROKIN
- (6) MR. N. A. PAKHMOV
- (7) MR. G. M. HUTROTSKY
- (8) MR. BALLEEN
- (9) MR. MERZIYKH

The visit of Soviet Delegation was at the cost of Soviet Government.

It is not possible to quantify loss suffered by Maharashtra Government as a result of forced outages of 200 MW sets at Koradi and Nasik due to causes which can be ascribed to equipment deficiency alone.

T.V. Relay Station at Nagpur

989. DR. VASANT KUMAR PANDIT. Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether the Union Government has suggested to the Government of Maharashtra its willingness to put up a Relay TV Station at Nagpur;

(b) if so, what is the total cost and how much of it will have to be shared by the Government of Maharashtra; and

(c) how many new TV Stations or Relay-Stations have been planned by Government in the country for the year 1980-81?

THE MINISTER OF STATE IN THE MINISTRY OF INFORMATION AND BROADCASTING (SHRIMATI RAM DULARI SINHA): (a) No, Sir.

(b) Does not arise.

(c) No new TV Station or Relay Centre is planned to be commissioned in 1980-81.

Supply of power to U.P. from Shakti Nagar Thermal Power Station

990. SHRI ZAINUL BASHER: Will the Minister of ENERGY AND COAL be pleased to state:

(a) how much power is being supplied to U.P. from Thermal Power Station at Shakti Nagar;

(b) how much power gap is going to be filled by Shakti Nagar Power Station in U.P.; and

(c) what other measures are being contemplated by Central Government to meet full demand of power in U.P?

THE MINISTER OF STATE IN THE MINISTRY OF ENERGY: (SHRI VIKRAM MAHAJAN): (a). Singrauli Super Thermal Power Project at Shaktinagar is in an advanced stage of construction, hence no power is being generated at present.

(b) An allocation of 850 MW power has been made to the State of Uttar Pradesh from Singrauli Thermal Power Project when it reaches its final 2000 MW capacity.

(c) The details of power projects under construction in the State of Uttar Pradesh is given in the Statement I. Taking into account the benefits from the on-going and sanctioned schemes, it is estimated that there would be a peaking deficit of 1489 MW and energy deficit of 4910 MU during the year 1984-85. This will, however, be partially mitigated by the benefits the State would derive from the power stations under the Central Sector.

Statement

Details of power project under construction in Uttar Pradesh

Sl. No.	Name of the Scheme	Expected year of commissioning during					
		1980-81	1978-82	1982-83	1983-84	1984-85	1985-90
1	2	3	4	5	6	7	8
<i>Thermal</i>							
1	Obra Unit XII	200 MW					
2	Obra Ext. Unit XIII		200 MW				
3	Paricha Unit I			110 MW			

1	2	3	4	5
4	Paricha Unit II	.		110 MW
5	Anpara Unit I	.		210 MW
6	Tanda Unit I	.		110 MW
7	Anpara Unit II & III	.		420 MW
8	Tanda Unit II	.		110 MW
9	Tanda Unit III & IV	.		220 MW
	Hydro			
10	Rishikesh Hardwar Unit III & IV	.	72 MW	
11	Yamuna II Unit I to IV	.		120 MW
12	Maneri I Unit I, II & III	.		93 MW
13	Vishnu Prayag Unit I, II, III & IV	.		262 MW
14	Tehri Unit I & II	.		500 MW

**Monthly average production of Oil at
Bombay High**

991. SHRI ZAINUL BASHER: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) what is the monthly average production of oil at Bombay High;

(b) what steps have been taken to increase this production;

(c) which other coastal parts of the country are being surveyed along with Bombay High; and

(d) the details thereof?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI VEERENDRA PATIL): (a) The monthly average production of oil from Bombay High during 1979-80 was 0.368 million tonnes.

(b) A few more platforms are being installed under the Phase-III development programme of Bombay High. With the commissioning of these platforms, a production rate of

7 million tonnes per annum is expected to be achieved by the end of 1980.

(c) and (d). Systematic reconnaissance seismic survey over the Indian continental shelf (upto a water depth of 200 metres) has been completed to the extent of 90 per cent, leaving the following areas still to be covered:—

(a) Saurashtra Offshore Basin (Block II-A);

(b) Off Visakhapatnam-Gopalpur (Block V); and

(c) Shallow marine part of the Bay of Bengal adjoining the Sunderbans.

Presently, survey is in progress in the shallow marine part of the Bay of Bengal, etc. Surveys in all the remaining areas are planned to be completed by May 1981. A beginning was also made in 1979 to extent the seismic surveys in the deeper water areas in the Arabian Sea by conducting surveys along several regional lines.

Indo-Soviet Consultancy Bureau on erection of Power Generation Sets

992. SHRI NAVIN RAVANI: Will the Minister of ENERGY AND COAL be pleased to state:

(a) is it true that a team of Soviet power experts who recently visited Hardwar have recommended setting up of an Indo-Soviet consultancy bureau to provide top-level guidance on erection of the power generation sets produced at Hardwar plant;

(b) if so, what is Government's stand on this recommendation;

(c) is it true that rules and instructions on operation of 200 MW sets were not observed by certain SEBs resulting in breakdown?

THE MINISTER OF STATE IN THE MINISTRY OF ENERGY (SHRI VIKRAM MAHAJAN): (a) and (b). A team of Soviet experts recently visited India to study the manufacture, erection, commissioning, operation and maintenance of 200 MW turbo sets being manufactured by BHEL, based on Soviet designs with a view to providing technical clarifications and suggesting measures for improving performance. During discussions

between BHEL and Soviet experts, it was considered expedient to depute to India a Group of Soviet experts to render technical assistance in erection commissioning, operation and maintenance of 200 MW turbo sets of Soviet design being manufactured and supplied by BHEL.

(c) Breakdowns of 200 MW sets are caused by deficiencies in manufacturing, commissioning or mal-operation of the main plant and equipment or its auxiliaries. No report has been received regarding any breakdown as a result of non-observance of operating instruction.

Production of Fertilisers

993. SHRI SURYA NARAYAN SINGH: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether it is a fact that the total production of fertilisers last year was very low despite the addition of six lakh tonnes in installed capacity;

(b) if so, the details of the production of fertilisers and the actual installed capacity during 1978-79 and 1979-80; and

(c) what are the reasons for the poor rate of production?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI VEERENDRA PATIL): (a) and (b). The capacity at the end of the years 1978-79 and 1979-80 and the production of fertilizers during the two years were as follows:—

(Figures in lakh tonnes)

Year	Nitrogen		P ₂ O ₅	
	Capacity	Production	Capacity	Production
1978-79	32.59	21.70	10.80	7.70
1979-80	38.91	22.26	12.30	7.57

(c) The main capacity increase of Nitrogen was as a result of commissioning of the Sindri (Modernisation) Bhatinda and Panipat plants. Their effective capacity available for production during the year 1949-80 was about 3 lakh tonnes of nitrogen because these plants went into commercial production only in the middle of the year. The production in 1979-80 was low as compared to the capacity on account of factors such as power cuts/restrictions imposed by the various State Electricity Boards, shortage of feedstock and inputs such as gas. ISHS/fuel oil, naphtha, coal and sulphur.

Production of Phosphate (P O) was affected during the year due to shortage of imported phosphoric acid and non-stabilisation of production in some of the plants such as Khetri and Sindri (Rationalisation).

Memorandum from Border Field Publicity Officers

994. PROF. NARAIN CHAND PARASHAR: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether the Border Field Publicity Officers have submitted a memorandum to Government for their inclusion in the Central Information Service;

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

(c) if not, the reasons therefor and the likely date by which the decision would be taken especially when the members of the Monitoring Service of the Ministry, the personnel working and the staff of the Sainik Samachar etc. have already been included in this service?

THE MINISTER OF STATE IN THE MINISTRY OF INFORMATION AND BROADCASTING (SHRIMATI RAM DULARI SINHA): (a) Yes, Sir.

(b) The Government have proposed to include the field publicity Off-

cers (Border) in the Central Information Service.

(c) Does not arise.

Opening of New Field Publicity Units

995. PROF. NARAIN CHAND PARASHAR: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) the names of places where new Field Publicity Units are proposed to be opened during the current financial year; and

(b) the likely dates by which they would be opened?

THE MINISTER OF STATE IN THE MINISTRY OF INFORMATION AND BROADCASTING (SHRIMATI RAM DULARI SINHA): (a) and (b). It is proposed to open 15 new Field Publicity Units during the current financial year. The matter is under consideration.

T.V. Centre for Kasauli

996. PROF. NARAIN CHAND PARASHAR: Will the Minister of INFORMATION AND BROADCASTING be pleased to state the latest progress made in the setting up of a T.V. Centre at Kasauli in Himachal Pradesh?

THE MINISTER OF STATE IN THE MINISTRY OF INFORMATION AND BROADCASTING (SHRIMATI RAM DULARI SINHA): The site for setting up a TV relay transmitter has been located. Action has been initiated to acquire this site. Transmitter and antenna equipments have been procured.

Employment on Compassionate Grounds by Department of Energy and Allied Boards

997. PROF. NARAIN CHAND PARASHAR: Will the Minister of ENERGY AND COAL be pleased to state:

(a) whether the Department of Energy and the various allied Boards

like the BBMB are following the policy of giving employment on compassionate grounds to the wards of their employees who die in harness;

(b) if so, the number of applicants who sought employment on this score during the past three years as also the months of April and May, 1980 in the Department and the Boards separately; and

(c) the number of those who were given employment on account of this consideration as also the particulars of those whose claims were rejected along with the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF ENERGY (SHRI VIKRAM MAHAJAN): (a) Yes, Sir. The Department of Power in the Ministry of Energy is following the policy as laid down in Ministry of Home Affairs O.M. No. 8/1/68-CS(II), dated 19th June, 1970 and providing employment to the wards of the employees who die in harness, with the approval of Department of Personnel and Administrative Reforms.

The Bhakra Beas Management Board and the Beas Construction Board have also been making appointments on compassionate grounds in accordance with the policy adopted by the Punjab Government in this regard.

(b) During the last three years 12 persons sought employment in the Ministry of Energy (Department of Power), 43 in BBMB and 44 in BCB. During the months of April and May, 1980 none sought employment in Department of Power whereas 1 in BBMB and 2 in BCB.

(c) In the Department of Power out of 12 persons who had applied, 10 have been provided with employment and in two cases the offers of appointment have been issued but the applicants are still to join.

In BBMB out of 44 persons who sought employment 35 have been provided with jobs whereas 9 cases are under consideration of the Board.

In BCB out of 46 persons who had applied for the job 39 have been provided with jobs whereas 7 could not be provided jobs due to lack of vacancies on account of reduction in the workload on completion of various components on the Project.

Probe into Malpractice by Companies in accepting Public Deposits

998. SHRI S. M. KRISHNA: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether there is any proposal under consideration of Government to probe the malpractices indulged in by some of the industrial companies under the Public Deposit Scheme;

(b) if so, the broad outlines thereof and whether it envisages any punitive action to be taken against defaulting companies;

(c) the agency through which probe is likely to be conducted; and

(d) by what time the probe is likely to be completed?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI P. SHIV SHANKER): (a) and (b). No, Sir.

Complaints against any individual non-banking non-financial company alleging malpractices under Public Deposit Scheme, when received, are examined by the Government and appropriate action is taken against such companies for violation, if any, of the provisions of the Companies Act relating to Public Deposits and the rules framed thereunder as warranted.

(c) and (d) Does not arise.

Exercise to revamp staff structure

999. SHRI S. M. KRISHNA: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether any exercise has been taken up to revamp AIR's staff structure; and

(b) if so, the outcome thereof?

THE MINISTER OF STATE IN THE MINISTRY OF INFORMATION AND BROADCASTING (SHRIMATI RAM DULARI SINHA): (a) and (b). Yes, Sir. The Government had appointed a Cadre Review Committee in 1977 to study the Cadre structure of programme and engineering services of A.I.R. The report submitted by this Committee is being examined.

Rise in price of pain killing, sugar-based medicines and baby food

1000. SHRI NAVIN RAVANI: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether it is a fact that within last two or three months prices of certain drugs like pain killers, and sugar-based medicines and baby foods have gone up from 10 to 50 per cent;

(b) if so, what steps have been taken to check such price-rise; and

(c) is it true that large sector is blaming Government for drug allocation to small sector responsible for such price rise?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI VEERENDRA PATIL): (a) Government have not allowed any increases in the prices of price controlled drugs which include pain-killers and some sugar-based medicines after March, 1978. However, it is possible that price increases might have taken place in the following cases:

(i) formulations outside the scope of price control which are of a non-essential nature; and

(ii) formulations manufactured by the small scale units having an annual turnover not exceeding Rs. 50 lakhs subject to their following leader prices for Categories I and II products. There is no price control on baby foods.

(b) In the circumstances explained in reply to part (a), the question of taking action to check price rise in the cases mentioned does not arise. However, drug manufacturing units are subject to profitability ceilings as specified in the Fifth Schedule to the Drugs (Prices Control) Order, 1979.

(c) No, Sir. Government have not received any reports to this effect.

Non-registering of companies under M.R.T.P. Act

1001 SHRI NAVIN RAVANI:
SHRI CHINTAMANI PANI-
GRAHI:

Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether it is a fact that Company Law Department has launched proceedings against many private companies for not registering under MRTP Act;

(b) which are these companies and with which large houses they are connected; and

(c) what method is found to have been used by large houses so as to circumvent provisions of the MRTP Act and what action is now contemplated against them?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI P. SHIV SHANKER): (a) Wherever individual undertakings have been prima facie considered registrable under section 26 of the M.R.T.P. Act, default notices have been issued calling upon them to register themselves.

(b) A statement giving a list of 370 undertakings against which default notices were pending as on 31st December, 1979 and the industrial houses with which they are connected, is laid on the Table of the House. [placed in Library. See No. LT-915/80].

(c) The usual reaction of undertakings to which default notices are sent is to deny that they are registrable by either advancing a different interpretation of the provisions of the M.R.T.P. Act and the various expressions used therein or to take advantage of the default notice and report changes in the facts relied upon by the Department so as to remove the basis of registrability indicated to the undertakings in the default notice. When the Department finds that an undertaking is evading registration despite its clear registrability, the penal provisions of the Act are invoked for launching prosecution.

Proposal to bring all company Executives within the ambit of guidelines on Pay and Perks

1002. SHRI BALASAHEB VIKHE PATIL: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether Government are considering to bring all the Company Executives within the ambit of guidelines governing pay and perks; and

(b) how far will it help Governmental efforts to secure all-round development of the country?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI P. SHIV SHANKER): (a) and (b). The revised administrative guidelines relating to the payment of managerial remuneration issued by the Central Government on 9th November, 1978 apply to the Managing/Wholtime Directors or Managers of public limited companies and private companies which are subsidiaries of public companies. The remuneration payable to the Executives does not re-

quire the approval of the Central Government under the Companies Act, 1956 except where such Executives come within the purview of Section 314(1B) of the Companies Act, 1956.

The question whether the Companies Act, 1956 should be amended to bring the remuneration payable to the Executives of the Companies within the guidelines issued by the Government in respect of Managing/Wholtime Directors and Managers is under consideration.

Target and actual production of coal

1003. SHRI ANANDA PATHAK: Will the Minister of ENERGY AND IRRIGATION AND COAL be pleased to state:

(a) the target of coal production for 1978-79, 1979-80, 1980-81 and 1981-82; and

(b) the actual coal production during the last three years; year-wise?

THE MINISTER OF STATE IN THE MINISTRY OF ENERGY (SHRI VIKRAM MAHAJAN): (a) The final targets of coal production for 1978-79 and 1979-80 fixed in consultation with the Planning Commission are 106.4 million tonnes and 112 million tonnes respectively. For 1980-81 a production target of 113.5 million tonnes has been fixed in consultation with the Planning Commission. For 1981-82 the production target would be fixed towards the end of the year in consultation with the Planning Commission.

(b) The actual coal production during the last 3 years year-wise is as under:

1979-80 10397 million tonnes

1978-79 101.95 million tonnes

1977-78 101.00 million tonnes

Dam at Tehri (Garhwal)

1004. SHRI NIHAL SINGH: Will the Minister of IRRIGATION be pleased to state:

(a) whether it is a fact that Government had taken a decision to construct a Dam in Tehri District, Tehri Garhwal, U.P.;

(b) whether the work for the construction of Dam has commenced;

(c) if so, at what stage the matter stands at present and by when it is likely to be completed;

(d) if not, whether the said project is being shelved; and

(e) if so, the reasons therefor?

THE MINISTER OF IRRIGATION (SHRI KEDAR PANDAY): (a) to (c). Proposals for the Tehri Dam project and its power house were approved by the Planning Commission in June, 1972. The preliminary works on the project including roads, colonies, diversion tunnels, adit to power house and stripping of abutments are in progress. The tentative schedule date of completion of the project is 1988-89.

(d) and (e). In the meanwhile, the people affected by the reservoir submergence have made various representations that the dam will have adverse environmental effects. A special team of the Department of Science & Technology has been set up to look into these and its report awaited.

नौ राज्यों की विधान सभाओं के लिये चुनाव लड़ने वाले उम्मीदवारों की संख्या

1005. श्री रामावतार शास्त्री : सय. विधि, न्याय और कम्पनी कार्य मंत्री यह बताने को कृपा करें कि :

(क) मई, 1980 में देश के नौ राज्यों में चुनाव लड़ने वाले कुल कितने उम्मीदवार थे और उनकी पार्टीवार संख्या कितनी है ;

(ख) पार्टीवार ऐसे कितने उम्मीदवार हैं जिनकी जमानत जप्त हो गई ;

(ग) इन चुनावों पर, राज्यवार, हुये व्यय का ब्यौरा क्या है ; और

(घ) जमानत राशि के जप्त होने के परिणामस्वरूप सरकार हि प्राप्त हुई राशि का राज्यवार ब्यौरा क्या है ?

विधि, न्याय और कम्पनी कार्य मंत्री (श्री पी. 0 शिवशंकर) : (क), (ख), (ग) और (घ) : प्रपेक्षित जानकारी अभी उपलब्ध नहीं है। यह इकट्ठी की जा रही है।

Difficulty to get diesel for persons visiting Capital for short period

1006. SHRI MADHAVRAO SCINDIA: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether it is a fact that owners of diesel driven vehicles coming to the Capital from other parts of the country for short visits find it hard to obtain the diesel as a result of control on the item; and

(b) if so, what remedial steps were taken or proposed to be taken to make it available to such owners?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI VEERENDRA PATIL): (a) and (b). The Delhi Administration who are responsible for regulation of supply of high speed diesel oil in the Union Territory of Delhi, have issued an Order specifying the limits for issue of diesel to various categories of vehicles. According to this order, all vehicles registered outside Delhi and entering the Union Territory can draw supplies as per specified scales from pumps of the oil companies situated on the border earmarked for highway traffic. These Scales have been decided keeping in view the overall availability of the product in the Union Territory and the priorities evolved by the Administration for distribution of the product among different groups of consumers. Delhi Administration has fixed the limits, taking into consideration the availability of diesel in the State.

Requirement of Diesel of each State

1007. SHRI MADHAVRAO SCINDIA: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) total requirements of each State for diesel;

(b) whether it is a fact that during the last one year the requirements of all States were not met as a result of shortage;

(c) if so, total shortage of the item; and

(d) steps proposed to meet the requirements of the State?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI VEERENDRA PATIL): (a) It is not possible to indicate State-wise requirements of High Speed Diesel Oil.

(b) The total sales of high speed diesel oil in the country in 1979-80 was about 12.6 per cent higher than the sales in 1978-79, as against the annual growth rate of 8 per cent to 9 per cent for this product until 1977-78. In spite of this high growth rate in sales in 1979-80 some shortages have been experienced in certain places due to a very steep increase in the demand mainly on account of growth in long distance road transportation of bulk goods, increased requirements of diesel for power generation and drought conditions in different parts of the country.

(c) It is not possible to quantify it in view of the reply as at (a) above.

(d) Steps have been taken to ensure adequate availability of diesel at coastal locations by imports. The throughputs in the refineries of the country are being maximized and optimum use is being made of the available transportation capacity. Supplies to States and Union Territories have already been stepped up and future supplies would be made keeping in

view the overall availability and transportation capability.

Effect of Shortage of Power on Irrigation

1008. SHRI MADHAVRAO SCINDIA: Will the Minister of IRRIGATION be pleased to state:

(a) whether as a result of shortfall in power generation, there were shortfalls in the irrigation throughout the country during the last one year;

(b) if so, percentage of shortfalls in irrigation; and

(c) steps proposed to be taken to improve the same?

THE MINISTER OF IRRIGATION (SHRI KEDAR PANDAY): (a) to (c). The information is being collected from the States and will be laid on the Table of the House when received.

Loss in Fertilizer Corporation of India and Hindustan Fertilizer Corporation

1009. SHRI K. P. SINGH DEO: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether it is a fact that during the last two years the Fertilizer Corporation of India and Hindustan Fertilizer Corporation together have lost Rs. 140 crores as compared to the undivided FCI's loss of Rs. 50 crores in 1977-78;

(b) if so, what are the factors responsible for the same; and

(c) whether Government wanted to have an indepth study to assess the reasons and whether the very question of bifurcation will be reconsidered?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI VEERENDRA PATIL): (a) Yes, Sir.

(b) The losses have been incurred mainly on account of short-falls in production in the different units, caused by raw material shortage, equipment failures and power problems.

(c) Government have initiated an in-depth study of the Namrup and Durgapur units of the Hindustan Fertilizer Corporation Limited to assist the units in identifying the problem areas and in locating possible solutions. The purpose of the reorganisation of Fertilizer Corporation of India and National Fertilizer Limited in April, 1978 was to avoid centralisation of decision making and to bring about greater autonomy to the field units. For improving the managerial efficiency, each company was entrusted with relatively small number of units. There is no proposal at present to reconsider the reorganisation issue.

Proposal to shift Headquarters of M/s. Hindustan Fertilizer Corporation

1010 SHRI K. P. SINGH DEO : Will the Minister of PETROLEUM AND CHEMICALS be pleased to state :

(a) whether the shifting of the headquarter of H.F.C. from Delhi to Calcutta has been stopped;

(b) if so, the considerations which have prompted the Government to do so;

(c) whether it is a fact that as a matter of principle IFFCO has its head office away from the plant and if so, why this cannot be followed by HFC and

(d) whether States other than West Bengal have preferred their claim for locating the HFC head office in their State and if so, their names and Government's decision in this regard?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI VEERENDRA PATIL): (a)

and (b). Pending disposal of certain representations received by Government against the shifting of the head office of H.F.C. to Calcutta, H.F.C have been asked not to make any financial commitments in this regard.

(c) IFFCO has operating plants at Kandla and Kalol in Gujarat and a project under implementation at Phulpur in U.P. The Head Office is located at Delhi. IFFCO is a venture in which co-operatives from all over India have a share. The considerations that apply to the location of its head office need not necessarily apply in other cases.

(d) The State Governments of Assam and Bihar had also approached the Central Government for locating the head office of HFC in those States. The claims of these States were given due consideration before a decision was taken in March, 1979 to shift the head office of HFC to Calcutta.

Utilisation of Waters of West-flowing Rivers

1011 SHRI K. T. KOSALRAM : Will the Minister of IRRIGATION be pleased to state :

(a) the salient features of the scheme reported to have been finalised for the utilisation of waters of West-flowing rivers in the Southern States; and

(b) the action taken thereon for implementation?

THE MINISTER OF IRRIGATION (SHRI KEDAR PANDAY): (a) Two statements showing the salient features of on-going and proposed schemes on West-flowing rivers in the Southern States are annexed. (Statements I & II).

(b) Schemes contained in Statement II are to be implemented after these are accepted by the Planning Commission.

Statement I

List of on-going scheme on West-flowing Rivers

Sl. No.	Name of Scheme	Estimated cost in (Rs. lakhs)	Benefits in (Th. ha.)
<i>Maharashtra</i>			
1	Kal	772	14.00
<i>Goa, Daman & Diu</i>			
1	Salauli	2,188	20.80
2	Mandovi	1,310	11.21
<i>Kerala</i>			
1	Chitturpuzha	990	33.00
2	Kallada	12,450	106.00
3	Kanhirapuzha	2,730	22.00
4	Kuttiadi	3,480	30.00
5	Pamba	3,610	42.00
6	Periyar Valley	3,820	86.00
7	Pazhassi	3,880	32.00
8	Muvattupuzha*	3,700	52.00
9	Chimoney*	1,300	26.00

*Not yet approved by Planning Commission .

Statement II

List of proposed projects on West-flowing Rivers

Sl. No.	Name of Project	Estimated cost (Rs. lakhs)	Benefits 1000 ha.
<i>Maharashtra</i>			
<i>Major</i>			
1	Tillari Irrigation	4787.13	36.87 (7.53 Maharashtra & 29.34 Goa)
2	Bhatsa Irrigation	2164.915	10.915

1	2	3	4
<i>Medium</i>			
1	Hatavana	481.44	5.814
2	Nathuwadi	656 07	4.54
<i>Karnataka</i>			
<i>Major</i>			
1	Varahi Project	943 00	25.33
<i>Kerala</i>			
<i>Major</i>			
1	Kakradavu	1335 50	41.76
2	Muvatupuzha	3652 10	52.20
3	Chimoleey	1261.53	26.00
4	Idamalayar	1785 48	25.66
5	Karapoara Kuriarkutty (Multipurpose Scheme) (Palighat)	2685 60	11.736
<i>Medium</i>			
1	Vamanapuram	747.28	20.00
2	Area Code Irrigation Project (Beyorapuzha)	1067.00	13.624

विदेशी औषध कम्पनियों द्वारा दवाइयों के मूल्य में वृद्धि

1012. श्री निहान सिंह : क्या पेट्रोलियम और रसायन मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या भारतीय और विदेशी औषध निर्माता कम्पनियों ने हाल ही में प्रति औषध 2 रुपये या 3 रुपये तक मूल्य वृद्धि की है जिसमें आम जनता पर भारी बोझ पड़ा है ; और

(ख) यदि हां, तो ऐसी औषध निर्माता कम्पनियों और फर्मों के नाम क्या हैं जिनके विरुद्ध सरकार ने कार्यवाही की है तथा की गई कार्यवाही का ब्यौरा क्या है ?

पेट्रोलियम, रसायन और उर्वरक मंत्री (श्री बीरेन्द्र पाटिल) : (क) सरकार ने मार्च, 1978 के बाद मूल्य नियंत्रित औषधों के मूल्य में वृद्धि की अनुमति नहीं दी है। तथापि यह संभव है कि निम्नलिखित मामलों में कुछ मूल्य वृद्धि हुई हो:—

(i) मूल्य नियंत्रण से बाहरी फार्मूलेशन जो अनावश्यक प्रकृति के हैं ; और

(ii) लघु पैमाने के एकको जिनका वार्षिक व्यापार 50 लाख रुपये से अधिक नहीं है द्वारा उत्पादित फार्मूलेशन, क्योंकि ऐसे एकक मूल्य नियंत्रण से बाहर हैं वरन् उनकी श्रेणी—I और II उत्पादों के नियंत्रण अगल शीर्ष मूल्य हो।

(ख) जब कभी भी सरकार के ध्यान में आता है कि कोई उत्पादक प्राधिकृत मूल्य से अलग किसी मूल्य पर औषध का विपणन करता है तो ऐसे उत्पादकों को कारण बताओ नोटिस जारी किया जाता है और या संबंधित राज्य औषध नियंत्रकों को भी जांच करने और आवश्यक कार्यवाही करने का अनुरोध किया जाता है। कुछ मामले ऐसे भी हैं जहां उत्पादकों ने कुछ उत्पादों का मूल्य छूट की श्रेणी में लाने का दावा किया है किन्तु मंत्रालय द्वारा श्रेणीबद्धता की पूछताछ की गई है। इस तरह के मामलों में उत्पादकों को अपना मामला प्रस्तुत करने के लिये अवसर देते हुए और विशेषज्ञ राय जानने के बाद सरकार गुणों के आधार पर उत्पाद की श्रेणीबद्धता के बारे में अंतिम निर्णय लेती है। उत्पादकों ने ऐसे मामलों में अनन्यरूप से सरकार के अंतिम निर्देशों का अनुपालन किया है।

बाढ़ के पानी को उपयोग में लाना

1013. श्री कमला मिश्र मधुकर : क्या सिंचाई मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या देश में बाढ़ के पानी के उपयोग में लाने के बारे में सरकार ने कोई योजना तैयार की है ;

(ख) यदि हां, तो उसका व्यौरा क्या है ;

(ग) यदि नहीं, तो उसके क्या कारण हैं ; और

(घ) क्या सरकार ने उस वार्षिक हानि के बारे में अनुमान लगाया है जो बाढ़ के पानी को उपयोग में न लगाये जाने के कारण देश को होती है और यदि बाढ़ के पानी को नियमित रूप से उपयोग में लगाया जाये तो देश को कितना लाभ होगा तथा बाढ़ के पानी को उपयोग में लाने पर कितना व्यय होगा ?

सिंचाई मंत्री (श्री केदार पाण्डेय) : (क) से (घ) भारत की नदियों के कुल लगभग 1440 मिलियन एकड़ फुट के जलप्रवाह में से, 80-90 प्रतिशत प्रवाह मानसून के मौसम में आता है और इसका अधिकांश भाग बाढ़-प्रवाह के रूप में होता है। मौजूदा अनुमानों के अनुसार इसके केवल एक-तिहाई भाग का इस्तेमाल लाभप्रद ढंग से उपयोग के लिए किया जा सकता है। बहुउद्देशीय लाभ प्राप्त करने के प्रयोजन से, फालतू बाढ़-जल को संचित करने के लिये देश की विभिन्न नदियों पर लगभग 130 मिलियन एकड़ फुट की क्षमता वाले बहुत से जल-संचयन जलाशयों का निर्माण पहले ही किया जा चुका है। बाढ़ प्रवाह को यथा-संभव सीमा तक काबू में लाने के लिये कई बृद्ध नदी प्रणालियों पर कई अतिरिक्त जल-संचयन जलाशयों के निर्माण की परियोजनाएँ इस समय अन्वेषण, आयोजन और निर्माण की विभिन्न अवस्थाओं में हैं। अनुमान है कि बाढ़ों से सम्बन्धित देश में प्रतिवर्ष लगभग 250 करोड़ रुपये की क्षति होती है। उपलब्ध जल को पूर्णतः अथवा अधिकांश रूप से काबू में लाने के लिये पर्याप्त जल-संचयन की क्षमता के सृजन की भी, भू-प्राकृतिक और भू-वैज्ञानिक कारणों से, अपनी कई सीमाएँ हैं। लेकिन आशा है कि संभाव्य जल-संचयन क्षमता के सृजन से बाढ़ से होने वाली क्षति में काफी कमी हो जायेगी। विभिन्न स्थलों के अन्वेषण और संचित जल का लाभदायक ढंग से उपयोग करने की परियोजनाएँ तैयार किये जाये के बाद ही लाभ और लागत का अनुमान लगाया जा सकता है।

Rural Electrification Projects

1014. SHRI GULAM RASOOL KOCHAK:

SHRI M. V. CHANDRA-SHEKHARA MURTHY:

Will the Minister of ENERGY AND COAL be pleased to state:

(a) whether it is a fact that the Rural Electrification Corporation has given a loan assistance of over Rs. 84.6 crores for more than 300 new electrification projects;

(b) if so, whether these projects will extend electricity to about 14,000 villages in various States;

(c) if so, the names of the States where new electrification projects are to be started; and

(d) to what extent the REC has so far sanctioned loans?

THE MINISTER OF STATE IN THE MINISTRY OF ENERGY (SHRI VIKRAM MAHAJAN): (a) and (b). At the meeting of the Board of Directors of the Rural Electrification Corporation held on 23rd April, 1980, 320 rural electrification projects for a total loan assistance of Rs. 90.68 crores were approved. These projects, on completion, envisage electrification of 13,955 new villages in different States.

(c) The 320 projects mentioned above include, in addition to electrification of villages, 4 Special Transmission Projects and 35 projects for extension of electricity to Harijan Bastis adjoining electrified villages. The States covered by the new projects are Andhra Pradesh, Assam, Bihar, Gujarat, Haryana, Himachal Pradesh, Jammu & Kashmir, Karnataka, Kerala, M.P., Maharashtra, Manipur, Meghalaya, Orissa, Punjab, Rajasthan, Tamil Nadu, Tripura, Uttar Pradesh and West Bengal.

(d) Including the 320 rural electrification projects approved on 23rd April, 1980, the Corporation has, up to

31st May, 1980 sanctioned a total financial assistance of Rs. 1242.26 crores in respect of 3534 projects.

Rajasthan Canal Project

1015. **SHRI CHITTA BASU**: Will the Minister of **IRRIGATION** be pleased to state:

(a) whether it is a fact that the progress of work of the Rajasthan Canal Project has fallen short of schedule;

(b) if so, the full facts thereof; and

(c) the steps taken by Government to remedy the situation?

THE MINISTER OF IRRIGATION (SHRI KEDAR PANDAY): (a) to (c). The Rajasthan Canal Project is an irrigation project of the Government of Rajasthan and is being executed by the State Government. In the earlier stages the progress on the Project had been slow *inter-alia* due to constraint of resources and non-availability of adequate quantities of water during non-monsoon periods for drinking and construction purposes in the inhospitable environments of the Thar Desert areas of Rajasthan where this project is located. It was only after the Pong Dam was completed on the Beas River in 1974 that an assured supply of water for construction and domestic purposes became available throughout the year in the project area. Thereafter there has been substantial progress on the project. It is expected that the project would be completed by 1985-86 as scheduled. The State Government has reported that the project has been severely handicapped in recent years by shortage of cement and also of coal which is required for burning bricks and tiles for lining the canal system. The Central Government is assisting the State Government in obtaining adequate quantities of cement and coal for completion of the Project by 1985-86. The progress of construction of the Project is being closely watched by the Central Monitoring Unit of the Central Water Commission.

Complaints regarding non-repayment of deposits by Companies

1016. **SHRIMATI PRAMILA DANDAVATE**: Will the Minister of **LAW, JUSTICE AND COMPANY AFFAIRS** be pleased to state:

(a) whether Government have recently received complaints regarding non-repayment of the deposits collected from Public by the limited companies;

(b) whether such complaints have also appeared in the newspapers;

(c) if so, whether Government have taken any action against erring companies; and

(d) if so, give details about the complaints and the prosecutions launched?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI P. SHIV SHANKER): (a) Government have been receiving complaints from time to time from the depositors regarding default in repayment of deposits collected from the public by some non-banking non-financial companies.

(b) No report in any national newspaper has come to Government's attention. Some such complaints may have appeared in certain newspapers.

(c) There is no provision in the Companies Act, 1956 enabling the Government to compel non-banking non-financial companies to repay public deposits on maturity to depositors. However, in such cases it is examined whether the company has complied with the provisions of Section 58A of the Companies Act, 1956 and Companies (Acceptance of Deposits) Rules, 1975. In appropriate cases prosecution are launched against the companies and their officers in default if any contravention of the provisions of Section 58A of the Act, and the Rules thereunder is established.

(d) The complaints received by the Government against non-banking non-financial companies, by and large, relate to non-repayment of deposits and/or interest accrued on such deposits on maturity for which the depositor has to pursue action in an appropriate Court of Law. If, however, contravention of the provisions of Section 58A of the Companies Act, 1956 and/or the rules framed thereunder is noticed by the Government, the question of prosecuting the company is considered. Upto 31st March, 1980 prosecutions have been launched in 60 such cases.

Permission to Foreign Drug Companies to export essential drugs

1017. SHRIMATI PRAMILA DANDAVATE: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether it is a fact that certain foreign drug companies operating in India have been permitted to export essential drugs manufactured by them in collaboration with Indian firms;

(b) if so, the names of these foreign drug companies and their Indian collaborators; and

(c) details of the export of the essential drugs by these firms during the past two years (1979 and 1980 upto April)?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI VEERENDRA PATIL): (a) to (c). It is a fact that foreign drug companies export drugs including essential drugs. They do so on the basis of specific manufacturing permissions available to them. The Basic Chemicals, Pharmaceuticals and Cosmetics Export Promotion Council, the organisation concerned with drug exports has indicated that cases of joint or collaborative exports involving foreign and Indian firms have not come to its notice.

Camps for the rehabilitation of Bangladesh Refugees in North Eastern States

1018. SHRIMATI PRAMILA DANDAVATE: Will the Minister of SUPPLY AND REHABILITATION be pleased to state:

(a) whether camps have been established in the North Eastern States for the rehabilitation of refugees coming from Bangladesh;

(b) if so, details thereof (with the names of the places of camp sites); and

(c) the total number of refugees at those camps at present?

THE DEPUTY MINISTER IN THE MINISTRY OF SUPPLY AND REHABILITATION (SHRI P. K. THUNGON): (a) No camps have been established by the Central Government so far.

(b) Does not arise.

(c) Nil.

इंदौर में दूरदर्शन केन्द्र स्थापित करने का प्रस्ताव

1019. श्री फूल चन्द वर्मा : क्या सूचना और प्रसारण मंत्री यह बताने की कृपा करेंगे कि

(क) क्या निकट भविष्य में इंदौर में दूरदर्शन केन्द्र स्थापित करने का कोई प्रस्ताव विचाराधीन है ; और

(ख) यदि हाँ, तो इसे कब तक स्थापित किया जायेगा ?

सूचना और प्रसारण मंत्रालय में राज्य मंत्री (श्रीमती राम दुलारी सिंह) : (क) और (ख). वित्तीय संसाधनों की कमी के कारण इंदौर में दूरदर्शन केन्द्र स्थापित करने का फिलहाल कोई प्रस्ताव नहीं है ।

Offer of Land to Hindustan Fertiliser Corporation

1020. SHRI KRISHNA CHANDRA HALDER: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether he is aware that the Chief Secretary, Government of West

Bengal had written a letter dated 4th December, 1979 to the Chairman and Managing Director, Hindustan Fertilizer Corporation Ltd. wherein he clearly mentioned that the West Bengal Industrial Development Corporation was immediately in a position to offer 10,000 to 15,000 sq. ft. in a building located in the business centre of Calcutta and some land would be available in the Salt Lake area for construction of an office as well as a residential complex;

(b) whether he is aware about the fact that the West Bengal Government have offered them further space i.e. a total of 26,000 sq. ft. in Poddar Court, in Calcutta;

(c) whether he is also aware that HFC have not responded to that offer; and

(d) the reaction of Government thereon?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI VEERENDRA PATIL): (a) to (d). The H. F. C. received a letter dated 4th December, 1979 from the Government of West Bengal as mentioned in part (a) of the question. This was followed up by an offer of 10,000 sq. ft. of office accommodation from West Bengal Industrial Development Corporation in Poddar Court, Calcutta in December, 1979. Since the area offered was short of the requirements for the Corporate Office of H.F.C. and was also not locationally suitable, the H.F.C. did not pursue the offer. When H.F.C. responded to an advertiser in a local paper in March, 1980 offering accommodation of 26,000 sq. ft., they found that the advertiser was the WBIDC and that the accommodation was in the same building. Meanwhile, pending disposal of certain representations received by Government against the shifting of the head office of H.F.C. to Calcutta, H.F.C. have been asked not to make any financial commitment in this regard.

Irrigation Projects in U.P.

1021. SHRI K. M. MADHUKAR: Will the Minister of IRRIGATION be pleased to state:

(a) is it a fact that some of the irrigation projects in U.P. suffered in their progress due to scarcity of cement, steel and explosives;

(b) if so, the steps Government have taken so far to supply the required materials; and

(c) if not, the reasons therefor?

THE MINISTER OF IRRIGATION (SHRI KEDAR PANDAY): (a) to (c). The information is being collected from the State Government and will be laid on the Table of the House when received.

Gandak Project in Bihar

1022. SHRI K. M. MADHUKAR: Will the Minister of IRRIGATION be pleased to state:

(a) whether the Head-Quarters of a Chief Engineer, Gandak Project is located at Motihari in the District of East Champaran;

(b) if so, how many workers of all categories work there;

(c) is it a fact that all these persons have no living quarters for them.

(d) if so, is it hampering the smooth running of Gandak Project;

(e) if so, in what time Government propose to build the quarters for workmen of all categories there;

(f) how many workers of all grades have their own quarters; and

(g) the details thereof?

THE MINISTER OF IRRIGATION (SHRI KEDAR PANDAY): (a) to (g). The information is being collected from the State Government and will be laid on the Table of the House on receipt.

समाचार पत्रों की बिक्री के बारे में आंकड़ें

1023 श्री मूल चन्द डागा : क्या सूचना और प्रसारण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या वर्ष 1979 के दौरान समाचार पत्रों की बिक्री के आंकड़ों की जांच की गई थी ;

(ख) यदि हा, तो कितने मामलों में आंकड़े गलत पाये गये थे और प्रत्येक मामले में आंकड़े कितन-कितने बड़ा कर बताये गये थे ; और

(ग) इसके लिये जिम्मेदार व्यक्तियों के वि. सरकार ने क्या कार्यवाही की है ?

सूचना और प्रसारण मंत्रालय में राज्य मंत्री (श्रीमती राम दुलारी सिन्हा) : (क) जी हा ।

(ख) वर्ष 1979 के दौरान 818 समाचार पत्र/नियतकालिक पत्रों के आंकड़ों की जांच पड़ताल की गई थी, इनमें से 273 समाचार पत्रों/नियतकालिक पत्रों के आंकड़े बड़ चले सिद्ध नहीं हुये पाये गये थे । ऐसे समाचार पत्रों/नियतकालिक पत्रों जिनके मामले में परिचालन सख्या बड़ी चढ़ी सिद्ध नहीं हुई पायी गई थी, की सूची सभा पटल पर रखी गई है । [मंत्रालय में रखा गया । देखिये सख्या LT-916/80]

(ग) आंके गये आंकड़े भारत के समाचार पत्रों के रजि. कार के कार्यालय द्वारा भेजे जाने वाले कार्ड में दर्ज कर लिये जाते हैं । अखबारी कागज की हकदारी और सरकारी विज्ञापनों की दरे आंकी गई परिचालन सख्या के आधार पर सशोधित का. जा रहा है और अखबारी कागज का अतिरिक्त कौंटा और बड़ी चढ़ी परिचालन सख्या के आधार पर उनके द्वारा कम का गई ऊंची दरों के कारण किये गये अतिरिक्त भुगतान को अखबारी कागज के उनके भावी कोटे और विज्ञापनों के समवर्ती बिलों में समंजित किया जा रहा है । जिन समाचार पत्रों की परिचालन संग. के दावों को "सिद्ध नहीं हुआ" समझा गया है, उनको अखबारी कागज का कौंटा और सरकारी विज्ञापन देने बन्द किये जा रहे हैं ।

Irrigation Projects pending Clearance before the Central Government

1024. SHRI A. NEELALOHITHA-DASAN: Will the Minister of IRRIGATION be pleased to lay a statement showing:

(a) how many irrigation projects are pending before Government of India at present for clearance;

(b) the names of these projects and the reasons for the delay on the part of the Central Government in issuing clearance; and

(c) when will Government give clearance to those projects?

THE MINISTER OF IRRIGATION (SHRI KEDAR PANDAY): (a) 27 major and 23 medium irrigation schemes are pending with the Government of India for clearance. Besides these, 92 major and 46 medium projects are pending with the State Governments for compliance of the comments of the Central Water Commission.

(b) and (c). A statement giving the names of the above 27 major and 23 medium projects is attached.

The Planning Commission has laid down norms in regard to investigations, designs, estimates and benefit cost ratio etc. The projects as received from State Governments are examined in the light of these norms. The projects can be considered for clearance by the Central Government only after the technical and economic feasibility thereof are satisfactorily established. The clearance of the projects, therefore, depends upon the response from the State Governments in furnishing the replies to the comments of the Central Government, and also by deputing the concerned officers for discussion to sort out the outstanding points with the Central Government wherever necessary.

Statement

Sl. No. Name of Project

A. MAJOR PROJECTS

ANDHRA PRADESH

1. Modernisation of Krishna Delta System A.P.

2. Yeleru reservoir (East Godavari)

BIHAR

3. Remodelling and modernisation of Durgawati anal system.

4. Bagmati Project (Sitamarhi)

5. Koel-Karo-Subernarekha Inter-Basin Irrigation Project.

6. North Koel.

GUJARAT

7. Watrak (Sabarkantha)

8. Sardar Sarovar (Broach)

9. Modernisation improving Fate-wadi Canal system (Ahmedabad)

10. Dantiwada, Reservoir Project Modernisation (Banaskantha and Mehsana)

11. Modernisation of Bhadar Project (Rajkot)

12. Modernising of Shatranji Polithana (Bhavnagar)

13. Modernisation of Machhu I (Rajkot)

14. Modernisation of Kharicut Canal.

15. Modernisation of Ukai-Kakra-par

16. Sipu (Banaskantha)

17. Jankhari Reservoir (Surat).

MADHYA PRADESH

18. Rajghat Canal Project (Guna, Shivpuri, Tikamgarh, Datia, Gwalior and Bhind District) Madhya Pradesh portion

19. Kolar Project (Sehore)

20. Halali (Vidisha & Raisen)

21. Rajghat Dam Project (M.P. U.P.).

MAHARASHTRA

22. Wan River Project (Akola)

23. Bawanthwadi Project (Bhandara).

PUNJAB

24. Lining of Distributories and Minors Project (1st phase)

UTTAR PRADESH

25. Maudaha.

WEST BENGAL

26. Upper Kangsabati Reservoir Project (Purulia and Bankura).

27. Bermangola.

B. MEDIUM PROJECTS

ANDHRA PRADESH

1. Buggawanka Reservoir Scheme (Guddapa)

GUJARAT

2. Harnav Stage-II (Sabarkantha)

3. Guhaj (Sabarkantha)

4. Mazam (Sabarkantha)

JAMMU AND KASHMIR

5. Seer Lift Irrigation.

MADHYA PRADESH

6. Budhana Nalla Project (Shivpuri)

7. Chhirapani Project (Rajnandgaon).

8. Kosartedo Tank Project and Godavari (Bastar).

9. Manhar Project (Shivpuri).

10. Bah Project (Vidisha)

11. Sagar Project (Vidisha)

12. Dorsha Irrigation Project (Sehore).

13. Kaliasote Irrigation Project (Bhopal).

14. Tillar Dam Project (Shajapur).

MAHARASHTRA

15. Sonwad Irrigation Project.

16. Amarawati Project.

17. Dongaragaon Tank Project.

MANIPUR

18. Khuga Irrigation Project (Manipur South).

ORISSA

19. Bankbai Irrigation Project (Mayur Bhanj).

RAJASTHAN

20. Sawan Bhadon Irrigation Scheme.

21. Chhapi Irrigation Project.

22. Bilas Irrigation Project.

UTTAR PRADESH

23. Repairs and Strengthening of Nanak Sagar Dam.

Vamanapuram Irrigation Project

1025. SHRI A. NEELALOHITHA-DASAN: Will the Minister of IRRIGATION be pleased to state:

(a) whether Government of Kerala has already deputed the concerned officers to the Central Water Commission for discussions in regard to the report of Vamanapuram Irrigation Project; and

(b) if so, what was the result of those discussions?

THE MINISTER OF IRRIGATION (SHRI KEDAR PANDAY): (a) No, Sir.

(b) Does not arise.

Requests for considering Cinema as Industry

1026 SHRI K. P. SINGH DEO: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether it is a fact that Government have received requests for considering Cinema as an industry;

(b) whether Government have taken any decision in this regard; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF INFORMATION AND BROADCASTING (SHRIMATI RAMDULARI SINHA): (a) Yes, Sir.

(b) and (c). No Sir, not yet.

Losses of Fertiliser Corporation of India and Hindustan Fertiliser Corporation Units

1027. SHRI GULAM RASOOL KOCHAK:

SHRI P. M. SAYEED:

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether marketing constraints and mounting losses encounter units under the Fertilizer Corporation of India and the Hindustan Fertilizer Corporation regarding non-implementation of restructured schemes launched about two years ago;

(b) if so, whether some other factors have also defeated the underlying objectives and the previous Government in April, 1978 had to split the then Fertiliser Corporation of India and National Fertilizer Ltd. into five autonomous Corporations; and

(c) if so, what are the main reasons for the fertilizer losses and how the present Government are considering to overcome these losses?

THE MINISTER OF PETROLEUM CHEMICALS AND FERTILIZERS (SHRI VEERENDRA PATIL): (a) to (c). The Fertilizer Corporation of India and Hindustan Fertilizer Corporation have incurred losses during the last two years. The companies did not encounter any marketing constraints. The losses have been incurred mainly on account of shortfalls in production in the different units, caused by raw material shortage, equipment failures and power problems. The performance of the individual units under the Fertilizer Corporation of India and Hindustan Fertilizer Corporation is being monitored and appropriate remedial measures are initiated to improve their production performance.

The main purpose of the reorganisation of Fertilizer Corporation of

India and National Fertilizer Limited in April, 1978 was to avoid centralisation in the decision making and to bring about greater autonomy to the field units. The reorganisation scheme has been fully implemented.

Guidelines for Allocation of Canalised Drug Items

1028. SHRI GULAM RASOOL KOCHAK:

SHRI P. M. SAYEED:

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether Government have issued any new guidelines for allocation of canalised drug items for the year 1980-81;

(b) whether the shortage of several essential drugs is likely to worsen with the possible fall in the drug output in the current year;

(c) whether new guidelines did not allow any growth factor for the organised sector of the industry;

(d) if so, whether the organised sector comprising all drug companies and Indian DGTD units have not been given any increased allocation of canalised drug items this year also; and

(e) if so, whether Government have considered to take any steps by which the vital drug shortage may not worsen again?

THE MINISTER OF PETROLEUM CHEMICALS AND FERTILIZERS (SHRI VEERENDRA PATIL): (a) Yes, Sir.

(b) There has been some shortfall in the production of few bulk drugs including essential bulk drugs, such as Chloramphenicol Powder, Streptomycin, Dapsone, Erythromycin Stearate etc. during the year 1979-80 as compared to the previous year. However, there is no general shortage

of the related formulations of these bulk drugs. There are only periodical regional shortages of some brands of these drugs and equivalent brands are generally available in these cases. The production and availability of essential drugs is monitored in this Ministry and remedial measures wherever necessary, are taken to relieve the shortages, if any.

(c) to (d): The new guidelines for distribution of canalised bulk drugs during 1980-81 to DGTD units (organised sector) are actually an improvement over the guidelines effective during the last year inasmuch as, unlike in the past, allocation based on the best of past releases during the 3-year period ending March, 1977 can be made even if such allocations are in excess of the entitlement as per licensed capacity of such unit.

(e) As already indicated above, a watch is kept on the availability of essential drugs and remedial action as necessary is taken by the Ministry.

High Technology Drug Units

1029. SHRI K. T. KOSALRAM: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether the Reserve Bank has declared all multi-national drug companies barring two as high-technology units;

(b) if so, the names of such companies which are high-technology units and which are not high-technology units; and

(c) the recommendations of F.E.R.A. committee in this regard?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI VEERENDRA PATIL) (a): No, Sir.

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

Representation of Film Industry in N.F.D.C.

1030. SHRI K. T. KOSALRAM: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether it is a fact that prominent film organisations have urged Government to ensure equitable representation to all sections of the film industry from all over the country in the proposed National Film Development Corporation; and

(b) if so, the action taken thereon?

THE MINISTER OF STATE IN THE MINISTRY OF INFORMATION AND BROADCASTING (SHRIMATI RAMDULARI SINHA): (a) Yes, Sir.

(b) Government is desirous of giving equitable representation to different sections concerning the film industry and the Board of the National Film Development Corporation is being constituted keeping this object in view.

New Kenil Worth Hotel, Calcutta

1031. SHRI NIHAL SINGH: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether New Kenil Worth Hotel Private Limited, 1 & 2, Little Russel Street, Calcutta-7 was started and the number of partners of the hotel at the time of its formation and their number at present; and

(b) whether it is a fact that partners of the Hotel are violating company rules and whether Government have received any complaint against the Hotel in this connection and if so, the action taken so far thereon and if action has not been taken, the reasons therefor?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI P. SHIV SHANKAR): (a) New Kenil Worth Hotel Private Ltd. was regis-

tered in the State of West Bengal on 29th April, 1970. Being a Company there are no partners. Both at the time of formation and at present there are 3 directors in the company.

(b) No complaint has been received against the company. The directors of the company were however prosecuted, under section 210(5) of the Companies Act, 1956 and were fined Rs. 480 for non-laying of the Balance Sheet of the company as on 31st March, 1976 at the Annual General Meeting.

पश्चिम बंगाल में पुनर्वास बस्तियों में सुविधाएं

1032. श्री निहाल सिंह : क्या पुनर्वास मंत्री यह बनाने की कृपा करेंगे कि—

(क) क्या शेष पुनर्वास समस्याओं पर विचार करने के लिए गठित किये गये कार्यवाही ग्रुप की सिफारिशें प्राप्त होने के पश्चात् सरकार ने 31 दिसम्बर, 1950 के पश्चात् पश्चिम बंगाल में स्थापित की गई 175 बस्तियों में प्लाटधारियों को सुविधाएं प्रदान करने का निर्णय कर लिया है ;

(ख) यदि हा, तो क्या सभी प्लाटधारियों को सुविधाएं प्रदान कर दी गई हैं ; और

(ग) यदि नहीं, तो कितने प्लाटधारियों को सुविधाएं प्रदान नहीं की गई हैं ?

पूति तथा पुनर्वास मंत्रालय में उप मंत्री (श्री पी० क० खंगन) (क) कार्यकारी दल ने 1976 में भूमियों के अधिग्रहण एवं भू-स्थलों के विकास द्वारा 1950 के बाद की 175 अनधवासी बस्तियों को नियमित करने की सिफारिश की थी । भारत सरकार ने इन योजनाओं को अनुमोदित कर दिया है जो अब पश्चिम बंगाल सरकार द्वारा कार्यान्वित की जा रही हैं ।

(ख) और (ग). पश्चिम बंगाल सरकार ने सूचित किया है कि वह अपने भूमि विकास तथा योजना अधिनियम के उपबंधों के अधीन भूमि योजना समिति को प्रस्तुत किए जाने के लिए इन बस्तियों के सर्वेक्षण नक्शे तैयार कर रही है । उसने आगे सूचित किया है कि अधिग्रहण कार्यवाहियों को अन्तिम रूप देने तथा भूमियों का कब्जा लेने के बाद भू-स्थलों के विकास और प्लाटधारियों को हक देने के लिए कार्रवाई की जाएगी ।

Separate Corporation for Supply of Coal to Power Stations

1033. SHRI M. V. CHANDRASHEKHARA MURTHY:

SHRI P. M. SAYEED:

SHRI JANARDHANA POOJARY:

Will the Minister of ENERGY AND IRRIGATION AND COAL be pleased to state:

(a) whether Union Government are seriously considering a proposal for setting up a separate corporation for supply of coal to power stations due to the coal supply problem;

(b) whether this new corporation will also explore the possibilities of development of new mines; and

(c) to what extent this will help in the matter of coal supply to these thermal projects?

THE MINISTER OF STATE IN THE MINISTRY OF ENERGY (SHRI VIKRAM MAHAJAN): (a) With a view to ensure timely supply of coal to the thermal power stations a separate Cell is being constituted within Coal India Ltd.

(b) Does not arise.

(c) This will enable a close monitoring of supply of coal to individual power houses and maintenance of a liaison with the Railways to enable supplies to be stepped up to power houses to meet their demand.

Import of Kerosene and Diesel

1034. SHRI M. V. CHANDRASHEKHARA MURTHY: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether it is a fact that Government have decided to import 5 lakh tonnes of diesel and another 1.6 lakh tonnes of kerosene during May and June, 1980 to tide over the existing shortage;

(b) if so, to what extent the above shortage will be met;

(c) what was the total allocation of diesel and kerosene made to the States during May, 1980 and what is the position in June; and

(d) whether shortages of diesel and kerosene are likely to be grave in the near future?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI VIRENDRA PATIL): (a) No, Sir. The total imports of SKO and HSD during May and June, 1980 together are estimated to be about 3 lakh tonnes and 10 lakh tonnes respectively.

(b) Shortage of SKO and HSD is being made up, to the extent possible, by imports.

(c) The allocation made to the States/Union Territories for the months of May and June, 1980 are as given below:—

(Figures in '000 tonnes)

Product	Allocations for May, 1980	Allocations for June, 1980
H.S.D.	858	765
S.K.O.	353	317

(d) The supplies of diesel and kerosene have registered improvements in recent months. The future supplies will necessarily depend upon indigenous production as per schedule, normal movement of products, etc.,

Manufacture of Insecticides by Multi-National Companies

1035. SHRI AHMED M. PATEL: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) the names of the multi-national companies which are dealing in insecticides;

(b) whether the raw material used for manufacturing insecticides is imported;

(c) if so, through which agencies or direct by the manufacturers; and

(d) the foreign exchange involved?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI VEERENDRA PATIL): (a) The names of the Companies in the organised sector, (dealing in insecticides) which have more than 40 per cent direct foreign equity are as follows:

1. Ciba Geigy of India Limited, Bombay.
2. Cyanamid (India) Limited, Bombay.
3. Sandoz (India) Limited, Bombay.
4. Bayer (India) Limited, Bombay.
5. Alkali and Chemicals Corporation of India Limited, Calcutta.
6. Union Carbide India Limited, New Delhi.
7. Indofil Chemicals India Limited, Bombay.
8. Hoechst Pharmaceuticals of India Limited, Bombay.
9. Monsanto Chemicals of India Limited, Bombay.
10. BASF India Limited, Bombay.

(b) Yes Sir, but to the extent these are not available indigenously.

(c) As per the current Import policy, import of raw materials is allowed to the actual users either against the Automatic licences being issued based on actual past consumption of under Open General Licence.

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

Coal Mines Running in Loss

1036. SHRI AHMED M. PATEL: Will the Minister of ENERGY, IRRIGATION AND COAL be pleased to state:

(a) whether it is a fact that Coal Mining Public Undertakings are running in loss;

(b) if so, the extent of loss per year since nationalisation; and

(c) the steps taken by Government to make them profitable concerns?

THE MINISTER OF STATE IN THE MINISTRY OF ENERGY (SHRI VIKRAM MAHAJAN): (a) Yes, Sir.

(b) According to the provisional unaudited accounts of Coal India Ltd. and its subsidiaries, the year-wise losses incurred is as follows:

	(Rupees in crores)
1973-74	33.14
1974-75	75.28
1975-76	54.00
1976-77	75.21
1977-78	102.14
1978-79	221.17
1979-80	134.42

(c) Following steps have been taken in this regard:

(1) Production is being stepped up and for this, attempts are being made to remove constraints in the supply of power, explosives and diesel.

(2) Controlling absenteeism among the miners.

(3) Control on man-power and improvement in productivity.

(4) Improvement in the utilisation of equipment.

(5) Control on inventory and economy in the use of stores.

Shortage of High Speed Diesel

1037. SHRI SOMNATH CHATTERJEE: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether Government are aware that the shortage of high speed diesel (HSD) has a telling effect on the industry which is on the verge of closure; and

(b) if so, steps taken by Government to supply HSD to Tripura to save the industry as well as the workers?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI VEERENDRA PATIL): (a) Due to the closure of Bongaigaon and Barauni refineries and intermittent running of Digboi and Gauhati refineries, there have been shortages in the areas fed by these refineries. The State Governments have been advised to give the highest priority in allotment of diesel to agriculture. The normal consumption of High Speed Diesel by the industries is very small. It is not possible to assess the effect of power shortage in industry and consequent increase in demand for High Speed Diesel.

(b) The following quantity of High Speed Diesel was supplied to Tripura from January, 1980:—

January, 1980	.	960	Metric Tonnes
February, 1980	.	673	" "
March, 1980	.	783	" "
April, 1980	.	844	" "
(provisional)			
May, 1980 (allocation)	.	1300	Metric Tonnes
June, 1980 (allocation)	.	1200	" "

A very close monitoring is being maintained over supplies of the pro-

duct to North Eastern States and Union Territories, including Tripura in order to ensure maximum availability and equitable distribution of the available product in that region. The refineries at Digboi and Gauhati are functioning now and supply of petroleum products in Tripura have also started improving.

Protest against rise in drug prices by Indian Medical Association

1038. SHRI SUDHIR GIRI:
SHRI N. E. HORO:

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether attention of Government has been drawn to the statement issued by the Indian Medical Association on 19th April, 1980 protesting against a further rise in drug prices;

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

(c) whether Government are aware that the prices of drugs including the life-saving ones were already beyond the reach of the common people?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI VEERENDRA PATIL): (a) The Indian Medical Association, New Delhi, have informed us that they have not issued any statement concerning rise in drug prices on April 19, 1980.

(b) Does not arise.

(c) Government have not allowed any price increases for price-controlled drugs including life-saving ones after March, 1978.

The table given below would indicate that while the prices of commodities other than drugs have risen substantially, the prices of drugs have, on the whole, remained steady for the last four years and have, in

fact, witnessed a marginal decline during the last two years:

Year	Wholesale price index of medicines	Wholesale price index of all commodities taken together
1976-77	133.9	176.6
1977-78	136.3	185.8
1978-79	136.1	185.8
1979-80	135.2	217.1
Base year 1970 71		

Documentaries made by Satyajit Ray for Films Division

1039. SHRI NAVIN RAVANI: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether Government are aware of a report that renowned Director Satyajit Ray has said that his two out of a dozen documentaries made for Films Division were never shown to public and were untraceable;

(b) if so, what happened to these two documentaries named "Two" and on "Sikkim" made in 1971;

(c) if missing, who are responsible for this and whether the responsible persons will be punished; and

(d) what steps Government have taken to trace them and shown them to public?

THE MINISTER OF STATE IN THE MINISTRY OF INFORMATION AND BROADCASTING (SHRIMATI RAMDULARI SINHA): (a) to (d). The reports appearing in the newspapers indicate that Shri Satyajit Ray

made two documentary films (a) 'Two' and (b) 'Sikkim' for the International Oil Company, ESSO and the Government of Sikkim respectively and not for the Films Division. Films Division were never approached either by ESSO or by Government of Sikkim for releasing these documentaries on theatrical circuit. In view of this, the question of their release by the Films Division does not arise.

Handing over Badarpur Thermal Power Station to DESU

1040. SHRI JANARDHANA POOJARY: Will the Minister of ENERGY AND COAL be pleased to state:

(a) whether Central Government has been urged to handover Badarpur Thermal Station to DESU; and

(b) if so, Government's reaction to it?

THE MINISTER OF STATE IN THE MINISTRY OF ENERGY (SHRI VIKRAM MAHAJAN): (a) Yes, Sir. The Executive Councillor Delhi Administration in a letter during September 1979 had urged Central Government for transferring of Badarpur Thermal Power Station to the Municipal Corporation of Delhi.

(b) Badarpur Thermal Power Station is the first Thermal Power Station that has been set up in the Central Sector to supplement the power supply to Delhi on a priority basis and to other States in the Northern Region. The Station is under the ownership of the Central Government, which has the responsibility for making the best arrangements for its further expansion, operation and maintenance. In order to promote integrated power development in the various regions and to ensure optimum utilisation of resources, Central generating stations such as Badarpur have been found to be necessary. The National Thermal Power Corporation (N.T.P.C.) is a

Company set up in the Central Sector for construction of large Thermal Stations and for their operation and maintenance. The Central Government have, therefore, deemed it necessary to allow the NTPC to manage and operate the Badarpur station and complete the construction work of its expansion programme in order that this can be done by an organisation specially geared for this purpose. Under the circumstances, transfer of Badarpur Thermal Power Station to DESU would not be feasible.

Revised guidelines on Managerial Remuneration

1041. SHRI S. M. KRISHNA: Will the Minister of Law, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether Government are considering to issue revised administrative guidelines on managerial remuneration in the light of the Gujarat High Court judgement;

(b) if so, the broad outline thereof, and

(c) whether these would cover public sector also?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI P. SHIV SHANKER): (a) to (c). There is no proposal before Government to revise the existing administrative guidelines governing the payment of remuneration to the managerial personnel of public limited companies and private companies which are subsidiaries of public limited companies. These guidelines do not apply to public sector undertakings incorporated as companies.

Non-availability and High Price of Life Saving Drugs

1042. SHRI S. M. KRISHNA: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether he is aware that the disappearance of some vital life-saving

drugs from the market and the spurt in the prices of some other medicinal items are the first signs of an impending crisis in drugs and medicines; and

(b) if so, the measures Government propose to take to meet the situation?

THE MINISTER OF PETROLEUM, CHEMICALS & FERTILIZERS (SHRI VEERENDRA PATIL): (a) Government have not received any reports of disappearance of any vital life-saving drug from the market. Shortages of branded products are, however, reported from time to time from various regions. Equivalents are generally available in these cases.

All vital life-saving drugs are under price control. Govt. have not allowed any price increases for price-controlled drugs after March, 1978. It is, however, possible that some price increases might have taken place in the following cases:

(i) formulations outside price control which are of a non-essential nature; and

(ii) formulations manufactured by the small scale units having an annual turnover not exceeding Rs. 50 lakhs since such units are outside price control subject to their following leader prices for Categories I & II products.

(b) Does not arise.

Northern States refused to instal Load Despatch Centres Equipment

1043. SHRI NARAYAN CHOUBEY: Will the Minister of ENERGY AND COAL be pleased to state:

(a) whether it is a fact that various Northern States have refused to instal, load despatch centres equipment of the Siemen as requested by the Central Electricity Authority; and

(b) if so, the details and reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF ENERGY (SHRI VIKRAM MAHAJAN): (a) No, Sir.

(b) Does not arise.

Crisis in Sodium Dichromate Plants

1044. SHRI SATYA GOPAL MISRA: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether Government are aware that the Sodium Dichromate Plants are facing crisis due to shortage of raw material;

(b) if so, details thereof;

(c) steps taken by Government to remove the crisis;

(d) what is the allocation of the raw materials for each State; and

(e) the details thereof?

THE MINISTER OF PETROLEUM, CHEMICALS & FERTILIZERS (SHRI VEERENDRA PATIL): (a) Yes, Sir. Out of the three main raw-materials viz. Soda Ash, Chromite Ore and Sulphuric Acid, representations have been received from some manufacturers of Sodium Dichromates regarding the shortage of Soda Ash. No representations have been received regarding the shortage of other raw-materials.

(b) Soda Ash which was freely available in the country till end of 1977, has been in short supply since then. The main reason for the shortage of this chemical in the country is that the indigenous production has not kept pace with the rise in demand for this item. The existing manufacturers have also been unable to increase their production due to constraints on the availability and movement of coal and coke.

(c) There is no statutory control over the distribution and prices of Soda Ash. Nevertheless the Government have issued guidelines to all the manufacturers of Soda Ash which ensure that all industrial consumers who were taking the material direct

from the manufacturers continue to get the quantity they got in 1977, a year of normal supply. As a result a little more than 80 per cent of the Soda Ash produced locally is going direct to industrial consumers (including Sodium Dichromate manufacturers) at the manufacturers price. There is also constant monitoring in Government of the supply being made by the manufacturers. A quantity of about 20,000 tonnes has been imported by the State Chemicals & Pharmaceuticals Corporation of India Ltd., New Delhi (CPC) and distributed through State Government agencies to the Small Scale Sector. Apart from this, Soda Ash import is on open general licence for actual users under which any actual user of Soda Ash can import this chemical directly should he find it difficult to procure the same locally.

(d) Since there is no statutory control over the distribution of the raw-materials the question of allocation of these to the States by the Central Government does not arise.

(e) Does not arise.

Shifting of Head Offices of M/s. NFL, RCF, FPDIL and FCI

1045. SHRI SATYA GOPAL MISRA: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state whether he is aware that as per the recommendations by the High Court Working Group the Head Offices of M/s. RCF, M/s. NFL, M/s. FPDIL and M/s. FCI were shifted to Bombay/Delhi, Delhi/Sindri, Delhi/Patna respectively except the Head Office of Hindustan Fertiliser Corporation Limited (HFCL) which is yet to be shifted from Delhi to Calcutta?

THE MINISTER OF PETROLEUM, CHEMICALS & FERTILIZERS (SHRI VEERENDRA PATIL): The reorganisation of the FCI and NFL w.e.f. 1.4.1978 has resulted in the formation of five Companies viz. RCF with its headquarters at Bombay, FPDIL with

its headquarters at Sindi and NFL, HFC and FCI with their headquarters at Delhi. The headquarters of the latter three Companies continue to be in Delhi.

Increase in price of Life Saving Drugs

1046. SHRI SATYA GOPAL MISRA:
SHRI K. MALLANNA:

Will the Minister of PETROLEUM & CHEMICALS be pleased to state:

(a) whether Government are aware of the fact that the prices of drugs, including the life-saving ones are increasing day by day since January, 1980;

(b) whether it is also a fact that the manufacturers of the drugs are demanding a price rise; if so, Government's reaction thereto;

(c) the steps taken by Government to bring down the prices of the essential drugs; and

(d) the proposals taken by Government to supply the essential drugs to the common people at a subsidised rate?

THE MINISTER OF PETROLEUM, CHEMICALS & FERTILIZERS (SHRI VEERENDRA PATIL): (a) Government have not allowed any increases in the prices of price-controlled drugs including life-saving ones after March 1978. However, it is possible that price increases might have taken place in the following cases:

(i) formulations outside the scope of price control which are of a non-essential nature.

(ii) formulations manufactured by the small scale units having an annual turn-over not exceeding Rs. 50 lakhs, since such units are outside price control subject to their following leader prices for Categories I and II products.

(b) Yes, Sir. Drug manufacturers have individually as well as through

their Associations, voiced their demand for increase in the prices of bulk drugs and formulations consequent upon escalation in input cost, particularly after the increase in the prices of petroleum products from August 1979. Any price revision where deserved, can be possible only after the procedure and principles based on which such price revision can be granted are finalised, which will take some more time.

(c) The steps taken by Government to reduce the prices of drugs including essential drugs include:

(i) reductions consequent upon changes of duties and levies on certain drugs under the 1978-79 and 1979-80 Budgets;

(ii) reductions in formulation prices where decision to reduce the prices of the related bulk drugs had been taken before March, 1978.

(iii) reduction in formulation prices (where imported bulk drugs are used) consequent upon changes in the prices of bulk drugs in the international market.

The cost studies of price-controlled bulk drugs including those for which declared prices are at present prevailing have been taken in hand. These are likely to result both in increases as well as reductions in the prices of bulk drugs and the connected formulations.

(d) Apart from the facilities provided under various National Health Programmes like National Malaria Eradication Programme, National Leprosy Eradication Programme, etc. and the health coverage provided by the State Governments there is no other specific proposal for the supply of essential drugs to the common people at subsidised rates. However, a few canalised bulk drugs like Chloramphenicol powder, Dapsone, Streptomycin are being supplied to actual user manufacturers through CPC at subsidised prices because in these cases, while the landed cost of imports has gone up,

the formulation prices continue to be pegged at the levels fixed before March 1978.

Production of Super Phosphate by Fertilizer Corporation of India Unit at Haldia

1047. SHRI SATYA GOPAL MISRA: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether there is any proposal under the consideration of Government to extend F.C.I. Unit at Haldia for producing Super Phosphate; if so, details thereof; and

(b) if not, the reasons therefor?

THE MINISTER OF PETROLEUM, CHEMICALS & FERTILIZERS (SHRI VEERENDRA PATIL): (a) and (b). There is at present no proposal under consideration for expansion of the fertilizer project at Haldia, which is owned by the Hindustan Fertilizer Corporation Limited. The existing project is yet to be commissioned on account of non-availability of power.

New Oil Bearing Structure at South of Bombay

1048. SHRI MANPHOOL SINGH CHAUDHARY: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether it is a fact that a new oil bearing structure has been found at South of Bombay;

(b) if so, whether production potential of the region has been assessed; and

(c) the details thereof?

THE MINISTER OF PETROLEUM, CHEMICALS & FERTILIZERS (SHRI VEERENDRA PATIL): (a) Yes, Sir. A new oil bearing structure named R-7, about 120 Kms. South-West of Bombay City was discovered in May 1980.

(b) No, Sir. The assessment has yet to be done.

(c) Does not arise.

Independent Body to decide Election Petitions ..

1049. SHRI G. Y. KRISHNAN: Will the Minister of Law, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether any suggestion for setting up an independent body to decide election petitions quickly was made by the Chief Election Commissioner; and

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

The MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI P. SHIV SHANKER): (a) Though the Chief Election Commissioner has informally expressed such a view, no such suggestion has been made formally by him.

(b) Does not arise.

Sale of Molasses

1050. SHRI CHANDRA DEO PRASAD VERMA: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether sometimes the States Governments offer molasses to public through "free sale" or public auction, etc.;

(b) if so, details of restrictions, if any, imposed by the Central Government on inter-State movement of such molasses;

(c) if reply to (b) is in the negative, whether the Central Government have any objection to free inter-State movement of such molasses by respective purchases; and

(d) if so, reasons therefor?

THE MINISTER OF PETROLEUM, CHEMICALS & FERTILIZERS (SHRI VEERENDRA PATIL): (a) Under the Molasses Control Order, 1961 issued by the Government of India in the Ministry of Commerce and Industry in March, 1961 as amended from time

to time, sale of molasses to public through "free sale" or "public auction" is not allowed. This Control Order is, however, not applicable to the States of Bihar, U.P., Maharashtra, Punjab; Harayana and West Bengal who have their own Molasses Control Acts. Sale of molasses in these States is regulated in accordance with the provisions of the respective Molasses Control Acts of these States.

No instances of Molasses being offered to the public through free sale or public auction have been reported to the Central Government from States and Union Territories to which Central Molasses Control Order 1961 is applicable

(b) There is no statutory control on the inter-State movement of Molasses. The Central Government, however, makes allocation of molasses from surplus States to meet the requirements of deficit States. These allocations are made on the recommendations of the Central Molasses Board. Inter-State movement of molasses is done against the allocations so made.

(c) and (d). Molasses constitute an essential raw material for production of alcohol which is a feedstock for a large number of alcohol based industries. With a view to ensuring utilisation of alcohol and molasses in a judicious manner, it is desirable and necessary to regulate inter-state movement.

Calling of Tenders by Indian Oil Corporation for import of Kerosene, Oil and Diesel

1051. SHRI P. K. KODIYAN: Will the Minister of PETROLEUM AND CHEMICALS be pleased to lay a statement showing:

(a) whether tenders were invited recently by Indian Oil Corporation for buying oil, kerosene and diesel from abroad;

(b) whether the tender was for a spot purchase;

(c) if so, the names of the companies who sent tenders and the names of the companies from whom offer was accepted;

(d) whether it is a fact that the company was offered a contract for full one year; and

(e) if so, the reasons for changing from spot purchase to contract for one year?

THE MINISTER OF PETROLEUM, CHEMICALS & FERTILIZERS (SHRI VEERENDRA PATIL): (a) to (e). Tenders are invited by Indian Oil Corporation for purchase of deficit products like kerosene and diesel from time to time. It would not be in the public interest to disclose details of the tenders accepted in such cases.

Re-organisation of the Public Sector Coal Corporation

1502. SHRI D. P. JADEJI: Will the Minister of ENERGY AND IRRIGATION AND COAL be pleased to state:

(a) whether there is any proposal under Government's consideration to reorganise the Public Sector Coal Corporation and the Coal Department;

(b) if so, the reasons therefor; and

(c) the details for reorganising it?

THE MINISTER OF STATE IN THE MINISTRY OF ENERGY (SHRI VIKRAM MAHAJAN):

(a) to (c). There is no proposal under Government's consideration for the reorganisation of the Coal Department. The organisational structure of Coal India Ltd. has, however, been reviewed and it has been decided that in some of the subsidiary companies, Directors may be placed in charge or geographical divisions. This has been done with a view to decentralising authority and responsibility so as to enable Coal India to meet the increasing requirements of coal production in coming years.

तल-संसाधनों के लिए योजना

1053, श्री हनुमन्तर शास्त्री : क्या पेट्रोलियम तथा रसायन मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार ने तेल वाले क्षेत्रों के विकास के लिये कोई नयी योजना तैयार की है ; और

(ख) यदि हां, तो तत्सम्बन्धी व्योरा क्या है और उसमें तेल के भण्डारों को किस प्रकार लाभ मिलेगा ?

पेट्रोलियम रसायन और उद्यम मंत्री (श्री श्रीरंग पाटिल) : (क) और (ख) : तीनों अनुषंग में और प्राकृतिक क्षेत्रों के विकास की परियोजनाओं को तैयार किया जा रहा है ।

Decision to grant loans by O.P.E.C.

1054. SHRI INDRAJIT GUPTA. Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether the organisation of the OPEC countries has decided to grant loans to the developing countries in order to ease the latter's heavy burden of payments for oil;

(b) whether India, with its low per-capita income, is likely to qualify for such loans; and

(c) whether any such favourable prospects have been explored by the Government of India, and OPEC's reactions in the matter?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI VEERENDRA PATIL): (a) to (c). The question of alleviating the balance of payments position of the developing countries, *inter alia*, on account of rise in the price of oil has been engaging the attention of the OPEC and its Strategy Committee for quite some time. The OPEC is yet to finalise the criteria for financial assistance to Oil Importing Developing Countries taking into account the recommendations of its Strategy Committee. India is in touch with OPEC members on this question.

Negotiations with the World Bank for loan for the First Phase of Farakka Power Project

1055. SHRI P. M. SAYEED: Will the Minister of ENERGY AND COAL be pleased to state:

(a) whether negotiations with the World Bank for a loan of 250 million dollars for the first phase of the Farakka Power Project consisting of three units of 200 MWs each were held in Washington on 12th May, 1980;

(b) what were the other projects on which World Bank has agreed to help India; and

(c) the details of the projects which will be assisted by the World Bank during the current financial year?

THE MINISTER OF STATE IN THE MINISTRY OF ENERGY (SHRI VIKRAM MAHAJAN): (a) Yes, Sir. The negotiations with the World Bank were held in Washington from 15th May, 1980 to 23rd May, 1980.

(b) The other National Thermal Power Corporation's projects in respect of which the World Bank has agreed to provide finances are given below:—

(i) Singrauli Thermal Power Project (Stage-I — 3 x 200 MW units and Stage-II — 2 x 200 and 2 x 500 MW units).

(ii) Korba Thermal Power Project—Stage I — 600 MW.

(iii) Ramagundam Thermal Power Project (Stage-I — 600 MW).

Negotiations have satisfactorily been concluded for obtaining a credit assistance for the Farakka Thermal Power Project (600 MW).

(c) The NTPC projects which have tentatively been identified for being posed to the World Bank for financing during the current financial year are (i) Korba Thermal Power Project Expansion (3 x 500 MW). (ii) Ramagundam Thermal Power Project Expansion (3 x 500 MW).

Head-Quarter of Central Region of Oil and Natural Gas Commission

1056. **SHRI AJOY BISWAS:** Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) is it a fact that due to non-finalisation of the Headquarter of the Central Region of Oil and Natural Gas Commission the project work as well as the employees' interest are suffering;

(b) whether is it also a fact that some of Unions have approached to reorganise the Headquarter of the Central Region excluding Dehradun, Delhi and Calcutta Port Office and to make Calcutta as the Headquarter of the Central Region; and

(c) what steps the Oil and Natural Gas Commission authority has taken so far in this regard?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI VEERENDRA PATIL): (a) No, Sir.

(b) Yes, Sir. ONGC Workmens' Association, Calcutta, and ONGC Workers Union, Agartala, approached ONGC Headquarters with the request to re-organise Central Region by creating a separate region consisting of Tripura, West Bengal and Andaman Nicobar islands with Calcutta as Headquarter.

(c) The matter has been considered recently by the Standing Committee of the Commission and further follow up action will be taken accordingly.

Gas-based fertiliser plants on the West Coast

1057. **SHRI V. KISHORE CHANDRA S. DEO:** Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether it is a fact that the four gas-based fertilizer plants on the West Coast have been reopened for review; and

(b) if so, the reasons thereof?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI VEERENDRA PATIL): (a) and (b). There is no proposal under Government's consideration to review the location of the four gas-based fertilizer plants to be set up on the West Coast.

The appointment of consultants for the construction of ammonia plants is to be finalised. After the new Government took office, it wanted to have a second look at the selection of consultant(s) for the ammonia plants. An Expert Committee was, therefore, set up to examine the relative merits of the bidders who had earlier submitted bids for this consultancy. The Committee's report has just been received.

Crisis in West Bengal Film Industry

1058. **SHRI HANNAN MOLLAH:** Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether Government are aware of the fact that films made in West Bengal are facing serious crisis due to lack of proper avenue for releasing and they are victim of pernicious chain-release;

(b) whether the Government of West Bengal has proposed to the Central Government for enactment of a bill called "compulsory screening of W.B. Films Bill, 1979"; and

(c) whether the Central Government are considering any steps to save the Film Industry in Bengal from the clutches of the monopolist distributors and owners of the Cinema Halls?

THE MINISTER OF STATE IN THE MINISTRY OF INFORMATION AND BROADCASTING (SHRIMATI RAMDULARI SINHA): (a) to (c). Yes, Sir. It appears that films made in West Bengal do not get adequate playing time in the theatres. Exhibition of films is a State subject and in order to secure playing time for films made

in West Bengal, the Government of West Bengal have proposed the enactment of a Bill called "The Compulsory Screening of West Bengal Films Bill, 1979" and moved the Central Government for clearance. With the enactment of this Bill, there would be a reservation of time for screening of West Bengal films.

Deterioration in the performance of power sector due to shortage of Aluminium

1059. SHRI K. PRADHAN: Will the Minister of ENERGY AND COAL be pleased to state:

(a) whether it is a fact that a new factor threatens to bring about deterioration in the performance of the power sector in the country is the growing shortage of aluminium;

(b) whether it is also a fact that aluminium is crucial to the development of the power distribution network;

(c) whether the Hirakud Smelter of the Indian Aluminium Company has been totally shutdown because of 100 per cent power cut and its Belgaon Smelter has been subject to a 70 per cent cut; and

(d) if so, the details regarding the efforts of Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF ENERGY (SHRI VIKRAM MAHAJAN): (a) Yes, Sir.

(b) The electro-chemical grade of aluminium is used for fabrication of conductors for overhead transmission and distribution lines including rural electrification works and also for underground cables and winding wires. As a substitute for copper the metal is also used in transformers and motors of smaller capacities and is crucial to the development of the power distribution network.

(c) The Indian Aluminium Co., has its Smelters at Hirakud in Orissa, Belgaon in Karnataka and Alwaye in

Kerala. While there has been no power cut in its Alwaye plant in Kerala, power cuts have been enforced in respect of its plants in Karnataka and Orissa. At Hirakud in Orissa 60 per cent demand cut has been enforced since September, 1979.

(d) The demand of E.C. Grade metal for the year 1979-80 was 2 lakh tonnes. Against this demand, the availability from indigenous production was about 1,03,000 tonnes and steps were taken to import the E.C. Grade metal from abroad to bridge the gap between the demand and supply from indigenous sources.

New Power Generation Capacity for Eastern Region

1060. SHRI K. PRADHAN: Will the Minister of ENERGY AND COAL be pleased to state:

(a) whether it is a fact that a massive programme for installing new power generating capacity in the power starved Eastern Region has been chalked out;

(b) whether it is also a fact that Government have decided to entrust the responsibility of planning, erection and commissioning of these units to the National Thermal Power Corporation; and

(c) if so, the details regarding the programme of Government in this respect?

THE MINISTER OF STATE IN THE MINISTRY OF ENERGY (SHRI VIKRAM MAHAJAN): (a) The programme for installing new generating capacity is a continuous exercise. The addition of generating capacity is based on the projected power demand in the State/Region. A programme to add a capacity of 3323 MW, comprising of 503 MW hydro and 2820 MW thermal has been taken up for the time frame 1980-85 in the Eastern Region. The project wise details of addition in the

capacity during 1980—85 are given in statement I.

Station in the Eastern Region has been entrusted to NTPC.

(b) No, Sir. So far the setting up of Farakka Super Thermal Power

(c) Does not arise.

STATEMENT I

STATEMENT SHOWING ADITIONS IN THE INSTALLED CAPACITY FROM
ON GOING/SANCTIONED SCHEMES DURING 1980-85

Name of Scheme/State	Total I.C. MW	Benefits during the year (MW)					Total 1980-85
		1980-81	81-82	82-83	83-84	84-85	
1	2	3	4	5	6	7	8
BIHAR							
Subernrekha	2 × 65	65	..	..	..	..	65
Patratu 9th & 10th Units	2 × 110	..	..	110	110	..	220
Bara mi 6th & 7th Unit	2 × 110	..	110	110	..	..	..
Muzaffarpur (T)	2 × 110	..	..	..	110	110	220
Sub-Total		65	110	220	220	110	725
D.V.C.							
Durgapur 4th	1 × 210	210	..	..	..	..	210
Panchet Hill (H)	1 × 40	..	..	..	40	..	40
Bokaro 'B'	1 × 210	..	..	..	..	210	210
Sub-Total		210	..	..	40	210	460
ORISSA							
Talcher Extn.	2 × 110	110	110	..	..	..	220
Rengali (H)	2 × 50	..	..	..	100	..	100
Upper Kolab (H)	3 × 80	..	..	..	80	160	240
Sub-Total		110	110	..	180	160	560
WEST BENGAL							
Jalilaka	2 × 4	..	8	..	..	..	8
Santalidih 3rd & 4th	2 × 120	120	..	..	..	..	120

1	2	3	4	5	6	7	8
Bandal Extn.	1 × 210	210	..	..	..	..	210
Kolaghat	3 × 210	..	210	210	210	..	630
DPL Extn.	1 × 110	..	..	110	..	..	110
CESC	4 × 60	..	..	120	120	..	240
Raman II (H)	4 × 12.5	..	..	..	..	50	50
Sub-Total		330	218	440	330	50	1368
CENTRAL							
Farakka (T)	3 × 210	..	..	..	..	210	210
Sub-Total		..	..	..	..	210	210
Total E.R. (Hydro)		65	8	..	220	210	503
Total E. R (Thermal)		650	430	660	550	530	2820
Total (E.R.) (Hydro+Thermal)		715	438	660	770	740	3323

Advertisements released to Magazines published by Kisan Sammelan

1061. KUMARI KAMLA KUMARI: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) Whether the Government are aware of the fact that thousands of companies released advertisements to the Magazine "JAN" & other Magazines published by "KISAN SAMMELAN" during 1978-79 violating the Companies Act; and

(b) If so, the details of the companies and individuals who donated to this organisation during 1978-79?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI P.

SHIV SHANKAR): (a) & (b). This Department does not have any details about the companies which have released advertisements in "JAN" or other magazines published by KISHAN SAMMELAN. The release of advertisements in periodicals is a matter of internal management of the company and does not necessarily involve any violation of the provisions of the Companies Act. If any specific instance of violation of the provisions of the Act is brought to the notice of government, government will take appropriate action as provided under the provisions of the Act.

This Department has no information in regard to donations if any given by individuals and companies to the Kisan Sammelan.

Irrigation schemes for Bihar pending with the Centre

1062. KUMARI KAMLA KUMARI: Will the Minister of IRRIGATION be pleased to state:

(a) whether some irrigation schemes for Bihar were pending with Government of India;

(b) if so, whether decision on all projects of Bihar in general and Chhotanagpur in particular has been taken;

(c) the number of projects which have been cleared and how many of them are still pending; and

(d) if so, the details thereof?

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

(b) Each individual project is examined on its merit and no general decision on all projects is taken.

(c) 10 major and 34 medium projects have been approved and are under execution. 4 projects are now pending with the Central Government. Besides these, 16 major and 9 medium projects are pending with the State Government for compliance of the remarks of Central Water Commission on the project reports.

(d) The four projects which are pending with the Government of India are:—

(i) Remodelling and Modernisation of Durgawati Canal System.

(ii) Bagmati Project (Sitamarhi).

(iii) Koel-Karo-Subernarekha Inter basin irrigation.

(iv) North koel.

Expenditure on Refugees

1063. KUMARI KAMLA KUMARI: Will the Minister of SUPPLY AND REHABILITATION be pleased to state:

(a) the total of expenses incurred on refugees in India every year since 1971; and

(b) the details of expenses being incurred daily on these refugees?

THE DEPUTY MINISTER IN THE MINISTRY OF SUPPLY AND REHABILITATION (SHR. P. K. THUNGON):

(a) A statement is attached.

(b) The expenditure on refugees is incurred through the State/Union Territory Governments. The details of daily expenses are not available.

Statement

Details of expenses incurred on refugees in India since 1971-72 to 1979-80

Year	Expenses incurred (Rupees in Crores)
1971-72	350.69
1972-73	46.78
1973-74	31.97
1974-75	34.32
1975-76	39.97
1976-77	42.29
1977-78	42.46
1978-79	41.85
1979-80	35.52

NOTE:—The above expenditure figure include the expenditure on all the categories of refugees including repatriates from other Countries and Establishment. This also includes the expenditure directly incurred by this Department and also grants and loans given to the various State Governments

बाढ़ नियंत्रण समिति

1064. श्री जीखा भाई: क्या सिंचाई मंत्री यह बताने की कृपा करेंगे कि :

(क) सरकार ने भविष्य में बाढ़ों को रोकने के लिए क्या कदम उठाये हैं ; और

(ख) क्या कोई बाढ़ नियंत्रण समिति गठित की गई है ताकि बाढ़ से हटो सकने वाली तबाही का पूर्वानुमान किया जा सके और उसे रोकने के लिए उपाय किये जा सकें ?

सिवाई बाई (श्री केदार पाण्डेय) :

(क) बाढ़ों का मुख्य कारण तीव्र वर्षा का होना और वर्षा का लम्बे समय तक तथा व्यापक क्षेत्र में होना है, जो कि एक प्राकृतिक-घटना है, इसलिए यह संभव नहीं है कि भविष्य में बाढ़ों को घटाने से रोक दिया जाए। किन्तु बाढ़ों के कारण होने वाली क्षति को कम करने के उपाय किए जा सकते हैं। अब तक किए गए बाढ़-नियंत्रण कार्यों से, कुल बाढ़ प्रवण क्षेत्र में से जो अब लगाये गये अनुमान के अनुसार 40 मिलियन हेक्टेयर है, 10.5 मिलियन हेक्टेयर क्षेत्र को बाढ़ों से उपयुक्त सुरक्षा प्रदान की गई है। हाल के वर्षों में योजना आयोग द्वारा बाढ़ नियंत्रण सेक्टर में क्रियाकलापों को बढ़ाने की आवश्यकता पर बहुत जोर दिया गया है और इस उद्देश्य के लिए अब दी गयी धनराशि में पर्याप्त बढ़ि हुई है। मार्च, 1978 के अन्त तक बाढ़ नियंत्रण पर हुए 646.6 करोड़ रुपये के कुल व्यय की तुलना में गत दो वर्षों के दौरान इन कार्यों के लिए इस्तेमाल की गई धन-राशि का औसत 150 करोड़ रुपये प्रति वर्ष बैठता है। 1980-81 के लिए प्रस्तावित परव्यय 168 करोड़ रुपये है। इससे गत 25 वर्षों में प्राप्त उपलब्धियों की तुलना में भविष्य में बाढ़ नियंत्रण के अक्षाकृत काफी अधिक उपाय करना संभव हो जाएगा।

(ख) बाढ़ों को रोकने के उपाय करने के लिए किसी बाढ़ नियंत्रण समिति का गठन नहीं किया गया है। किन्तु 1959 में केन्द्रीय जल आयोग ने बाढ़ आने वाली बाढ़ों के आकार के बारे में अग्रिम सूचना देने के लिए एक बाढ़ पूर्वसूचना सेवा आरम्भ की थी ताकि उन क्षेत्रों में लोगों को चेतावनी देने और हटाने के लिए उपयुक्त कदम उठाए जा सकें जिनके प्रभावित होने की संभावना है और समय पर राहत के अन्य उपाय किए जा सकें। केन्द्रीय बाढ़ पूर्वसूचना संगठन की इस सेवा के अन्तर्गत अब देश की बृहद नदियां आ गई हैं और ठीक पूर्वसूचना मिलने से बाढ़-राहत कार्यों में बहुत सहायता मिली है। इस सेवा के क्षेत्र का विस्तार किया जा रहा है और बाढ़ पूर्वसूचना की तकनीक को उत्तरोत्तर विकसित किया जा रहा है।

Production and consumption of Petrol

1065. SHRI BHEEKHA BHAI: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) the production of petrol in the country and the annual consumption thereof;

(b) the quantity of petrol this country has to import and the expenditure incurred thereon; and

(c) the measures being taken by Government to save petrol?

THE MINISTER OF PETROLEUM, CHEMICALS & FERTILIZERS (SHRI VEERENDRA PATIL): (a) The estimated production and consumption of petrol (Motor Spirit) in the country during 1979-80 were 1,509,000 and 1,486,000 tonnes respectively.

(b) The production of petrol in the country is adequate to meet the present demand and not import thereof is made.

(c) The Government is taking various measures to effect savings in the consumption of petrol in the country. Some of them are as under:—

(i) Fiscal measures (in the form of price increases).

(ii) The State Governments, Central Ministries/Departments and Public Sector Undertakings have been advised to effect savings in consumption of petrol in staff cars.

(iii) Educating the public about the need for saving of petrol, through pamphlets, films and press campaign.

(iv) Assessing the feasibility of using a mixture of petrol and alcohol as fuel in motor vehicles.

Decline in Production of Drugs

1066. SHRI N. E. HORO: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether it is a fact that there has been a 'marginal' decline in the production of some of the essential and life saving drugs in 1979-80;

(b) whether the country could be self-sufficient in the production of these bulk drugs, if Government removed the constraints on production as well as grant of price revisions to neutralise the escalation in input costs in the last six months;

(c) whether it is also a fact that the new drug policy only rationalises

the prices of drugs in such a manner that while drugs of mass consumption are made available at cheaper prices, the manufacturers also get a fair chance of return for their products; and

(d) whether any new policy has been framed by Government recently and if so, the details thereof?

THE MINISTER OF PETROLEUM, CHEMICALS & FERTILIZERS (SHRI VEERENDRA PATIL): (a) Yes, Sir.

(b) If there are no constraints (such as labour unrest, power cuts, scarcity of raw materials in the international market, price hike) on the production of drugs, the country can move faster towards self-sufficiency. However, imports will still be necessary in the following cases:

(i) Where the demand for any drug is not of a size which would make viable investment possible.

(ii) Where suitable technology is not available for any drug.

(c) Yes, Sir.

(d) No, Sir.

(a) Details of electricity in the nine States which went to poll in May, 1980 are as follows:—

State	Total No. of Electors
1. Bihar	39,820,295
2. Gujarat	16,581,797
3. Madhya Pradesh	25,402,016
4. Maharashtra	33,115,907
5. Orissa	13,907,259
6. Punjab	9,857,720
7. Rajasthan	18,062,016
8. Tamil Nadu	29,196,727
9. Uttar Pradesh	58,3166,062

Number of Voters in Lok Sabha and . . . Assembly Elections

1067. SHRI N. E. HORO: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) the total number of the people entitled to exercise their franchise during the General Election to the Lok Sabha;

(b) what are the details regarding the persons on the electoral rolls in the nine States gone to the polls recently; and

(c) whether there has been any increase and if so, the details for each State?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI P. SHIV SHANKER): (a) The total number of electors for general election to Lok Sabha held in January, 1980, was 355,590, 700. This excludes the electors of 15 parliamentary constituencies for which election has not been held so far.

(c) The details of increase for each State is as follows :—

Name of state	TOTAL ELECTORATE FOR THE		
	General elec- tion to lok Sabha held in January, 1980	General election to legis- lative Assembly held in May, 1980	Increase in the No. of elec- tors
1	2	3	4
1. Bihar	39,713,395	39,820,295	106,900
2. Gujarat	16,494,141	16,581,797	87,656
3. Madhya Pradesh	25,186,438	25,402,016	215,578
4. Maharashtra	33,485,064	33,815,907	330,843
5. Orissa	13,847,828	13,907,259	59,431
6. Punjab	9,741,135	9,857,720	116,585
7. Rajasthan	17,764,848	18,062,016	297,168
8. Tamil Nadu	28,113,893	29,196,727	1,082,834
9. Uttar Pradesh	58,035,998	58,316,062	280,064
Total	242,382,740	244,959,799	2,577,059

Quantum of water supplied to Kutch region from Narmada Project

1068. SHRI CHHITTUBHAI GAMIT: Will the Minister of IRRIGATION be pleased to state:

(a) what was the demand of Kutch region regarding quantum of water from Narmada Project and what is the actual quantity to be supplied there;

(b) if there is a big gap between their demand and supply, what steps are taken to satisfy it;

(c) similarly what was the quantum for Saurashtra and actual supply to be made to it;

(d) is it true that previous Government in Gujarat made some changes in quantum for both these regions contrary to the Narmada-Tribunal Award; and

(e) what steps have been proposed to be taken to rectify it?

THE MINISTER OF IRRIGATION (SHRI KEDAR PANDAY): (a) The Gujarat State Government's demand for the mainland of Kutch region was about 0.27 MAF in its total demand of 20.73 MAF before Narmada Water Disputes Tribunal. The demand of 20.73 MAF included 8.56 MAF for Mahi Command and 6.36 MAF for Banni and Ranns of Kutch. The Narmada Water Disputes Tribunal did not accept the demand for Mahi Command, Banni and Banns of Kutch and allocated a total quantity of 9 MAF of Narmada waters to the State. This corresponds to about 0.18 MAF for the Kutch mainland.

(b) The State Government is conducting investigations to explore alternative/additional sources of water to increase the requirements of this region.

(c) The Gujarat State Government's demand for the Saurashtra region before the Narmada Waters Disputes Tribunal was about 3.50 MAF out of the total demand of 20.73 MAF. The allo-

cation of 9.00 MAF corresponds to about 2.42 MAF for the Saurashtra region.

(d) The State Government have informed that no arbitrary changes have been made in the quantum of water for these regions from those as per Narmada Tribunal's award.

(e) Do not arise.

Revision of the report of Narmada Project in Gujarat

1069. SHRI CHHITUBHAI GAMIT: Will the Minister of IRRIGATION be pleased to state:

(a) whether the report on Narmada Project in Gujarat revised by previous Government after Tribunal's decisions has been approved by Central Government;

(b) what is irrigation potential benefit, district-wise, of the same;

(c) have Government received any representations against previous Government's revision report and if so, what are the details of such representation, particularly from Kutch; and

(d) at what stage the report is lying at present?

THE MINISTER OF IRRIGATION (SHRI KEDAR PANDAY): (a) No, Sir.

(b) The project report as submitted by the State Government is proposed to have an annual irrigation of 15.257 hectares (37.7 lakh acres) in the districts of Broach, Baroda, Panchamahals, Kaira, Ahmedabad, Gandhinagar, Mahsana, Bansakantha, Kutch, Bnavnagar, Surendra Nagar and Rajkot.

(c) The Government of Gujarat have reported that they have received representations from Dr. Mahipat Mehta, Member of Parliament regarding supply of more irrigation and drinking water to areas in Kutch, and also from Shri Raoji Gantra, Shri P. K. Vora, Shri M. R. Madiar and others regarding supply of Narmada water for desalinisation of Rann of Kutch.

(d) The project report is at present under examination in the Central Water Commission.

Technical survey report on Tapti High gas-based projects for Gujarat Electricity Board

1070. SHRI CHHITUBHAI GAMIT: Will the Minister of ENERGY AND COAL be pleased to state:

(a) whether his Ministry received a technical survey report on Tapti High gas-based projects from Gujarat Electricity Board;

(b) if so, what are the salient features of this report; and

(c) at what stage the consideration of this report stands at present and whether any thought has been given to this report for implementation?

THE MINISTER OF STATE IN THE MINISTRY OF ENERGY (SHRI VIKRAM MAHAJAN): (a) The Gujarat Electricity Board had, in August, 1979 forwarded to the Central Electricity Authority a project report for installation of 2×210 MW gas-based thermal power station at Mahuva in Gujarat at an estimated cost of Rs. 13,200 lakhs.

(b) The site for the proposed power station is located near Mahuva on Saurashtra Coast of Gujarat. The project envisages installation of gas fired boilers with 2×210 MW steam turbine generating sets based on the availability of supply of gas from Tapti fields for power generation, utilising sea water for condenser cooling. Sweet water requirements was proposed to be met from the nearby dam or by constructing Jack-Wells in the vicinity of Mahuva and pumping through pipe lines.

(c) On examination of the project report it was found by the Central Electricity Authority that the report lacked certain technical details regarding land, layout plan, cooling water system, chimney, roads, cost estimates; etc. It is further understood that the

commercial availability of gas from the Tapti fields has not been established so far.

Undersea pipeline for transporting Bombay High Gas

1071. SHRI CHHITUBHAI GAMIT: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether any expert committee has been constituted to decide about the landfall of the proposed undersea pipeline for transporting Bombay High Gas;

(b) whether it is a fact that efforts were being made to locate the landfall point outside the Gujarat State; and

(c) if so, the details regarding the final decision of Government in this regard?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI VEERENDRA PATIL): (a) Yes, Sir.

(b) No, Sir. A final view on the alignment of the offshore pipeline including location of its landfall point,

etc., will be taken on receipt of the report of the Expert Committee.

(c) Does not arise.

Main consumers of Coal in the Country

1072. SHRI PIUS TIRKEY:

Will the Minister of ENERGY AND IRRIGATION AND COAL be pleased to state:

(a) who are the main consumers of coal in the country; and

(b) the percentage of coal each group consumed in each year during the last five years; and

(c) the number of coal mines in the public sector and the private sector during the said period?

THE MINISTER OF STATE IN THE MINISTRY OF ENERGY (SHRI VIKRAM MAHAJAN): (a) The main consumers of coal in the country are power stations, steel plants, Railways and cement factories.

(b) The percentage of coal consumed by each group is as under:

	75-76	76-77	77-78	78-79	79-80
Steel Plants	21	20	23	21	22
Power	25	27	29	28	32
Railways	16	13	13	12	12
Cement	3	5	5	5	
Others	33	35	30	34	29
Total	100	100	100	100	100

(c) There are presently 406 coal-mines in the country of which 400 are

in the public sector and 6 are in the private sector.

Per capita production of Coal

1073. SHRI PIUS TIRKEY: Will the Minister of ENERGY AND IRRIGATION AND COAL be pleased to state the per capita production of coal and the details of wages of coal miners?

THE MINISTER OF STATE IN THE MINISTRY OF ENERGY (SHRI VIKRAM MAHAJAN): The per capita production, expressed in output of coal in tonnes per manshift, in 1979-80 in Coal India Mines was 0.67 and in Singareni 0.66.

The minimum wages in the coal industry as on 1.1.79 were Rs. 512/- per month.

Property of Maruti Ltd., Gurgaon

1074. SHRI JYOTIRMOY BOSU: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether Maruti Ltd., Gurgaon, Harayana, has gone into liquidation; and

(b) if so, what has happened to its movable and immovable property; and

(c) if the answer to (a) be in the negative, what is the exact position of this company?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI P. SHIV SHANKAR): (a) Yes, Sir. The company is in liquidation *vide* orders dated the 6th March, 1978 of the Punjab and Haryana High Court, Chandigarh.

(b) Both movable and immovable properties of the company are in the custody of the Official Liquidator on behalf of the Court.

(c) Does not arise.

Increase in price of coal after nationalisation

1075. SHRI JYOTIRMOY BOSU: Will the Minister of ENERGY AND IRRIGATION AND COAL be pleased to state:

(a) whether the price of coal has been increased thrice since the nationalisation of this industry;

(b) if so, whether the increase in pithead price of coal as compared to the pithead price at the time of nationalisation of coal industry is 170 per cent;

(c) if so, whether Government propose to bring down the price of coal atleast to the level prevailing on July 16, 1979; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF ENERGY (SHRI VIKRAM MAHAJAN): (a) and (b). Yes, Sir.

(c) and (d). In view of the increase in the cost of production of coal as a result of increasing wage bill and rise in the cost of inputs, it is not feasible to bring down the price of coal to the level prevailing on July 16, 1979.

Violation of Companies Act by Companies of Tata, Birla and Singhanian

1076. SHRI JYOTIRMOY BOSU: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) how many companies belonging to the houses of Tata, Birla and Singhanian have been charged with serious malpractices including violation of the provisions of the Companies Act during the past three years;

(b) nature of malpractices in each case; and

(c) what action, if any, has been or is being taken against the companies concerned?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI P. SHIV SHANKAR): (a) to (c). The information is being collected and will be placed on the table of the House.

Remuneration of Employees of Hindalco

1077. SHRI JYOTIRMOY BOSU: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) total number of employees in the Hindalco, U.P. a Birla concern, drawing more than Rs. 36 thousand per annum as remuneration;

(b) total remuneration received by these employees for the latest available year; and

(c) share of remuneration of these employees, at present, in the total cost of production of aluminium from the Hindalco plant in 1970 and 1979;

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI P. SHIV SHANKAR): (a) According to the Annual Report and Accounts of Hindalco for the year 1979, there were 93 employees drawing a remuneration during the financial year ended 31st December, 1979 in the aggregate of not less than Rs. 36,000/-. However it is noticed that 4 employees out of the said 93 were in receipt of remuneration less than Rs. 36,000/- during the said financial year. This means that 89 employees were in receipt of remuneration in the aggregate of not less than Rs. 36,000/- during the financial year ended 31st December, 1979.

(b) The total amount of remuneration drawn by 89 employees referred to in answer to question (a) was approximately Rs. 52.80 lakhs.

(c) Information on the cost of production in Hindalco factory for the years 1970 and 1979 is not available.

Report of Expert Committee about Appointment of Consultants for Fertiliser Projects in Maharashtra and Gujarat

1078. SHRI R. K. MHALGI: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether the experts committee headed by Shri B. B. Singh has submitted its report about the appointment of consultants for four giant fertilizer projects, to be set up at Thal-Vaishet (Maharashtra) and Hazira (Gujarat), if so, when; and

(b) what are their recommendations?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI VEERENDRA PATIL): (a) and

(b). The Committee's report has been received on 13.6.1980 and is under examination.

Delay in Commissioning Thal-Vaishet Fertiliser Complex in Maharashtra

1079. SHRI R. K. MHALGI: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) is it a fact that as per the original schedule the Thal-Vaishet Fertiliser complex in Maharashtra is expected to go on stream by end of 1982;

(b) whether the commissioning of this project is likely to be delayed by about a year, because of the failure of Government to take prompt action on the recommendations of the experts committee, for the selection of technology and consultancy for the ammonia plants to be set up there;

(c) the recommendations of the said committee and when they were submitted to Government;

(d) the reasons for the delay in taking the decision and when the same is likely to be taken;

(e) whether the project authorities and various other agencies, such as

MID, PWD and Railways are facing acute shortage of cement and steel, and this has hampered the civil and other development of infra-structure works; and

(f) what steps are being taken by Government to remove these obstacles?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI VEERENDRA PATIL): (a) to (d). The appointment of consultants for the construction of the ammonia plants of the four gas-based fertilizer projects being set up in Maharashtra and Gujarat is still to be finalised. After the present Government took office, it was decided to have a second look at the selection of the contractor for the ammonia plants of these projects. A Committee of experts was, therefore, set up to assess the relative merits of the foreign firms who had earlier submitted bids for this consultancy. The Committee's report has just been received.

(e) and (f). The Rashtriya Chemicals and Fertilizers Limited and agencies implementing the project are experiencing some difficulty in procuring the required quantities of cement and steel. The matter has been taken up with the concerned authorities with a view to improving the supplies of cement and steel required for the project.

Completion of Preliminary Works for That Vaishet Fertilizer Plant

1080. SHRI R. K. MHALGI:

PROFESSOR MADHU DANDAVATE:

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) is it a fact that all the preliminary works such as land acquisition, building, roads, railway sidings have been completed for the purpose of the Bombay High gas based fertilizer plant to come up at that Thal-Vaishet (District Kolaba, Maharashtra);

(b) whether Government are considering to shift the location of the giant fertilizer plant from Thal-Vaishet (District Kolaba, Maharashtra State); and

(c) if so, what are the reasons for such a move?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI VEERENDRA PATIL): (a) Arrangement have been firmed up for the provision of infrastructural facilities like land, water, power, coal, natural gas, railway facilities etc. The land required for the factory has been acquired and the strengthening and upgradation of roads has been completed. Work on the construction of township, railway siding, etc. is in progress.

(b) No, Sir.

(c) Does not arise.

12 hrs.

PAPERS LAID ON THE TABLE

BUDGET ESTIMATES OF DAMODAR VALLEY CORPORATION FOR 1980-81 AND ERRATA TO CENTRAL ELECTRICITY AUTHORITY REGULATIONS, 1979

THE MINISTER OF ENERGY AND COAL (SHRI A. B. A. GHANI KHAN CHAUDHURI): I beg to lay on the Table:

(1) A copy of the Budget Estimates (Hindi and English versions) of Damodar Valley Corporation, for the year 1980-81, under sub-section (3) of section 44 of the Damodar Valley Act, 1948. [Placed in Library. See No. LT-886/80].

(2) 'Errata' (Hindi and English versions) to the Central Electricity Authority Regulations, @ 1979. [Placed in Library. See No. LT-887/80].

REVIEW ON THE WORKING OF BETWA RIVER BOARD FOR 1978-79 WITH REASONS FOR DELAY IN LAYING ACCOUNTS AND AUDIT REPORT AND STATEMENT RE. REVIEW ON THE WORKING OF NATIONAL INSTITUTE OF HYDROLOGY FOR 1978-79

THE MINISTER OF IRRIGATION (SHRI KEDAR PANDEY): I beg to lay on the Table:

(1) A statement (Hindi and English versions) regarding review on the working of the Betwa River Board, for the year 1978-79 and reasons for delay in laying the Accounts and Audit Report of the Board, for the year 1978-79. [Placed in Library. See No. LT-888/80].

(2) A statement (Hindi and English versions) regarding Review on the working of National Institute of Hydrology, for the year 1978-79. [Placed in Library. See No. LT-889/80].

NOTIFICATIONS UNDER COMPANIES ACT, 1956, REPORT ON GENERAL ELECTIONS TO LEGISLATIVE ASSEMBLIES, 1977-78 AND PRESIDENTIAL ELECTION, 1977—VOL. I, REPORTS ON GENERAL ELECTIONS TO ASSEMBLIES OF BIHAR, HARYANA, HIMACHAL PRADESH, ETC., 1977—STATISTICAL AND IN RESPECT OF ANDHRA PRADESH, ASSAM, KARNATAKA, ETC., 1978—STATISTICAL, REPORT OF LAW COMMISSION ON RAPE AND ALLIED OFFENCES WITH A STATEMENT FOR NOT LAYING THE HINDI VERSION.

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI P. SHIV SHANKAR): I beg to lay on the Table:

(1) A copy each of the following Notifications (Hindi and English versions) under sub-section (5) of section 396 of the Companies Act, 1956:—

(i) The Mysore Pipelines Limited and the Bharat Heavy Electricals Limited (Amalgamation) Order, 1980, published in Notification No. S.O. 339(E) in Gazette of India dated the 21st May, 1980.

(ii) The Radio and Electricals Manufacturing Company Limited and the Bharat Heavy Electricals Limited (Amalgamation) Order, 1980, published in Notification No. S.O. 340(E) in Gazette of India dated the 21st May, 1980. [Placed in Library. See No. LT-890/80].

(2) A copy of the Report (Hindi and English versions) on the General Elections to Legislative Assemblies 1977-78 and Presidential Election, 1977—Volume-I (Narrative). [Placed in Library. See No. LT-891/80].

(3) A copy of the Report (Hindi and English versions) on the General Elections to the Legislative Assemblies of Bihar, Haryana, Himachal Pradesh, Jammu and Kashmir, Kerala, Madhya Pradesh, Nagaland, Orissa, Punjab, Rajasthan, Tamil Nadu, Tripura, Uttar Pradesh, West Bengal, Goa, Daman and Diu and Pondicherry and Metropolitan Council of Delhi, 1977—Statistical. [Placed in Library. See No. LT-892/80].

(4) A copy of the Report (Hindi and English versions) on the General Elections to the Legislative Assemblies of Andhra Pradesh, Assam, Karnataka, Maharashtra, Meghalaya, Arunachal Pradesh and Mizoram, 1978—Statistical. [Placed in Library. See No. LT-893/80].

(5) (i) A copy of the Eighty-Fourth Report of Law Commission on Rape and Allied Offences: Some Questions of Substantive law, procedure and evidence.

(ii) A statement (Hindi and English versions) explaining reasons for not laying simultaneously the Hindi version of the report mentioned at (i) above. [Placed in Library. See No. LT-894/80].

ASSAM FINANCE ORDINANCE, 1980

THE DEPUTY MINISTER IN THE MINISTRY OF FINANCE (SHRI MAGANBHAI BAROT): On behalf

of Shri R. Venkataraman, I beg to lay on the Table a copy of the Assam Finance Ordinance, 1980 (No. 1 of 1980) (Hindi and English versions) promulgated by the Governor of Assam on the 3rd April, 1980, under article 213(2) (a) of the Constitution read with clause (c) (iii) of the Proclamation dated the 12th December, 1979 issued by the President in relation to the State of Assam (Placed in Library. See No. LT-895/80).

NOTIFICATION RE. REVISION OF EXPORT
DUTY ON COFFEE

SHRI MAGANBHAI BAROT: I beg to lay on the Table a copy of Notification No. GSR-278(E) (Hindi and English versions) published in Gazette of India dated the 28th May, 1980 together with an explanatory memorandum regarding revision of Export Duty on Coffee, under section 159 of the Customs Act, 1962. [Placed in Library. See No. LT-896/80].

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 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 (Second Vote on Account) Bill, 1980, which was by the Lok Sabha at its sitting held on the 11th June, 1980, 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."

(ii) "In accordance with the provisions of rule 111 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to enclose a copy of the Delhi High Court (Amendment) Bill, 1980, which has been passed by the Rajya

Sabha at its sitting held on the 12th June, 1980."

DELHI HIGH COURT (AMEND-
MENT) BILL

AS PASSED BY RAJYA SABHA

SECRETARY: Sir, I lay on the Table on the House the Delhi High Court (Amendment), Bill, 1980, as passed by Rajya Sabha.

CALLING ATTENTION TO MAT-
TER OF URGENT PUBLIC IMPOR-
TANCE

REPORTED MURDER OF THREE MIZORAM
GOVERNMENT OFFICIALS BY MNF
INSURGENTS

SHRI HANNAN MOLLAH (Uluberia): I call the attention of the Minister of Home Affairs to the following matter of urgent public importance and request that he may make a statement thereon:—

"Reported murder of three Mizoram Government officials by the M.N.F. insurgents at Shillong on the night of 13 June, 1980, following the "Quit Notice" served on the non-Mizos in the State.

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI YOGENDRA MAKWANA): Sir, according to information received from the Government of Mizoram, two armed miscreants, suspected to be belonging to Mizo National Front (MNF), entered the common residence of three non-Mizo employees, namely Alaudin Chowdhury, Supply Inspector; Mahibur Rehman, Peon, Electricity Department; and Mohd. Jamir Laskar, Overseer, PWD at Lunglai in Mizoram, on the night of 13th June, 1980. They reportedly asked these employees as to why they had not left Mizoram even after "Quit Mizoram Notice". Their hands were then tied up they were made to lie down and their necks were cut with a dao, a dagger like sharp imple-

[Shri Yogendra Makwana]

ment. Alaudin Chowdhury and Mahibur Rehman died on the spot. Mohd. Jamir Laskar sustained serious injuries and was admitted to the hospital. The miscreants also ransacked the house.

It may be recalled that MNF had issued 'Quit Mizoram Notice' in June 1979 requiring all non-Mizos to leave Mizoram by the 1st July, 1979. This was followed by a series of violent incidents. Mizo National Front and its allied organisations were declared as unlawful associations under the Unlawful Activities (Prevention) Act, 1967. Sustained operations by Security Forces helped in controlling the situation.

While Government are anxious to find an amicable solution of the problem in Mizoram, they are fully determined to see that misguided elements are not allowed to disrupt normal life in Mizoram and to harass and intimidate law-abiding citizens.

Mizoram Government have sanctioned ex-gratia grant of Rs. 5000 each to the two bereaved families.

I would seek the permission of the Honble Speaker to convey condolences of the House to the bereaved families.

SHRI HANNAN MOLLAH: The statement on the grave incidents in Mizoram indicates how the situation in the northeastern region is developing. I would like to say that it is a part of the secessionist and violent activities going on in the north-eastern region, and is an extension of the incidents going on in Assam, Tripura and other States. The statement made by the Minister has merely given the facts, and it does not indicate any awareness on the part of the Government of the real cause of these incidents and the solution that they have in view. These problems have been

the part of the ruling party to solve the economic and other issues of the region. Divisive and disruptive forces, backed by foreign imperialists who are the enemies of our country, are exploiting the situation in their own interests, and trying to create a problem in this region, endangering the security and national unity of our country.

It is a grave situation in Mizoram because during the last few months, 21 people have been killed by these rebels and the victims are mostly non-Mizos, linguistic and religious minorities. If this continues to happen, the constitutional rights of our citizens and even the human rights will be endangered. Those who are responsible for the safeguarding of these rights of our people should take adequate and prompt steps. I would like to know whether these incidents have made the Government aware of the fact that these are the problems created by Mizo National Front, a part of which is trying to settle their problems with the Government and the other part of which, with the help of the present Government there and the Chief Minister Brig. Silo, is trying to sabotage the solution. In March, 1980, Mr. Parleorna, an ex-underground tribal has stated that he wants to kill Bengali people and when arrested, he told the police that he had links with the Government people. It is a grave situation. The Statement says that sustained operations of security forces helped in controlling the situation. If that is true, how is it that the Government officials are not so? The statement also says that they are fully determined to see that the insurgent elements are not allowed to disturb the normal life in Mizoram. If it is true, how can such incidents happen again and again? I would like to know from the hon. Minister:

(a) In spite of the repeated occurrences of the incidents, why is it that the Government has failed to protect its own officials;

(b) whether the intelligence gave any advance report to the Government in this regard and if so, why there was this failure on the part of the Government;

(c) how many criminal rebels have been arrested so far after these heinous murder and if not, why;

(d) whether it is a part of the conspiracy to spread Tripura-type communal disturbance elsewhere and consequently to create communal troubles in Cachar; and

(e) whether these rebel gangsters are travelling in small groups throughout Mizoram and are planning more disturbances and if so, what are the steps that are being contemplated by the Government in this regard?

MR. SPEAKER: Do you think the Minister can answer this catalogue of questions? You should be specific. You should do your homework. This is not the way.

SHRI SAMAR MUKHERJEE (Howrah): Though he has put a catalogue of questions, they are specific

SHRI YOGENDRA MAKWANA: I have already stated in my statement that the Government are taking all necessary steps. While the Government are anxious to find an amicable solution to the problems of Mizoram, they are fully determined to see that the misguided elements are not allowed to disrupt normal life in Mizoram and to harass and intimidate law-abiding citizens. As far as the number of arrests is concerned, no one has been arrested so far. He also asked whether it is Tripura-type communal trouble. This agitation is not communal. It is being organised by MNF, Mizo insurgents right from the beginning.

SHRI SAMAR MUKHERJEE: His question was whether there was any previous intelligence report because so many incident have happened and he mentioned 21 murder.

MR. SPEAKER: You can't ask a question like that.

SHRI SAMAR MUKHERJEE: I am clarifying his question. His question was whether he had any previous intelligence report that similar attack were in the offing because those who have been killed are Government officers and, therefore, he asked what protection was arranged for their safety.

SHRI YOGENDRA MAKWANA: All protection is provided for.

SHRI M. RAM GOPAL REDDY (Nizamabad): The hon. Minister has stated in the statement:

"While the Government are anxious to find an amicable solution of the problem in Mizoram, they are fully determined to see that misguided elements are not allowed to disrupt normal life in Mizoram and to harass and intimidate law abiding citizens."

The law and order question is purely of the States Government. My information is that the State Government is abetting these people to commit atrocities on non-Mizos. How is he going to deal with the Chief Minister who is himself involved in it? Just now, my predecessor stated that one Mr. Shankar was murdered on 29th March and his wife cleverly managed to inform our forces there and they immediately came and arrested that Sub-Inspector who was possessing the arms of foreign countries. He was handed over to the police and the police discharged that officer. He was having two arms with him, one an Indian arm and another a foreign arm. If the State Government is colluding with Mizoram rebels, what is the remedy except dissolution of the Assembly and the dismissal of the Ministry. Unless and until that is done, I am sure the hon. Minister is not going to do anything in that area.

By and large, Mizoram people are as law-abiding as anybody else in

[Shri M. Ram Gopal Reddy]

this country. Only a few hand-picked persons are creating havoc there. How is he going to arrest those people? If a few of those disgruntled element are arrested and put in jail, then the whole movement will subside. I want to know from the hon. Minister what specific step he is going to take and how he is going to implement the assurance that he has given. Unless and until the Ministry is dismissed, this problem is not going to be solved.

MR. SPEAKER: You have already replied to your question, to your query. What should he reply?

SHRI M. GOPAL REDDY: This is a national problem. Unless and until the Ministry is dismissed, nothing will happen.

MR. SPEAKER: You have already given the solution.

SHRI M. RAM GOPAL REDDY: I want to know whether the Government is considering the removal of the Ministry or not.

MR. SPEAKER: That is the way you should put it.

SHRI YOGENDRA MAKWANA: The hon. Member is right when he says that the law and order problem is a State problem. Even then the Government of India has to help and we are helping in controlling the situation. There is no information to suggest involvement of any other party in this outrage. The culprits are suspected to belong to MNF.

SHRI AJOY BISWAS (Tripura West): The situation in the north-eastern zone is very grave. The incident of Mizoram is not an isolated one. It is a part of the conspiracy hatched all over the eastern zone. 21 persons have, so far, been killed by the MNF insurgents since January this year. CIA and missionaries are active in this region and they have a hand in all the incidents happening in that area. The Tripura Upajati Juba Samiti boys, who were respon-

sible for the large scale massacre in Tripura, have a close link with the MNF, and the MNF men had given the military training. The CIA and missionaries have shown considerable interest in the secessionist movement of tribal of north-eastern region. I think, the situation is very grave, and all the Members here should know what is happening there.

I want to refer to one leaflet. That leaflet was issued during 1978 entitled 'Church grows through peoples movement'. It was circulated by an evangelist, Dr. R. Cunville. In this leaflet, Rev. Cunville has expressed satisfaction over triba movement being organized by the Tripura Upajati Juba Samiti. Dr. Cunville says in the leaflet:

"Tripuris have today formed a party called the Tripura Upajati Juba Samiti. This is led by young men and although in its early beginning was communist-minded, it has become nationalist".

In the same leaflet, Dr. Cunville had made a strong appeal to other Churches and Missions of India to help this organisation.

A strong link has always been visible between the Baptist missionaries and rebels under the banner of Mizo National Front. The MNF, as is well known, has its headquarters within the inaccessible territories of Chittagong Hill tracts and has uninterrupted supplies of sophisticated weapons through invisible hands. Recent indications are that certain local and foreign missionary workers have been seen actively participating in MNF activities in their training centres.

While each north-eastern State has a separate Baptist organisation for itself such as the Tripura Baptist Christian Union for Tripura and Mizoram Christian Union for Mizoram, Baptists have already devised an allied front for the entire region in the form of North-East India Christian Council with headquarters at Shillong.

Another important thing is that the Christian missionary in Tripura is presently run by huge financial assistance from Newzealand Baptist Missionary Society; the extent of financial assistance at present is estimated at Rs. 14 lakhs. Only in Tripura—that is just one district in comparison to other States—remittances are being received through commercial banks from Newzealand. The American hand behind these financial arrangements is also visible. Documents that are being exchanged between the Tripura Baptists and their Newzealand bosses show that money from Texas and London is being routed to Tripura through Newzealand. It is also quite significant to note that financial aids from sources other than Newzealand Baptist Missionary Society have started pouring in since 1977 only.

My specific question is whether the Government is aware of all these activities of missionaries and so, what steps are Government taking to stop the foreign hands in the affairs of the north-eastern region and also whether the Central Intelligence branch and RAW have informed the Central Government about all these things or not.

SHRI YOGENDRA MAKWANA: So far as the Tripura Upajati Juba Samiti is concerned, they are having a link with this. But the Government of Tripura is free to take action against all those suspended of involvement in the recent carnage in Tripura as well as here. The hon. Member has put three questions. One is whether the government is aware of foreign influence and what steps have been taken to check that.

Sir, all necessary steps are being taken to stop these foreign agencies to infiltrate into this area. He also asked whether the IB report has confirmed it. Sir, there is circumstantial evidence of the involvement of these foreign agencies. So far we have not received any direct evidence by which we can pin-point any particular agency.... (Interruptions)

SHRI AJOY BISWAS: I asked whether you have got any information about foreign money.

SHRI YOGENDRA MAKWANA: Foreign aid is being received by all missionaries everywhere in India.

SHRI AJOY BISWAS: How that money is being utilised—about that have you got any information?

SHRI YOGENDRA MAKWANA: So far as the use of this money is concerned, government has taken necessary steps to see that it is used for the missionary work only.

SHRI JANARDHANA POOJARY: (Mangalore): The recrudescence of trouble and continued bloodshed in Mizoram must come as a rude awakening to the people of this country. Definitely there is an explosive situation particularly in Mizoram and it is crystal clear from the answer given in para 2 stating that it might be recalled that MNF had issued quit Mizoram notices in June 1979 requiring all non-Mizos to leave Mizoram by 1st of July. It shows that there is a secessionist movement in this area. You know the Patriot of 16th November, 1979 has stated that the Voice of America has gone to the extent of stating that Mizoram was struggling and waging a war against the Government of India for its autonomy. This is the clear version in that paper. I want to know whether the government has inquired to find out the veracity of this statement and also I want to know whether there is any move on the part of the government to resume talks with the Mizo leader, Laldenga.

SHRI YOGENDRA MAKWANA: We have taken, as I said, all steps. So far as the talks are concerned, the moves are afoot in this direction. Hon. members would kindly appreciate that it would not be in the interests of the nation to divulge everything.

SHRI HARIKESH BAHADUR (Gorakhpur): I have given notice

[Shri Harikesh Behadur]

about the strike by Junior Doctors. ...
MR. SPEAKER: Please do not interrupt like this. I am ready to cooperate.

SHRI BHAGWAT JHA AZAD (Bhagalpur): The strike has been called off. There is no problem now. You are late.

12.24 hrs.

STATEMENT RE. EXTERNAL AFFAIRS MINISTER'S OFFICIAL VISIT TO U.S.S.R.

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): At the invitation of the Government of the USSR, I paid an official visit to the Soviet Union from 3 to 8 June 1980. During my stay in Moscow I was received by President Brezhnev and had an opportunity of exchanging views on matters of interest and concern to our two countries. I had official talks with my colleague, the Foreign Minister of the USSR, Mr. A. A. Gromyko, on a wide range of subjects covering both bilateral relations and international affairs.

I also had a meeting with the Deputy Prime Minister of the USSR, Mr. I. V. Arkhipov, who together with me is the Co-Chairman of the Indo-Soviet Inter-Governmental Commission for Economic, Scientific and Technical Co-operation.

Besides Moscow, I also visited Leningrad, a city full of historic memories. During my short stay in that city, I had an opportunity of meeting with Mr. G. V. Romanov, who heads the regional Communist Party in Leningrad.

It was my first visit to the Soviet Union, a country which had suffered great devastation in the most destructive war of our times, the Second World War. It was, therefore, a moving experience to witness massive re-

construction efforts undertaken by that country symbolised by the rise of the city of Leningrad from the ruins.

I would like to place on the Table of the House a copy of the Joint Press Statement issued at the end of my visit. I would also like to share with the Hon'ble Members some of the impressions of my visit. Wherever I went, I was received with great warmth and friendliness which spoke eloquently of the highest esteem in which our country and our people are held.

I would also like to share with the House the universal admiration for our Prime Minister and the confidence in her policies which was evident during my visit to the Soviet Union. Our Soviet friends profusely expressed their regard for Smt. Indira Gandhi and respect for her leadership of the Government of India.

My talks with the Soviet leaders were marked by a cordiality and openness which, I daresay, is a measure of the close nature of Indo-Soviet relationship and which admits of no inhibitions or misunderstandings. Fortunately, there are no bilateral problems between our two countries to preoccupy the Foreign Ministers. I did, however, review in some detail the progress achieved in Indo-Soviet economic, technical and scientific co-operation, since my last meeting with Mr. Arkhipov in February this year. We agreed that the next session of the Indo-Soviet Joint Commission will be held in New Delhi some time during October or November 1980.

Both in Moscow and in Leningrad, I had an opportunity to visit the Institutes of Oriental Research and meet Soviet Indologists. I was impressed by the depth and breadth of Indological studies, both ancient and modern, in the Soviet Union. The fact that these great institutions, more than a century old, have been engaged in the study and research of different aspects of Indian life, including the prepara-

tion of an authoritative version of the Mahabharata—these facts at once place the abiding bonds of interest and understanding between the peoples of Indian and the Soviet Union in the right historical perspective.

I also visited the Progress Publishing House in Moscow which, along with many other similar Publishing Houses, is engaged in a massive and multi-faceted programme of translations of literary works of Indian languages into Russian and vice versa. There is every scope to widen this exchange so as to include all the languages in the Soviet Union. The fact that the books translated into Russian run into 50,000 copies or more and are all sold out within a few days goes to show the depth of knowledge and insight of the Indian scene on the part of the vast Soviet readership. Needless to say, these offer ample scope for greater and more diversified bilateral cooperation.

As the House may recall, the Soviet Foreign Minister had visited India from February 12 to 14 this year when among other things we had discussed in some detail the evolving situation in South West Asia. A number of important developments have taken place both in our region and in the international environment since that visit. The Presidents of USSR and France met in Warsaw. The Soviet Foreign Minister and his American counterpart and colleague, the Secretary of State, met in Vienna. Therefore, my visit to the Soviet Union, apart from being a protocol visit in return for the visit of the Soviet Foreign Minister, had deeper significance in the context of the developments I have mentioned above.

We discussed international issues generally and I am glad to say that on many of them, there was similarity of views between our two countries. I would, however, like to inform the House about the important and urgent subjects which came up for a detailed exchange of views in Moscow.

The Soviet leaders were of the view that the international situation had

been aggravated by several provocative moves by the USA. However, as stated above, some meetings have taken place recently between Soviet and Western leaders which appear to mark the resumption of a dialogue which was interrupted earlier this year. More meetings of the same kind are likely to take place. It is reasonable to believe that as a result of these meetings it may be possible to revive detente in Europe say by the beginning of next year. It was my assessment that the Soviet Union shared this expectation on international detente and this finds reflection in our Joint Statement.

Another problem I discussed at length with Mr. Gromyko and subsequently with Mr. Brezhnev was the regional situation in South West Asia.

The Soviet position, as we understand it, was that the Afghan issue had been artificially exaggerated by outside forces and that aggression against Afghanistan was still continuing with the help of well armed and trained insurgents based on Pakistan territory. The Afghan Government has put forward proposals for a political settlement, the first step in which would have to be a meeting between the representatives of Afghanistan and Pakistan and similarly between the representatives of Afghanistan and Iran. Only after direct contacts had been established, could other countries think of participation in the working out of a guaranteed solution. But any talk about the withdrawal of forces without furnishing of complete and reliable guarantees of an end to interference in Afghanistan and without an actual end of such interference would merely hinder the achievement of a solution. At the same time the Soviet leaders left us in no doubt on the Soviet Union's readiness to withdraw troops once a political settlement had been reached.

Our approach to the problem has been as follows: We are opposed to the presence of foreign troops in any

[Shri P. V. Narasimha]

country. The Soviet Union had announced that Soviet assistance to Afghanistan was limited in time, purpose and scale and did not present a threat to security and stability in the region. However, reports coming out of Afghanistan during the past few months, even after they are discounted for the inevitable interested propaganda element, do seem to suggest that in view of the situation there, the hope that Soviet assistance to Afghanistan could indeed remain limited in time as originally intended is not very strong.

This is naturally a matter of concern to India as indeed to the others who seek a reduction of tension and a peaceful solution to the problems of the region. It is time for us to ask ourselves the question whether the Soviet troops meant for assisting in Afghanistan have not become, or are not likely to become, a pretext for those who wish to create further instability in that country. Our fear is that beyond a reasonable time frame this could well come to pass and this is why we urge that a stage has come when ways and means, other than military, should be devised to bring about a solution to the problem while this is still within the range of possibility. The emergence of a political solution in Afghanistan has, therefore, acquired an urgency greater than ever before.

I am sure Hon. Members will agree with me when I say that the situation in Afghanistan is evolving so fast that it would be rash for anyone to claim that he has an answer to the problem. For instance, after my return from Moscow, the 3-Member Committee proposed by the Islamic Foreign Ministers Conference has met in Tehran. In regard to this Committee, while we tended to believe that it would constitute an advance over the previous position of the Islamic Conference, we did not get any clearcut corroboration of this assessment, while we were in Moscow. On the whole, this Committee seems to have had a mixed reception so far, although allowance has to be made for the extreme nature

and appearance of initial public postures on both sides. Again, I have seen press reports from Washington, quoting a senior U.S. official which would suggest a slight but significant shift in the American position on the subject. We shall not let these uncertainties and ambiguities deter or dampen our efforts to work towards a solution. In such circumstances, it would be too early, if not also inappropriate, to make a definitive assessment of the situation. However, adverting to my visit to the Soviet Union, I must add that the Soviet Union seemed to have fully understood and respected the views held by India, recognising that it is but natural for a non-aligned country like India to have a different perspective on some international questions. I have every reason to believe that the Soviet leadership appreciates our efforts to attain normalisation in and around Afghanistan. This issue has not allowed even the slightest clouding of our bilateral relations; these have indeed grown from strength to strength during the last five months.

As the House is aware, the Government has had the benefit of holding consultations with a very large number of countries, both in the region and outside, and the consensus after our consultations—and these include our discussions with the Soviet Union and other socialist countries of Eastern Europe—is that there is a need to prevent escalation of tensions in South West Asia. There is also a recognition all round that the problems can be resolved only through a political solution.

Sir, since I am confining this statement to my visit to the Soviet Union, I shall conclude it with a brief outline of what appears to be the possible directions for a meaningful follow-up. It is obvious that we are too vitally interested in the region to be dismayed or disheartened by the alternating swings of over-reaction and utter scepticism which seem to characterise the opinions of some other countries. We

will not give up. The immediate task is to undertake consultations for the limited purpose of getting a dialogue started, without any strict stipulation as to the outcome thereof. This will be our endeavour hereafter, although in view of the stated positions as of today, it is not going to be an easy task. This exercise will also involve a meticulous shifting of global regional and national aspects and their inevitable inter-action. However, in the process several other lines of perception would open up for further probe and action leading, hopefully, to the contours of a political solution.

Before I end, I would like to take this opportunity to express my thanks to my Soviet hosts for the warm and cordial hospitality extended to me and to the members of my delegation. This visit marks yet another important stage in the consolidation of relations between our two countries. I am confident that India and the Soviet Union will in future continue to cooperate closely, both bilaterally as well as in the international arena.

INDO-SOVIET JOINT PRESS STATEMENT

* * *

New Delhi, Jyastha 17, 1902
June 7, 1980

At the invitation of the Government of the USSR, the Minister of External Affairs of India, Shri P. V. Narasimha Rao paid an official friendly visit to the Soviet Union from June 3 to 7, 1980.

During his stay in Moscow the Minister of External Affairs of India laid wreaths at the Mausoleum of V.I. Lenin and at the Tomb of the Unknown Soldier.

In addition to Moscow, the Indian Minister and his party visited Lenin-grad.

The Minister of External Affairs of India Shri P. V. Narasimha Rao was received by Mr. L. I. Brezhnev,

General Secretary of the Central Committee of the CPSU, President of the Presidium of the Supreme Soviet of the USSR, to whom he conveyed greetings from the President and the Prime Minister of India.

Talks were held with Mr. A. A. Gromyko, Member of the Politbureau of the Central Committee of the CPSU, Minister for Foreign Affairs of the USSR.

Shri P. V. Narasimha Rao also had a meeting with Mr. I. V. Arkhipov, Deputy Chairman of the Council of Ministers of the USSR and Co-Chairman of the Inter-Governmental Indo-Soviet Commission of Economic, Scientific and Technical Cooperation.

The talks and discussions were conducted in a warm and friendly atmosphere. The two sides reviewed the development of their bilateral relations and also a wide range of international question of mutual interest. They agreed to continue in future as well exchanging views on such questions through appropriate contacts.

Both sides noted with satisfaction that relations between India and the Soviet Union contributed to peace and stability in Asia and throughout the world. They are based on friendship, equality and mutual trust and are developing in the spirit of the Treaty of Peace, Friendship and Cooperation.

The two sides reviewed the progress of long-term agreements encompassing the key spheres and directions of Indo-Soviet cooperation.

The two sides reiterated their determination to continue developing and strengthening in every way the close relations between India and the USSR in the interest of the two peoples.

Having exchanged views on major international problems the two sides noted with satisfaction that the positions of India and the Soviet Union on the questions discussed were close.

[Shri P. V. Narasimha]

India and the Soviet Union reaffirm their conviction that the process of international detente should be extended to all regions of the globe and re-affirmed their adhere to the principles of peaceful co-existence and mutually beneficial and equal cooperation among States. They expressed their firm resolve to continue and support the struggle for ending the arms race and against imperialism, neo-colonialism, racism and all forms of domination.

The Minister of External Affairs of India, Shri P. V. Narasimha Rao thanked the leadership of the Soviet Union for the warm welcome and cordial hospitality extended to him and members of his delegation during his stay in the Soviet Union.

On behalf of the Indian leaders he conveyed an invitation to Mr. L. I. Brezhnev, General Secretary of the Central Committee of the CPSU, President of the Presidium of the Supreme Soviet of the USSR, to pay an official visit to India. The invitation was accepted with gratitude.

The Minister of External Affairs extended an invitation to Mr. A. A. Gromyko, Member of the Politbureau of the Central Committee of the CPSU and Minister for Foreign Affairs of the USSR, to pay an official visit to India. The invitation was also accepted with gratitude.

Both sides expressed their satisfaction with the results of the visit to the Soviet Union by the Minister of External Affairs of India, Shri P. V. Narasimha Rao and consider them a positive contribution to the development of mutual understanding and friendship between the Soviet Union and India.

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DR. SUBRAMANIAM SWAMY:
(Bombay North East): Sir, I have given a Calling Attention notice. If the Minister is agreeable we can have a discussion here on this vital subject.

MR. SPEAKER: No, not now. You can give me notice.

SHRI INDRAJIT GUPTA (Basirhat): The text of this statement may kindly be made available to Members. It is a lengthy statement and it is also an important statement.

MR. SPEAKER: Yes. Now Shri Bhishma Narain Singh.

BUSINESS ADVISORY COMMITTEE FIFTH REPORT

THE MINISTER OF PARLIAMENTARY AFFAIRS (SHRI BHISHMA NARAIN SINGH): Sir, I beg to move the following:—

"That this House do agree with the Fifth Report of the Business Advisory Committee presented to the House on the 16th June, 1980."

MR. SPEAKER: The question is:

"That this House do agree with the Fifth Report of the Business Advisory Committee presented to the House on the 16th June, 1980."

The motion was adopted.

12.36 hrs.

MATTERS UNDER RULE 377

(i) REPORTED ACUTE SHORTAGE OF COOKING GAS IN PATNA.

श्री रामाधर शस्त्री (पटना) : अध्यक्ष जी, पिछले कुछ महीनों से पटना के नागरिकों को गैस सिलिण्डर के मामले में भीषण संकटों का सामना करना पड़ रहा है। लोग महीनों गैस सिलिण्डर के एजेंटों के पास दौड़ लगाते रहते हैं, फिर भी उन्हें गैस नहीं मिल पाती। दूसरी ओर पक्षपात और छुट्टाचार का बोलबाला है। जो लोग पचास रुपए अतिरिक्त खर्च करने को तैयार हो जाते हैं उन्हें गैस कहीं न कहीं से मिल जाती है अन्यथा कह दिया जाता है कि, गैस स्टॉक में नहीं है।

गैस एजेंटों की घाघली और दुर्व्यवहारों की कहानियां पटना से प्रकाशित दैनिक प्रबुद्धों

में अकसर प्रकाशित होती रहती हैं। अभी 10 जून को जब मैं ने पटना के एक गैस एजेंट को टेलीफोन पर अपने घर पर गैस सिलिण्डर भेजने का अनुरोध किया तो मुझे अपमानजनक बातें सुननी पड़ी। पन्द्रह दिनों के बाद भी अब तक गैस की प्राप्ति नहीं हो सकी है। कंपनियों के कार्यालयों में कोई टेलीफोन तक नहीं उठता।

सरकार को इस स्थिति का अन्त करने के लिए फौरन कदम उठाना चाहिए और बदनाम एजेंटों के लाइसेंस खारिज कर दूसरे एजेंटों को बहाल करना चाहिए।

श्री अटल बिहारी वाजपेयी (नई दिल्ली) : अध्यक्ष महोदय, यह खाली गैस का मामला नहीं है, संमत्तदस्य से किस तरह का व्यवहार होगा यह मामला है।

श्री रामावतार शास्त्री : मैंने मिनिस्टर साहब को चिट्ठी भी लिखी है।

MR. SPEAKER: Shri Jyotirmoy Bosu, absent. Now, Shrinati Pramila Dandavate.

(ii) NEED TO STREAMLINE THE DISTRIBUTION SYSTEM OF CEMENT IN THE CAPITAL.

SHRIMATI PRAMILA DANDAVATE (Bombay North Central): Mr. Speaker, Sir, with your permission I rise to make a statement under Rule 377.

Sir, several thousand irate citizens (including a large number of women) demonstrated outside the office of the Food and Civil Supplies Department of the Delhi Administration and protested against the cement shortage and the officials who were indulging in malpractices, demanding money from the permit-holders.

Sir, for the past two or three months this has been the scene at the office and there are several verbal clashes between the officials and the permit-holders who have to go disappointed. As a result, the construction activity in the capital has come to a standstill. It is alleged that the officials of the Delhi Administration have been collaborating with the suppliers and the stockists in the distribution of cement

to their favourites and to big business contractors. I would request the Minister to make a statement regarding what steps are being taken to ameliorate the situation and adopt a suitable policy in the distribution of cement.

(iii) NEED FOR MARKETING AGENCY FOR EXPORT OF COCOA AND BANNING IMPORT THERE OF.

SHRI GEORGE JOSEPH MUNDACKAL (Muvattupuzha): Mr. Speaker, Sir, nearly 3 lakhs of small and marginal farmers in South India cultivated Cocoa because of the encouragement given by State and Central Governments. Although this cultivation is two to three years old, the production has already reached the level of nearly 3000 tonnes. The internal consumption is only 2500 tonnes. Within the next 4 to 5 years, the production will go up to 15000 to 20000 tonnes. It is high time to set up a factory in public sector or in cooperative sector otherwise we have to find out a market for exporting the surplus.

Unfortunately, the Government of India has granted permission to import cocoa without any restriction. This has created a very serious situation in Kerala, where the poor farmers find it very difficult to dispose of their product which is perishable commodity like any other fruits. I, therefore, request the Government of India to ban immediately the import of cocoa and at the same time, take steps to arrange for its export to the maximum extent possible.

OF SOCIETY.
(iv) REPORTED ATROCITIES ON HARIJANS

श्री राम बिलास पासवान (हाजापुर) : अध्यक्ष महोदय, देश के विभिन्न भागों में विगत पांच माह के अन्दर हरिजनों एवं कमजोर वर्गों के लोगों की जितनी हत्याएं की गई हैं उसने सारे रिकार्ड को तोड़ दिया है। पीपरा एवं परसदीवा की विभिन्न घटना के बाद कफल्टा (उ० प्र०) होडल (हरियाणा), गोहाना (हरियाणा), मोकामा (बिहार) आदि ऐसे कुछ हरिजन हत्याओं के समाचार हैं, जिसे सुनकर कलेजा दहल जाता है। इन हत्याओं ने हरिजन एवं कमजोर वर्गों के सदस्यों के मन में

[श्री राम विलास पासवान]

कमजोर बिना है। सरकार की कयमी और करनी क्या नीति और नीयत में कहीं तालमेल नहीं है। जिसकी ही तेजी से हरिजन आदिवासियों की सुखी हेतु सरकार बादा करती है, उतनी ही तेजी से इन लोगों पर होने वाले जुल्मों में वृद्धि हो रही है। हत्यारों के मन में किसी प्रकार का भय नहीं है। न्याय इतना बहंगा और बिजबब से मिलता है कि शरीर प्रायः न्याय पाने से वंचित रह जाते हैं। श्री योगेन्द्र मकवाना (गृह राज्य मंत्री) द्वारा इसी सदन में आश्वासन दिया गया था कि प्रधान मंत्री तमाम हरिजन संसद सदस्यों की बैठक बुलायेंगे तथा कोई ठोस कार्यवाही करेंगे, जिसमें कमजोर वर्गों के लोगों की रक्षा हो सके। लेकिन अभी तक बैठक नहीं बुलाई गई है।

ऐसा लगता है कि सरकार हरिजन, आदिवासियों एवं कमजोर वर्गों की रक्षा करने में पूर्णतः असफल रही है।

अतः प्रधान मंत्री से मांग है कि वे इस संबंध में हरिजन मांसदों एवं विपक्षी दल के नेताओं की बैठक शीघ्र बुलावे तथा हरिजन आदिवासियों एवं कमजोर वर्गों के लोगों पर जुल्म ढाहने वाले लोगों के खिलाफ विशेष दण्ड की व्यवस्था करें।

अध्यक्ष जी, गृह राज्य मंत्री जी यहां पर बैठे हुए हैं, उन्होंने इस सदन में आश्वासन दिया था।

गृह मंत्रालय में राज्य मंत्री (श्री योगेन्द्र मकवाना) : अध्यक्ष जी, मैंने ऐसा नहीं कहा था। येने कहा था कि मीटिंग बुलाने वाले हैं, तारीख फिक्स हो रही है और तारीख फिक्स होने के बाद हम जरूर बुलायेंगे। यह जो गवर्नमेंट पर आक्षेप लगा रहे हैं, उसमें कोई तथ्य नहीं है। गवर्नमेंट ने तो दो तरह के, प्रवेंटिव और रैमिडियल, स्टैप्स लिए हैं और एक 100 करोड़ 60 की स्कीम सरकार के पास है।

PROF. MADHU DANDAVATE (Rajapur): Mr. Speaker, Sir, while initiating debate on the Railway Budget, at the very outset, I would like to remind the House that on 12th March, 1980, when I spoke on the Railway's Vote-on-Account, I had expressed a fear that even in the second session of the 7th Lok Sabha if a full-fledged budget is not being presented, one of the motivation must be that the budget would be presented after the nine assembly elections and a big budrden would be coming forward. I would have been extremely happy if what I had predicted had come out to be untrue but unfortunately, I have been proved to be correct and today we find that there has been put a huge burden of 204 crores. I was very unhappy, not so much angered but pained, by the speech of the Railway Minister.

It has been the convention that whenever the Minister presents a budget, whether it is the railway budget or the general budget, we take it for granted that administration is a continuity. Among the officers, these are some who are permanent and there are some who are temporary, but the ministers are always casual; they come and go out. We have to treat the entire administration as a continuity. Unfortunately, I find that Panditji during his speech said in paragraph 4, page 2:

"Due to the setback in Railway working in the last three years, the restoration of efficiency to 1976-77 level may take some more time."

Let it be very clear. I would like to quote the very document which has been circulated to the hon. members along with the Budget papers. Here I have got the Annual Report and Accounts for 1978-79. You see the very opening paragraph—Review and Prospects. It says:

"For the third year in succession the railways earned a surplus, al-

12.42 hrs.

RAILWAY BUDGET, 1980-81—GENERAL DISCUSSION

MR. SPEAKER: The House will now take up general discussion on the Budget (Railways) for 1980-81.

beit of a lower order amounting to Rs. 86.66 crores despite a fall in freight traffic and without any revision in the fares and freight structure."

Your own document can be quoted to contradict what you have exactly said. Not only that, the new government has respected the old commitment and they have arrived at an agreement with the recognised federations regarding the productivity linked bonus. If you go through the clauses of the productivity linked bonus, you will find that the base year of performance that they consider for this agreement on bonus is the year 1977-78, which performance was supposed to be the record performance. The performance in railways is not to be judged merely in terms of absolute tonnes that are moved but in terms of tonne-kilometerage leave aside, for the time being the passenger kilometerage. But even if you take the number of tonnes that are moved by the number of kilometres through which the tonnage has been moved, it has been found out. Then again from the very documents that you have given to us, it is found out from the Annual Report that as far as 1977-78 is concerned, the net tonne-kilometers was 1,50,250 million units; and in the previous year which efficiency you are expected to reach, it was 1,44,030 million units. So, the performance in terms of net tonne-kilometers in 1977-78 was highest. It was a record; and that is why, in the productivity bonus agreement, it was decided that that should be considered as the base year. Not only that, the surplus was maximum in the 126th year of the railways. The actual surplus mopped up was Rs. 126 crores. What a pleasant coincidence?

I hope that every year along with the year there is a coincidence between the surplus and also the year of the railway, but, unfortunately, this does not happen that way. There is one more aspect to which I would like to make a reference and that is the surplus that has been mopped up. It is

true that in the interim Budget that was projected, there was a deficit of the order of Rs. 38.12 crores. Today, we find that there is a surplus of the order of Rs. 42.11 crores and that too after imposing heavy burden of Rs. 204 crores, part of it is the freight, part of it is the increase in the passenger fares of various classes. I do not want to go into those details; they are already mentioned in the speech. Here I would like to add that one of the important aspects for our entire finance and economy of the Indian railways has been the capital structure of the railways. You will be shocked and surprised to know that though the railway finances were separated from the general finance as early as 1924, till we presented the railway Budget two years back, this capital structure, outmoded capital structure of the railways remained completely unchanged.

In my very first Budget speech, I had announced that we will appoint an expert committee to go into the various aspects of capital structure. The capital structure was reviewed. It was decided that all the dividend liability will be treated as deferred liability. It was decided that no loan will be drawn on which we will be required to pay interest. As a result of that, last time, there was an exemption of the order of Rs. 93 crores. So, this was the advantage that accrued and that advantage would be available to all the administrations to come, no matter to which political party the ruling party belongs. As a result of this particular advantage and also because of Rs. 204 crores of additional fare and freight rise, they are able to mop up surplus of the order of Rs. 42.11 crores. But here again you will find that though this surplus has been mopped up, in reality, that surplus will be actually squandered away. You will find that—I am just reading one small paragraph from the concluding portion of the interim Budget the initial deficit of Rs. 38.12 crores has been converted into a surplus of Rs. 42.71 crores.

[Prof. Madhu Dandavate]

"out of which Rs. 36.04 crores will be appropriated to meet the expenditure chargeable to Development Fund and payment of interest liability of Rs. 11.04 crores on the outstanding loans of Rs. 189.50 crores in previous years. The balance of Rs. 6.67 crores will be utilised towards a partial liquidation of the deferred dividend liability. The necessity of taking further loans from the general revenues will thus be obviated."

That is obviated because we have changed the capital structure radically and so henceforward all the dividend liabilities will be deferred liabilities. No loans will be drawn to pay dividends on which interest will have to be charged.

While giving my first reaction to the budget that was presented yesterday I said that it was a conservative budget that lacks a dynamic thrust. It is because I find that there are certain basic financial aspects of the Indian railways that have to be gone into. It was our effort during the janata government to appoint committees to elicit public opinion and consult trade unions and try to see that certain basic structural changes in the finances of the railways were brought about. One aspect is the capital structure. We have already dealt with it.

The second problem is the problem of social burdens. It is a problem peculiar to our country. In no other part of the world social burdens are lifted by the railways; they are lifted by the respective central governments of those countries. Here we have got social burdens of the order of Rs. 189 crores and some change is called for. We had appointed a committee and probably the report is ready. Perhaps the ministry had no time to go in depth into this report and try to find out whether the recommendations of the report can be utilised in the budget projections. Then there is the

national transport committee popularly known as the Pande Committee and that has also submitted its report. If some of the important aspects of the Pande Committee report regarding coordination between various means of transport were to be imported into the content of the budget, would have some structural changes would have been possible; it would have been possible to mop up more traffic and bring about better coordination and see that certain sectors are reserved only for motor traffic and certain are reserved for the railways. But that has not been done. It was our effort to find out that the railways acted not only as an agency of finance, not only as an important mode of transportation, not only as an important mode of conveyance for the passengers but also as an instrument of integration of the country. When we actually opened up the Trivandrum-Kanyakumari traffic, at that time we had announced that on the coming Gandhi Jayanthi day we would start a new train right from Jammu Tawi to Kanyakumari; that would be the longest train and would be passing through various states and that would symbolise the unity of the country and I had planned to name the train as Aikya Bharat Express; that was our dream and that was frustrated.

Various sections of South India have been consistently demanding that there must be speedy development of West Coast railway which passes through Maharashtra, Goa, and Karnataka and develops a direct link with Tamil Nadu and Kerala. In the true sense it would be a symbol of national integration. More funds have to be made available. Now the project is already going on. I am thankful to the Minister; all the old commitments that were made by the previous government have been respected by the new Minister; I am thankful to him for that but more allocations are to be made; otherwise all these projects will be merely national.

When the question of diesel and petroleum prices came up my hon. friend comrade Indrajit Gupta asked whether the hon. Railway Minister was conscious of the fact that the steep rise in the price of diesel was bound to affect diesel traction and he got up and said: I am conscious of that fact. When we go through the budget speech and the various documents, I do not feel that adequate note has been taken of the fact that the rise in the diesel price is going to affect the entire economy of the Indian railways.

12.55 hrs.

[SHRI HARINATHA MISRA in the Chair].

What is the position of the Railway traction? We find that we have steam, diesel and electric traction. For certain reasons there has been unevenness in three tractions. To-day, we find we have 8,263 engines which are steam engines, 1903 diesel engines and 844 electric engines. Already Indian Railways have stopped manufacturing steam engines because it is out-moded traction and it has to be discarded. Therefore, these tractions are very important. It is very interesting to find out that for 1,000 gross tonne kilometre, what is exactly the fuel structure? I would like the Minister to study the fuel economy of the traction and he will find that as far as steam traction is concerned, for 1,000 gross tonne kilometre the steam traction will cost Rs. 9/-, diesel traction will cost Rs. 6/- and the electric traction will cost Rs. 3/- and at a time when the diesel prices are going up, we will have to concentrate more on electric traction. Consistently I have been saying and also the Members of the Opposition, when we were in power, had fully supported us that we will have to go in for more and more electric traction because that will be the cheapest in the long run. Of course, in the short run, it will be costly because

the cost of construction during electrification is very high. We find that per kilometre Rs. 13 lakhs are to be spent. I had repeatedly suggested that our Research Wing should be able to go in to study the problem in depth and try to find out how the cost of electrification per kilometre can be reduced from Rs. 13 lakhs to a lower denomination so that it would be possible for us to extend the degree of electrification in the country at a time when the prices of diesel are going up.

One of the aspects that has to be borne in mind is the necessity of the Indian Railways to go in for more captive power plants. Unless we are able to have more and more captive power plants because of the irrational traffic to which the hon. Minister has rightly made a reference in his speech, it will not be possible for us to have our traffic developed in a rational way.

13 hrs.

The Lok Shaba adjourned for Lunch till Fourteen of the Clock.

The Lok Sabha re-assembled after Lunch at four minutes past Fourteen of the Clock.

[MR. DEPUTY-SPEAKER in the Chair].

RAILWAY BUDGET, 1980-81—GENERAL DISCUSSION—Contd.

MR. DEPUTY-SPEAKER: Mr. Dandavate may continue his speech.

PROF. MADHU DANDAVATE: I was referring to the question of the urgent need to have more captive power plants for the railways, especially at the present moment, when there is a lot of power shortage. Though it has been the accepted convention that whenever power shedding has to be done, the railway should be the last to be affected, in

[**Prog. Madhu Dandavate**]

spite of that, it would be always better that we should be able to have our captive power plants. If there are two units of 220MW in places like UP, Bihar and Bengal and if we upgrade some of the existing power stations, in that case, it will be possible for us to see that all the requirements of the railways will be adequately met. If that is done, the efficiency can be increased to a very great extent.

Then I will come to the question of primary renewal of our tracks. I was going through the Budget documents and I was happy to find from there that whereas in the original interim Budget, for the track renewal Rs. 95 crores were actually allocated, this time Rs. 100 crores have been allocated. It has been found out with the help of the usual ultrasonic testing machinery that about 5000 kms of track needs immediate primary renewals. And in the course of the five year plan, it will require about Rs. 560 crores to see that the primary renewals of the track are effected properly, otherwise, there is likely to be multiple fractures of the tracks and that will lead to more accidents. Already in the short duration of the time—I do not want to blame anyone—because of these developments regarding the track we find that accidents are on the increase. If these accidents are to be avoided, it is necessary that Rs. 560 crores are allocated for the entire five year plan. So, a minimum of Rs. 100 crores will have to be there in one year. I am glad that the Minister has been able to persuade the Planning Commission to allocate Rs. 100 crores for track renewal in place of Rs. 95 crores that were already assigned in the Interim Budget.

What is needed today is that once the renewal of the track is effected, those rails which are already removed can be utilised for other gauges. Therefore, from that point of view, it would not be a total waste. Keep-

ing that point in view, priority should be given to this in order to reduce the accidents. I am happy that in the Budget Rs. 100 crores have been allocated for this particular task.

It is very necessary to see that the line capacity is increased. There are more lines and more conversions. For that, provision should be there for more rolling stock and more wagons. The Railway Minister in his speech has clearly mentioned that some of the failures are due to the fact that foods traffic continues to be irrational. I may assure the hon. Minister that the country as it is situated, is bound to have unevenness. As far as certain commodities are concerned, there are bound to be certain surplus States and there are bound to be certain deficit States. To take a concrete illustration of the movement of the foodgrains, you will find that from a part of UP, Haryana and Punjab, we are required to move foodgrains right up to South, up to Gujarat, Maharashtra and other parts and as a result of that, you find that the movement becomes very irrational.

As far as movement of cement is concerned, the consumers of cement are in one place and actually the manufacturers are in some other place. And as a result of that, again with respect to the movement of cement, you will find that the movement becomes very much irrational. With all our optimism and with the industrial development that is taking place with all our effort to see that the regional imbalance between various regions is eliminated, it will take its own time. In the meantime, the entire goods traffic for some years to come, is bound to be irrational. That being so, it is very necessary that we have four lakhs of wagons at the Railway's command. In normal times they should be quite sufficient to carry out the movement of the commodities in the country. But when the traffic becomes irrational, even four lakh wagons would not be sufficient at all. Therefore, we will have

to see that the rolling stock is increased. There also, I find that there has been a slight increase. Whereas in the original March Budget Rs. 291 crores were assigned, now Rs. 341 crores have been assigned. So, to that extent, there is definitely a progress and I think, that pace will have to be kept up. We have to see that more wagons and more rolling stock are there. And the line capacity also has to be increased.

You have to assume irrational traffic for some time.

At the same time, there is another by-product of this developmental activity. That will have to be kept in mind.

Sir, it is very unfortunate that though the Indian Railways have completed 126 years of their life, we have been able to have only 61,000 route kilometers of railway in our country. We have 11,000 trains and about 7,000 stations. You will be surprised to know that about one crore of passengers travel in the trains in our country every day—suburban as well as non-suburban traffic. When I just gave this information to one foreign journalist, he was surprised. He said "What happens in your country? 1/60th of your population is always in the train?" I said: "Inside the trains as well as above the trains." That is the position today. And therefore, that being the position, it is absolutely necessary that we have more line capacity. We have 61,000 route kilometres in 126 year and a major portion of it has been constructed during the British regime. I do not want to attribute any political motives, but the fact is that for their own political reasons, to bring about administrative unity of the country and to build up certain commercial centres they wanted certain railway lines to be built up and as a requirement of their administrative apparatus and commercial requirement they tried to build up the railway lines. Up to this day only 61,000 route kilometres

of railway are there and therefore, I must say that this particular line capacity will have to be increased.

There is one by-product to which I would like to make a reference. When we try to have more lines especially in the backward areas, one advantage in this construction activity of the railways is this. When one kilometre of line is constructed, it gives jobs to about 1000 persons and if 1,000 persons can get the jobs of various categories when one-kilometre line is constructed, in that case you can imagine that if you are able to increase this construction or developmental activity of the railways on a very big scale, how best it will be. One of the by-products of this construction activity will be the solution of the unemployment problem in the country and that will be one of the important aspects that will have to be borne in mind.

Sir, I would come to the problem of employees. I am happy that to some extent the aspirations regarding bonus have been fulfilled. Bonus has been linked up with productivity and making the calculations. I am very clear that even if slight variation is there, workers are not going to lose much and therefore, that formula is quite all right. That is why, I accepted the recognised solutions. Of course, they would like the original demand to survive, but even then it is a very happy and pleasant compromise that has been arrived at by linking up bonus with productivity. But at the same time, there are other aspects of the problem.

You will be surprised to know that as far as the Indian Railways are concerned, the disparity between the wages of the workers working in the railways and those working in other public sector undertakings is extremely wide. For instance, to give a simple illustration...

MR. DEPUTY-SPEAKER: That was one of your demands during the 1974 railway strike.

PROF. MADHU DANDAVATE: Yours as well as mine, Sir, and when the demand comes from the Chair, it will be respected!

PROF. N. G. RANGA (Guntur): You insulate a small section of workers and turn them into aristocrats.

PROF. MADHU DANDAVATE: I am referring to that. Prof. Ranga, I have got a lot of agreement with you on that point. I only want to point out to you that as far as the public sector undertakings are concerned and as far as the railways are concerned, take only one illustration. The minimum pay of a railway man is Rs. 196 and in steel plants it is Rs. 300, and if you take into account holidays, the working hours and so many other things converted into financial benefits and all that, even if you discard the bonus aspect, the total will be Rs. 475 in the case of railways and in the case of steel plants it will be Rs. 658. So, that will be the extent of disparity. I have got a full chart with me. I do not want to take the time of this House to indicate to you how much disparity is there. To give you one concrete instance, if a pilot takes a train containing coal and gas to the Steel plant and hands over the same train full of coal to a pilot of the steel plant, in that case, when he takes away that particular train, actually the difference between his wage and that of the worker working in the steel plant will be nearabout Rs. 200.

PROF. N. G. RANGA: What about our workers in the villages?

PROF. MADHU DANDAVATE: I fully agree with him that in this country the rural workers and those in the industrial field will have to sit together and see how a balance can be brought about.

MR. DEPUTY-SPEAKER: That is the reason why he did not implement one of their own demands when he was in power.

PROF. MADHU DANDAVATE: I take it as a remark made in a lighter vein. You yourself had raised it in the other House a number of times, and you know how many out of the total number of demands of the workers, which had remained unfulfilled, had been conceded by us. We started from the lowest rung of the ladder. Fifty thousand Class IV workers got selection grade for the first time in their lives.

MR. DEPUTY-SPEAKER: It is only to help you escape from the interruption of hon. Prof. Ranga.

PROF. MADHU DANDAVATE: Prof. Ranga's interruption is so pleasant and mild that nobody will be hurt by it at all. I enjoy it.

There is another very important aspect, important from the point of view of administration, management as well as trade unions, and that is trade union rivalry. Many problems arise because there is a feeling that some sort of injustice has been done to the workers, that when they deserve recognition, it is not granted to them. If that sort of feeling in the minds of a section of the workers is to be removed, I would humbly request him—I cannot advise him, as far as Panditji is concerned, he is a veteran, and I dare not use the word "advice" even in my dreams—to concede the proposition without waiting for the comprehensive Industrial Relations Bill. He should make a beginning with the railways and tell all the concerned unions that he will not be partial to any of them. Let us have ballot throughout the country among the railway workers, and whichever union they vote for as their own union will be recognised, and the question of the representative character of the trade unions will be solved once and for all. In principle, almost all the unions are committed to this, but there are certain reservations, and they are well known. With your

trade union background—I must not refer to your qualities as a trade unionist when you are in the Chair—you know that there are a number of reservations on this issue, but let the Labour Ministry sit with the representatives of the workers round a table, let us have this as an experiment in the railways and see what happens. Later on the comprehensive Industrial Relations Bill will come. If that decides that in every industry recognition will be granted on the basis of secret ballot, the question will be solved once and for all, but let us make a beginning with the railways. That would be my humble request to the hon. Minister.

As far as officers are concerned, there has been a long standing demand that there must be cadre review. The process was started, and I am very happy that it has been completed. I am sure the officers are happy at this, but there are officers and officers. There are medical officers whose percentage is near about 25. Their cadre review was not undertaken along with the others, but fortunately an assurance was given that it would be done. I had tabled an Unstarred Question the other day, and the reply to it states that it has already been begun. I hope and trust that it will be completed with the same speed with which the fares have been increased. I hope that this process will be completed soon.

I would like to make reference to one aspect. We have been giving a number of amenities to the passengers travelling in classless trains and other trains. I would quote from what the hon. Minister has stated in his speech. He has stated that from 1974-75, there has been no increase in fares and freights, excepting, of course, some increase, in the seasonal passes, that was introduced last year. Otherwise, as far as the general fares and freights are concerned, there has been no substantial rise. But in spite of that, the amenities have been provided and it goes to the credit of all the past administrations that without increasing

the fares and freights, this particular change has been brought about.

In this connection, I would turn to the problem of suburban trains. There are a number of places, a number of metropolitan cities, where the question of improvements in the suburban services is important. In Bombay, again the pattern is uneven. If you take the Western Railway and the Central Railway, the pattern is different. There is a total anarchy as far as the suburban services in the Central Railway is concerned. For that, I would not blame the Minister at all. The reason is, as early as 1950, certain planning was done, but telescopic planning was not undertaken. The rakes were imported from UK and 31 per cent of the rakes, utilised for the suburban trains in Central Railway, for compressors and also for traction motors were imported ones. Those who imported these rakes in 1950 ought to have imagined that when their life is completed, at that time, those designs of the compressors and traction motors will become obsolete and those manufacturers will not be manufacturing them at all and today what has happened is that our components do not fit in and as far as those firms are concerned, they say that these designs have become obsolete and so they cannot export at all. As a result, there is a total chaos. In the Western Railway, we have got all indigenous materials and therefore, that problem has not come up. I hope and trust that these problems will be properly attended to. Because 31 per cent of the rakes were imported ones and quite a good number of them, having completed their life, there is a total anarchy as far as the suburban services in Central Railway is concerned. I hope and trust that the Minister will give special attention to these problems.

There is one more aspect to which I would like to make a pointed reference. There is a scheme in which there has been an increase in surcharge. There has been increase in fares for those who travel by air-

[Prof. Madhu Dandavate]

conditioned coaches, by first class and by second class for those who travel up to 50 kms, there is a certain rise in fares. But with all the changes and also the changes in the rates of seasonal passes, monthly and quarterly passes, some commuters of the industrial areas are bound to feel the pinch. But there I had made one suggestion when I presented the last Budget. I had suggested while increasing the rates of the passes, though the increase was reduced by 50 per cent later on, that one of the ways out is to see to it that for the increase that has been incorporated for the seasonal passes, whether they are monthly or quarterly passes, the burden, can be passed on to the employers. For instance, if there are textile magnates or there are certain Government offices or corporation offices, we can tell the employers that this increase will have to be transferred to them and if that is to be done, legislation will have to be brought for that. I am very sorry to find that after our Government fell no effort was made either at the Central level or at the State level, even to think in terms of bringing forward such a legislation, with the help of which, the burden can be transferred to the employers and the employees can be protected to some extent.

There has been a certain rise in fares and freights. Certain commodities have no doubt been excluded. I would like to make a humble request to the hon. Minister. He has already given a list of those commodities which are completely exempted from the surcharge of 15 per cent viz., salt for domestic use, sugar, foodgrains, pulses kerosene oil, edible and hydrogenated oils, chemical manures, firewood and charcoal. These are nine categories which are already excluded and they are exempted. But I would like to make certain additions. An agriculturist would definitely welcome

those changes. I am sure, Panditji who has deep sympathy for the agricultural class will be able to consider these demands which are extremely important.

For instance, there are vegetable growers; there are onion growers; there are people who grow fruits, like, bananas, one very healthy tendency that has been developing, as far as bananas are concerned, is that a large number of cooperatives are coming up in Maharashtra. And they are co-operatives in a true sense. The word "cooperative" in certain sectors has become an abuse. But only in the field of bananas, it is not so. Therefore, we had given them certain concessions. When I was the Minister, when the concession was given to them, I addressed a conference of those banana growers along with traders and I told them that only if the benefit of this concession does not go to middlemen and goes to the peasants themselves, then alone this particular concession will continue. When that threat was given, the entire benefit of that concession went directly to the peasants and banana growers and, as a result of that, they were able to benefit a lot. Therefore, I would earnestly request the hon. Railway Minister to consider this. I would like that the surcharge should not be there. But I know that surcharge is not going to be cancelled. Let us be very modest in all matters. Having been the Railway Minister at one stage, I know the total rejection of all the levies which are already introduced cannot be there and, therefore, I know that surcharge is not going to be cancelled. But at least if some of the commodities to which I have made a reference, and these are agricultural commodities, are completely eliminated or exempted, in that case the agriculturists would be able to benefit a lot. I am sure, my hon. friend, Prof. Ranga will be able to extend a warm welcome and a wholehearted and an unqualified support. It is an issue which cuts across party lines.

SHRI Y. S. MAHAJAN (Jalgaon):
It is a very good suggestion.

PROF. MADHU DANDAVATE: My hon. friend, Mr. Mahajan, also comes from an area which is very well-known for banana growers. They are not only sweet but they are in abundance also. They are grown by a number of co-operative societies.

MR. DEPUTY-SPEAKER: You know, banana is a cash crop. We are exporting bananas.

PROF. MADHU DANDAVATE: I know. In spite of that, that should be there.

As I said earlier, in this budget, one of the lacunae has been that there have been no new innovations, whether of a financial type or new types of schemes or new types of amenities. As far as these innovations are concerned, they are completely lacking. Therefore, this budget is just going along the beaten track. That exactly has been my criticism.

MR. DEPUTY-SPEAKER: On your path or on a different path?

PROF. MADHU DANDAVATE: I said, beaten track-track can mean anything in the railway terminology.

Now, in the end, I would like to say this. I am sure, in this not only this House but the entire country will share my sentiments. In every time of crisis, it has been established in this country that the forces of defence, the forces of railwaymen and railway officers have risen to the occasion and they have done their job. Whether there are floods, whether it is construction of bridges, whether it is protection of the people, I would just quote one instance which has a lot of human touch. Near Calcutta, near Sealdah, when the cash box was kept in one locked room and when there were floods—there is a railway colony—and a number of bundles of notes were floating on water, the railwaymen there jumped into water and they prevented outsiders coming in; they caught hold of those note packets and handed them over to the station

master. When the cash was counted, it was found that not a single rupee was lost. That was the integrity shown in times of crisis. Whether it is in Tamil Nadu, or Andhra or elsewhere, or in Bengal or in Delhi, when there were floods, round the corner, the railway workers worked, the railway officers worked, the railway engineers worked and the administrative staff worked. They did the job wonderfully well. Whether there is crisis in the country or outside the country—in the country, in times of floods and other calamities and outside the country, in a country like Nigeria; I do not want to cast any aspersion on Nigerian railwaymen but it is a fact that the management was completely dilapidated and the railwaymen were not able to work properly, our country offered massive managerial support to the Nigerian railways and you must have read in international press that the entire world congratulated the Indian railways and the Indian railway officers for having put the Nigerian railway on the proper track. I want to congratulate all of them, the railwaymen, the railway officers and all the administrative staff who have been able to do the splendid job. If we have such a cadre in the Railways and in Defence services which have been able to serve the country in times of crisis, they must make it a habit that they should not wait for a crisis to function very effectively, but even in normal times they should be able to function with the same efficiency and with the same sense of devotion. And I am sure they are capable of doing that. If they are able to do it, I am sure, the expectations and hopes that the Railway Minister has expressed at the end of his speech will be fulfilled and the Railways will be on the proper track, efficiency will grow and we will be able to say that the Indian Railways have become an ideal railway in the world.

SHRI S. B. CHAVAN (Nanded):
Mr. Deputy-Speaker, Sir, I rise to

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support the budget proposals put forth in the House by the hon. Railway Minister, but before I turn to the budget proposals proper, I would like to take this opportunity to congratulate the Railway Minister for concentrating on some of the basic issues which are confronting the Railways.

The entire economy had received a big jolt because of the shortage of coal, and we find that the Railway Minister, within a period of about four to five months, has been able to make available about 500 wagons per day more; most probably, this has increased the availability from 2700 to about 3200 wagons per day. I am sure that, with this availability of wagons, the coal stocks at different thermal power stations are bound to increase.

Let me also inform this House that power generation from hydel power stations is about 40 per cent of our total generation, and 60 per cent is being generated from thermal power stations. If we are able to take care of these 60 per cent power houses where coal is the main factor and with the availability of wagons if coal is made available and stocks are built up, it would be very helpful. The minimum stock which a far-off thermal power station is supposed to maintain is that for 15 days. But I find, with my little experience, that stocks are available at certain power-houses which can last hardly for a day. There are power-houses where the stocks are very meagre. I would request the Railway Minister to rationalise the entire movement of wagons in such a manner that where the shortage is more, they are able to get the coal which is very badly required. Our power-houses have been working at an efficiency ranging from 60 to 75 per cent, and the possibility of raising this to about 90 per cent is there; if coal is made available, and if our hydel power stations are also worked to the entire capacity, I am sure the kind of effect that

we find on the total economy of our country can be set right.

We are thankful to God that the monsoon has begun well in time this year, and if it rains properly and if our reservoirs get filled, then there should be no difficulty about availability of power, and this will result in greater efficiency of the Railways too.

I must take this opportunity to thank and congratulate the Railway Minister for rushing the essential supplies which were very badly required in different parts of the country, and the price line, to a considerable extent, has been maintained because of the efforts made by the Railway Ministry.

The third point for which I would like specially to congratulate the Railway Minister is the special effort that he has made to see that performance budgeting is started from this year. I come from a State where the performance budget has been introduced over the last 10 years. I am speaking of Maharashtra. If I remember correctly it was the Estimates Committee of 1978-79 which had recommended this and the Chairman of the Railway Board was good enough to tell the Estimates Committee that from 1979 they will start the performance budgeting and now the announcement has been made by the Railway Minister that he has given instructions to the Railway authorities to start performance budgeting from 1980 onwards. But, having gone through all the papers I find that there is hardly anything of performance budgeting in the documents which have been supplied to us. I am conscious of the fact that the papers have been supplied yesterday and it is quite possible that it has escaped my notice. I have diligently gone through all the papers and still I find that hardly there is any correspondence between the financial provisions and the physical targets which is in fact the purpose of all perform-

ance budgeting. Certainly the Railways is one of the Departments where performance budgeting should have been started long ago. Then, when the Minister has made a promise, I do not find the documents here where we can correlate the physical targets with the financial targets of the different departments of the Railways. If that is lacking, then it becomes very difficult for this Parliament to judge whether the provisions made in the Budget are commensurate with the requirements of the different departments of the railways. I would request the Railway Minister to see if even during the course of the year it is possible for him to find out whether this kind of a correlation can be established. We were given to understand that the Railway Department seems to be still thinking as to what standard unit it should adopt in the documents which are being made available to the Members of Parliament. I think some kind of a unit which is not understood by the members should not be devised. We would certainly like that the budget documents should be more understandable and intelligible so that we are able to understand exactly as to how much money has been provided and against that money what work is expected from the Railways could be pinpointed so that at the end of the year when we have the performance budget and the actuals are shown to us, we can have our own judgment as to whether the money provided for a particular kind of work has been worthwhile, whether it fell short of the expectations of the department and whether the Planning Commission is right in applying any cut over any demand which the Railway Ministry put forth before the Planning Commission. I would very much like that this performance budgeting in the right spirit should be introduced during the course of the year so that when next year's papers are made available, we should be able to have a clear idea of the financial and physical targets.

The third point which I would like to stress and on which I would like to congratulate our Railway Minister is about the research and development wing which is located at Lucknow and which is doing a very useful work in the country and some of the safety measures which they have devised and the different kinds of research activities which they have catered to is a commendable work they are doing.

The next point is about the Rail India Technical and Economic services, one of the public undertakings under the Railway Ministry which has been able to have an agreement with the Government of Iraq for making available the design and general engineering support services to the Iraq Republic Railways. We also note that an agreement with the Government of Jordan for providing technical and management support services for performance of Aqaba Railway Corporation System has also been entered into. We should be proud of the activities of this wing of the Railways. Certainly we expect that they should concentrate first on local requirements and thereafter, if there is any surplus available, then certainly we should make it available to the other countries of the world.

Sir, I am also happy that the Railway Minister has been good enough to announce that he wants to constitute the Railway Convention Committee which, in fact, was not constituted for reasons best known to our friend, Prof. Dandavate. The Railway Convention Committee which should have been constituted long time back was not constituted which, in fact, has been one of the reasons why a number of things have been lagging behind. Another point which I would like to... (Interruptions).

PROF. MADHU DANDAVATE: It got dissolved when Parliament was itself dissolved.

SHRI S. B. CHAVAN: I being a new Member, you have to give the latitude.

The next point that I would like to stress is about the national transport policy Committee which was appointed by Government—by the Planning Commission—a report of which has also been submitted. I was told that there was one Member who wanted to give his Note of Dissent. I was also given to understand that this Note of Dissent has also been submitted to the Planning Commission. Unless the report of this Committee is made available to Members of Parliament, it will be very difficult to find out on what basis a number of proposals have been put forth by the Railway Ministry.

At the outset, I must say that there is a large amount of *ad hocism*. We do not find that there is a comprehensive approach to this problem. In fact we have to have some kind of a coordinated approach between different modes of transport. That is one aspect of it. Another is about emphasising the regional imbalances. These need to be removed. We do not find from any of the documents as to what efforts have been specially made by the Railway Ministry to remove these regional imbalances.

In fact, this is one of the factors which has been mainly responsible for what is happening in Assam. Assam is now suffering because of these regional imbalances. Sufficient attention had not been paid to it. If the same kind of thing is perpetrated in other areas where regional imbalances are there, then, certainly feelings get pant up and we have the kind of dissatisfaction which in fact is not very much liked by us. Whatever may be the reasons, you have to have some kind of coordinated approach. I am requesting the hon. Railway Minister to kindly bear in mind that the Railways need to have some kind of a Master Plan which will cover another 20 to 25 years wherein you will be able to say which are the areas which you propose to

cover from the national point of view, from the regional point of view, from the local point of view and also from the point of view of removing the regional imbalances. What is your planning of the entire railway system? In fact, we should have got this kind of document from the Railway Ministry. Thereafter, certainly, if some modifications are necessary; Members of Parliament, in their wisdom, should be able to suggest. I am sure they will be able to suggest what modifications are necessary taking into account the local requirements.

The next point I would like the Railway Minister to kindly consider is about the recommendations of the Administrative Reforms Commission which was set up in the year 1970. They had made certain very valuable suggestions so far as the set-up of the Railway Board is concerned. If it is the information that that has been implemented then, certainly we would be entitled to know from the hon. Minister when he replies to this debate whether it has percolated downwards from the Railway Minister to the Railway Board and from the Railway Board to the Zonal Managers and from the Zonal Managers to the Divisional Superintendents. If that has percolated to that level then certainly the Railway Ministry can be more effective. Otherwise if everything is concentrated either in the Railway Board or in the Railway Ministry then the commercial nature of this undertaking will completely become out-of-date and you will not be able to meet the requirements of the people which in fact, are very badly required and that too within a specified time. Sir, when the question of delegation of powers arises, it is always the higher authority who delegates the power to the next lower officer. Thereafter it gets struck up and it does not percolate down. In spite of the delegated powers we find that there is a tendency, that when powers have been delegated to a particular officer, he in his own fancy make a reference to his higher authority so that he plays

safe. We should discourage such tendency. Even if an officer to whom the authority is delegated wants to make a reference to higher authority, the higher authority should refuse to entertain any such reference and make him take his own decision. I would request that insistence should be there that the power should be exercised by the same authority to which it has been delegated and no higher officer should entertain anything which in fact is not within his competence.

Sir, the next point which I would like to bring to the hon'ble Minister's notice is about affecting economies in the working of the railways. The job that any Finance Minister or Railway Minister has to perform is not very enviable. He has to levy certain taxes. He has to increase the fare and freight rates to bring about additional mobilisation of funds. There is no escape from it. If we are to have the Plan as we contemplate of new lines and new conversion lines then certainly he will require resources for the same. All of us feel when there is increase in fares of either second class or first class passengers whether the same was avoidable or not. If it was not avoidable then certainly nobody will grudge. At the same time he should find out as to why are there certain establishments in foreign countries in the name of railways which are still continued in those countries. If that is a fact then certainly there is scope for reduction. At the moment there is hardly anything we are importing. So there is no reason why these establishments should continue abroad.

Then, Sir, I am told there is a freight tribunal which is still in existence. We have not been able to understand what the function of this tribunal is. Nobody seems to go to this tribunal but the whole thing continues. I would like to know why this tribunal should be continued. Then there is terrific amount of pilferage and the railways have to pay huge amount as compensation for lost

property. If this can be reduced considerably, I am sure, economies which we expect from the railway authorities will be achieved and the Railway Minister will get all the complements that he expects from this House.

About the Budget proper, the approach has been rather very conservative from the figures which I find here, the budget estimates which were presented before at the time of the interim budget and the new budget which has been presented to us we find that the total gross receipts are of the order of 2749 crores. The working expenses are 2415 crores and the net traffic receipts are about 333 crores. Deducted from this is net miscellaneous expenditure and also dividend payable to general revenues. Then the net surplus happens to be 42.71 crores. The percentage of net revenue before payment of dividend to General Revenue on the Capital-at-Charge which was 4.9 per cent in the budget estimates presented in March 1980 has been enhanced to 6.2 per cent. On any account, I should say, getting a return of 6.2 per cent seems to be quite satisfactory. I can understand if there has been under-estimate of the receipts, because, in all matters of this nature we find this. There have been increases in the revenue-earning traffic through freight. This was 214.7 million tonnes; and this has been maintained at that level only. This has been fluctuating between 194 million tonnes and 214 million tonnes. It was raised to 222 million tonnes by Mr. Madhu Dandavate but ultimately it has resulted in 194 million tonnes only. My friend was trying to explain at great length that it is not the total tonnage which should count but it is the tonnage in kilo-metreage which alone is quite relevant. So far as that matter is concerned, if that be so, we would like to understand why it is that we find that the total revenue on account of this freight has decreased instead of showing any corresponding increase. If the long-distance traffic was taken by low-tonnage, certainly

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I can understand the rationale of it. But the net result which we find is this. The total receipt due to this freight traffic earning should have gone up but they have come down. They have come down after 1976. In 1977-78, the total receipts under freight have come down. There is hardly any justification in saying that the tonnage must have gone down but at the same time the kilometreage has increased. If that be so, it should get reflected in the total earnings. Total earnings are not showing any increase. That is why it seems that Mr. Madhu Dandavate is wrong in his calculation. We would like to understand from the hon. Railway Minister about this when he gives his reply to the debate as to how far this contention of Mr. Madhu Dandavate is correct.

I wish to refer only to two or three things which have been referred to by the Railway Minister in his speech. One is the speeding up of certain railway lines which were started some two years back. He referred to Manmad-Aurangabad line, and also Guntakal-Bangalore line and Nadiad-Kapadvanj line. This Manmad-Aurangabad was to be completed in 2½ years' time. When Mr. Madhu Dandavate was the Minister in charge of Railways he has promised that he would complete this Manmad-Aurangabad line within 2 1/2 years. But we don't know when this is going to be completed. This is ex-Hyderabad part of Maharashtra State. I can say it in this House (without any fear of contradiction) that all ex-Hyderabad parts of Andhra Pradesh and Maharashtra have not been given the kind of attention which was expected at the time of the formation of linguistic provinces. When we wanted Maharashtra we always thought that Bombay being a very prosperous State we will get the major share in our development. (Interruptions). At Assembly level we are discussing. I never thought that even at Central level it should be so. Panditji you will be surprised to know

this. This is the only line which has been started there during the last thirty years. Otherwise there is hardly anything done by the Railways in this area. Panditji cannot travel that much long, but the Minister of State can travel. He may come and see the condition obtaining in that area. You talk of amenities; you talk of facilities to passengers; you talk of overcrowding. Kindly come to the area and see things for yourself. Hyderabad State area has been trifurcated into three areas. I wish that the Railway Minister as well as the State Government pay attention to the development of this area. We have great faith in you and that is why I am making this point so that it is taken note of. The proposals which come from that area deserve to be given special consideration, if not from any other angle, at least from the angle of serving the most backward areas of ex-Hyderabad State. When we talk of Maharashtra, everybody seems to think that Maharashtra is an advanced State, as if in Maharashtra there are no backward areas, as if there are no inaccessible areas. In fact, there are drought-prone areas also. Panditji was to come to inaugurate this very line from Manmad to Aurangabad, but somehow he could not come. I would now specially request him to come and see the kind of facilities which the railways are making available.

THE MINISTER OF RAILWAYS (SHRI KAMALAPATI TRIPATHI): I promise, I will come.

SHRI S. B. CHAVAN: Thank you. Once you come there, I am sure, the rest of the things will get settled.

You have made a mention of the surveys of two lines. One is the Nizamabad-Ramagundam line. This is a very important line which I had mentioned at the time of interim budget Ramagundam has to be connected to Kurdwadi via Biloli and Deglur. This is one sector which you have taken. When you make a survey, you will find that it is going to be a profitable line. I will specially request both

having some kind of an alternative from the strategic point as also for line to have this. Connecting Ramagundam to Kurdwani is very important.

I am stressing the importance of the Patancheru-Peddapalli via Sangareddy and Medak route. This is also a very important line.

SHRI KAMALAPATI TRIPATHI: Why are you talking about Andhra? Why don't you talk about Maharashtra?

SHRI S. B. CHAVAN: Unfortunately, I cannot forget the past. We have had very close association with Andhra Pradesh.

SHRI KAMALAPATI TRIPATHI: The present has not to be ignored.

SHRI S. B. CHAVAN: I would request you to extend this line.

My third proposal, on which I would like to lay great emphasis and I am prepared to give you all the study papers that are with me, is Manmad-Aurangabad line which goes to Parbani and thereafter gets diverted to Parli-Vajinath. If it is extended to Mudkhed, taken to Adilabad in Andhra Pradesh and connected with Ghughus on the main line, I am sure, there will be an annual saving of three to four crores of rupees in the transportation of coal from Vikarabad to Parli-Vajinath. We will get back the capitalised cost within a period of 15 to 20 years.

The Railway Minister has also made a mention of the small line in Chandrapur district, Wani Chanaka where cement is being manufactured. Cement and coal have to be transported for this purpose. Certain irrigation projects have also been constructed in this area. If the agricultural produce is transported to Bombay market, I am sure, the agriculturist in this area will get not less than 25 per cent more price than he is getting today. The Maharashtra Government had appointed a Committee to find out as to what has been the result of not having a same gauge line connecting this ex-Hyderabad

part of Maharashtra with Bombay. The Loknathan Committee have submitted a report saying that the agriculturists for not having this facility are losing nearly 25 per cent of the price for their produce. If there is a direct connection between Bombay and this area, then certainly, the agriculturists will get more price for their produce. So, my request to you will be from the point of view of transporting coal from the coal-fields of Chandrapur to Nasik and Parli-Vajinath. There is another thermal power station which is now sanctioned, which is going to have a capacity of the order of 1,000 megawatts—at Ujjain. If all these thermal power stations are supplied coal through these lines, I am sure the amount which is to be invested will be got back in no time. Kindly, therefore give priority to these lines, and see that they are sanctioned and works started at the earliest.

15 hrs.

Only two more requests now. Whenever we request the Railway Minister to start new trains on the main line, the stock reply that we get is that the line capacity is not there, and that there is hardly any berthing space in Bombay VT. That is why he has been saying that it is not possible to start new trains on this line. To relieve this congestion, I give another suggestion—i.e. for connecting Kalyan with Ahmednagar and extending it further to Parli-Vajinath and Mudkhed. If it is done, I am sure it is going to be an alternate line. This will ease the pressure on the ghat section. This will be a loop line and a completely new one which in fact will be used mostly for transporting coal and other essential commodities which are very badly required. The pressure that you find on the main line will be relieved to a considerable extent.

Now my last point. At the Nanded railway station there is hardly any shed, Cold water facility is not available; the platform is still at a lower

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level. It requires to be raised. I do not know whether even for the approach road within the railway yard, hardly, at a distance of about 3 furlongs, sanction is required from the Railway Board. If so, where is the delegation of powers? If these small matters cannot be attended to by the local man—i.e., having the approach road over a distance of 3 or 4 furlongs is not within the authority of the local person—there is hardly any delegation of powers.

You have constructed an over-bridge, but all the passengers are supposed to go through only one door. The reason is that you don't have the staff. You don't have the ticket collectors. They say that since they do not have staff, in spite of the over-bridge being there, passengers have to go only by one door. This has created a situation which, in fact, is very bad. That station requires completely renovation. Retiring rooms have to be provided, as also other facilities. During rains and summer months, the kind of ordeal through which passengers have to go, is something to be seen.

Last time also I mentioned about the Manmad Station, which is a junction. It is a station which does not vide any amenities at all. Hundreds and thousands of passengers are stranded. If they have to miss the connection, no one knows what ordeal they will have to go through. The kind of sanitation that we find there is something about which Railway authorities will feel ashamed. In fact, it is the dirtiest station I have come across. I have been persistently requesting the authorities for more rooms there, and to take steps to bring the malpractices down to the minimum. You cannot eradicate them completely. The minimum you can do is to see that the passengers are not harassed there.

These are my suggestions for the consideration of the Railway Minis-

ter. I am sure he will give sympathetic consideration to them.

SHRI JAIDEEP SINGH (Godhra): Mr. Deputy-Speaker, Sir, in the Railway Budget that is being presented. I have got a couple of points that I would like to stress here. Before I go into them, I was listening to the very good speech made by Prof. Dandavate. One thing, I noticed, was that whatever else we may have to say about it, he has no objection to raising the passenger fares and the surcharge and all other fares that have been raised. So, I take it that he agrees with that fact. But, really speaking, this is inevitable because after the sort of situation which the railway administration has gone through in the last few years, I suppose, we will reach a stage where nothing else could have been done by our Minister. After all, whatever we may do, the railway has also to generate its own fund for its own development. Therefore, I personally think that this step that has been taken is taken in the right direction.

At this moment, I am not going into the details of figures and I am neither as good as Prof. Dandavate in juggling with figures either. One or two things he mentioned here about net tonnage-kilometers during his time which went up to 2,15,000 or 200 millions in 1977-78. I would like to point out to him also it is possible because of the impetus of 1976-77. I do not know whether he considers that fact. Then, of course, he very conveniently refused to mention that the very next year it dropped down to 1,46,000 which was less than the year previous to that. I do not know what point he was trying to prove on that. Talking about long distance traffic which should improve the operation, he has forgotten to mention that if the figures are to be looked at in the book, the operational ratio has gone up also as years go by, which really proves that the efficiency also in the railway operation has gone down. So, instead of going into all these things, I don't think it will take us to any conclusive situation.

I would like to say that in the railways we have one of the most sophisticated systems in the whole world. It has played a very important part in the development of this country and has yet got a lot to do with the future of this country and its development. Therefore, I think, we have to give a lot of importance to the development of railways in India. What I am trying to drive at is that every now and then when we talk in terms of not having adequate funds, I think the priorities whatever they are giving to the railways, are inadequate and more priorities should be given, because I know that in a State like Gujarat, for example, where a lot of industrial development is waiting to take place, it has got stuck for many reasons; and one of them is that there is no means of communication. There are vast tracts where the population is basically of adivasis. These areas have great potential for minerals and otherwise and the Kadana Dam on the Mhai River is going to be developed in a few years' time. It will be a very big complex of agriculture-based-industry, petro-chemical industry and so on. One of the big problems in that area is that once these things begin to come up, Road traffic is not going to be able to take up transshipment of goods; it can at best meet the passenger traffic but goods will have to be moved by railways. You will be surprised that the nearest railhead is almost a hundred miles away from some areas. New railway lines will have to be thought of in such areas on a priority basis. Many years ago in some of these areas there were narrow-gauge lines but they have been terminated. I can understand the logic of not continuing the narrow gauge but I cannot understand how when it is necessary to have some form of railway nothing else has been taken up. Heavy materials cannot be moved. If narrow gauge is not to be continued, obviously the positive side would be to upgrade that railway for metregauge or broadgauge not to terminate the narrow gauge altogether, and have no programme whatsoever to have anything else instead. Personally, I think that it is

not going to help the development of that area at all....I should therefore make a suggestion that when certain railway lines are being expanded in Gujarat Godhra-Lonavla-Banaswara-Chittorgarh line may be taken up; it will reach the area which I have mentioned.

There are vast jungle areas, minerally rich areas. In the South, between Gujarat and Madhya Pradesh also there are no means of communication. The main roads of the Central Railway and the Western Railway have got connection between them only at two points at Surat and at Nagda and there is a distance of nearly 700 miles between them; there is no connection whatsoever to go from one thing to the other, though it is about 200 miles across or 150 miles. I suggest that another railway line somewhere in this region should be thought of and it should be taken right across and joined to the central road so that transshipment of goods and travel can be made easier.

I have knowledge that a carriage workshop is in the offing, is being planned. I do not think that Gujarat had been taken into consideration for the location of this workshop. If a carriage workshop has to be opened, I think Gujarat should be taken into consideration because most of the railways in the western section are in Gujarat area and most of the new extensions that are being made in the western section are also in Gujarat area. To consider the opening of a carriage workshop in an area other than Gujarat would also not be conducive from the point of view of locating it in a central position. In Gujarat there is less power shortage, plenty of water and the infrastructure is readily available for locating such a factory. If a survey of that has not been made, it may be made and a decision be taken in that respect; that is my request to the hon. Minister.

The general picture of Gujarat is that it was a whole lot of small independent states where lots of little

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railways, narrow gauge railways were there, which were not connected with one another. Now there is a plant to set this broad gauge line from Ahmedabad to Porbandar from one side and Kandla—Kutch right up to Lakhpat. As I see from the statement of the Minister, the work is going at snail speed. I feel that these things could have been taken up on a priority basis.

MR. DEPUTY-SPEAKER: You must know that Panditji cannot walk very fast.

SHRI JAIDEEP SINGH: Every time these works are taken up. But they are taken up on paper. For one reason or another, the progress is so slow that in all these areas because new works have not finished, old ones are being terminated because they are waiting for the new ones to come. There is uncertainty prevailing for so long, no one knows what to do about it.

I personally think that this line in particular—Ahmedabad to Porbandar—should be taken in post haste because that would create a communication from all weather deep sea port at Porbandar and also in the open sea which could serve Northern India.

I hope the Minister will take my suggestion for consideration and take some steps in that direction.

श्री राम दिलास पासवान (हाजीपुर) : उपाध्यक्ष महोदय, मार्च के महीने में जो अन्तर्गम बजट पेश किया गया था और उस समय जब भाड़ों में वृद्धि नहीं की गई थी, तो उसी समय हम लोगों ने अपनी प्रतिज्ञा व्यक्त करते हुए कहा था कि आगे आने वाला जो बजट होगा, वह बजट निश्चित रूप से, चाहे वह सामान्य बजट हो या रेल विभाग का हो, जन-विरोधी बजट होगा। मंत्री महोदय ने जो बजट यहाँ पेश किया है, उससे यह स्पष्ट है कि अपने को लोकप्रिय सरकार कहलाने का दावा करने वाली हुकूमत लोकप्रिय कहलाने की हकदार नहीं है।

आप देखें द्वितीय श्रेणी के भाड़े ने वृद्धि की गई है और रेल विभाग की ओर से जो किताब हम लोगों को दी गई है उसके मुताबिक 97 प्रतिशत यात्री द्वितीय श्रेणी में सफर करते

हैं। प्रथम श्रेणी में जितने यात्री सफर करते यदि उनके भाँकड़ों को देखा जाये तो उनमें आधे से अधिक पास-होल्डर मिलेंगे। इसी तरह से जो एअर-कंडीशन में सफर करते हैं, आपकी वातानुकूलित गाड़ियों में सफर करते हैं, उनमें 90 प्रतिशत लोग पास होल्डर होते हैं, जिनको आपने विशेष सुविधा दे रखी है। एम० पी० लोगों के लिये यह सुविधा नहीं है, लेकिन रेलवे के साधारण कर्मचारी जो आफिसर ग्रेड में हैं, वे सफर करते हैं। इन से आपको कोई राजस्व नहीं मिलता है, राजस्व तो आपको केवल द्वितीय श्रेणी से मिलेगा, लेकिन उन पर आपने भाड़े को बढ़ाने का बोझ डाल दिया है और वह भी एक या दो परसेंट नहीं है, बल्कि 10 परसेंट और साढ़े बारह परसेंट बढ़ा दिया है। ऐसी स्थिति में आपका यह बजट निश्चित रूप से जन-विरोधी है, जनता के हित में, गरीबों के हित में कतई नहीं है।

इन्होंने अपनी किताब में पिछली सरकार की चर्चा की है और कहा है—“पिछली सरकार स विरासत से मिली अर्थ-व्यवस्था को कितनी गम्भीर क्षति पहुँची है।” मैं जानना चाहता हूँ कि पिछली सरकार से विरासत में मिली अर्थ-व्यवस्था कैसे खराब है? प्रो० मधु दण्डवते जी यहाँ पर बैठे हुए हैं, जब जनता पार्टी की सरकार यहाँ बनी तो प्रो० मधु मण्डवते ने तीन साल रेलवे का बजट यहाँ पेश किया और तीनों सालों में मुनाफ़े का बजट यहाँ पर पेश किया, 126 करोड़ रुपये आपके खजाने में गया। इस लिये मैं पूछता हूँ कि आप के रेलवे डिपार्टमेंट को ऐसा क्या मिला जो आप बार-बार ऐसा कहते हैं, जैसे हर मजदूर की एक ही दवा है—विरासत में मिली अर्थ-व्यवस्था विरासत में मिली अर्थ-व्यवस्था?

आप बच्चों के लिये बहुत शोर मचाते रहे हैं, हमेशा यह कहते रहे हैं कि वे राष्ट्रीय संपत्ति हैं, लेकिन मुझे दुख के साथ कहना पड़ रहा है कि आपके इस स्टेटमेंट में बच्चों के प्रति एक शब्द भी नहीं कहा गया है। हम को याद है—प्रो० मधु दण्डवते जी ने सब यहाँ रेल बजट पेश किया था, उसमें बच्चों के लिये मुफ्त यात्रा की आयु 3 साल से बढ़ाकर 5 साल कर दी थी। हम लोगों ने सुझाव दिया था कि कम से कम ऐसी व्यवस्था कर दीजिये कि बच्चों के लिये एक स्पेशल गाड़ी चला दीजिये जो कम से कम साउथ से लेकर नार्थ तक उनको ले जाये। यह जो कहते हैं कि भारत एक है, अब उसको कहने में हम लोगों को कुछ डाउट सा लगता है क्योंकि कुछ ऐसी परिस्थितियाँ उत्पन्न हो गई हैं, लेकिन मेरा कहना यह है कि कम से कम एक ऐसी गाड़ी की व्यवस्था तो कीजिए जो एक स्पेशल गाड़ी हो और जो बच्चों को लेकर सारे देश का भ्रमण करा दे, काश्मीर से लेकर कन्याकुमारी तक और देश के एक कोने से दूसरे कोने तक के स्थानों के उन को दर्शन करा दे।

एक बात और मैं यह कहना चाहता हूँ कि यहां रोज किसानों का नाम आप लेते हैं लेकिन किसानों की सुविधा के लिए एक शब्द भी नहीं है। आपने कहा कि हम एसोसियस कोमोडिटीज के दाम नहीं बढ़ा रहे हैं लेकिन सब्जी है, दवाई है, कागड है, डोअल है, ये सारी की सारी ऐसी चीजे हैं, जिनका दाम आपने बढ़ाया है। आपने जो इन चीजों के ले जाने पर फ्रेट चार्ज बढ़ाए हैं, उन सबका इम्पैक्ट यह पड़ेगा कि महंगाई आयेगी और जब महंगाई बढ़ेगी, तो किताबों के दाम बढ़ेंगे, स्कूल में पढ़ने वाले बच्चों के लिये और कालेज में पढ़ने वाले विद्यार्थियों के लिए किताबों के दाम बढ़ेंगे और महंगे दामों पर उन को किताबें मिलेंगी। इसी तरह से सब्जी की बात है। अगर कहीं साऊथ से सब्जी नार्थ को आती है, तो नार्थ तक आते-आते वह सड़ जायेगी और दाम भी उसके दुगुने तिगुने हो जाएंगे। इसलिए जब आप इस बजट को पेश कर रहे थे, तो निश्चित रूप से आपको इन चीजों का ध्यान रखना चाहिए था।

आप अविकसित क्षेत्रों की बात कहते हैं लेकिन जो रेलवे बजट आपने पेश किया है, उसमें कहीं भी यह दिखाई नहीं देता है कि एक भी जगह ऐसी है जहां पर आप ने रेलें दी हों। आज जो सुदूर देहात हैं, वहां पर अभी तक इस बीसवीं शताब्दी में भी न तो कोई रोड है और न कोई आने जाने का दूसरा यातायात का प्रबंध है। वहां पर कच्ची सड़कें भी नहीं हैं। मेरा कहना यह है कि कम से कम आप एक ऐसी लाइन तो निकालें जो ग्रामीण क्षेत्रों और अविकसित क्षेत्रों को छुए। ऐसा कोई प्रोजेक्ट मुझे इस बजट में दिखाई नहीं दिया है।

मैं आपको बतलाता हूँ कि मैं अभी देख रहा था कि बिहार में कितने किलोमीटर रेलवे लाइन है। किलोमीटर के दृष्टिकोण से बिहार का स्थान जितने राज्य हैं, उनमें पांचवां है और सब सूचों से वह अविकसित राज्य है। मैं आपको बताऊं कि वहां पर छः डी० एस० यानी डिवीजनल सुपरिटेण्डेंट के कार्यालय हैं, अब डी० आर० एम० कार्यालय हो गये हैं लेकिन एक भी जोनल आफिस नहीं है। उत्तर प्रदेश में जोनल आफिस है, कलकत्ता में जोनल आफिस है लेकिन बिहार में जहां छः छः डी० एस० के आफिस हैं, वहां पर एक भी जोनल आफिस नहीं है जबकि दूसरी जगहों पर जहां दो, दो और तीन, तीन डी० एस० आफिस हैं, एक जोनल आफिस है।

दूसरी बात मैं यह कहना चाहता हूँ कि पटना में गंगा पर रेलवे ब्रिज का काम अभी पूरा नहीं हुआ है। पद्मनाभन कमेटी बनी और न जाने कौन-कौन सी कमेटी बनी और उसके सर्वेक्षण का काम भी पूरा हो गया लेकिन अभी तक वह पुल नहीं बना है। क्यों नहीं बना है, इसके पीछे भी एक रहस्य है। रेलवे में वादा-चिरी चलती है एक-एक आदमी हर जगह बैठा

हुआ है। हमारे यहां नार्वन रेलवे है, ईस्टन रेलवे है और सर्वन रेलवे है लेकिन वहां पर सब जगहों पर एक ऐसा आदमी बैठा हुआ है जो बहुत दबंग है और जो सारी चीजों को अपने कब्जे में किये हुए है और मंत्री जी उसका कुछ नहीं बिगाड़ सकते हैं। हमारे यहां सोनपुर में एक प्राइवेट स्टीमर चलता है। उस प्राइवेट स्टीमर का मालिक खरबपति है, धरबपति है और जब तक वह जिन्दा रहेगा, वहां पर रेलवे का पुल नहीं बनेगा क्योंकि जिस दिन रेलवे का पुल बन जाएगा, उस दिन उसका स्टीमर मर जाएगा और उसका काम नहीं चलेगा। रुस्त बने हुए हैं कि रेलवे से कितनी स्टीमर की दूरी होनी चाहिए, प्राइवेट स्टीमर की दूरी होनी चाहिए लेकिन प्राइवेट स्टीमर द्वारा खुसमखुसला उनका उल्लंघन किया जाता है। मैं मंत्री जी से आग्रह करूंगा कि कम से कम वे यह देखें कि यह रेलवे ब्रिज क्यों नहीं बन रहा है और निश्चित रूप से उसे बनाने का प्रयास करें। हमारे यहां आरा-सासाराम लाइट रेलवे थी और मैंने रेलवे कंसल्टेंटिव कमेटी में इस सवाल को उठाया था कि वह बन्द पड़ी हुई है। पटना-इस्लामपुर लाइट रेलवे है, वह सारी की सारी बन्द पड़ी हुई है। मेरा आग्रह है कि उसको खुलवाने का कार्य आप कीजिए। मैं जहां से आता हूँ, मेरा घर जहां पर है, वहां पर 15 किलोमीटर रास्ते तक आप सिर्फ साइकिल से ही जा सकते हैं, वहां कच्ची सड़कें भी नहीं हैं। हम लोगों का प्रोजेक्ट है कि कम से कम उसका सर्वेक्षण तो कराया जाए। ललित बाबू को बड़ी कृपा हुई है। मैं उनकी मानता हूँ कि उन्होंने बिहार में रेलवे के मामले में बहुत विकास करने का काम किया। उनकी बहुत बड़ी देन रही है। मैं आपसे कहना चाहूंगा कि जो लाइन आप दरभंगा से जयनगर, हसनपुर तक ले गये हैं उसे आगे खुदेरपुर आसन तक बढ़ाइये और फिर सीधे निकालिये कोसी बीधा तक जहां यातायात का कोई साधन नहीं है। फिर वहां से सहरखनी होते हुए खगरिया और सहर्सा में मिलाइये। यह कुल 40 किलोमीटर पड़ेगा। अगर आप टापू जैसे अविकसित क्षेत्र का विकास करना चाहते हैं तो यह कीजिए। तभी आप कह सकेंगे कि आपने कोई विकास का काम किया है।

रेलवे में सुरक्षा की बात को लीजिए। मंत्री महोदय ने कहा है कि उन्होंने इस मामले में बहुत व्यवस्था की है लेकिन मैं समझता हूँ कि रेलवे में लोगों के जान-माल की बिल्कुल सुरक्षा नहीं है। जब बाबू जगजीवन रामजी रेलवे मंत्री थे तो हम लोग कहा करते थे कि जग का जीवन राम के हाथ में चला गया। जब मैं यहां से जाता हूँ और मुगलसराय से आगे निकलता हूँ तो आपको पता नहीं चलेगा कि कानून और व्यवस्था नाम की कोई चीज रेलवे में है। कोई भी लोग हों, चाहे इस सदन के माननीय सदस्य क्यों न हो कोई नहीं कह सकता कि वहां कानून और व्यवस्था

श्री राम विलास पासवान

है। मैं एक दिन प्रथम श्रेणी में जा रहा था मैंने एक पानी पिलाने वाले को बुला कर उससे शिलास लिया। उसने कहा कि डेढ़ रूपया निकालो। उसमें नींबू वगैरह कोई चीज नहीं, केवल पानी ही पानी था। जब उसे डेढ़ रुपया नहीं दिया तो उसने झगड़ा करना शुरू कर दिया। हमने कंडक्टर को बुलाया और उससे कहा तो वह बोला हम क्या कर सकते हैं। अगर हम इससे कुछ कहते हैं तो कल को यह हमें छुरा मार देगा। यह मैं प्रथम श्रेणी के यात्रियों की बात बता रहा हूँ, दूसरी श्रेणी के यात्रियों की बात तो आप छोड़ दोजिए। इस पर भी आप यह कहते हैं कि मैंने यह व्यवस्था कर दी वह व्यवस्था कर दी। उपाध्यक्ष महोदय मैं कहता हूँ कि इससे इस प्रकार की घटनाएँ दूर नहीं होगी। इस प्रकार का काम करने वालों पर आपके कर्मचारियों का कोई असर नहीं होता। आप इस मामले में स्टेट गवर्नमेंट पर निर्भर करते हैं। आप कहते हैं कि राज्यों में लोकप्रिय सरकारें कायम होने से इस समस्या का निदान होगा। मैं कहता हूँ कि सरकारें सभी एक जैसी ही होती हैं। मैं आप से आग्रह करूँगा कि आप ऐसी व्यवस्था कीजिए जिससे कि आप ऐसा काम करने वालों को सीधे पकड़ सकें। अगर हम आप से कोई शिकायत करें और आप यह समझ कर कि यह उत्तरप्रदेश का मामला है या बिहार का मामला है, वहाँ की सरकार को रेफर कर दें तो इस समस्या का निदान होने वाला नहीं है। आपको स्वयं इस समस्या से निपटना चाहिए।

उपाध्यक्ष महोदय, आरक्षण के सम्बन्ध में इन्होंने कहा कि संसद् के विगत सत्र में जैसा कि इन्होंने आश्वासन दिया था, उसके लिए बहुत से काउंटर खोल दिये हैं। आप काउंटर कितने ही खोल दीजिए लेकिन जब तक नीयत साफ नहीं होगी तब तक कुछ नहीं होने वाला है। आप किसी स्टेशन सुपरिन्टेन्डेंट के पास जा कर कहिये कि आरक्षण चाहिए तो भी नहीं मिलेगा अगर वही आदमी 25 रुपये आरक्षण के लिए दे देता है तो उसे टिकट लेने की भी जरूरत नहीं होती। बिना टिकट के वह यहाँ से पटना तक सोता हुआ जा सकता है। एक आदमी जो कि मेरे मित्र हैं उनके लिए मैंने एम० आर० कार्यालय से जहाँ कि आपका स्पेशल कोटा होता है, चार आदमियों का आरक्षण कराया। हमने पूरी जांच-पड़ताल कर ली और पाया कि रिजर्वेशन बिल्कुल ठीक है। लेकिन जब हम स्टेशन पर गये तो हम से कहा गया कि आपका नाम तो वेटिंग लिस्ट पर है। जब हमने टेलिफोन करके बात की तो हमको कहा गया कि सर गलती हो गयी यह है आपका रिजर्वेशन। मेरे कहने का मतलब यह है कि इस तरह से इस समस्या का निदान कैसे होगा? आर कितने ही काउंटर खोल लीजिए। आपको इसने कम्प्यूटर सिस्टम साइये, रेलवे को

मोडरेनाइज कीजिए। अगर पटना से दस सीटें खाली चलती है तो दूसरे स्टेशन पर फौरन पता चल जाना चाहिए कि पटना से दस सीटें खाली आ रही हैं। जब तक आप इस तरीके से नहीं करेंगे तब तक आप इस बुराई को दूर नहीं कर सकेंगे। काउंटर खोलने से इस समस्या का निदान होने वाला नहीं है। वहाँ तो रुपया चलेगा। लोग आपस में रुपया बांट लेंगे और यह सब ऐसे ही चलता रहेगा।

उपाध्यक्ष महोदय यात्रियों की सुविधा की बात भी है। यात्रियों की सुविधाओं के बारे में ट्रेनों में कोई चेक नहीं करता है। प्रथम श्रेणी में कोई चेक नहीं करता है कि उसमें पानी भी है, बिजली भी है या नहीं। इस में लाइट भी है या नहीं पंखा भी चलता है या नहीं कोई देखता ही नहीं है। एक ट्रेन सुपरिन्टेन्डेंट होता है। एक बार मैं पटना से आ रहा था। कानपुर तक आ गया। फिर भी न उस में लाइट थी और न पानी और न ही पंखा चल सकता था। बगल में बैठे हुए कंडक्टर को हमने कहा तो उसने बताया कि ट्रेन सुपरिन्टेन्डेंट भी होता है और हम ने कहा कि उसको बुलाइये वह जब आए तो हमने देखा कि उन पर धूल बिल्कुल नहीं पड़ी हुई थी, उन के बाल भी सवरे हुए थे और हम लोग धूल से भरे हुए थे। वह हम से दूर से आ रहे और उनकी यह हालत थी और हमारी यह हालत थी। हम ने उनको कहा कि आपकी यह हालत है और हम लोग यहाँ धूल खा रहे हैं क्या आप इन चीजों का इंतजाम भी नहीं कर सकते हैं। लेकिन असल बात यह है कि कोई देखता ही नहीं है कि किसी डिब्बे में पानी है, बिजली है, पंखा चल रहा है या नहीं। आप यात्रियों की सुविधाएँ प्रदान करना चाहते हैं तो आप निश्चित रूप से हिदायत दें कि जहाँ-जहाँ जंकशन है वहाँ वहाँ से तभी गाड़ी चले जब उस गाड़ी के तमाम डिब्बों में पानी बिजली, पंखों की ठीक से सुविधा हो जाए। वरना गाड़ी नहीं चलनी चाहिये।

अखबारों में भले ही आप कह दें कि प्रथम श्रेणी और द्वितीय श्रेणी, ये ही दो श्रेणियाँ आप ने बना दी हैं लेकिन छः छः श्रेणियाँ आज भी चलती हैं। छत पर अलग यात्री सफर करते हैं, स्टैंडिंग क्लास अलग है, ट्रेन के नीचे घुस जाते हैं और वहाँ सफर करते हैं और इसी तरह से और भी तरीकों से लोग गाड़ियों में सफर करते हैं। ये सब क्लासिस बनी हुई है। इसका कारण यह है कि गाड़ियों की कमी है। इस कमी को आप कैसे पूरा करेंगे यह आपको देखना चाहिये।

MR. DEPUTY-SPEAKER: Mr. Paswan, you know why they are travelling on the top? There is no notice board there stating:

"Don't travel without ticket"!

श्री राम बिलास पासवान : उसके पास टिकट भी रहता है ।

अब मैं दुर्घटनाओं के संबंध में कुछ कहना चाहता हूँ । 1952-53 में 12783 दुर्घटनाएँ हुई थीं और 1978-79 में 11083 । जब आप नई नई तकनीकों का प्रयोग कर रहे हैं, नये-नये तरीके ईजाद कर रहे हैं, नये-नये एक्सपर्ट लगा रहे हैं इन दुर्घटनाओं को रोकने के लिये, इंजीनियरिंग लगा रहे हैं तब तो दुर्घटनाएँ बिल्कुल भी नहीं होनी चाहिये । जितनी होती हैं उनमें से अधिकांश कर्मचारियों की लापरवाही के कारण होती हैं । इन दुर्घटनाओं के बारे में दोनों सदनों में कई बार चर्चा भी चली है । मैं समझता हूँ कि इन को रोकने के लिए सरकार को कोई स्पेशल कदम उठाने चाहिये, कारगर कदम उठाने चाहिये और सदन को तथा देश को आश्वस्त करना चाहिये कि इनको नहीं होने दिया जाएगा । विगत कुछ महीनों में ये नहीं हुई हैं । लेकिन जब इनका ताता लगना शुरू होता है तो ये रुकती ही नहीं हैं और सारा सदन स्तब्ध रह जाता है । मैं मानता हूँ कि दुर्घटनाएँ बिल्कुल न हो ऐसा तो शायद हो नहीं सकता है लेकिन कम से कम हो, इस पर आपको गम्भीरता से विचार करना चाहिये ।

रेल कर्मचारियों और रेल यूनियनों के साथ आपका कैसा व्यवहार हो यह भी विचारणीय बात है । लोको स्टाफ की अभी स्ट्राइक चली थी तब यह चीज उभर कर सामने आ गई थी । लगता है कि रेल मंत्रालय और जो नीचे के कर्मचारी हैं या यूनियन के लोग हैं उनके आपस के सम्बन्ध अच्छे नहीं चल रहे हैं । निश्चित रूप से श्री मधु दंडवत जब रेल मंत्री बने थे तो लोगों को आशंका थी कि ये तो लेबर के पक्षधर हैं, यूनियन के पक्षधर हैं और इस तरह से तो कर्मचारियों का मनोबल बढ़ जाएगा और इसका नतीजा यह होगा कि रेल प्रशासन अस्तव्यस्त हो जाएगा । हमने तीन साल तक देखा कि जिम तरह से उन्होंने आइस में भग्नवय स्थापित किया और जिस ढंग से काम किया उससे रेलों को काफी मुनाफा हुआ । मैं चाहता हूँ कि कर्मचारियों का नीचे का जो तबका है और जो सबसे बड़े अफसर हैं इन दोनों के बीच में भाईचारे के सम्बन्ध हों, एक दूसरे की तकलीफ को ये समझें । छोटे छोटे गांव में हम जाते हैं तो देखते हैं कि वहाँ गैंगमैन बैठा रहता है ।

MR. DEPUTY-SPEAKER: Your Party has been allotted of minutes. If you take more time, the time of the other members of your party will be cut.

श्री राम बिलास पासवान : काट लीजियेगा । उस बेचारे को कितना पैसा आप देते हैं या नहीं देते हैं वह तो अलग चीज है लेकिन आप देखें कि रेलवे के पास फालतू जमीन पड़ी हुई है और आप कहते हैं कि आप वह जमीन शिड्यूल्ड कास्ट्स और ट्राइब्स को लीज पर देंगे तो क्यों नहीं वह जमीन उसको दी जाती है जहाँ वह खेती भी कर सकता है और अपनी झोंपड़ी बना कर भी रह सकता है । मैं यह भी जानना चाहता हूँ कि कितने शिड्यूल्ड कास्ट्स और ट्राइब्स के लोगो को आपने यह जमीन लीज पर दी है ? अगर आप यह जमीन गैंगमैन को भी दे दें तो वह बेचारा उस पर खेती करेगा, परमानेंट तरीके से कोई झोंपड़ी बना कर उसमें रहेगा और आपकी सेवा भी करेगा और साथ-साथ अपना जीवन स्तर ऊँचा भी उठा सकेगा ।

रिजर्वेशन के संबंध में, जो कि अनुसूचित जातियों और जन जातियों के लिये, मैं कुछ शब्द कहना चाहता

इनकी रिपोर्ट के मुताबिक 'क' वर्ग में 1977-78 में 6.0 परसेंट और 1978-79 में 7 परसेंट शिड्यूल्ड कास्ट्स के कर्मचारी हैं । 'ख' वर्ग में 1977-78 में 9.5 परसेंट और 1978-79 में 11.9 परसेंट किये गये । इस तरह से 1977-78 में शिड्यूल्ड ट्राइब्स का परसेन्टेज 0.8 था 'क' वर्ग में जो कि 1 परसेंट भी नहीं है और 1978-79 में यह 0.9 परसेंट हो गया । अभी तक आपके पास 1 परसेंट भी उपलब्ध नहीं है । यह है आपके यहाँ शिड्यूल्ड कास्ट्स और ट्राइब्स के आफिसर्स की स्थिति । इसी प्रकार से 'ख' श्रेणी के जो कर्मचारी हैं वह 1978-79 में 2.1 परसेंट हैं और 'ग' श्रेणी में 2.2 परसेंट हैं । यह रेलवे में शिड्यूल्ड ट्राइब्स कर्मचारियों की संख्या है । रेलवे में हम समझते हैं कि शिड्यूल्ड कास्ट्स और शिड्यूल्ड ट्राइब्स का सबसे ज्यादा रिप्रेजेंटेशन है, लेकिन वहाँ ऐसी बात नहीं है । आप अगर चाहें, आपकी नियत साफ हो तो आप वो बातें कर सकते हैं । आप अपने विभाग में एक सैल खोलिये और उसको काम सौंप दीजिये कि वह पता लगाये कि कौन-कौन सी पोस्टें शिड्यूल्ड कास्ट्स और ट्राइब्स के लिये हैं । वह सैल स्कूल कालेज से विद्यार्थियों को निकालेगा, ट्रेनिंग देगा और आप उसके लिये स्पेशल रिज्यूटमेंट कीजिये । इस तरह से आप इनका कोटा पूरा कर सकते हैं । अगर आप चाहें तो एक दो साल में पिछला बकाया भी पूरा कर सकते हैं । लेकिन जब तक नियत साफ नहीं रहेगी, तब तक यह बढ़ता जायेगा ।

[श्री राम विलास पासवान]

आपके यहां शिड्यूल्ड ट्राइब्ज के लिये रिजर्व्ड पोस्ट हैं, लेकिन शिड्यूल्ड ट्राइब्ज का उम्मीदवार उपलब्ध नहीं होता है। हमने मंत्री महोदय से प्रश्न किया था, उन्होंने कहा कि 3 साल तक पोस्ट को कैंरी फावर्ड करते हैं और 3 साल के बाद भी अगर उम्मीदवार उपलब्ध नहीं होता है तो इंटरचेंज करते हैं। इस बीच आप एड-होक एम्पाइन्मेंट कर लेते हैं और उस एड-होक एम्पाइन्मेंट को आप हटा नहीं पाते हैं इसलिये वह शिड्यूल्ड कास्ट्स और ट्राइब्ज का कोटा पूरा नहीं हो पाता है। मैं माननीय मंत्री जी से आप्रह कहेगा कि वह देखें कि कम से कम 2 साल में इस कोटे को वह निश्चित रूप से पूरा कर दें और जो पिछले तर्क दिये जाते हैं रेलवे सर्विस कमिशन के एडवॉकैटरीजमेंट आने हैं, उसमें जो तर्क दिया जाता है कि—

If a scheduled caste or scheduled tribe candidate is not available, the post will be declared unreserved.

यह बिल्कुल धोखा है। यह धोखा आपको और पूरे देश को दिया जाता है। आज देश की आजादी के 31 वर्ष बाद भी शिड्यूल्ड कास्ट्स और शिड्यूल्ड ट्राइब्ज के कर्मचारियों की संख्या बहुत कम है। आप चाहे आई० ए० एस० को देखें, आई० पी० एस०, इंडियन फारेन सर्विस या ग्लाइड को देखें, यह लोग सब जगह इंटरव्यू देते हैं पर जहा योग्यता की बात आती है, वहा छाप दिया जाता है कि योग्य है ही नहीं। इसलिये आप इसको जरूर देखें।

हिन्दी के विकास का मामला है। मैं राजभाषा समिति का सदस्य भी हूँ। आपकी रिपोर्ट के मुताबिक 80 प्रतिशत लोगो को हिन्दी का कार्य-साधक ज्ञान प्राप्त है। लेकिन आप पूरे रेलवे बोर्ड और इनके डी० एस० कार्यालय से लेकर जोनल आफिस तक, नीचे से ऊपर तक देखिये, इन्होंने तो अपनी रिपोर्ट में दे दिया है कि हिन्दी का विकास कितना है, लेकिन मैं समझता हूँ कि 1 परसेंट काम भी हिन्दी में नहीं चलता है। यह बात अलग है कि रामविलास पासवान या किसी और एम० पी० ने हिन्दी में पत्र लिख दिया तो उसका जवाब हिन्दी में ही दे दिया गया। लेकिन इससे हिन्दी की प्रगति नहीं होगी।

हमारी और आपकी जो मशा है, सविधान की मान्यता है, उसमें एक लाइन खींची गई थी कि 15 साल में स्वतः हिन्दी इस देश में चली आयेगी, किसी को कहने की जरूरत नहीं पड़ेगी कि अंग्रेजी हटाओ, मैं आपसे कहता हूँ कि इस देश में सभी के राज्य आये, मुगल पीरियड आया, अंग्रेजों का शासन आया, लेकिन कभी किसी ने नहीं पूछा कि तुमको उर्दू चाहिये कि नहीं, किसी ने नहीं पूछा कि तुमको अंग्रेजी चाहिये कि नहीं। मैं आपसे प्रार्थना करता हूँ कि अगर यही हम लोगों की मनी-

बृत्ति रहेगी तो इस देश से कभी अंग्रेजी नहीं जायेगी। आप जो भाषा चलाना चाहें, चलाइये, लेकिन इस देश से अंग्रेजी को विदा कीजिये।

आप अपने कार्यालय में, जब आप मंत्री बने हैं तो हमको गर्व है, हम चाहते हैं कि इस मामले में वहा प्रगति हो और किसी मामले में कुछ हो या न हो लेकिन निश्चित रूप से इस मामले में कुछ न कुछ होना चाहिये। आपके रेल मंत्रालय में कम-से-कम हिन्दी का कुछ मान है। हिन्दी हमारी मा है, इसको किसी की चरी या गुलाम मत बनाइये। आप अंग्रेजी चलाइये या कुछ कीजिये लेकिन कम से कम हिन्दी के सम्मान को उसके स्थान पर रखने का प्रयास अवश्य कीजिये।

रेलो में कुछ समय तक तो समय की पाबन्दी चलती है, लेकिन फिर जंगल बिल्कुल उपेक्षा की जाती है। मैं जितनी बार पटना गया हूँ, हमेशा ट्रेन लेट थी।

एक माननीय सदस्य "ट्रेन लेट" तो इंगलिश है।

श्री राम विलास पासवान : ऐसे शब्दों को पचाना चाहिये।

गाड़ियां विलम्ब से चलती हैं। मंत्री महोदय इस तरफ ध्यान दें।

मंत्री महोदय के अनुसार रेलवे कर्मचारी 12.2 लाख हैं, जिन पर 1978-79 में 1035.8 करोड़ रुपये का खर्चा हुआ है। इसके अतिरिक्त उन्होंने कैंजुअल कर्मचारियों की संख्या 2.3 लाख बताई है। लेकिन मंत्री महोदय ने यह नहीं बताया है कि जो लोग डी० एस० कार्यालय या जी० एम० कार्यालय में डायरेक्ट रख लिये जाते हैं, क्या उनमें भी हरिजन-आदिवासियों को लिया जाता है या नहीं।

मंत्री महोदय ने अपने बजट में द्वितीय श्रेणी के किराये में वृद्धि की है। यदि वह चाहते, यदि रेलवे मंत्रालय उनके साथ कोआपरेट करता और उन्हें सही जानकारी देता तो मैं दावे के साथ कह सकता हूँ कि रेलवे मंत्रालय में जो फिजूलखर्ची और प्रशासनिक अपव्यय होता है, उसको काटकर वह इस बढोतरी को रोक सकते थे और देश की गरीब जनता पर पड़ने वाले भार को कम कर सकते थे।

संसद भवन में रेलवे बुकिंग कार्यालय है और उसकी बगल में एयरलाइन्स का बुकिंग कार्यालय है। एयरलाइन्स के बुकिंग कार्यालय में टेलीफोन उठाने से सीधे एयरपोर्ट से बातचीत शुरू हो जाती है। लेकिन रेलवे बुकिंग कार्यालय में बेचारे कर्मचारी नम्बर घुमाते रहते हैं और कभी न्यू दिल्ली और कभी ओल्ड दिल्ली स्टेशनों से बात करने

की कोशिश करते रहते हैं। इस मिनट बाद कहीं लाइन मिलेगी। दूसरी जगह भी ऐसी व्यवस्था करनी चाहिए, लेकिन कम से कम संसद भवन के रेलवे बकिंग कार्यालय में ऐसी व्यवस्था कर दी जाये की रेलवे स्टेशनों के साथ हाट लाइन स्थापित हो जाये, ताकि टेलीफोन उठाने से डायरेक्ट बात होने लगे।

मैं मंत्री महोदय से आग्रह करूंगा कि वह इन सुझावों पर विचार करें और जवाब देते हुए इन पायंट्स पर भी प्रकाश डालने का कष्ट करें।

PROF. NARAIN CHAND PARASHAR (Hamirpur): Mr. Deputy-Speaker, Sir, I rise to support the Budget proposals submitted to this House by the hon. Minister for Railways, Shri Kamalapati Tripathi. In his illuminating speech, Prof. Dandavate has talked of national integration. But national integration is not so easy to achieve that it can be just brought into the picture by starting a train from Kashmir to Kanyakumari or from Trivandrum to some other part of the country. For that matter, the needs of each region of the country have to be looked into and for the first time, I find in this Budget, that there is something which is promised to each and every part of the country. Though it is not sufficient, keeping in view the limited resources Panditji has produced a Budget which provides a ray of hope to all the major States of India and the smaller States as well. I will just give an instance. While he has given a large number of railway lines, which are under construction, in major States of India like Maharashtra and Andhra Pradesh, he has also promised something to the States like Himachal Pradesh and north eastern States. I would like to point out that this is a very important thing that he has done, because so far the Railway Budget has been prepared in a distorted manner. I would like to invite Prof. Dandavate's attention to one fact that whereas in the Draft Sixth Five Year Plan, prepared by the Government, in which he was the Railway Minister, Rs. 200 crores had been provided for four metropolitan transport projects, only 100 and odd crores of rupees were provided for the entire

new railway line network of the country. Was it justice? Was it a step towards national integration? I brought to the notice of the then Prime Minister, Mr. Morarji Desai and wrote to the then Railway Minister also that this injustice need be undone.

Here, I want to read a portion of the Summary of the main Report of Rail Tariff Enquiry Committee which says in some of its recommendations, in Chapter XVII as follows:

"The route length of railway lines in India, whether in terms of population or land area, compares very unfavourably with that not only in the economically richer countries of the world, but even as compared to countries like Malaysia, Algeria or Egypt in terms of population of Sri Lanka in terms of land area."

What I meant to say is, as the Railway Minister has himself observed, in 126 years, we have only 67,000 or 68,000 kms. of railway lines which is a very limited investment. I want this investment to be increased. Unless you spend more on new railway lines, you cannot have national integration and you cannot have industrial growth. This report also lays stress on the fact that the railway infrastructure, the transport infra-structure, is a *sin qua non*, a primary condition, for the industrial development of the country. Therefore, I would plead that the areas which have been neglected so far should be taken up first. The Railways should take the picture of the entire country and see to it that in those regions of the country where not a single km. of railway line has been added since Independence, those regions should get the topmost priority. In this category would fall not only the north eastern region but also the north western region, like, that of Himachal Pradesh and Punjab.

In this very House, I would point out that Panditji in 1976 had promised that the Nangal-Talwara railway line would be constructed, the construction of which was inaugurated by late Shri

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L. N. Mishra with good wishes of the Prime Minister, Shrimati Indira Gandhi at that time, on 22nd December, 1974 at Amb in Una district of Himachal Pradesh after the State Government committed to give the entire cost of land within its territory. That has remained neglected so far. The then Railway Minister, Prof. Madhu Dandavate, would have done well had he also included it in his budget. But he never came near it. Although Mr. Morarji Desai tried to give an impression that he was working for the entire country, Himachal Pradesh was totally neglected by the Janata Party almost to a point where it can be said that, in their mind, there was no State like Himachal Pradesh in India. Similar was the case with Punjab. These are the two States, Himachal Pradesh and Punjab, where not a single railwayline has been constructed after the partition. Only one railwayline from Pathankot to Jammu that too for Jammu and Kashmir, was constructed.

The north-western region has been the subject of neglect by the Railways. I would request the hon. Minister of Railways, Panditji, to come to the rescue to this part of the country. Otherwise, a feeling is growing that this part of the country has never got its due.

I am grateful to the hon. Minister that he has promised the updating the cost of the survey for the Nangal-Talwara railwayline. But updating the cost of the survey is not enough. What is required is immediate construction of the Nangal-Talwara railwayline because the Chief Minister of Himachal Pradesh, Mr. Ram Lal, has now offered to Panditji to even bear the cost of earth work and also to provide wooden sleepers at half the cost. This is a part of the country which has sacrificed its green valleys and sacrificed their sons for defence and development of the country. I would urge upon the hon. Minister that next year this railway line should be constructed at least to half extent, if it is not possible to connect right upto Talwara, at least

upto Amb where the late Shri L. N. Mishra laid the foundation stone. It should be taken up for construction in right earnest.

The first survey for the railway line was started in 1956 and next year, I believe it will be the silver jubilee of the survey period, that is, 25 years would lapse after the first survey was started. I hope, at least in the 25th year of the starting of the survey, this railway line will be constructed. The Chief Ministers and the States have changed from Sardar Pratap Singh Kairon who was the Chief Minister of Punjab in 1956 to Dr. Parmar as the Chief Minister of Himachal Pradesh in 1966 and now to Mr. Ramlal as the Chief Minister of Himachal Pradesh in 1980. But the Railways continue to neglect this part of the country. This should be given the topmost priority.

Secondly, a small link from Kalka to Parwanoo which is a hub of industrial activity in Himachal Pradesh is very much needed. Our Chief Minister has proposed this also. Similarly, a railwayline from Jagadhari to Paonta being the location of a cement factory there, which would give cement to the country, should also be taken up. The proposal for Chandigarh-Ludhiana railway line has been there. There has been a demand made by the Punjab Government to bring Chandigarh-Ludhiana on the main line by connecting to Jagadhari. These are the two frontier States, one bordering China and the other bordering West Pakistan. This must be taken into consideration. I am very happy to learn that Panditji has been trying to do as much as possible. The talk of rise in fares is there. But may I request the hon. Members to read the report of the Railway Tariff Inquiry Committee. Panditji has done as much as possible to contain the fares within a reasonable limit. I would invite the hon. Members' attention to the basic recommendation of this Committee that transport in India should be cost based. If this principle is to be accepted in toto, if transport in India is to be cost-based, then the fares would have to rise far higher than what has been pro-

posed by Panditji. Panditji has produced a budget in which the rise has been to the extent to which we are offering services to the people. If you want railway lines in all parts of the country, if you want more amenities for passengers, if you want bonus for railwaymen, if you want five-day week and all that, if you want more reservation counters, if you want all types of cooling at railway stations, money will have to be found, and every good thing will cost.

Whereas the rise has been there, Panditji has exempted nine essential items from the levy of surcharge on freight. I would request that two or three more items be exempted from this like fruits and vegetables and also milk because they are perishable commodities and they are poor man's food. The poor man lives by fruits, vegetables and milk. For certain places, milk has to be carried by train; for example, for Simla, milk has to be carried from Amritsar by train. Unless milk, fruits and vegetables are exempted from the levy of surcharge on freight, the poor man's life will become more costly than we can expect.

With this, I would come further to the other points. We have to think of new trains. The previous Government has been talking of its efficiency. Mr. Paswan was speaking a little while ago. But there is one train in this country which has been slowed down by one hour. The other trains have been speeded up. The Himalayan Express which used to start at 9.55 in the night from Nangal Dam and reach Delhi at 8.15 in the morning, now starts at 9.10 in the night and reaches here at 8.50 in the morning. The result is that it has been slowed down by more than one hour. Also the number of criminal activities in this train has been increasing.

The Simla people have been demanding starting of a direct train from Bombay to Kalka. But not to speak of Bombay-Kalka, we recently had one new express from Ranchi to Chandigarh. The entire rake is taken to

Kalka for washing, maintenance and stationing. The Western Command people are also there in Simla and they have also been demanding that the train should be extended right upto Kalka from Chandigarh because the entire rake is taken to Kalka. But unfortunately this demand has not been met. I do not know what is the reason. You can name it as Chandigarh-Ranchi Express or whatever you want, but please start it from Kalka. The people of Himachal Pradesh and the entire country would be grateful to you for this because tourists go there; they will use it, as also the armed forces.

There is a gauge conversion programme. I do not know what had stopped Prof. Dandavate's hand at Sonapat, because the section from Delhi to Ambala needed doubling; it had to be doubled because there is less capacity on this railway track. I thought it would be completed and he would be looking towards north-west also. But he started looking towards other directions, and this programme was stopped....

MR. DEPUTY-SPEAKER: Prof. Dandavate is not the Railway Minister now.

PROF. NARAIN CHAND PARASHAR: I am talking of his days because he was glorifying his own achievements. He stopped at Sonapat and never went beyond. I would request Panditji to take into consideration the fact that this is a major section—Amritsar-Delhi—and the line from Ambala to Delhi needs his immediate attention. The earlier it is done, the better it would be.

Panditji did another good thing also. In the rising cost of diesel, he has proposed gradual electrification. Electrification will save diesel and as a result, the programme will be more successful than it would be otherwise.

Another point which Panditji has done well to bring to our notice is the fact that the amenities are being ex-

[Prof. Narain Chand Parashar]

tended in various forms—in one form or another. He has given three packets of gift to the three major cities: an electrified rail service for the suburban areas of Delhi, a fly-over for Bandra and an increased allotment for the metropolitan transport of Calcutta. I would request him to give one gift packet at least, when he replies to the debate, to each one of States in India which have been neglected so far. I would request him to see that the States which have sacrificed for the country are also given some dues. Otherwise, Bombay, Madras, Calcutta and Delhi are the queen cities of India and they attract the people. But what about those people who sacrifice every time and get little in return? (Interruptions). We do not grudge it. We like it but what should happen more is that those people who have been neglected so far should also be given their due.

I would also make another request to the Railway Minister. The Northern Railway is being re-organised and another division is going to be set up. But that should not be opened in Delhi or in a suburban of Delhi. It should be somewhere in Jullunder of Pathankot so that it is available to Himachal Pradesh, Jammu and Kashmir also.

Another long-standing demand of our State is the location of a sub-office of the Railway Service Commission for Northern Railway in these States—may be in Punjab, or Himachal Pradesh or in Jammu and Kashmir or at Pathankot. Now people have to go all the way to Allahabad. For central services, people have to come to Delhi but for service in the Northern Railway they have to rush to Allahabad which is beyond them. The sooner it is brought to the side the better it will be. The Northern Railway headquarters happens to be in Delhi but the Service Commission is in Allahabad so the people from this area are very poorly represented in the service of Northern Railway.

Then, Sir, there is a need for decentralising the recruitment system. Recruitment should be made in such a manner that all States of the Indian Union get their due share. Now it is the other way round. Wherever the Service Commissions are located and the headquarters are there, the people of that area get enough coverage but the people of those States which are far away, do not get enough coverage. Mr. Qureshi when he was railway Minister promised in the Fifth Lok Sabha that one of the offices of this Commission would be started right somewhere in Jammu and Kashmir, Punjab or Himachal Pradesh. But that has not happened so far and this should happen now and immediately.

Sir, I would then like to draw your attention to two sections of railway lines which are at present there in Himachal Pradesh—particularly the Kangra valley section and the Simla-Kalka section. There are two railway stations there which are still without electricity—Kinnaur and Kalkoti. They are without electricity. I wrote to every Railway Minister but electricity has not come. I request Panditji to electrify these two stations so that the Karmacharis who are working there stand benefited.

Similarly, I plead that two other crops viz. the potato and apple crops, which are the backbone of the economy of Himachal Pradesh should be included in the exempted items so that our economy does not suffer.

Another suggestion is that paper and stationery should also be included in the exempted category. Pupils from the younger group find it very difficult because the cost of paper has gone up. It should find a place in the exempted list.

I request the Minister for Railways to look to the fact that he is a person who has remained with us from the generation of Jawaharlal Nehru and Motilal Nehru. He is one of the stalwarts of that resurgent India which fought the British and got us freedom

and he is now engaged in the consolidation of the economic gains for the benefit of the poorer sections of our society and I request him to kindly see that the gains from the Railways flow out to Himachal Pradesh equally as it flows out to Uttar Pradesh and Andhra.

15.59 hrs.

[SHRI HARINATHA MISRA *in the Chair.*]

SHRI BIJU PATNAIK (Kendra para): I rise not to condemn the Railway Minister but to sympathise with him I was wondering if he could consider streamlining the railways in a manner that will commend itself, as urged by me to the previous Railway Minister also and my colleague who is sitting here, to increase the speed of the railways from 6 miles an hour to at least 8 miles an hour. Just now the average speed of movement on the Indian Railways is just 6 miles an hour—for all the trains taken together.

16.00 hrs.

Now, if this time could be saved and if 20 to 25 per cent more utilisation of the rolling-stock could be achieved, then, I am sure, the Railway Minister, if he calculates could have got his revenue increased by at least Rs. 200 crores. Along with that, if the Railways were to carry goods traffic as they were designed to do, then an extra 20 million tonnes would give him an increase in revenue of Rs. 70 or 80 crores. He need not have increased the fares at all. I had suggested this to my esteemed friend, former Railway Minister who also had many meetings with the Railway Board. They took the advice but could not perform. This was the sad story. Even to-day there is no performance. There is only an increase in railway fares. Sir, there is a saying in our State....

MR. CHAIRMAN: He gave a patient hearing to you,

SHRI BIJU PATNAIK: There is a saying in our State that if you want to raise the cost, and then match the budget, this any widow can do.

That is what is happening here. If you cannot improve the efficiency, then you raise the fares to match the cost. By doing that, what have you achieved? By so doing you have only raised the cost of all commodities—you have raised the cost of industrial goods, coal, steel and cement as well. Industrial activities will cost more and more. By so doing you have only brought about more and more inflation in this country. We have been hearing the old story that there is only a marginal increase in the cost of living of .04 per cent or .05 per cent. This is an old story told by Planning Commission and Finance. Actually, it comes to 10 times more. Only the decimal has to be shifted behind—not forward.

To-day the climate is this. When the cost goes up, the vegetable vendor will say that since the railway fare has gone up their cost has also gone up; similarly, the egg vendors will say that since the railway fare has gone up their cost also has gone up for the eggs. So, everytime when you raise the tax a little, there is a general upward movement in the index price. As a result, you have to pay dearness allowance to your employees. This is an old story and there is nothing new in it. It seems every Government is doing the very same thing. We thought that since you have got a government with two-thirds majority in the House, you would be bringing forward strong measures. That is not so now. Your measures are as weak as any other Government's. The same thing continues as it happened 10, 15 or 30 years back; there is no change at all. No new dimensions have been sought to be achieved at all. This I regret to say.

Similarly, even the previous speaker when he spoke he spoke about the neglect of his area. Neglected area continues to be neglected. The

[Shri Biju Patnaik]

same thing happened when the previous Government was in power. With the limited funds, the Minister-in-charge wanted to develop the metropolitan areas. Shri Parashar talked about Himachal Pradesh. I would talk about Orissa. If Orissa was not on the coastline when the British took over this country, there would have been no Railway line at all connecting Calcutta with Madras for imperial preference. Since then, Mr. Railway Minister, all the urges of the people of Orissa had fallen on deaf ears only. For example, there was a demand from the coalfield area of Talcher. The railways of course connected that from Cuttack to Talcher just to get their coal for running their own locomotives. We have been pleading for a line from Talcher to Sambalpur. If this had been done the whole of Western Orissa would have been served and Chhatisgarh region would also have been served. We had asked for a connecting line from Jagpura to Banspani so that the whole of Bihar could be served; we wanted Talcher and Rourkela to be connected through to the Paradip port so that the whole hinterland could be served. But nothing has been done. Everytime the demand is raised the Railway Minister had been saying that they were surveying it. My hon. friend said previously that one survey had seen a silver jubilee. It may probably see a golden jubilee. Take the case of Ganga bridge. 15 Railway Ministers over the last thirty years had laid new foundation stones at the same place. But the bridge has not been constructed. (Interruptions). Some Central Ministers would have been laying the foundation stones for the same bridge but the bridge has not yet been constructed. I know Panditji is a devout man. At one time he was thinking of going and settling down at Jagannath Dham and I had promised to give him a 'math' there. In the name of Jagannath, may I appeal to Panditji to ensure that some new railway lines

which I have enumerated earlier come up in Orissa not only for the sake of Orissa but also to service the entire hinterland of South Madhya Pradesh and South Bihar which are rich in minerals.

THE MINISTER OF RAILWAYS
(SHRI KAMLAPATI TRIPATHI): I have joined Delhi with Puri. There is Neelachal Express.

SHRI BIJU PATNAIK: That was the arrangement done before. Only thing is you have now switched it on and from 48 hours delay it has now been reduced to 32 hours. (Interruptions).

People of that area must get some service from the Indian railways which they have not. Similarly, the urgent needs of the people of Orissa have been denied even by my colleague, the erstwhile Railway Minister. Sir, the major portion of South Eastern Railway passes through Orissa, that is, Calcutta-Madras and Calcutta-Bombay route. I know that if the British could take the railway line over the sea they need not have crossed Orissa but since major portion of South Eastern Railway passes through Orissa, the South Eastern railway headquarters should move into that area. That also is not there. Sir, if Assam people say something for their own good, then some neighbouring States clamour against it. If Orissa people want the headquarters to be in their State, the Calcutta people will not agree to it. This is not the dispersal of wealth or dispersal of jobs or dispersal of opportunities. I hope the hon'ble Minister will consider these points and especially when their colleague, the new Chief Minister of Orissa, who has just taken over has said probably on the Floor of the House or somewhere that the new railway lines will be built, at least to keep up his face—if not my pleadings—you will construct these lines.

श्री शिव प्रसाद साहू : (रांची) : सभापति महोदय, . . .

सभापति महोदय : आप कितना समय लेंगे ।

श्री शिव प्रसाद साहू : मैं आधा घंटा लूंगा । सभापति महोदय, मैं आप के माध्यम से रेलवे मंत्री जी का ध्यान बिहार के सुदूर पहाड़ी इलाके छोटा नागपुर की ओर दिलाना चाहता हूँ ।

कल जो बजट पेश किया गया मैं उस का समर्थन करता हूँ । वह बजट काफ़ी सुन्दर, काफ़ी अच्छा और काफ़ी प्रभावशाली बजट है लेकिन उसमें कुछ ऐसी बातें हैं जो हमारे गरीब लोग हैं, आदिवासी लोग हैं, उन की जिन्दगी के साथ वे जुड़ी हुई है । मंत्री जी को सब से पहले अपनी ओर से यह धन्यवाद देता हूँ कि पिछले महीने हटिया से चंडीगढ़ के लिए तथा पुरी से दिल्ली तक निलाचल एक्सप्रेस गाड़ी उन्होंने चलाई है और कल अपने बजट में रांची से हजारी बाग होकर गिरिडीह तक बड़ी लाइन बिछाने का प्रावधान किया है । इस के लिए मैं उन को धन्यवाद देता हूँ लेकिन पिछले कई वर्षों से रांची से लोहरदगा और लोहरदगा से टोरी तक बड़ी लाइन बिछाने की बात चल रही है । आप के माध्यम से मैं मंत्री जी से कहना चाहता हूँ कि वह क्षेत्र हरिजन और गरीब आदिवासियों का क्षेत्र रहा है । रांची जिले से तथा पलामू जिले से तबरीबन दो लाख आदमी अपनी रोजी और रोजगार की तलाश में हर वर्ष, कानपुर इलाहाबाद, आसाम और पंजाब की ओर भागते हैं ।

हमारे जो आदिवासी भाई जंगलों में रहते हैं, वे काम के लिए भाग कर दूसरी जगह पर जाते हैं । वहाँ पर उनके पास रोजगार न होने की वजह से उनके साथ बड़ा अन्याय होता है । यह एक विचारणीय प्रश्न है । वे लोग काम करने के लिए कानपुर, इलाहाबाद जाते हैं । वहाँ पर झूठ बोल कर, उनको भुलावे में रख कर ले जाया जाता है । जो मजदूरी उनसे तय की जाती है, वह मजदूरी उन गरीब हरिजन और आदिवासी भाइयों का नहीं मिलती है । रांची और पलामू जिले से जो हरिजन और आदिवासी भाई-बहिन बाहर काम करने जाते हैं उनमें से सैकड़ों बहनें गुम हो जाती हैं । उनको कौन ले जाता है, वे क्यों गुम हो जाती हैं इसको हम जानते हैं । अभी चंद महीने पहले, अप्रैल के महीने में बंगाल में 22 लड़कियों को पकड़ा गया जिनसे अनैतिक संबंध असामाजिक तत्व करवा रहे थे । सरकार ने उनको रांची भेजा और इस तरह से उनकी अस्मिता को बचाया । यह सब क्यों होता है ? क्योंकि वहाँ बेरोजगारी है ।

मैं मंत्री महोदय का ध्यान आकृष्ट करना चाहता हूँ कि रांची जिला एक ऐसा क्षेत्र है जहाँ एशिया का सब से ज्यादा बोक्साइट का,

भंडार लोहरदगा में मिलता है । अगर वहाँ रांची से लोहरदगा, टोरी तक का कनेक्शन बड़ी लाइन से हो जाए तो वहाँ की बेरोजगारी दूर करने में बड़ी मदद मिल सकती है । वहाँ पर बोक्साइट होने की वजह से इंडियन एल्युमिनियम कंपनी अपना कारखाना खोलना चाहती है लेकिन बड़ी लाइन के अभाव में वह नहीं खोल पा रही है । हिण्डालको वाले भी कारखाना खोलना चाहते हैं लेकिन नहीं खोल पा रहे हैं । इनके कारखाने मुरी तथा रेनुकुट में हैं । वे चाहते हैं कि लोहरदगा में भी कारखाने खोलें लेकिन बड़ी लाइन के अभाव में वे ऐसा नहीं कर पा रहे हैं । हम चाहते हैं कि वहाँ एल्युमिनियम का कारखाना खुले, चाइना क्ले का कारखाना खुले । हमारी सरकार और हमारी पार्टी की भी यह घोषणा है कि सब से पहले हरिजन और आदिवासियों के जीवन स्तर को उठाने के लिए हम लोग काम करेंगे । जिस क्षेत्र में हारिजन, आदिवासी और गिरे हुए भाई-बहिन रहते हैं उस क्षेत्र को बड़ी लाइन देने का एक विचारणीय प्रश्न है ।

मैं माउथ इस्टर्न रेलवे का बड़ी लाइन का प्रश्न लेकर आ रहा हूँ । रांची, लोहरदगा और टोरी को बड़ी लाइन देने पर कोई 11 करोड़ रुपये का खर्च बैठेगा । अगर यह लाइन हो जाती है तो जो हमारे भाई-बहिनो को हर साल जो काम की तलाश में भागना पड़ता है और जिसमें हमारी सैकड़ों बहनें गुम हो जाती हैं, वह नहीं होगा । मेरा दावा है कि उनके प्रविष्य के लिए, उनके आर्थिक उत्थान के लिए रांची से लोहरदगा, टोरी तक की लाइन को यदि बड़ी लाइन से जोड़ना दिया जाए तो वह क्षेत्र तरा-भरा हो जाएगा और हमारे भाई-बहिनो को वहाँ से दूसरी जगह काम की तलाश में नहीं जाना पड़ेगा ।

लोहरदगा में हर साल दस लाख टन बोक्साइट का लदान होता है । वहाँ से 24 किलोमीटर की दूरी पर टोरी से भी 15 से 20 लाख टन का लदान होता है । इसलिए भी इस लाइन को बड़ी लाइन से जोड़ने की बड़ी जरूरत है । अगर यह इलाका बड़ी लाइन से जोड़ दिया जाता है तो यह मारे हिन्दुस्तान से जुड़ जाएगा तथा रांची से दिल्ली तक की दूरी भी 200 कि० मी० कम हो जायेगी । इसलिए मैं मंत्री महोदय से आग्रह करूंगा कि वे इस काम को करें । हमारी सरकार की भी यह नीति रही है कि गिरे हुए, आदिवासी लोगों के जीवन स्तर को उठाने के लिए कदम उठाये जाएंगे । मैं प्रार्थना करता हूँ कि वहाँ बड़ी लाइन दे दी जाए । हमारे इलाके में जहाँ बोक्साइट के भंडार हैं, वहाँ बांस के भी जंगल हैं । वहाँ पर पेपर मिल भी लगायी जा सकती है क्योंकि उस इलाके में कई नदी बह रही हैं और पानी काफी मिलता है । वहाँ पेपर फैक्ट्री की भी काफी गुंजाइश है । लोहरदगा से हजारी टुक सागवान तथा साखु की लकड़ी

[श्री शिव प्रसाद साहू]

मध्य प्रदेश, उत्तर प्रदेश और दूसरी जगहों पर जाती है। इसलिए भी वहां बड़ी लाइन की बड़ी जरूरत है।

यदि एक साल में इस लाइन को खोल दिया जाए तो कम से कम तीस चालीस हजार लोगों को वहां रोजगार मुहैया हो सकता है। आज ये लोग बाहर काम की तलाश में मारे-मारे फिरते हैं और उनके साथ वहां अन्याय होता है। दर-दर के वे भिखारी हो गए हैं। यदि यह लाइन बन जाए तो उनके जीवन में खुशहाली आ सकती है। मैं विशेष आग्रह करूंगा कि रांची से लोहरदगा तक जो छोटी लाइन है इसको इसी बजट में बड़ी लाइन में परिवर्तित करने के लिए व्यवस्था करे।

सरकार का एक मास्टर प्लान भी बना था और उस में इस लाइन को रांची से लाहरदगा तक और वहां से मध्य प्रदेश के इलाके में होते हुए कोरबा तक जोड़े जाने की बात थी। यदि ऐसा हो जाता है तो लोहरदगा एक जंक्शन हो जाता है। रांची में इतनी जगह नहीं है कि वहां जंक्शन बनाया जा सके। एक और मध्य प्रदेश का कोरबा का इलाका और दूसरी ओर से रांची का लोहरदगा और लाहरदगा से भुगलमराय तक का चारों ओर का इलाका इस तरह से जुड़ जाएगा और यह एक औद्योगिक केन्द्र बन जाएगा। इस मामले में यह प्रश्न गम्भीर विचारणीय प्रश्न है और मैं चाहता हूँ कि आप का प्रश्न पर मन्त्रालय ने विचार करे और इन क बातों में हमारा पक्ष में निर्णय ले।

स्वर्गीय लालन नारायण मिश्र जब भूमन्त्रीपुत्र को ग्राम नभा में भाषण देने के लिए गए थे और वहां ईश्वर के प्यारे हो गए थे तो उनके जो आखिरी शब्द थे और जिन को वह भाषण समाप्त करने से पहले बोलने को भूल गए थे और न मालूम बाद में किस तरह से उनकी यह चीज याद आई और उन्होंने उठ कर जो शब्द कहे, वे शब्द भी मैं आपकी बनाना चाहता हूँ। उन्होंने उठ कर एनान किया कि मैं कहना भूल गया था कि छोटा नागपुर के पहाड़ी क्षेत्र में उन्होंने इस लाइन का जिक्र किया था और हम रांची से लोहरदगा तक जो छोटी लाइन है उसकी अब बड़ी लाइन में परिवर्तित करने जा रहे हैं। यह उनके आखिरी शब्द थे और इन शब्दों के बाद हत्यारों ने उन पर बम चनाया और वह ईश्वर के प्यारे हो गए। वह आज हमारे बीच में नहीं है। लेकिन यह हमारा कर्तव्य है कि स्वर्गीय लालन नारायण मिश्र के हृदय से निकली हुई आखिरी आवाज और कहे गए उन के शब्दों की हम प्रति करें और उनकी आत्मा को शान्ति दें। हमने गरीब आदिवासी और हरिजनों के जीवन में खुशहाली लाने में हम उनकी मदद करेंगे।

बिहार राज्य के लगभग 29 एम पीडन ने प्रधान मंत्री जी तथा रेल मंत्री जी को स्मरण पत्र भी दिए हैं कि कम से कम जो यह गरीब इलाका है और जैसे हमारी सरकार तथा दूसरे सब लोग हरिजनों के कल्याण की बात करते हैं, आदिवासियों के लिए काम करने की बात करते हैं, उनके उत्थान की बात करते हैं, उनके जीवन में खुशहाली लाने की बात करते हैं, उनके जीवन की भांगे बढ़ाना चाहते हैं, यह सब तभी हो सकता है यदि इन इलाके की इस लाइन की ओर ध्यान दिया जाए और जो हम कहते हैं, उनको इस तरह से भ्रमली जामा पहनाया जाए।

रांची एक बहुत बड़ा औद्योगिक केन्द्र बन गया है। वहां की लाखों की आबादी है। मैं चाहता हूँ कि रांची से एक और गाड़ी कलकत्ता के लिए चलाई जाए। साथ ही साथ रांची से पटना के लिए एक अलग ट्रेन दी जाए।

समाप्ति महोदय : रांची से कलकत्ता के लिए ट्रेन नहीं है ?

श्री शिव प्रसाद साहू : एक ही ट्रेन है जो बिल्कुल अपर्याप्त है।

मुरी हो कर नीलाचल एक्सप्रेस गाड़ी जाती है। हटिया से सटा हुआ इलाका है। वहां पर कोल फील्ड है और काफी वहां की आबादी भी है। मैं आग्रह करूंगा कि कम से कम पांच मिनट के लिए वहां पर गाड़ी को रोका जाए ताकि वहां के लोग, हटिया कारखाने में काम करने वाले लोग, कोल फील्ड में काम करने वाले लोग इस रेल से फायदा उठा सकें। मुरी एक बहुत ही महत्वपूर्ण स्टेशन है।

रांची जिले की टाटी सिलवे एक औद्योगिक बस्ती है। वहां लोहे का कारखाना है, ऊष्ण माटिन बनने का रोप बनाने का कारखाना है तथा और भी छोटे-मोटे बहुत से कारखाने हैं। वहां बरसात के दिनों में तथा गर्मियों के दिनों में लोगों को बहुत ज्यादा कठिनाइयों का सामना करना पड़ा है। यह रांची से सटा हुआ है। मैं चाहता हूँ कि वहां पर यात्री गैड का निर्माण किया जाए ताकि लोगों को सुविधा हो सके।

पलामु जिले में टोरी है। यहां पर बीक-साइट का लदान बहुत होता है, बनोत्पादन होता है, बांस लकड़ी, कोयला, खनिज पदार्थों के विशाल भंडार हैं। लाखों टन के भंडार वहां हैं। इनको पहाड़ों से लाया जाता है। यहां पर रेलवे वेगन पर्याप्त संख्या में नहीं मिलते हैं जिससे इस सब सामानों को वहां से लाया जा सके। वहां जो व्यापारी वर्ग है, उसकी लाखों रुपये की संपत्ति और माल है, जो खराब होता है, उसमें अंग लगता है, जो सड़ जाता है। इस को बचाने के लिए यह जरूरी है कि वहां पर पर्याप्त संख्या में डिब्बों की व्यवस्था की जाए।

मैं आपको धन्यवाद देना हूँ कि आप ने मुझे बोलने का मौका दिया और मैं आशा करता हूँ कि आदिवासी भाइयों और बहनों की भलाई का खयाल करते हुए रांची से लोहरदगा और लोहरदगा से टोरी को एक साथ मिला दिया जाए और दूसरी ओर रांची से लोहरदगा और लोहरदगा से कोरबा (मं. प्र.) को मिलाने की व्यवस्था कर दी जाएगी और ऐसा यदि किया गया तो तारे हिन्दुस्तान से इस इलाके का संपर्क हो जाएगा और यह क्षेत्र एक औद्योगिक नगरी बन जाएगा और आदिवासियों और हरिजनों के कल्याण में आपको काफी सहायता मिलेगी।

SHRI S. B. P. PATTABHI RAMA RAO (Rajahmundry): I congratulate the Railway Minister for the good Budget that he has presented this year. Of course, fares and freight charges have been increased. This is inevitable, because the Plan outlay has been increased by more than Rs. 110 crores, for laying new lines, surveying new lines etc. We in Andhra Pradesh are fortunate. We are getting new lines this year. I must thank the Minister for the small mercies shown to us at least now, though not in the past.

No doubt the fares are being increased for I Class and I Class A. C. by 20 per cent; but the increase for the II Class and for travel of less than 50 Kms. is comparatively less. If the fares and freight are being increased, particularly when there is provision for increase in Plan outlay by more than Rs. 110 crores, we should not grudge it. We cannot have it both ways. We want improvements on the one hand for which he requires money. Where from will we get money, except from these sources? We should not grudge the increase. What the Minister has done is correct.

I would, however, mention something about the first class compartments in which we the Members of Parliament travel. They are in a hopeless condition. Not even the taps

are repaired. There is no electricity. Things are in such a bad shape. When they are increasing the fares, they must see that things are put in order in these compartments.

Secondly, whatever others might say about it, I personally feel that Emergency has done us real good. Emergency has done good to this country. I boldly say it, and I believe it. (Interruptions). During the period of the Emergency, how many trains were running late? They were running punctual to the very second. There were no strikes. The Opposition members also know it, but they will not say it. Every train was running to time to the very second. (Interruptions). Today, how much penalty are we paying because of the strike! Till yesterday, the loco-men's were on strike. No doubt, there has been a compromise. But at what cost? I find from the papers that 2 persons have lost their eyes for being loyal. (Interruptions). In spite of their doing all this, the strikers are being pampered; and probably their mistakes have been excused. I do not know who has done it. It should not be done. Proper action should be taken against all those people who have committed misdeeds.

What is the position today of the fast running trains? In the case of my State, Andhra Pradesh, where we mostly have the South Central Railway, there are 3 important diesel trains. No. 1 is the Godavari Express starting at Waltair and going up to Hyderabad. That train was keeping time to the very second all these years. Probably not even on a single day in a month, you could find it running late. But today the position is reverse. Let us see whether there is any single day when it reaches in time. The second train is the Circar Express. It is supposed to be very slow. That train starts at Kakinada and goes to Madras. Between Madras and Kakinada, this is the only Express train. This train takes so much time. It is run with a diesel

[Shri S. B. P. Pattabhi Rama Rao] engine and always runs late, even though running time is very much there. As far as Andhra Pradesh Express is concerned, it is supposed to start at one O'clock in the afternoon from Secunderabad to reach here at the same time the next day. How many days in a month does it reach in time? It is generally late unlike the Tamil Nadu Express and K. K. Express. They must be made to run in time because they are fast trains. These Express Trains are late by several hours not for a day or two but for several weeks and months. Hardly there is a day when they run in time. So, I would like the hon. Minister to see that the Railway Board directs them to see that these trains run in time.

I am glad that he has exempted certain commodities from the freight surcharge because it is necessary for the poor man to get his due. The prices will go up unless they are exempted from the freight surcharge. But what is the position today? The other day, in the Consultative Committee meeting, the hon. Railway Minister said that now the position of wagons is better than before. It is probably so. But it is not a question of better position; the question is: is it adequate at least for the essential goods? That is necessary if you want to maintain the prices at the proper level.

What is happening today? I can give you my own experience. My district is predominately an agricul-

tural development district, agricultural produce producing district. There are agro-industries, rice mills, sugar mills and all that. The product of these agro-industries come under essential commodities. Both the people of sugar mills and the rice mills came to me and said that there was no wagon supply to them. I passed on the communication to the hon. Minister of State. There was a communication issued by the Divisional Office Commercial Branch, Vijayawada wherein they had allotted a certain number of wagons on each day for each commodity from each station. I quote from the communication. It says as follows:

"Any appreciation for every 10 days' period should be sent by the SMs concerned about the compliance of the Quotas fixed. In case any difficulty is faced the same should be brought to the personal notice of Sr. DOS/SR.DCS and letter addressed to them by name.

On the 25th of last month, when it was brought to my notice that the quota of sugar had to go to West Bengal and no wagon was being supplied even though two wagons were to be supplied every day from Kakinada Fort station, I requested the A.T.S., Rajahmundry, who is in charge, to see that this was complied with. He pleaded his inability and told me that I should speak to his seniors at Vijayawada. I did speak to his senior, D.C.S., at Vijayawada on telephone. He also said that they were helpless as they did not have enough wagons. What is to happen to the stock held by the mills? How will it reach the other end? If it does not reach the other end, the prices will go up there. Is it not also the responsibility of the railways to see that prices are maintained

at reasonable levels? I can tell you they wanted 11 wagons and with great difficulty, before the end of the month they were able to supply three wagons—they were supposed to supply 2 wagons per day. Then I am told that the remaining stocks were lifted by trucks. What does it mean? It means higher prices. Unless adequate wagon supply is made for essential commodities, there is no point in saying that we have not increased the freight.

I now come to my constituency—Rajahmundry. It is necessary for the hon. Minister to instruct them to have a look at that station. Perhaps it was built during the British days; not much has been done after that except to touch it up here and there. It has not even been covered fully. Important trains come there; during rainy season the people feel a lot of difficulty to get into the trains. They are completely drenched before getting into the train.

There are not enough seats or accommodation for passengers going from that station in the trains. Rajahmundry is an important station. It is a business and commercial centre. A number of industries are there. For some of the important trains at least, the Howrah Mail, Circar Express, Godavary Express and Coranondal Express there must sufficient number of berths allotted from that station. The public, the commercial concerns and other associations, such as the President of Lions Club and Rotary Club, have been writing about this, but they got only a 'no' from the administration. Not that I am not aware of what good the Administration is, for whatever I have spoken now, I am sure, they will yet send me a very polite reply tomorrow, for everything 'no', and nothing else. I do not want them to repeat that. Now that able and experienced Minister Kamalpathiji is there, he being a good administrator and being in the

company of two other good Minister colleagues who are capable people and with the good name that the Chairman of the Railway Board has, I am sure that they will improve the system and I hope by the time I have to speak in the next budget I will not be made to repeat these things, which I have been doing for the last two or three years. With these words I support the budget.

SHRI SAMAR MUKHERJEE (Howrah): At the beginning I thank the Railway Minister, Railway Administration and the Loco workers for coming to a settlement of the loco-strike, at least just on the eve of the debate on the railway budget. The strike started on some small issues but that is an expression of the growing discontentment among the railway workers. That is why the strike spread and continued. I thank the Minister and the Railway administration for intervening and for having brought about a negotiated settlement. I hope this spirit will be maintained in resolving the problems of the workers in the future also. Negotiations took long hours. Negotiations went on for two days. In the course of negotiations, it looked as if there will be no reconciliation. Negotiations were dropped. Again there was an appeal. There was an intervention. Subsequently, a settlement has been arrived at. But still there is some hitch at Ambala. I reported the matter to the Minister—when the loco staff were going to join work, in a demonstration someone who worked as a black leg, got frightened. He felt that they were going to attack him. The matter was reported by him to the police. Police behaved in such a way that there was lathi charge and so stoppage of work at Ambala. Anyway, the Minister has assured that he will intervene immediately. My point is that this discontentment has accumulated for various other reasons; it is not only simply on the question of their service conditions in Railways. However, to that I will come later on.

[Shri Samar Mukherjee]

In this Budget there has been extra rise in fares and freights. This was normally expected. We told this before interim budget, because it is election time, it is being postponed, otherwise votes will go against the ruling party. These will be coming. So, these have come. Just before the starting of the Session also another hike came on fertilisers, petrol, diesel and chemical products. Another is coming. To-morrow, this will come on a bigger scale in the Budget proposals. All this should not be looked in isolation. That is my main point.

These are the expressions of serious crisis in our economy and day by day it is accentuating. The crisis has reached a stage, whichever measures you may take, remaining within this of the present system, you cannot solve it because it is a vicious circle now. The price of coal increases. Generally we expect that it will lead to an increase in the expenditure of the Railways. Price of diesel increases. We feel that it will have its effect. Since there has been an increase in railway freights, it will have effect on the consumer prices. This is so, because businessmen are quite competent to shift the burden on to the common people. Naturally there will be a large wave of demands for increase in wages, bonus and dearness allowances. If you concede, then your cost will further increase. So, you have reached a dead end, the solution has to be thought very seriously. How to come out of it? It should not be the main concern of the Railway Minister. This is the responsibility of the entire Central Government to tackle this crisis. This imposition of further rise in freights and fare will lead to further inflation and general price rise.

In your Budget speech you have said that there has been extra allot-

ment of Rs. 110 crores in the Plan allotment. It has been raised from Rs. 660 to Rs. 770 crores. Last year it was Rs. 660 crores. Now there is 20 per cent inflation. Calculations will reveal this 20 per cent means further rise of 20 per cent. This additional Rs. 110 crores means even less than the original amount Rs. 660 of last year. So in real terms of purchasing power it is not an increase in the amount. Really the purchasing power of the money which was last year is not even fully covered by additional increase of Rs. 110 crores. This is the nature of the crisis. If you add some more money, because the value of the money is going down, the purchasing power of the money is eroded. So, whatever amount you may add, actually this is not adding to the real requirement of the Budget. Actually, if you consider the role of railways in the context of the total economy of our country, the Economic Survey in the very first page says that railway is one of the very important infrastructures, along with coal and power. It says in the first para:

"Owing to the poor performance of power, coal and railway transport, the infrastructure emerged as a severe bottleneck on production."

This is what is happening. The entire economy is being very seriously affected. On 4th June, our Minister made a speech in the consultative committee meeting where I was present. He said that nearly 80 per cent of the freight traffic is borne by railways. This means the railway occupies a very vital place in our economy as an infrastructure. The railway is in a very serious condition of deterioration. He said,

"However, I cannot help mentioning that there was general deterioration in rail operations when the new Government assumed office in January this year."

In his speech yesterday also, he has mentioned that there has been general deterioration. The only difference is, he laid the entire blame on the past Government. I think that is not proper. This was our criticism against the past Government also that they were also pursuing the same old policy which earlier the ruling Congress Government was pursuing. You know the British separated the railway budget in 1924 from the general budget. Since that time the railway is bearing the burden of giving dividend to the general revenue. That burden is not yet lightened. You are carrying on this tradition since 1924, whereas the railways require huge amounts of investment and for that you are searching for funds. Now you are coming with a solution, viz., more and more burden to be placed on the passengers and the poor man by increasing fares and freight charges. Our party has been telling repeatedly from the very beginning that the role of the railways should be that of a public utility service. Here you are running the railway as a commercial concern. The railway cannot play this double role in today's Indian economy. The railway should be more and more a public utility service. It is an infrastructure demanded by the entire economy of the country. The railway should serve that purpose for developing national integration. That is why the demand on the railway is growing at a rapid pace and the railway is only limping behind.

In that speech, the Minister stated:

"Indian Railways carry over 350 crores of originating passengers annually, i.e. about 1 crore passengers a day. In the last three years alone, the increase has been 36 per cent. Our aim is to provide more passenger trains and to ensure quicker, safer and more comfortable journey."

If the increase in passengers within 3 years is 36 per cent, you cannot increase the number of trains by 36

per cent to cover this increase. You may introduce some new trains and you may attach some more bogies to the existing trains. But the increase in passenger traffic is taking place at such a rapid rate that the railway is not able to meet it. That is why, we see the unusual scenes. The entire roof is covered by the passengers. Some day I was at Lucknow Station and I saw there that when a train reached the station the inside passengers would try to come out and those who were outside, were trying to go in. The result was that there was exchange of blows. This is a regular feature. How long will this situation continue? At the platform there is no place even to stand. It is so jam-packed with the incoming and outgoing passengers.

Similarly, you have to send food-grains and other commodities to distant places. You have to cover the entire market of the whole of India. If 80 per cent of freight is dependent on Railway, you cannot reach there. Then develops the crisis. Two months before, in eastern part, there was absolute stoppage of power plants. Why? Because there was no coal. If coal does not reach power plants, there is no power. Why was there no coal? Because there was no power. So, one is affected by the other. Then the argument came that there were no wagons. So, here the question of infrastructure is very important in our economy. In the Budget speech, he has mentioned that they have made improvements in wagon supply. But that you are doing as an emergency measure. This should not be considered to be the general feature. You said that there is accumulation of coal in the power plants. But that you have done at the cost of other sectors.

When the number of passengers is increasing—36 per cent in three years i.e. 12 per cent in three years—the load on each coach is increasing. But there is no commensurate increase in the staff. Their workload is now double or treble. They are

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very much discontented. The maintenance of the trains is seriously neglected. I am giving an overall picture of the position in which the Railways have now reached. The solution suggested here, according to me, is no solution because, again, it will increase the price of other commodities. Then after the General Budget, the price of those commodities will further rise. Further rise in the price of diesel will affect the Railway's economy. Further rise in the price of coal will affect the Railway's economy. You run the Railways on commercial basis. So, again, you will raise the passengers' fares and freights. This is a vicious circle.

Actually, what is the importance given by the Government to the Indian Railways? I have got with me the report of the Rail Tariff Enquiry Committee. They have made some suggestions. On page 5 they say:

"The development of route length of the Indian Railways in the whole period of almost thirty-five years since Independence has been halting. Beginning from 53,596 route Kms. in 1950-51, the route length today hardly exceeds 60,000 kms., thus showing an average annual increase of less than 10.34 per cent."

So, you don't blame simply the Janata Government. This is the overall review of the progress of our railways.

"... This may be compared with a country like China which inherited a Railway route length of 22,000 kms. in 1949 which has increased to over 50,000 route kms. by 1978. The route length in India, whether in terms of population or land area, compares very unfavourably with not only the economically richer countries of the world, but even when compared with countries like Malaysia, Algeria or Egypt in terms

of population of Sri Lanka in terms of land area."

This is the neglect which the Government has shown to the Railway.

In another place, it is stated on page 5 of this Report:

"The outlay for Railways as a percentage of total Public Sector outlay declined from 20, 21 and 19 per cent in the first three Plans to 8.8, 7 and 4.8 per cent during the fourth, fifth and sixth Plan (proposed) periods. Outlay for Railways as a percentage of outlay for Transport and Communication Sector declined from 58.5, 66 and 68.2 per cent during the first three Plan period to 40, 30.2 and 30.4 per cent during the fourth, fifth and sixth Plan (proposed) periods."

So, this is the cumulative result today of this gross neglect of the Railways. That is why serious thought is necessary on the part of the Government to change the present policy and to give the Railway that much priority which the most important infrastructure deserves.

There is a clamour for development in the backward areas, the most just demand, years after years, but there is no remedy because there are no resources. We cannot blame the Railway Minister for that. That is the only solace. That is why I was jokingly telling that there has been Silver Jubilee of the laying of foundation after 25 years. But does this confirm the requirement of a developing country the economy of which is growing and developing? Can economy grow and develop if the most important infrastructure is in a state of such chaos and crisis? It cannot develop. That is why....

PROF N. G. RANGA (Guntur): There should be more strikes?

SHRI SAMAR MUKHERJEE: If there is no strike, will everything be solved? If you think that if there is no strike, all these are solved....

PROF. N. G. RANGA: There will be more strikes. (*Interruptions*).

SHRI SAMAR MUKHERJEE: The over utilisation of the railway tracks requires... (*Interruptions*).

AN HON. MEMBER: There will be more strikes.

SHRI SAMAR MUKHERJEE: All right, I am coming to that point, my friend. You are well settled. For a casual labourer whose cost of living is rising or jumping—in one year 20 per cent rise in prices—will he not demand rise in wages?

PROF. N. G. RANGA: Locomen are not casual workers.

SHRI SAMAR MUKHERJEE: Is it that because of the strike, inflation is growing (*Interruptions*). This is anti-working class psychology. This is the outlook of the bourgeois exploiting classes. I am bound to say this because strikes come when prices rise, strikes follow the rise in prices. It is not that because of the strike prices rise. So long you did not give bonus to railwaymen, but did that mean that there was no rise in prices? Prices were rising, you did not give bonus. Bonus you have accepted only very recently, and that is also tagged with production. Now you will give the alibi that because Rs. 13 crores have been given, there is a jump in prices. It is a lie. You must try to understand the character of the society in which we are living. It is a capitalist society. It is based on exploitation, and the ruling party and the Government are helping and depending on the monopolies, big business houses and feudal forces. That is why there is polarisation. That is why the whole economy is now landed in the present position. It is bound to crash. (*Interruptions*)

MR. CHAIRMAN: Order, order. How much time will you take?

SHRI SAMAR MUKHERJEE: I will finish in ten minutes.

MR. CHAIRMAN: You have taken 20 minutes. Thirtyseven minutes have been allotted to your party, and there are three more Members from your party who want to speak.

SHRI SAMAR MUKHERJEE: I know.

MR. CHAIRMAN: You can take all the time if you want, I have absolutely no objection.

SHRI SAMAR MUKHERJEE: This is a book called Year Book circulated by the Railway Ministry. I am reading from pages 120-121:

"In many of the foreign countries the gaps in revenues are made up by the Government in the form of revenue grants or subsidies. In most of the countries, the railways are now compensated for the losses they incur in consequence of their public service obligations such as operation of uneconomic services, complying with price restraint orders and carrying certain traffic at concessional rates. The practice in this regard varies from country to country, but the reliefs are mainly in the following forms:

"...Recognising the need to compensate the railway undertakings for such losses, for instance in 1976, the West Government subsidised their railways to the tune of DM 10.5 billion, the British £ 27.5 million and Dutch dollar 250 million. American (Control) Dollars 3.3 billion. The subsidy expressed in terms of percentage of the total receipts comes to 63 per cent for Belgium, 61 per cent for Luxemburg, 60 per cent for Italy, 50 per cent for West Germany, 30 per cent each for France, Denmark, Holland and Britain and 20 per cent for Ireland."

This is how the Railway is treated in many other countries. I want that our Government should consider the Railway to be a very important infrastructure. It is a very important public

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utility service. That is why, all attention must be given to it, to develop it and to improve it and whatever may be the loss, the social burden should be borne by the Government and that burden should not be placed on the passengers, on the poor people by raising the fares and freights. That is my main point.

17 hrs.

Then comes the question of strikes. Strikes came in Railways very late. It was only in 1974 that there was an all-India Railway strike. Strike in industrial establishments is a normal thing and it is a trade union activity throughout the world. Whenever the workers failed to get their demands fulfilled, when all other avenues are exhausted, they resort to strike. Strike is not a pleasant thing to the workers. Strike means starvation to them. If the strike continues for three months, the worker's whole family will starve. Police force is used and the workers are even beaten. The workers have this experience. But when they have no other alternative, if the management or the administration or the Government is not responsive to their genuine demands, they have to resort to strike. In the Railway strike in 1974, six demands were placed before the Government and all these demands were trade union demands and one of the demands was the one to which Prof. Dandavate referred viz., parity with the public sector undertakings, pending fulfilment of the demand for need-based minimum wage. He has given some comparison. I have also some facts for comparison. Today we follow a particular principle viz., similar wages for similar work, same wages for same work. But that principle is not being applied in the case of Railway workers. I will give an example.

A loco driver who brings in a load of 40 box wagons to the doors of the steel plants driving a locomotive with 2200/2600 horse power covering gradients of 1.30 or steeper in Dangoo post-Noamundi area to Durgapur Steel

Plant is placed in the scale of Rs. 330—560 and his Assistant in the scale of Rs. 200—350. But the loco operator and Assistant of Durgapur Steel plant who takes the 40 box wagons in the plain area with locomotives with varying horse power between 275 to 1400 horse power which is much less — (and only 1400 hp locos can draw 40 box wagons) are fixed in the pay scale of Rs. 650—1140. This is the difference. They do the same job. What about that theory—equal pay for equal work? That does not operate. That is why the discontent is there. Because the cost of living is daily increasing, because the real income of the worker is daily eroding, they resort to agitation for their survival. If the Government is sympathetic to the workers and if the Government is very much alive to their demands, then the strikes can be easily avoided. Nobody wants strike. Strike is the last weapon in their hands.

The question of casual labourers has been repeatedly raised. But still that system is there. What is mentioned in Part IV of our Constitution viz., the Directive Principles? It is stated that the Government should pursue such policies whereby a man has the right to work. The right to work in a socialist country is a fundamental right. But in our Constitution, the right to work is a directive principle.

The reports are coming daily that even loco casual labourers who are working for years together are not registered. They are not given the privilege of semipermanency; they are not absorbed. They are only casual workers. Some of them have absorbed but a large number of them are still outside.

The contract system is still in existence. Now, because you are withdrawing steam locomotives, those who work for loading and unloading coal are very much afraid. Whenever we go to them, they come to us making, "What will be our fate if steam locomotives are completely abolished?" If you switch over to

electrification, where is the security of job for these men? What will be their future? That guarantee must be given to them. The contract system must be abolished. The Government had got passed an Act for the abolition of the contract system. According to that Act, a body has been formed. That body has also recommended that for railwaymen also the contract system must be abolished. But it is the Railway administration which is opposed because, according to their principle, the railways should be run on a commercial basis. So, there should be no principle, no human aspect, through contractors, you give them less wages and you take more work from them. So, a contractor, a middleman, is exploiting them tremendously. There are no principles or directive principles or objectives or anything else except a commercial basis. That is why the question of contract system, the question of casual labour, the question of apprentices, the question of other sections of workers such as canteen and Catering Workers etc., are yet hanging in the air. About the six demands which were raised during 1974 strike, nothing has been done. They have repeatedly said that railways should be considered as an industry. But that has not been conceded.

The locomen work under extreme heat; they work in steam engines which are very old. I have got even a photostate copy of an engine which was run by that loco drivers in Sampla Station incident on that day. That was manufactured in Canada in 1945. The Canadian company which manufactured that engine gave a guarantee of 5 years. These locomen are still driving that type of out moded engines. More than 25 per cent of the rolling stock has become completely unusable. But they are still being used. These locomen are being forced to take out those engines because the wage has been fixed according to their mileage. Unless they bring out the engine they will not get the mileage. 75 per cent of their

income comes out of that mileage. Even the loco incharge who certifies whether an engine is fit or unfit is bound to certify as "fit". Otherwise, the family of locomen will have to starve. These are the hazards with which the railwaymen are to work now. I hope the hon. Railway Minister will give serious consideration to all these things and try his level best to improve the relations inside the railways. For the improvement of the railways, a basic change in the policy is absolutely essential. Without that, you cannot solve this problem and you cannot extend the railway throughout India and you will harm the economy. The economy is in the midst of a deepening crisis. The railways cannot fulfil its role.

I totally appose the imposition of extra passenger fares and freight levies.

श्री वृद्धि चन्द्र जैन (बाड़मेर) : सभापति महोदय, माननीय रेल मंत्री ने 1980-81 का जो बजट प्रस्तुत किया है, मैं उसके सम्बन्ध में अपने विचार सदन के समक्ष रखना चाहता हूँ।

जब महगाई अपनी चरम सीमा तक पहुँच गई हो, उस समय रेलवे का किराया और माल-भाड़ा बढ़ना जनता को तो अधिक नही लग सकता है। अभी पेट्रोल और डीजल के दामों में वृद्धि के कारण महगाई बढ़ी है। उसके बाद रेलवे के फेयर और माल-भाड़े के बढ़ने से कीमतें अवश्य ही बढ़ेंगी और उनका रूझान वृद्धि की तरफ होगा। मल्य-वृद्धि हमारे लिए एक परेशानी का विषय है और उस पर नियंत्रण करना आवश्यक है। हम जो कदम उठा रहे हैं, वे इस प्रकार के हैं कि उनमें मल्यों की वृद्धि का रूझान बढ़ता जा रहा है।

जहाँ तक अविकसित क्षेत्रों का सम्बन्ध है, मैंने रेलवे बजट का पूरी तरह से अध्ययन किया है, राजस्थान और अन्य प्रान्तों के बारे में उसका अध्ययन किया है, और पाया है कि अविकसित क्षेत्रों की अभी भी उपेक्षा की गई है और घोर उपेक्षा की गई है। हमारे यहाँ बाड़मेर और जैसलमेर एक रेगस्तानी क्षेत्र है और बहुत पिछड़ा हुआ क्षेत्र है, मगर बराबर उसकी अवहेलना तथा उपेक्षा की जा रही है। राजस्थान में कोटा से नीमच तक जिस रेलवे लाइन का प्रोजेक्ट है, वह भी विकसित क्षेत्र में है। कोटा राजस्थान का सबसे विकसित क्षेत्र है। वहाँ एक

[श्री बुद्धि चन्द्र जैन]

नई रेलवे लाइन खोलने का प्रस्ताव है। इसके अलावा और कोई नई लाइन बनाने का प्रस्ताव नहीं है।

इसका मतलब यह है कि हम रिजनल इम्बेल्स, असंतुलन, पैदा करते हैं और अविकसित क्षेत्रों को अविकसित रहने देते हैं। जब तक किसी क्षेत्र में रेलवे की व्यवस्था नहीं होती है, तब तक वह विकास नहीं कर सकता है। रेलवे बोर्ड और रेलवे मिनिस्ट्री ने कहा है कि हम नई रेलवे लाइनें खोलने के सम्बन्ध में अविकसित क्षेत्रों को प्राथमिकता देंगे। उन्होंने इस सम्बन्ध में उत्तर-पूर्वी क्षेत्र को प्राथमिकता नहीं दी थी, जिसके नतीजे हमें आज भुगतने पड़ रहे हैं। अब वहां पर कुछ रेलवे लाइनें खोली जा रही हैं। हमारे क्षेत्र रेगस्तानी क्षेत्र हैं, सीमावर्ती क्षेत्र हैं और वे भी पिछड़े हुए क्षेत्र हैं। अगर उनकी भी धोर उपेक्षा की गई, तो वे भी रिवाल्ट करेंगे, संघर्ष करेंगे और उसके बाद सरकार कदम उठाएगी उससे अच्छा है कि सरकार पहले ही स्थिति को समझ ले और समय की पहचान कर ले। आज की दुनिया में कोई भी अविकसित नहीं रहना चाहता है, सभी प्रगति और विकास करना चाहते हैं, सभी इन दौड़ में आगे बढ़ना चाहते हैं। हम लोग भी क्यों न आगे बढ़ें क्यों न विकास करें?

मैंने पहले ही सुझाव दिया है, और आपको दोहराना चाहता हूँ कि गंगानगर से गांधीधाम तक बाड़मेर रेलवे लाइन होना आवश्यक है। अभी जो राजस्थान नहर का निर्माण हो रहा है जिस में यह संभावना है कि यह नहर जैसलमेर और आगे के क्षेत्र में भी बढ़ेगी तो इस क्षेत्र का भी विकास हो और इसलिए अगर हम उस क्षेत्र में रेलवे लाइन के बारे में अभी नहीं सोचेंगे तो बाद में जब विकास हो जाएगा और तब रेलवे लाइन की बात सोचेंगे तो उससे विकास की गति धीमी पड़ जाएगी।

कांछला का जो पोर्ट बना था उस समय यह सोचा गया था कि यह पोर्ट पंजाब, हरयाणा और राजस्थान को फीड करेगा। उस समय ऐसा समझा गया था लेकिन उसके बाद भी अभी तक वहां रेलवे लाइन बनाने के बारे में हमारी थिंकिंग कतई नहीं चल रही है। प्रश्न किमा गया तो कहा गया कि इतनी बड़ी लाइन पर 50 करोड़ रुपए खर्च होंगे। मैं यह सुझाव देना चाहता हूँ कि पहले आप बीकानेर को जैसलमेर से मिलाइए। गंगानगर और बीकानेर मिले हुए हैं। बीकानेर को जैसलमेर से मिला दीजिए। फलोदी से कोलायत अगर रेलवे लाइन बना देंगे तो बीकानेर से जैसलमेर मिल जाता है। फिर बाड़मेर का हिस्सा लीजिए। बाड़मेर से पालनपुर तक लेंगे तो फिर बाद में कांछला अपने आप रेलवे लाइन से जुड़ जायेगा। पहले इसके सर्वेक्षण

का काम हाथ में लीजिए। पहले तो यह मान लीजिए कि यह स्कीम लेनी है। अभी तक तो यह माइंड ही नहीं बना और सर्वेक्षण का काम भी शुरू नहीं हुआ। इसलिए मैं यह आज आप से कह रहा हूँ कि यह फिर बाद में आप की सोचना पड़ेगा और पछताना पड़ेगा कि हमें यह कदम उठाना चाहिए था लेकिन हम ने यह कदम नहीं उठाया जिसके कारण यहां पश्चाताप करना पड़ रहा है।

एक बात में विशेष तौर से ध्यान में खाना चाहता हूँ जो हमारे 8 जौन बने हुए है उनमें उत्तरी जौन सबसे बड़ा जौन है और उसके अन्दर हमारे राजस्थान का काफी हिस्सा आया हुआ है। उस जौन में हमारे यहां राजस्थान में सब मीटर गेज ही मीटर गेज है, बाड़मेर की कोई लाइन नहीं है। सारी मीटर गेज रेलवे लाइन होने के कारण अक्सर रेलवे अधिकारी उसकी तरफ कोई ध्यान नहीं देते। रेलवे बोर्ड मीटर गेज की तरफ कतई ध्यान नहीं देता। उन लाइनों की स्थिति बड़ी ही सोचनीय है। आप देखें बाड़मेर से जोधपुर और जोधपुर से जैसलमेर लाइन बनी हुई है। बाड़मेर से जोधपुर की लाइन सौ वर्षों से बनी हुई है। उसके जो स्टेशन है। उन स्टेशनों में कोई भी तरक्की आज तक नहीं की गई है। सौ वर्ष पहले जो बने हुए है उनमें कोई भी परिवर्तन नहीं किया गया है। अब आप एमेनिटीज दे रहे हैं, सेकंड क्लास के पैसजर्स को एमेनिटीज दी जा रही हैं, और लांगो को दी जा रही है लेकिन हमारे यहां तो बहुत से स्थानों में प्लेटफार्म ही नहीं है और वर्षा अगर हा जाय तो वहां कतई किसी तरीके का कोई कवर नहीं है। गर्मी के दिनों में भी जब कि वहां पानी की बहुत आवश्यकता होती है, सबसे बड़ा मकंद पीने के पानी का है। इस प्रकार की स्थिति मीटर गेज पर है। तो मैं सुझाव के रूप में यही कहना चाहता हूँ कि मीटर गेज का एक नया जौन त्रियेट किया जाना चाहिए। यह पांच छ. हजार किलोमीटर का क्षेत्र है जिस के अन्दर राजस्थान का क्षेत्र आता है, सौराष्ट्र का क्षेत्र आता है और मध्य प्रदेश का क्षेत्र आता है। अगर मीटर गेज का अलग जौन बना दिया जाता है और उसका हेडक्वार्टर जोधपुर में बन जाता है तो कुछ सुविधाएं, कुछ एमेनिटीज वहां के पैसजर्स को भी मिल सकती है।

जो सर्विस वाले है उन का भी हेडक्वार्टर नार्दन रीजन का इलाहबाद में है। सर्विसेज के अन्दर राजस्थानियों को कोई भी सुविधा उसके कारण नहीं मिलती। एक परसेंट या दो परसेंट से ज्यादा उनका स्थान उस में नहीं मिलता। बड़ी बड़ी सर्विसेज में कोई स्थान है ही नहीं। बड़ी बड़ी सर्विसेज में अगर स्थान है तो यू पी का है, पंजाब का है लेकिन राजस्थानियों के लिए

कोई स्थान नहीं है। इसका अन्तर कोई निवारण हो सकता है तो वह तभी हो सकता है जबकि मीटरगेज जोन की व्यवस्था वहाँ की जाय।

मैं कुछ सुझाव प्रस्तुत करना चाहता हूँ। मैं पहले रेल मंत्री जी को धन्यवाद देना चाहता हूँ कि जब पहले मैंने जनवरी में भाषण दिया था उस समय ऐसी स्थिति थी कि हमारे यहाँ रेल की रात्रि सेवायें नहीं चलती थी, उस समय देश में 122 ट्रेन्स नहीं चलती थी लेकिन आपने प्रयास करके सभी ट्रेन्स को चलाना शुरू किया। आपने कोयले की व्यवस्था की, डीजल की व्यवस्था की और सारी व्यवस्थाएँ करके गाड़ियों को शुरू किया। आपने एक सबसे बड़ा काम यह किया कि जोधपुर से जयपुर मरुधर एक्सप्रेस चलाई जिससे हमारी जनता को बहुत लाभ हुआ। इसी सम्बन्ध में मैं निवेदन करना चाहता हूँ कि मरुधर एक्सप्रेस जो चलती है वह बुधवार को नहीं चलती है। इसलिए नहीं चलती है कि वेस्टर्न रेलवे कोआपरेट नहीं करती। कोई भी एक्सप्रेस ट्रेन जो चलाई गई है वह अगर हफ्ते में एक दिन न चले तो उसकी यूटिलिटी में बड़ी बाधा आती है। इसलिए मेरा निवेदन है कि वह ट्रेन जो आपने चलाई है वह रेग्युलर चलती रहे, उसमें बुधवार की छुट्टी न रहे। कितना भी खर्चा आये, वेस्टर्न रेलवे का कोआपरेशन लेकर उसको रेग्युलर चलाना चाहिए। नार्दर्न रेलवे तो पूरी तरह से कोआपरेट करती ही है। इसलिए इसकी व्यवस्था की जानी चाहिए। मैंने यह भी देखा है कि मरुधर एक्सप्रेस जोधपुर से फलेरा तक टाइम से पहुँचती है लेकिन उसके बाद जयपुर तक वेस्टर्न रेलवे किसी न किसी कारण से उसको लेट कर देती है। कभी कोई बड़े अधिकारी गुड्स ट्रेन में आगे चले जाते हैं। वह गाड़ी पीछे रह जाती है और छोटे-छोटे स्टेशन्स पर रुकती है। मैं खुद अभी 3-6-80 को उसी ट्रेन पर सफर कर रहा था, मैंने देखा कि वह एक घंटे चार मिनट लेट रही जिससे पांच मौ पसेजर्स को नुकसान पहुँचा। वेस्टर्न रेलवे के नान-कोआपरेशन के कारण या किसी अधिकारी को लाभ पहुँचाने के कारण इस ट्रेन को लेट कर दिया जाए—इसको हम कभी पसन्द नहीं करते।

मैं अपने क्षेत्र के सम्बन्ध में दो चार सुझाव देकर समाप्त करूँगा।

समापति महोदय : क्या कभी आपके दो चार सुझाव बचें हैं ?

श्री बृद्धि चन्द्र जैन : पांच मिनट मैं समाप्त कर रहा हूँ। अहमदाबाद से दिल्ली के लिए ब्राडगेज का प्रश्न बहुत पहले से चल रहा है, जो भी मंत्री आते हैं वे आश्वासन देते हैं.....

समापति महोदय : आप केवल सुझाव देते चले जायें, व्याख्या करेंगे तो बड़ा समय लगेगा।

श्री बृद्धि चन्द्र जैन : मेरा निवेदन है कि ब्राडगेज की स्वीकृति देकर जल्दी से जल्दी कार्य शुरू किया जाना चाहिए ताकि हम राजस्थान के लोग भी ब्राडगेज का कुछ लाभ उठा सकें, हम भी इण्डस्ट्रियल प्रोडक्शन में कुछ आगे बढ़ सकें तथा कुछ तरक्की कर सकें।

जो मरुधर एक्सप्रेस जोधपुर से जयपुर चलती है, उसमें मेरा सुझाव है कि बाड़मेर से जयपुर तक एक कोच लगाई जानी चाहिए। इससे टाइमिंग में कोई अन्तर नहीं आयेगा। इस प्रकार बाड़मेर के पैसेंजर सीधे जयपुर जा सकते हैं। इसलिए इसके बारे में एक कोच की बाड़मेर से जयपुर तक के लिए व्यवस्था होनी चाहिए।

जोधपुर-दिल्ली एक मेल चलती है, उसमें भी बाड़मेर से दिल्ली के लिए कोच लगना चाहिए। बाड़मेर एक महत्वपूर्ण स्थान है, सीमावर्ती नगर है, जिले का मुख्यालय है और इसकी इम्पोर्टेस भी है। सिर्फ एक कोच की व्यवस्था करने से बाड़मेर को दिल्ली से मिलाया जा सकता है। आजादी के बाद मुनावा हिन्दुस्तान के क्षेत्र में आया और खोखरोपार पाकिस्तान में आया। खोखरोपार और मुनावा के बीच में दस माल पहले गाड़ी चलती थी, जिससे राजस्थान और गुजरात के यात्री पाकिस्तान जाते थे, जो गुड्स ले जाते थे। वहाँ पर बराबर आना-जाना होता था। पिछले दस माल से यह व्यवस्था बन्द कर दी गई, जिसकी वजह से राजस्थान, गुजरात, महाराष्ट्र और मध्य प्रदेश के यात्रियों को बहुत ही नुकसान और बहुत ही कठिनाई का सामना करना पड़ रहा है। मेरा निवेदन है कि इसके सम्बन्ध में व्यवस्था की जानी चाहिए।

इन शब्दों के साथ जो बजट प्रस्तुत किया गया है, समर्थन करते हुए कहना चाहता हूँ कि रेलवे में जो खाने की व्यवस्था है, उस व्यवस्था में बहुत ही इम्फ़ीयर क्वालिटी का खोना दिया जाता है। मैं पिछले दिनों पूर्व को और गया था और पूर्व के अन्दर उत्तर पूर्वी क्षेत्रों में—मेघालय, आसाम आदि इन क्षेत्रों में तो खाना बहुत ही इम्फ़ीरीयर क्वालिटी का है। दाल के अन्दर सिर्फ पानी ही पानी है और कुछ नहीं बिखाई देता है। इसलिए पैसेंजरों की सुविधा के लिए जो खाना दिया जाता है, उसमें सुधार किया जाना चाहिए। रेलवे मंत्री महोदय, मुझे आशा है कि इस सम्बन्ध में देखेंगे क्योंकि इस प्रकार की व्यवस्था से यात्रियों पर बहुत बुरा प्रभाव पड़ता है।

इन शब्दों के साथ रेलवे मंत्री महोदय को धन्यवाद देते हुए, जो बजट उन्होंने प्रस्तुत किया है, उसका मैं समर्थन करता हूँ।

DR. A. KALANIDHI (Madras Central): Respected, Sir, at the outset I offer my sincere thanks to the hon'ble

[Dr. A. Kalanidhi]

Minister for Railways and Finance for having extended the tenure of the office attending the rapid transit system at Madras till 30-6-1980. I request the hon'ble Minister to extend the term of the project upto 31-12-1980. With the present set-up this extension is an absolute must. In case the project office is disbanded on 30-6-1980 it implies that the scheme for Madras is abandoned and Madras city will not have this for years to come.

I hope that this RTS project which is a must for Madras city will be included in the ensuing Five Year Plan even if the air from the World Bank is not forthcoming. At this juncture it is to be noted that the Rs. 450 crores Calcutta project is expected to be completed at a cost of Rs. 600 crores. Moreover, it is reported that a sizeable sum allotted for the last year has been surrendered whereas the project cost of the Madras city will be only 73 crores to be spent in five years. Though the length of the scheme is reduced, this can effectively meet the needs of the commuters in the southern sector of the city from Madras beach to Luz, and beyond that the roads can take care of the traffic. Hence the Planning Commission, the Finance Ministry and the Railways should take up positive steps to ensure that at least this small scheme for Madras which is only surface-elevated one not involving any foreign exchange is included in the Plan and in the meantime a token provision is made so that preliminary work such as detailed designing and planning etc. could be completed and construction works started immediately, the green signal has been given by the Planning Commission. At the last Session of Parliament the Finance Minister and the Planning Commission had stated that a decision with regard to the rapid transport system for Madras could be taken only after submission of the report of the 'committee on national transport.' As per press reports this committee has submitted its report to the Prime Minister. It is observed they have very strongly stressed the

need for rapid transport system for Madras. An extract from there reads as follows:

"A new railway line will have to be taken up soon from Beach to Bharathi Salai to meet the growing needs of the Madras commuters. It is the first phase of the Madras rapid transport system estimated to cost Rs. 24 crores.... The Committee has also recommended optimisation of the metre gauge railway line from Beach to Guindy on a priority basis."

The Committee have also added that—

"Electricity should as far as possible constitute the motive power for transport. In this context the Committee favours rapid transit rail systems for metropolitan towns. The traffic density is beyond the capacity of any road-based transport systems."

These rapid transit systems should, as far as possible, be above the ground, as underground railways are prohibitively expensive."

The scheme suggested for Madras meets all the stipulations of the Committee. Also, the Pallavan Transport Corporation have stated in very clear terms that they will not be able to cater to the future traffic which is increasing day by day.

An article that has appeared regarding the increase in fares by the Pallavan Transport Corporation consequent on the increase in diesel cost from 12-6-1980 say this:—

"The metropolitan wing of the PTC which consumes 90 kilo-liters of diesel a day, will have to pay Rs. 2.50 crores more a year. Consequently, its fuel bill will go up to Rs. 7.75 crores and its total expenditure about Rs. 30 crores in a full year."

This explanation strengthens the case for rapid transit system such an increase in fares would only attract trips

to the public transport system from the private sector, car scooter etc. and to the commuter problems.

Incidentally I would like to bring to the hon. Minister's notice the Prime Minister's hint on the hike in the price of petroleum products.

"Prime Minister Indira Gandhi to day (June 5th, 1980) hinted at a possible hike in the prices of petroleum products.

Talking informally with newsmen Mrs. Gandhi remarked that the Government cannot go on subsidising the prices of petroleum products.

India, whose need for oil is great, was being 'double-squeezed', Mrs. Gandhi said.

India could not afford to pay the prices which developed countries paid after raising a hue and cry.

Mrs. Gandhi said, because of its size and population, the oil exporting countries considered India as a developed country. 'So we get squeezed both sides. There is nothing we can do about it.'

Taking into consideration the traffic potential the need for a project, the cost involved, availability of land, manpower, materials and expertise, this project will be the cheapest and which could be completed within the stipulated period without much difficulty.

This will, if implemented at right earnest, go a long way in relieving the traffic congestion and aid the expansion of the extended areas.

Traffic studies of the metropolitan project and the increase in the rate of growth of population of the Madras City and the suburbs had revealed that the rapid transit system only could meet the demand of the future.

Considering the cost of the Calcutta project and the need of the Madras Project, the finance required for the

Madras rapid Transit System could be accommodated within the plan allocation without waiting for the World Bank aid.

I also request you, Sir, that the existing railway line to ICF from Villivakkam may be extended upto Arumbakkam and energised to meet the demand of the day, arising due to the proposed shifting of kothawal market situated at present in George Town and the setting up of small scale industries and the population in the extended areas. This project may please be taken up immediately, to be in phase with the growing Madras City jurisdictions.

To induce people to move away from urban areas, the extended areas have to be taken care of in all respects. The uppermost need of the extended areas is communication. But this aspect is not at all looked into at the appropriate time and implemented systematically. The commuters up to and beyond Tambaram and up to Chengalpattu and Kancheepuram are experiencing lot of difficulties for want of proper and timely Electric Multiple Units in adequate numbers. The out-moded E.M. Units now running at present from Madras Beach to Tambaram have to be replaced immediately and additional units have also to be added to cope up with the growth of the commuters. Indents placed by Southern Railway for the supply of additional E.M. Units have not yet been supplied for the past ten years.

Action must be taken at the earliest to supply the required E.M. unit coaches immediately to relieve the congestion, before the system breaks down, due to over-loading of commuters, etc. and enormous pressure exerted on this system. Even though the hon. Minister has promised to do something in the interim budget, there is little progress achieved in this direction.

Regarding the welfare measures for the employees, I want to stress the

[Dr. A. Kalanidhi]

need for a proper machinery to look after the interests of the staff employed in the "Personnel Branch" of the different Railways under the Railway Board. The Personnel Branch staff looking after the interests of other railway personnel could not get their grievances redressed, since they could not approach anybody else. Attention must be paid in this direction and the General Manager's personnel staff must be made responsible for the redressal of the grievances of the personnel branch staff.

I thank on behalf of the DMK party and the people of Tamil Nadu the hon. Minister for Railways for having provided sufficient funds in the Budget for the Tirunelveli-Nagarkoil line so that these could be opened to traffic during the current year. The long awaited demand for the provision of new railway lines between Karur - Dindigal-Madurai-Tuticorin-Tirunelveli should be taken up immediately, though you have said that it is under consideration. Consideration alone is not enough, it should be taken up immediately.

Yet, another scheme for which the people have been awaiting eagerly in the context of high petrol and diesel prices is the electrification of the Arakonam-Jolarpet line. The new line from Samraj Nagar to Palani via Sathyamangalam, Mettuppalayam, Tiruppur, Dharapuram-Palani should also be taken up, as the hon. Minister is a very religious and orthodox man. It will not only help at the inter-State level, but at the inter-district level also.

With these words, I conclude my speech.

सभापति महोदय : श्री राम स्वरूप राम ।

श्री राम स्वरूप राम (गया) : माननीय सभापति महोदय

श्रीधरी मुलतान सिंह (जलेश्वर) : सभापति महोदय, हमारा नाम क्यों नहीं आ रहा है ।

सभापति महोदय : आप को बारी से बुलाया जाएगा । अब इसकी व्याख्या करने लगे कि क्यों नहीं बुलाया गया, तो ठीक नहीं है ।

श्रीधरी मुलतान सिंह : क्या कारण है ? क्यों नहीं बुलाया गया है । (अवधान) आप सदन की अध्यक्षता कर रहे हैं या अध्यक्ष कर रहे हैं ?

सभापति महोदय : आप को जरूर बुलाया जाएगा । यह आप सभापति के विवेक पर छोड़ दें ।

श्री राम स्वरूप राम : सभापति महोदय, माननीय रेल मंत्री जी ने जो गतिशील विकासो-उन्मुख बजट सदन के सामने प्रस्तुत किया है, इस के लिए मैं रेल मंत्री जी को हार्दिक बधाई देता हूँ । अभी तीखी से तीखी आलोचना हमारे विरोधी दल के माननीय सदस्य कर रहे हैं । किसी ने कहा कि भाड़े बढ़ गए और किसी ने कहा कि तरह तरह की चीजें उस बजट में उभर रही हैं लेकिन मैं कहना चाहता हूँ कि श्री मधु दंडवते जैसे लोगों की खोखली अर्थ नीति के चलते ही आज हिन्दुस्तान में यह स्थिति आई । रेलों के किराये भाड़े बढ़े । रेल में जो ऐसी स्थिति पैदा हुई है, उसकी मुख्य जिम्मेदारी जो हमारी प्रीवियस गवर्नमेंट थी, उस की है । यह दशा जो हुई है, उसके लिए हमारे श्री मधु दंडवते, जो पहले रेल मंत्री रह चुके हैं, जिम्मेदार हैं और इस बात को हिन्दुस्तान की सारी जनता जानती है । उन्होंने यह कहा कि हमने तीन सालों में कोई किराये नहीं बढ़ाये लेकिन मैं उनसे पूछना चाहता हूँ कि क्या उन्होंने कोई एक भी विकासोन्मुख योजना देश में चलाई ? मैं माननीय पंडित जी का बहुत शुक्रगुजार हूँ कि जब मैं जीत कर आया और पहले पहले इस लोक सभा में आया तो मैंने पंडित जी से अनुरोध किया था कि हमारे यहां जनता को काफी परेशानी है, तो पंडित जी ने निलांचल एक्सप्रेस दिल्ली से पुरी तक एवं रांची चंडीगढ़ एक्सप्रेस चलाई जिससे आदिवासी और वीकर से सेक्शन के लोग लाभान्वित हो रहे हैं । क्या यह विकासोन्मुख योजना नहीं कही जा सकती ? अगर यह विकासोन्मुख योजना नहीं हो सकती, तो वे अपने हृदय पर हाथ रख कर बताये, कि उन्होंने तीन सालों में क्या किया । उन्होंने अपने तीन साल के शासन में देश में अराजकता और देश में पथकतावादी ताकतों को बढ़ाने का एक तरह का साहस किया । मैं इस सम्बन्ध में और कुछ नहीं कहना चाहता हूँ लेकिन एक ही चीज कहना चाहता हूँ कि जो रेल बजट देश के सामने आया है उसका मैं हार्दिक समर्थन करता हूँ ।

इस के साथ-साथ मैं पंडित जी से एक निवेदन करना चाहता हूँ और वह यह है कि आज देश में 68 परसेंट पापूलेशन ऐसी है, जिस की आमदनी एक रुपए से लेकर 500 रुपया महीना

है और वह आदमी सैकेंड क्लास में सफर करता है। मैं अब के साथ आप के सामने यह बात रखना चाहता हूँ कि 68 परसेंट जो पापुलेशन है, जिस की आमदनी 1 रुपए से लेकर 500 रुपए तक है, उस पर आप किसी तरह का और भार मत डालिए। चूंकि ये काफी गरीब हैं, उसको पांच पैसे की बढ़ोतरी प्रचुरेगी और उस पर काफ़ि आर्थिक दबाव पड़ेगा।

मैं एक दूसरी बात कहना चाहता हूँ कि जो आपने फर्स्ट क्लास और ए० सी० सी० पर बीस परसेंट किराया बढ़ाया है, उसको आप 25 परसेंट कर दीजिए और एक सी किलोमीटर ट्रेवलिंग करने वाले को आप एग्जैम्प्ट कर दीजिए। हिन्दुस्तान में फर्स्ट क्लास और ए० सी० सी० में ट्रेवल करने वाले लोग काफी उदार हैं। वे पांच परसेंट की और बढ़ोतरी से इंकार नहीं करेंगे। इस तरह से आपकी योजनाएँ और आपको परिकल्पनाएँ भी पूरी हो जायेंगी। आप 5 परसेंट किराए बढ़ाने की बात छोड़ दीजिए।

आपकी योजनाएँ काफी विकासमुख हैं। मैं कुछ बिहार की ओर भी ध्यान आकृष्ट करना चाहूँगा। हमारे स्वर्गीय ललित नारायण मिश्र जी रेल मिनिस्टर में तो उन्होंने बिहार के विकास के लिए रेलवे की बड़ी-बड़ी योजनाएँ विभाग को सौंपी थी। उनकी योजना बिहार के आदिवासी, हरिजन क्षेत्रों में स्थित बीकर सेक्शन को ज्यादा से ज्यादा रेल सुविधायें पहुंचाने की थी। लेकिन दुर्भाग्यवश वे हमारे बीच नहीं रहे। अब आप उनकी योजनाओं को देखें और उन योजनाओं को लागू करने के लिए आप कोई न कोई कदम अवश्य उठाए।

सभापति जी, आप के माध्यम से रेल मंत्री जी से मैं एक और निवेदन करना चाहता हूँ कि पिछले सत्र में हम ने दो-तीन सवाल सदन के समक्ष पूछे थे। मैंने उन सवालों में कहा था कि पटना-गया रेलवे लाइन बड़ी पुरानी रेलवे लाइन है। जब जब दुर्घटना होती है, ग्रांड ट्रंक लाइन पर या मेन लाइन पर तो उसकी उपयोगिता काफी बढ़ जाती है। माननीय रेल मंत्री जी जानते हैं कि उस लाइन को डबल करने का प्रस्ताव था। मैंने मेम्बर ट्रेफिक से मिलकर भी उनका सारी बातों की ओर ध्यान आकषित किया था। पांच-सात सदस्यों के हस्ताक्षर से एक मेमो-रंडम भी मैंने मंत्री जी को दिया था। सोचा था कि आने वाले बजट में पटना-गया लाइन को डबल करने की कोई योजना होगी लेकिन दुःख की बात यह नहीं है। दूसरा सवाल मैंने किया था कि राजगृह से बोद्ध गया को लिंक करने का। उस बजट में बड़ी भाशा की थी। क्योंकि वह एक हरिजन और आदिवासी क्षेत्र है और वहाँ के लोग काफी गरीब हैं। उस जगह की हिस्टारिकल, पोलिटिकल और इन्टरनेशनल दृष्टि

से भी बड़ी इम्पार्टेंस है। वहाँ पर जादा, सुमावा, श्री लंका और दूसरे मुल्कों से लोग भगवान बुद्ध के दर्शन करने के लिए आते हैं। वहाँ पर एक रेलवे लाइन होनी चाहिए। पिछले बजट को मैंने देखा था। उसमें सर्वे की बात कही गयी थी। माननीय मंत्री जी ने एक लिखित प्रश्न के उत्तर में भी राजगृह और बोद्ध गया को लिंक करने की बात की थी। पता नहीं उस योजना को जो कि एक पिछड़े हुए क्षेत्र की योजना है आपने क्यों छोड़ दिया?

एक बात मैं और आपसे कह देना चाहता हूँ और वह एक बहुत ही सिम्पल बात है। रेलवे देश का एक बहुत बड़ा उद्योग है जहाँ पर ज्यादा से ज्यादा एम्पलाइमेंट दी जाती है। अभी हमारे माननीय रामविलास पासवान जी ने सदन के समक्ष आंकड़ा दिया है जो कि हरिजनों की रिजर्वेशन के सम्बन्ध में है। हमारे मंत्री जी गरीब परवर हैं और गरीबों के लिए उनके दिल में दर्द है। हरिजनों का जो कोटा है वह काफी दिनों से पूरा नहीं हो रहा है। दुर्भाग्य है कि पिछली सरकार ने हरिजनों के नाम पर आंसु तो बहुत बहाये लेकिन किया कुछ नहीं। मैं अब मंत्री जी से कहना चाहता हूँ कि हमारा जो रिजर्वेशन का कोटा है चाहे वह फोर्थ ग्रेड का हो, रतीय ग्रेड का हो, या पदाधिकारी वर्ग का हो, उसको बड़ी तेजी से पूरा करें। मैं आपसे नम्र निवेदन करूँगा कि आप एक पावर फुल कमेटी बनायें जो इस बात की जांच करें कि हरिजनों और आदिवासियों के लिए जो रिजर्वड कोटा है उसको भरने के लिए हमारे पदाधिकारी गंभीरता से कोशिश कर रहे हैं या नहीं। जिन पदाधिकारियों के बारे में यह पाया जाये कि उन्होंने रिजर्वेशन के मामले में उपेक्षा बरती है है या वे बाधक रहे हैं उनके सी आर में उसके बारे में एंट्री की जाये और उनके खिलाफ एक्शन लिया जाये।

अन्त में मैं चन्द मांगें ही आपकी सेवा में पेश करना चाहता हूँ। एक तो यह है कि एक डबल लाइन गया पटना को दी जाए और डबल लाइन से इस को लिंक किया जाए साथ ही राजगीर और बोद्ध गया लाइन बहुत दिनों से लंबित है उसे कार्यान्वित किया जाये। पटना से गया तक एक एक्सप्रेस गाड़ी चलाए। इसका कारण यह है कि आज से बीस बरस पहले से तीन गाड़ियाँ आती जाती थीं और वही आज भी हैं। जबकि गया जिले की ही आबादी 46 लाख हो गयी है यह 1971 के सेंसस में लिखी गई है और अब तो और भी बढ़ है। इस वास्ते आप एक एक्सप्रेस गाड़ी चलायें जो पटना और गया को टच करे।

सौ किलोमीटर तक की जर्नी पर आपने पांच प्रतिशत किराया बढ़ाने की बात कही है। इसको न करके फर्स्ट क्लास के यात्रियों पर आप बीस के

[राम स्वर्ण पाम]

बजट 25 प्रतिशत किया गया बढ़ा दें तो ज्यादा अच्छा होगा। ऐसा आपने किया तो आपकी योजना ज्यादा गतीशील हो सकेगी।

अक्स में मैं पूज्य पंडित जी को धन्यवाद देता हूँ कि उन्होंने एक गतिशील और विकासोन्मुख बजट प्रस्तुत किया है।

चौधरी मलतान सिंह (जलेश्वर) : जो रेल बजट आया है इसका विरोध करने के लिए मैं खड़ा हुआ हूँ। विरोध करने के साथ साथ मैं कुछ सुझाव भी देना चाहूँगा। विरोध करने का मतलब यह है कि मैं विभाग की कमियाँ बताना चाहता हूँ। मैं समझता हूँ कि यह बजट जन विरोधी और खास करके गरीब विरोधी है। यह जनता की कमर तोड़ने वाला बजट है। मैं समझता हूँ कि टैक्स और किराया बढ़ाने से काम चलने वाला नहीं है। काम तभी चलेगा जब रेलों की कार्यक्षमता को बढ़ाया जायेगा। मेरा ख्याल है कि जो पहले रेलों में चौकीदार रखे जाते थे वे जी० आर० पी० के मातहत रखे जाते थे और अब आपने सुरक्षा दल बना दिया है। इससे पचास गुना चोरियाँ बढ़ गई हैं। इन चोरियों को अगर रोक दिया जाये तो शायद टैक्स और किराया बढ़ाने की आपको जरूरत महसूस नहीं होगी।

34 साल की आजादी में जितनी भी ट्रेने बढ़ाई गई है वे एकमस्र और मेल ट्रेने ही बढ़ाई गई हैं। पंडित जी बैठ गए हैं। वह पहले भी रेल मंत्री रह चुके हैं और आज भी हैं। वह बताए कि दिल्ली से टंडला के बीच में सन 1937 में जो गाड़ी चलती थी पैसेजर क्या आज भी वही एक गाड़ी नहीं चल रही है? टंडला से कानपुर जो गाड़ी चल रही थी 1940-45 में क्या वही आज भी चल नहीं रही है? टंडला से फर्रुखाबाद जो चल रही थी पैसेजर वही क्या आज भी नहीं चल रही है? दिल्ली से अहमदाबाद पैसेजर ट्रेन चल रही थी और वही आज भी चल रही है। यह हालत अस्सी प्रतिशत जनता के काम आने वाली पैसेजर गाड़ियों की है और उनके लाभ के लिए कोई गाड़ी नहीं बढ़ाई गई है। 51 किलोमीटर तक के सफर पर आपने पांच प्रतिशत किराया बढ़ा दिया है। लेकिन इन गाड़ियों में जितनी भीड़ रहती है अगर बड़े आदमी को इन में मुक्त में भी बिठा दिया जाए तो भी वह शायद बैटना पसन्द नहीं करेंगे। यह हालत इन गाड़ियों की है और इस पर भी आप ने पांच प्रतिशत किराया उन पर बढ़ा दिया है। मेल और एक्सप्रेस गाड़ियों की तादाद आप बढ़ाते चले जा रहे हैं शायद इस आधार पर कि आबादी शहरों, व्यापारियों, नेताओं की बढ़ रही है जो इन मेल ट्रेनों में सफर करते हैं। मैं पूछता चाहता हूँ कि देहातों की क्या आबादी बढ़ नहीं रही है। उन लोगों के फायदे के लिए आपने 1940 से अब तक कोई

भी पैसेजर ट्रेन नहीं बढ़ाई है। पैसेजर ट्रेन में भाड़ देने वाला कोई नहीं होता है, पैसे नाम के लिए लगा दिए गए हैं और वे चलते नहीं हैं। यह सही बात है। इन डिब्बों में टट्टियों की यह हालत है कि अगर मंत्री जी उन में खड़े जाएं तो मेरे खयाल में एक महीना नहीं तो 15 दिन तक तो जरूर अस्पताल में इलाज करावेंगे। इन गाड़ियों में भूसे की तरह आदमियों को भरा जाता है। इतना होने पर भी सैकड़ों आदमी इन गाड़ियों में चढ़ने से वंचित रह जाते हैं, प्लेटफार्मों पर ही खड़े रह जाते हैं।

देहात के स्टेशनों के प्लेटफार्मों की हालत यह है कि उन पर खड़ा होने वालों के लिए छूप, पानी तक से बचने के लिये कोई छाया का प्रबंध नहीं रहता है। आपने यह बिछा दिया है कि एयर कंडिशन और फर्स्ट क्लास वालों के बास्ते भी आपने किराया बढ़ा दिया है। लेकिन इन में कौन चलता है? लोक सभा के सदस्य, विधान सभाओं के सदस्य, इनकम टैक्स देने वाला व्यापारी बगैर या पास होल्डर या अफसर लोग ही चलते हैं। वही से आपको सारे का सारा घाटा होना है। सारा बोझ उसका शासन पर पड़ता है। मैं सुझाव दूँगा कि पूरी की पूरी ट्रेन को आप सैकिंड क्लास कर दें। ऐसा आपने किया तब आपको पता चलेगा कि कैसे लोग इन में यात्रा करते हैं और गरीब लोगों की क्या हालत हो रही है।

यह कह दिया जाता है कि ढाई तीन साल में सारी व्यवस्था बिगड़ गई है। मैं पूछना चाहता हूँ कि इन तीन सालों में हम ने क्या जुल्म किया है? कौन सा टैक्स हम ने बढ़ाया है। कौन सी ट्रेन घटाई है और कौन सी ट्रेन आपने हमारे लिए बढ़ा दी है?

आपने कहा है कि गरीबों के काम आने वाले वस्तुओं पर भाड़ा नहीं बढ़ाया गया है। इन सब को इस बढ़ोतरी से मुक्त रखा गया है। मैं पूछना चाहता हूँ कि कौन सी चीज़ पर आपने भाड़ा नहीं बढ़ाया है? क्या पत्थर सफेदी बनाने के काम नहीं आता है जिस पर भाड़ा बढ़ा दिया गया है? क्या गरीब आदमी को ईंटों की जरूरत गांवों में नहीं होती है जिगको बनाने के लिये काम आने वाले कोयले पर भाड़ा बढ़ाया गया है। यह जो नाटक है यह आप कब तक इस तरह से रचते रहेंगे? 34 साल आपको नाटक रचते हुए हो गए हैं। कुछ गरीबों की तरफ भी आप-को देखना चाहिये। (इशारेवाज) कोई भी पैसेजर ट्रेन नहीं बढ़ी है। सभी मेल और एक्सप्रेस बढ़ी हैं। एयर कंडिशन में जहाँ बीस आदमी आराम से बैठ सकते हैं, वहाँ एक आदमी बैठता है। लेकिन दूसरे दर्जे का यह हाल है कि वह ठसाठस भरा रहता है और तिल धरने की भी उस में जगह नहीं रहती है। भूसे की तरह आदमी उस में ठँसे रहते हैं। जब बैठने के लिए गाड़ियों में जगह नहीं होती है तो का जरूरत है इन एयर

कॉन्सिड गार्डियों की ? गोमयरी एक्सप्रेस जो दिल्ली से बखरवाक जाती है मैं चाहता हूँ कि आप हिताब सगा कर बतलान कि इस के एयर-कॉन्सिड डिब्बों में कितने टिकट वाले जग है वह कती है अब तक बैठे हैं और कौन लोग है जो बैठे हैं ? सिवाय रेल अफसरों के सा सुस्थस दल के सिपाहियों के और कौन है जो उन में जाते हैं । मिनिस्टरों के लिए, एम पीज के लिए, बड़े आदमियों के लिए आप ने इनको बना रखा है । एक आदमी जो उस पर बैठ कर चलता है उसकी हाजत को आप देखें । आप ने थर्ड क्लास को सैकिड क्लास कर दिया है । लेकिन जो आदमी छत पर बैठ कर चलता है उसको आप क्या नाम देंगे ? थर्ड क्लास ? जो अन्दर बैठ कर चलता है वह तो सैकिड क्लास ही गया लेकिन जो छत पर बैठ कर चलता है वह कौन सी क्लास हुई ? जो जमीन पर बैठता है उसकी तो कोई श्रेणी ही नहीं है ।

जितनी भी ट्रेने बढ़ाई गई हैं मेल और एक्स-प्रेस ही बढ़ाई गई हैं, पैसेंजर नहीं । 1937 से आज तक प्रहमदाबाद से दिल्ली एक ही पैसेंजर ट्रेन चलती आ रही है, दिल्ली से टुडला, टुडला से कानपुर, शिकोआबाद से फरखाबाद एक एक ही ट्रेन है । उन में कोई बढ़ोत्तरी नहीं की गई है । क्या कारण है कि अस्सी प्रतिशत जनता की तरफ आपका ध्यान नहीं जाता है । फर्स्ट क्लास में जो अफसर जाते हैं वह गवर्नमेंट से किराया ले लेते हैं । उसकी गांट से कुछ नहीं जाता है । इसी तरह से एयरकॉन्सिड का हाल है । इस दर्जे में चलने वाले अधिकांश बड़े लोग जो खर्च करते हैं वह इनकम टैक्स में से सुविधा प्राप्त कर लेते हैं । इस सब का जो भार है वह गरीबों पर ही पड़ता है, जो अस्सी प्रतिशत लोग रेलों में लटक कर चलते हैं उन पर ही पड़ता है ।

एक माननीय सदस्य : आपने सैकिड क्लास का पास बनवा लिया है ?

जोधरी मुलतान सिंह : आपकी सरकार है बनवा दीजिये । आप तो महात्मा गांधी के भगत हैं । लेकिन वह थर्ड क्लास में चला करते थे । आप भी चलिए । मैं चाहता हूँ कि जितनी भी ट्रेने बढ़ाई जाएं, पैसेंजर ट्रेने बढ़ाई जाएं ।

अगर कोयले की कमी होती है, तो एक्सप्रेस और मेल गाड़ियां नहीं रोक दी जाती हैं, बल्कि पैसेंजर ट्रेन्ज रोक दी जाती है । जिस दिन पैसेंजर ट्रेन रोक दी जाती है, उस दिन व्याह-भादी करने के लिए जाने वाले गरीब आदमी कैसे जायेंगे ? यह कह कर आपने बहुत तीर मार दिया कि हमने कोयले की कुछ कमी पूरी कर दी है । कुछ कमी, सारी कमी को पूरा करना चाहिए ।

यह देखना चाहिए कि यहां बखर का डिब्बा कितने दिन खड़ा रहा और कितने दिन उसने काम किया । मैं समझता हूँ कि डिब्बे यार्ड में 15-20 दिन खड़े रहते हैं, लेकिन उनकी तरफ ज.ई ध्यान नहीं दिया जाता है । जितने डिब्बे हमारे पास हैं, अगर उनकी सही सरम्मत हा तो फिर गाड़ियों की कोई कमी नहीं होगी । अगर हमारे देश में टाटा-मर्सेडीज ट्रक मार लाने ले जाने के लिये न हों, दो दिल्ली के लोगों को रेलों के आसरे दो रोटी भी मयस्सर न हों । पिछले 34 सालों में जितनी भी सहायता दी गई है, वे सब बड़े आदमियों को ही दी गई है, छोटे आदमियों को नहीं । दिल्ली में हिन्दुस्तान से यहीं से भी फल आये, उनके लिए रेल किराये में रियायत दी गई है । क्या आगरा और कानपुर के लोग फल खाना नहीं जानते हैं ? जो भी रियायत होती है, वह राक्षसों को ही दी जाती है ।

आप कहते हैं कि गाड़ियां ठीक टाइम पर आ रही हैं । बनारस से दिल्ली आने वाली ट्रेनों को टुडला या कानपुर से दिल्ली तक एक घंटे का फालतू टाइम दे रखा है, ताकि यह कहा जा सके कि गाड़ियां समय पर आ रही हैं । लेकिन आने वाली गाड़ियों का कोई समय नहीं है । पैसेंजर गाड़ियों का कोई समय नहीं है । वे छत, आठ घंटे लेट हो सकती हैं । कानपुर की पैसेंजर ट्रेन टुडला होने लग आ रही है । वह कभी भी सत आठ घंटे से कम लेट नहीं होती है ।

पैसेंजर ट्रेनों में जितनी डकैतियां होती हैं, एक्सप्रेस और मेल गाड़ियों में शायद उनसे एक-चौथाई भी नहीं होती है । दिल्ली से लखनऊ वाली ट्रेन को की० आई० पी० ट्रेन कहा जाता है । उसकी सुरक्षा इतनी बढ़िया है कि जगह जगह राइफल ले कर सिपाही खड़े हैं । क्या बड़े आदमियों को ही कोई खतरा है, गरीबों को खतरा नहीं है ? पैसेंजर गाडी में गरीबों की लड़कियों और बहन-बेटियों के हाथ पैर काट कर जेवर छीन लिये जाते हैं । डकैत पांच सात आदमियों को कट्टों से मार कर भाग जाते हैं । मगर उसकी तरफ कोई ध्यान नहीं देता है ।

मैं मंत्री महोदय को कुछ सुझाव देना चाहता हूँ । एक तरफ आगरा, इटावा और कालपी और दूसरी तरफ बखरवाक, भिड़, भरतपुर और धौलपुर-बीच का एरिया दैत्यों का डल का कहलाता है । और यह आज की बात नहीं है, इतिहास बताता है कि बाबर को भी वहां अमन कायम करने के लिए दस हजार घोड़े रखने पड़े थे । पहले आगरा से बाह एक ट्रेन चलती थी । वह लाइन उखाड़ दी गई । एक लाइन गुना से इटावा आ रही है । उसको इटावा से बाह होते हुए शिकोआबाद, भिड़ व आगरा से मिला दिया जाये, जो कि पुरानी रेल की लाइन है ।

[बीसरी मुसतान सिंह]

एक लाइन टुंडला से एटा गई है। उससे न सरकार का कोई हित होता है और न जनता का। उसको एटा से कासगंज तक बढ़ा दिया जाये ताकि उसकी पूरी उपयोगिता हो सके।

छोटे-छोटे पुल डके हुए हैं, लेकिन टुंडला का यात्री पुल आज तक कवर्ड नहीं हो सका है। पैसेंजर भीग कर बीमार हो जाते हैं। वह बहुत लम्बा पुल है। उसपर चादर डाल कर कवर कर दिया जाये।

18 hrs.

तीसरा सुझाव टुंडला के सैकंड क्लास वेटिंग रूम के बारे में है। टुंडला में आगरा के पैसेंजर्स आते हैं। फर्स्ट क्लास वेटिंग रूम की हालत तो यह है कि आप के रेलवे कर्मचारी और सुरक्षा विभाग के लोग उस में पड़े रहते हैं, कोई पैसेंजर उसमें ठहर नहीं सकता। इसलिए मैं चाहूंगा कि सैकंड क्लास वेटिंग रूम के ऊपर थोड़ा सा पुल बढा कर के रेस्ट रूम बना दिए जाय। उस से आप को किराया भी आएगा।

चौथा सुझाव यह है कि टुंडला में जो एक्वायरी है वह प्लेटफार्म पर है, प्लेटफार्म टिकट लिए बिना कोई वहां नहीं जा सकता, इसलिए एक्वायरी को बाहर कर दिया जाय और 24 घंटे के लिए कर दिया जाय।

टुंडला के नजदीक एक स्टेशन है एतमादपुर। वह इलाहाबाद डिवीजन में है। आप के पूरे एटा डिस्ट्रिक्ट की और आगरा डिस्ट्रिक्ट की शम-

शान भूमि वहां जमुना पर है और वह तीर्थस्वाम भी है। उस के लिए जो फाटक बना हुआ है वह काफी पुराना है वह स्टेशन के पास है। अब वहां का रेलवे यार्ड काफी बढ़ा दिया गया है जिस की वजह से दिन दिन भर वह फाटक बन्द रहता है। गाड़ियां खड़ी रहती हैं। आठ घंटे हो जाने के बाद ड्राइवर गाड़ी छोड़ कर चला जाता है, आगे उस को जगह नहीं मिलती। इसलिए मैं चाहूंगा कि उस रेल फाटक को पश्चिम की तरफ कर दिया जाय। सात साल से इस का सुझाव चल रहा है लेकिन रेलवे अफसर एक कारखाना मालिक से मिले हुए हैं, इसलिए उस फाटक को हटाना नहीं चाहते और वहां की हालत यह है कि दिन भर मुझे गाड़ी में पड़े रहते हैं और जमुना पर जाने का रास्ता नहीं मिलता।

मोहमदाबाद और रुघऊ ग्राम के बीच में रेलवे का एक फाटक था। यार्ड बढ़ाने की वजह से वह बन्द कर दिया गया। अब किसानों को बड़ी दिक्कत उठानी पड़ती है। इसलिए मैं यह चाहूंगा कि पश्चिम की तरफ यार्ड छोड़ कर टुंडला व एतमादपुर के बीच एक रेल फाटक बना दिया जाय।

इन शब्दों के साथ मैं सभापति महोदय को धन्यवाद देता हूँ।

18.02 hrs.

The Lok Sabha then adjourned till Eleven of the clock on Wednesday, June 18, 1980/Jyaistha 28, 1902 (Saka).