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Thursday, March 5, 1981
Phalgunā 14, 1902 (Saka)

LOK SABHA DEBATES

Fifth Session
(Seventh Lok Sabha)



(Vol. XIII contain Nos. 11 to 15)

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LOK SABHA DEBATES

I

LOK SABHA

Thursday, March 5, 1981/Phalgun 14,
1902 (Saka)

The Lok Sabha met at Eleven of the
Clock

[MR. SPEAKER in the Chair]

ORAL ANSWERS TO QUESTIONS

श्री मनीराम बागड़ी: अध्यक्ष जी, पहले आपाजीवन वालों को नमस्कार करना चाहिए।

अध्यक्ष महोदय: आपको दो बार कर लेते हैं।

श्री अटल बिहारी वाजपेयी: अध्यक्ष महोदय, तुलसीदास जी ने कहा है कि पहले दुष्ट को नमस्कार करना चाहिए। इस लिए पहले उधर ही कीजिए। (व्यवधान)

अध्यक्ष महोदय: मैं आप की राय मान लेता हूँ।

क्वस्वन्व-श्री रामावतार शास्त्री !

श्री मनीराम बागड़ी:

MR. SPEAKER: Not allowed. Don't record.

(Interruptions)

रेल कर्मचारियों (अनुशासन और अपील)
नियम, 1968

*227. श्री रामावतार शास्त्री: क्या रेल में यह बताने की कृपा करेंगे कि:

(क) क्या यह सच है कि रेल कर्मचारियों (अनुशासन तथा अपील) नियम, 1968

की धारा 14 (ब) के अधीन किसी भी रेल कर्मचारियों को सेवा से बर्खास्त किया जा सकता है;

(ख) क्या यह भी सच है कि उक्त नियमों के उपबन्धों के अधीन विभिन्न रेल विभागों में मजदूर संघ कार्यकर्ताओं को सेवा से बर्खास्त किया गया है;

(ग) यदि हाँ, तो गत दो वर्षों के दौरान बर्खास्त किए गए व्यक्तियों की जून-वार संख्या कितनी है; और

(घ) उनकी बर्खास्तगी के आधार क्या हैं?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN) (a) to (d). A statement is laid on Table of the House.

Statement

Railway Servants (Discipline and Appeal) Rules, 1968.

(a) & (b). Railway servants, including trade union workers, are liable for disciplinary action under Rule 14(ii) of Railway Servants (Discipline & Appeal) Rules, 1968 which provides that the Disciplinary Authority wherever satisfied, for reasons to be recorded by it in writing, that it is not reasonably practicable to hold an inquiry in the manner provided in these Rules, may consider the circumstances of the case and make such orders thereon as it deems fit, consulting the Union Public Service Commission where such consultation is necessary, before any orders are made in any case under this Rule. This Rule, among other things, is with regard to imposition of major or minor penalty,

**Not recorded.

one of the major penalties being removal/dismissal from service.

(c) & (d). The information is being collected from the Railways and will be laid on the Table of the Sabha.

श्री रामावतार शास्त्री: अध्यक्ष महोदय, सवाल पूछने से पहले मैं आपसे एक निवेदन करना चाहता हूँ आप धीरे सवाल और जवाब को पढ़िये। चूँकि ज्यादा समय लगेगा, इस लिए मैं नहीं पढ़ना चाहता हूँ।

अध्यक्ष महोदय : आप सवाल करें।

श्री रामावतार शास्त्री: मंत्री महोदय ने आधे सवाल का जवाब दिया है और जिस बात से सरकार की मजदूर-विरोधी नीति का पर्दाफास होता है, वह उन्होंने नहीं बताई है। (ग) और (घ) के उत्तर में बताया गया है कि "रेलों से सूचना इकट्ठी की जा रही है और सभा-पटल पर रख दी जायेगी।" मैंने पूछा था कि कितने रेल एम्पलाईज के खिलाफ कार्यवाही की गई है। यह सवाल मैंने 21 दिन पहले भेजा था।

अध्यक्ष महोदय: सारे भारत से सूचना इकट्ठी करनी पड़ती है। इसको छिपाया तो नहीं जा सकता है। उसको लाना तो पड़ेगा।

श्री रामावतार शास्त्री: उन्होंने पूरा जवाब नहीं दिया है। उन्हें पूरा जवाब देना चाहिए था। मुझे मान्य है कि उनके पास सूचना है, लेकिन वह अभी बताना नहीं चाहते हैं।

14 (बो) के तहत रेल कर्मचारियों के खिलाफ अनुशासनात्मक कार्यवाही की जा सकती है। क्या यह सच है कि इस कानून को अंग्रेजों ने देशद्रोहों को दवाने के नाम पर बनाया था? उस समय रेल मजदूर देश का काम करते थे। क्या यह कानून उनको दवाने के लिए उसी समय बनाया गया था, ताकि वे स्वतंत्रता-संग्राम में भाग न लें, जिसका सरकार ने आज तक लाभ किया हुआ है? इस कानून को आज स्वतंत्र भारत में कायम रखने का क्या औचित्य है?

श्री मौलिकार्जुन: माननीय सदस्य का यह विचार गलत है। रेल कर्मचारी (अनुशासन तथा अपील) नियम 1968 के बने हुए हैं। इसका कोई सम्बन्ध अंग्रेजों से नहीं है। अंग्रेजों के जमाने में रेलवेज जरूर स्थापित हुई थीं लेकिन इन नियमों से उनका कोई सम्बन्ध नहीं है।

श्री रामावतार शास्त्री: आप अंग्रेजों के पद चिन्हों पर जरूर चलिये लेकिन यहां पर जवाब तो कम से कम ठीक दीजिए।

रेल मंत्री (श्री केदार पांडे): यह क्लस इंडियन कंस्टीट्यूशन के आर्टिकल 311 के अन्तर्गत 1968 में बनाए गए थे इसलिए अंग्रेजों का इससे कोई सरोकार नहीं है।

श्री रामावतार शास्त्री: मैंने बहुत सफाई से पूछा था कि अंग्रेजों के जमाने में यह कानून था या नहीं? अनुशासन के नाम पर उसी व्यवस्था को आप आगे चला रहे हैं या नहीं—यह मैं जानना चाहता हूँ?

श्री केदार पांडे: पहले भी यहां पर यह बात कही जा चुकी है कि इंडियन रेलवेज ऐक्ट 1890 का बना हुआ है। बहुत से रेल मंत्री बने हैं उन्होंने उसमें कहीं कहीं सुधार भी किए हैं लेकिन मैंने पहले ही घोषणा की है कि हम उसमें आमूल परिवर्तन करना चाहते हैं जिसके लिए हमें थोड़ा समय चाहिए।

श्री रामावतार शास्त्री: इस परिवर्तन में 14 (2) भी शामिल है या नहीं?

श्री केदार पांडे: मैंने आपको बताया कि यह तो इंडियन कंस्टीट्यूशन के आर्टिकल 311 के अन्तर्गत बना है और इसका अंग्रेजों से कोई सरोकार नहीं है।

श्री रामावतार शास्त्री: मैं दूसरा सवाल पूछना चाहता हूँ।

क्या मंत्री जी के पास जानकारी है कि लोको रनिंग स्टाफ जिन्होंने हड़ताल नहीं की थी, केवल मांस का जखल लीव ली थी, अपने आन्दोलन के सिलसिले में, उनमें से कितने लोगों के खिलाफ आपने नियम 14(2) का इस्तेमाल किया और उसको इस्तेमाल करने का क्या औचित्य था? आपने अपने जवाब में कहा है "किन्तु

इस नियम के अन्तर्गत किसी मामले में आदेश देने से पूर्व संघ लोक सेवा आयोग से परामर्श करना, जहाँ ऐसा परामर्श करना आवश्यक हो, अपेक्षित है...." मैं यह जानना चाहता हूँ कि कितने लोगों के खिलाफ आपने कार्यवाही की और क्या उनके ऊपर कार्यवाही करने से पहले संघ लोक सेवा आयोग की इजाजत ली ?

रेल मंत्रालय में राज्य मंत्री (श्री सी. के. आफर शरीफ) : यह सवाल ही पैदा नहीं होता है ।

We have already said that the information is being collected and it will be laid on the Table of the House.

श्री रामावतार शास्त्री : क्या ये इस बात से इनकार कर रहे हैं कि इन्होंने कोई कार्यवाही की—यह मैं जानना चाहूँगा ।

(अवधान)

मैं यह पूछता हूँ कि आपने 14(2) के अनुसार किसी भी मजदूर के खिलाफ कोई कार्यवाही की है ? अगर की है तो उस के बारे में संघ लोक सेवा आयोग से आपने इजाजत ली है या नहीं ?

श्री सी. के. आफर शरीफ : इसमें जो संघ लोक सेवा आयोग से इजाजत लेना या कंसल्ट करना है, उसमें जहाँ जरूरी है वहाँ करते हैं, जहाँ जरूरी नहीं है वहाँ नहीं करते हैं । इस सवाल में यह पैदा ही नहीं होता ।

श्री केदार पांडे : मैं बताता हूँ । इसमें यहाँ क्लास वन आफिसर्स की बात है अगर 14(2) लागू करना चाहते हैं तो उसमें कंसल्ट करने की बात आती है लेकिन जहाँ क्लास वन की बात नहीं है, जो दूसरे तरह के आफिसर्स हैं उनमें कंसल्टेशन की जरूरत नहीं है ।

SOME HON. MEMBERS: Rose.

MR. SPEAKER: No more supplementaries on this question. That is why I always appeal to the Members to be short in their questions so that we can have four or five supplementaries.

There should be at least four supplementaries.

Next Question.

Indo-Nepal Border

+

*228. SHRI B. V. DESAI:

SHRI R. N. RAKESH:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether Nepal's reported plea for scientific delineation of the border between the two countries has surprised the Indian Government;

(b) if so, whether the plea was made during the border talks which were held recently;

(c) if so, whether India has taken a stand that border with Nepal have been fully and finally demarcated; and

(d) the steps being taken in this regard?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO) (a) and (b). No, Sir, since no such request has been made by the Nepalese Government.

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

SHRI B. V. DESAI: I would like to draw the kind attention of the Minister of External Affairs, through you, Sir, to the news item in the Hindustan Times dated 9th February, 1981 wherein it has been mentioned that border talks are going on and they are demanding a scientific delineation of the order and it appears that there exists some dispute on two or three points.

SHRI P. V. NARASIMHA RAO: I have seen the press report. The Nepalese Government have made no recent request for a scientific delineation of the border between India and Nepal. Both India and Nepal have agreed, in principle, however, in December 1980 to set up a technical level Joint Nepal India Boundary Committee to oversee

and coordinate continuing works relating to verification and restoration of missing and damaged pillars and clearance of encroachments along the Indo-Nepal border. This is a very different thing and it has a very, very limited purpose. Only for this purpose and that too, at the technical level, it has been agreed to have a Committee.

SHRI B. V. DESAI: This is my first question, as I was interrupted by the Minister.

The Minister of External Affairs is very capable and he has explained it away, but whether it is known as technical flaw or technical delineation, there is a dispute; that is what is claimed, and border talks are going on. Some more importance is also added to this news item when we learn that some expert from the Nepalese Foreign Ministry had visited London where he saw some old maps and all that, and it has got that backing. In view of this, may I know specifically, whether there is any border dispute, technical or otherwise, and talks are going on. If so, of what nature?

SHRI P. V. NARASIMHA RAO: I am actually quoting from the record of discussions in which it has been clearly stated that both sides recognise that there is no dispute between the two countries about the boundary.

SHRI B. V. DESAI: Why should there be a talk at all?

SHRI P. V. NARASIMHA RAO: I have already submitted that even if there is no dispute in regard to the boundary, there could be certain pillars destroyed, or we may have to replace the pillars, or we may have to remove encroachments etc. and I have already read out from the record what exactly were the purposes for which this Committee is being constituted.

And I may also add:

"The Nepalese side stated that there may be need for updating the old maps and preparing descriptions of

the boundary pillars on the basis of scientific techniques. The Surveyor General of India pointed out that on the Indian side, maps had been updated, based on modern, scientific techniques already. Both sides agreed that this would need to be considered at the Foreign Office level."

This is a limited purpose. There is no question of delineation. We are absolutely clear on that.

SHRI B. V. DESAI: Actually, if there is a dispute or some talk regarding the pillars or repairing of pillars or shifting of pillars from one place to another, that is practically a boundary question. What exactly is the hon. Minister telling us? (*Interruptions*). when it is basically agreed that there is no boundary dispute, there is no reason why there should be talks.

MR. SPEAKER: He has already explained it.

SHRI P. V. NARASIMHA RAO: I have explained it clearly. There is no dispute as such. 'Dispute' is a technical term. In that sense, there is no dispute at all. India's stand has always been that the border between Nepal and India has been fully, clearly and finally demarcated, and there is no dispute. This has been agreed to from the other side also; but when certain marks on the boundaries, certain pillars etc. fall into disrepair—it is possible that the need for repair and other similar things might arise.

श्री आर. एन. रावेल : अध्यक्ष जी, नेपाल योजना आयोग का कहना है कि पुलिस सीमा के कारण नेपाल को आधिकारिक प्रगति में क्षति पहुँची है—ऐसा कह कर क्या नेपाल योजना आयोग ने भारत नेपाल पुलिस सीमा के संबंध में कोई कठोर रूप लिया है ?

(ख) क्या समाचार पत्रों में प्रकाशित नेपाल योजना आयोग के इस कथन का भारत सरकार ने औपचारिक विरोध किया ?

श्री पी. वी. नरसिम्हा राव : जहाँ तक मुझे स्मरण है नेपाल की तरफ से ऐसी कोई बात उठाई नहीं गई, बल्कि खुली सीमा का फायदा उनको पहुँच रहा है। इस क्षण में यह बतलाने की स्थिति में मैं नहीं हूँ कि ऐसी कोई आपत्ति उठाई गई हो, लेकिन मैं इस चीज की जाँच करके आपको बता सकता हूँ। जहाँ कि मुझे स्मरण है, मैं अपने स्मरण से कह रहा हूँ कि ऐसी कोई आपत्ति उनकी तरफ से नहीं उठाई गई है।

श्री भारद्वाज राय : अध्यक्ष महोदय, मैं माननीय मंत्री जी से जानना चाहता हूँ कि अग्रेजों के जमाने में नेपाल और भारत की जो सीमा थी, आजादी के बाद उस सीमा में भारत और नेपाल के बीच में कहीं-कहीं कुछ एडजस्टमेंट हुआ, अगर हुआ था, तो वह किन जगहों पर और किस तरह का था ?

अध्यक्ष महोदय : यह प्रश्न आप अलग सवाल देकर पूछिएगा।

New Rules for Issuing Passports

*229. SHRI G. M. BANATWALLA:
Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether any rules have been made or instructions issued to issue passports only subject to immigration check;

(b) if so, the reasons for such rules/instructions;

(c) the details of the rules/instructions;

(d) whether Government are aware of the hardship and inconvenience caused to the people and great corruption potentiality in getting the immigration check suspended while going abroad; and

(e) if so, whether Government would immediately terminate such rules/instructions?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA

RAO): (a) Yes, Sir, A new system of emigration checks has been introduced with effect from November 1st 1980.

(b) A system of checking of all Indian overseas passengers at our international airports, to ensure that the requirement of Indian Emigration Act were not circumvented and that those who fell within its purview proceeded abroad on employment only after obtaining emigration clearance, was instituted during 1977-78. However, these checks were considered irksome by airlines as well as by passengers. The new system of checks was introduced to remove these inconveniences.

(c) A statement is laid on the Table of the House.

(d) According to the reports received the new system has been welcomed by the airlines as well as the general public. The Government is alive to the potentiality for corruption among the staff granting suspension of emigration check and is vigilant about it.

(e) There is no proposal at present to terminate this system.

Statement

A Note on the New System of Check on Emigration introduced from November 1, 1980

A system of checking of Indian overseas passengers at the airport to ensure that the requirements of Indian Emigration Act were not circumvented and that those who fell within the purview of the Act proceeded abroad on employment only after obtaining emigration clearance, was instituted during 1977-78. However, this check was considered to be irksome by Airlines as well as passengers. To remove this inconvenience a new system of checks has been introduced with effect from November 1, 1980.

2. Under the new system all passports of Indian nationals are provided

with an endorsement, at the time of issue of passports, indicating whether the person is exempt from the requirements of emigration clearance. Passports of those Indian nationals who ordinarily fall within the purview of the Emigration Act are given an endorsement to the effect that the passport holders require the emigration check before their departure for abroad. Such passport holders are required to obtain emigration clearance from the Protector of Emigrants, before they proceed abroad for employment. After emigration clearance is granted an observation is made on their passports that the emigration clearance has been obtained. Such passport holders whose passports indicate the requirement of emigration check but who might be going abroad for purposes other than employment require to obtain endorsement on their passport to the effect that emigration clearance requirement has been suspended for that specific journey.

3. All the airlines and the shipping lines operating in India have been advised not to allow passengers to board their flights unless the passports of the passengers bear one of the following endorsements;

- (i) Emigration clearance not required;
- (ii) Emigration clearance granted; or
- (iii) Emigration clearance requirement suspended.

4. Passports issued before the new system came into force are required to be presented at the passport offices for affixing appropriate stamp. The airlines, shipping lines and the travel agents have been advised to either forward the passports of the intending passengers to the Passport offices for suitable endorsement or to direct such passengers to obtain the required stamp directly from the Passport Offices. Such passport holders have to fill up a form giving necessary information to determine their status

from the emigration angle. This proforma is available from the Passport Offices, airlines, shipping lines or travel agencies.

5. This service is granted by the Passport Offices free of charge and emphasis is on rendering of this service in a prompt fashion without causing undue inconvenience or delays. For the convenience of Indians already resident abroad instructions have also been issued to authorities that such Indian nationals who come to India from abroad on return tickets or are transiting through India may be freely allowed to proceed abroad without any emigration endorsements on their passports.

SHRI G. M. BANATWALLA: Will the Minister tell us how much time is stipulated for the granting of the necessary emigration clearance when the passports are presented for endorsements and whether there is also any machinery to see that the necessary endorsement is given without any delay whatsoever?

SHRI P. V. NARASIMHA RAO: The instructions are that the minimum necessary time should be taken and we have no reports, no complaints, that inordinate time is being taken. As I had submitted to this House when the question came up earlier in the last session, we have introduced this in the wake of complaints from the airlines as well as the general public. In any new method there are bound to be some risks. We have taken a calculated risk and I am glad to say that until now we have got only commendatory letters raising the new system and saying that it has obviated many of the difficulties. If there is anything to the contrary which is within the knowledge of the hon. Member, I would like to have it. But so far as the Ministry is concerned, we have not received any complaints either about the working of the system or about the time taken in granting clearance.

SHRI G. M. BANATWALLA: We very much appreciate the anxiety to see that no inconvenience is caused in granting the necessary emigration clearance but this new system has become complicated. Three types of endorsements are there and I must tell the Minister that it is my personal knowledge that a roaring business is going on in granting these necessary endorsements. Therefore, will the Government take necessary steps to create a proper vigilance cell to check whether proper endorsements are granted by the various Passport Officers and to curb malpractices? Also is it possible to have any sample checks or surprise checks carried out?

SHRI P. V. NARASIMHA RAO: I had already stated that the Government are vigilant about this. This vigilance can be exercised in many forms. We are exercising it in some forms. If there are any more suggestions from hon. Members, we will certainly look into them.

SHRI XAVIER ARAKAL: We very much appreciate the steps taken by the Government. But in the Passport offices at Cochin and Calicut the workload is very heavy. But some L.D. and U.D. clerks are being transferred from there. I had written to the Minister that this is not the time to transfer them. I want the Minister to consider the suggestion that no Class III employee or L.D. and U.D. clerks be transferred at this time as it is detrimental to the work there.

SHRI P. V. NARASIMHA RAO: I have already stated and I have written to hon. Members, in a very large number of cases that this entirely depends on the work in a particular office at a particular time. The only relevant factor in regard to this question is, and the hon. Members will appreciate this, that is this new endorsement system involves accumulated work of many years; those who had taken passports previously have to go and get them endorsed. Once these arrears are cleared com-

pletely, it becomes maintenance work only and not accumulated work.

SHRI M. RAM GOPAL REDDY: Just now Mr. Banatwalla has stated that a roaring business is going on. I also agree, but it is for the benefit of the countries concerned and most of the people who are going abroad are earning a lot of money. (Interruptions) And the Minister has stated that the workload is heavy in Bombay, Madras and Hyderabad. I want to know whether the Minister is going to issue commendatory letters to the staff for the excellent work they are doing. (Interruptions)

MR. SPEAKER: It is all right. Mr. Swamy. (Interruptions).

SHRI P. V. NARASIMHA RAO: Here is a roaring example in support of the measures taken.

DR. SUBRAMANIAM SWAMY: The world over passport rules are being liberalised and made easy. In fact, in some countries, you can get it from post offices. I am surprised at the Minister's answer... (Interruptions). If you really want to leave the country, you do not need a passport. I have tried it twice and been successful. (Interruptions).

वाचार्थ भयवान् शब्द : मि. स्वामी ने जो बात कही, क्या यह कानून का उल्लंघन नहीं ?

अध्यक्ष महोदय : आप लिख कर देंगे, तो पता चलेगा ।

DR. SUBRAMANIAM SWAMY: I am surprised to hear from the Minister that they have only received words of appreciation. I have, on the contrary, heard the opposite. I would like to know from the Minister which are the airlines which have written to the Ministry to say that they support the present system, because my impression is, all of them are opposed to it.

SHRI P. V. NARASIMHA RAO: No, Sir. There had been a default-

recommendation from our own Ministry of Civil Aviation complaining against the long queues and the long time taken in getting these stamps affixed on the spot when the passengers queue up for their departure. In such a situation there is hardly any possibility of exercising any judgement. We have travelled in those circumstances and we know. However when a passport is presented at an office, there is at least some possibility of exercising some check as to whether a particular person needs any clearance under the immigration Act or not. So, that is the added advantage. I do not know of any airlines having complained against this procedure, because the airlines do not come into the picture. In the application of the new rules, airlines become irrelevant. They have only to see the endorsement on the passport and give admission to the passenger. So, there is no possibility of any airline having found any difficulty in this. It is in fact, quite to the contrary. That is the position.

Capacity of emergency wards of hospitals in Delhi

*230. SHRI BHIKU RAM JAIN: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to refer to the reply given to Unstarred Question No. 4369 dated 18th December, 1980 re: capacity of Emergency Wards of Hospitals in Delhi and state:

(a) whether on an average, 1415 emergency cases per day are attended by the hospitals in Delhi whereas the available capacity of beds was 541 in emergency wards; and

(b) in view of the daily increase in accidents and other emergency cases, what concrete steps have been taken by Government to increase the capacity of the beds in Delhi?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE SHRI NIHAR RANJAN LASKAR: (a) and (b).

A statement is laid on the Table of the Sabha.

In the eight major Government hospitals in Delhi, on an average 1415 emergency cases are seen daily. Not all the cases require hospitalisation and are discharged after needed treatment. Emergency cases relate not only to accidents but to other causes as well. The cases requiring hospitalisation are accommodated, as appropriate, either in emergency wards which have 541 beds or in other wards as the case may be. It is not, therefore, necessary that the capacity of emergency wards should match the number of emergency cases. Nevertheless, the beds strength of the hospitals, including those in the acute care areas, are kept under constant review and augmented from time to time, subject to availability of financial resources.

SHRI BHIKU RAM JAIN: The Minister has stated in the statement the daily 1415 emergency cases are seen in the hospitals and only 541 beds are available. I would like to know as to whether by seeing the emergency patients, the hospitals are doing their jobs properly and whether in his opinion the emergency cases and ordinary cases are identical or there is any difference between the two?

THE MINISTER OF HEALTH AND FAMILY WELFARE SHRI B. SHANKARANAND: The hon. member perhaps has not read the statement laid on the Table of this House.

SHRI BHIKU RAM JAIN: I have read it and I have taken the word 'seen' from that statement only.

SHRI B. SHANKARANAND: For the benefit of this House, I will read it:

"In the eight major Government hospitals in Delhi, on an average 1415 emergency cases are seen daily. Not all the cases require hospitalisation and are discharged

alterneeded treatment. Emergency cases relate not only to accidents but to other causes as well. The cases requiring hospitalisation are accommodated, as appropriate, either in emergency wards which have 541 beds or in other wards as the case may be. It is not, therefore, necessary that the capacity of emergency wards should match the number of emergency cases.

I do not think there is anything wrong in this.

SHRI BHKHU RAM JAIN: My question is, the emergency cases are 'seen'. When the word 'emergency' is there, the cases are of some emergent nature, I want to know whether emergency cases are only 'seen' and sent to the ordinary wards or they are dealt with in an emergent way.

SHRI B. SHANKARANAND: Perhaps the hon. member's quarrel is with the word 'seen'. When the doctor 'sees', he sees for treatment!

SHRI BHIKHU RAM JAIN: I would like to have your protection Sir. As long as they acknowledge that these are emergency cases the question of 'sees', he sees for treatment!

श्री राम बिलास पासवान : अध्यक्ष महोदय आपको भी जानकारी होगी और मंत्री महोदय ने भी जा कर देखा होगा कि अस्पतालों में एक-एक बेंड पर तीन-तीन रोगियों को रखा जाता है, किसी को इधर से पानी चढ़ाया जाता है, किसी को उधर से पानी चढ़ाया जाता है। एक रोगी की पांच महीने पहले एमर्जेंसी वार्ड के पाखाने में मृत्यु हो गयी क्योंकि उस में लाइट नहीं थी और वह पाखाना जा रहा था। इंडियन मेडिकल इंस्टीट्यूट में कह दिया जाता है कि सीट नहीं है, रोगी मर रहा होता है लेकिन उसका वहां दाखिला नहीं होता है। इसमें कौन कौन चार बजे के बाद बच्चे के बच्चे नहीं दिये जाते। यह हालत आपके एमर्जेंसी वार्ड की है। मेडिकल इंस्टीट्यूट जो कि पेट और हाट का अस्पताल है उसमें बेंड

का किराया है। यह आपकी एमर्जेंसी वार्ड की व्यवस्था है कि वहां बेंड ही नहीं मिलता। आप कहते हैं कि एमर्जेंसी में इतने बेंड हैं।

दिल्ली में लोकनायक जयप्रकाश नारायण अस्पताल में एक एक्सीडेंट सेंटर खोलने का प्रस्ताव था लेकिन एडमिनिस्ट्रेशन में उसे खूदी की टोकरी में अब देखा जा रहा है। क्या सरकार को यह जानकारी है, क्या वहां सरकार कोई एक्सीडेंट सेंटर खोलने पर विचार कर रही है? दूसरे शाहदरा में पापुलेशन बढ़ रही है, क्या वहां भी अस्पताल खोलने का प्रस्ताव है। वहां पर अस्पताल खोलने का प्रस्ताव था उस पर सरकार क्या कार्यवाही कर रही है?

SHRI B. SHANKARANAND: Sir, we have been taking every action to increase the hospital facilities for the emergency cases and the very fact that the hon. Members says that many patients have been treated at one and the same time shows that the problem deserves serious consideration.

श्री राम बिलास पासवान : हमने इर्विन अस्पताल में एक्सीडेंट सेंटर खोलने के बारे में और शाहदरा में अस्पताल खोलने के सम्बन्ध में स्पेसिफिक क्वेश्चंस किये और पूछा है कि इनके बारे में आप क्या कार्यवाही कर रहे हैं?

अध्यक्ष महोदय : वे सीरियस कंसीडरेशन की बात कर रहे हैं।

SHRI B. SHANKARANAND: We have not taken any decision.

MR. SPEAKER: It is under consideration?

(Interruptions)

DR. KARAN SINGH: Mr. Speaker, Sir, the provision of adequate hospital facilities, particularly for emergencies, in our capital city is a very serious matter. Now, the question asked by my hon. colleague here has

not been answered by the hon. Minister. The trans-yamuna areas, as you know, are developing rapidly and I know, as far back as 10 years or 8 years ago there was a proposal to build a 500-bed hospital in Shahdara. I visited the site personally, I inspected the land and the proposal was ready, I remember, in 1976-77. I was asking somebody the other day and he said that no progress has been made. People living on this side of the Jamuna at least have some facility, but the trans-Jamuna areas is very badly in need of facilities for emergencies and other illnesses. Will the hon. Minister tell the House when the Shahdara hospital is going to be started and when it will be completed?

SHRI B. SHANKARANAND: Of course, if I can say, this hospital is under construction and it is expected to be completed within a couple of years.

श्री राम बिलास पासवान : जब हमने शाहदरा के सम्बन्ध में पूछा था तो मंत्री जी ने कहा कि कोई प्रोजेक्ट नहीं है।

SHRI B. SHANKARANAND: I do not think he enquired about Shahdara.

MR. SPEAKER: He wanted the accident centre....

(Interruptions)

श्री राम बिलास पासवान : हमने लोक-नायक जयप्रकाश नारायण अस्पताल में एक्सीडेंट सेंटर खोलने के सम्बन्ध में और शाहदरा में अस्पताल खोलने के सम्बन्ध में पूछा था जिनके बारे में आपने कहा कि कोई प्रोजेक्ट नहीं है।

श्रीमती कृष्णा साहू : अध्यक्ष महोदय, अस्पतालों की संख्या तो बाद में मंत्री महोदय बताएंगे, मैं तो अभी उनसे यह जानना चाहती हूँ कि दिल्ली में जिस अनुपात में दुर्घटनाएँ होती हैं और इमर्जेंसी डिपार्टमेंट की संख्या बढ़ती जा रही है उस अनुपात में डॉक्टर नहीं हैं। अभी कुछ दिन पहले मैं अपनी छोटी

बच्ची को लेकर अस्पताल गई थी, उस समय इमर्जेंसी में तीन डॉक्टर थे। उन्होंने कहा कि बड़े-बड़े आपरेशन हो रहे हैं इसलिए डॉक्टर खाली नहीं हैं। उस समय मैंने महसूस किया कि डॉक्टरों की संख्या बहुत कम है। क्या डॉक्टरों की संख्या में वृद्धि करके जा रहे हैं।

SHRI B. SHANKARANAND: We have already indicated that Government have already taken note of this and, to strengthen the emergency services, we have added the following: Physicians: Safdarjung 2, Ram Manohar Lohia Hospital 2, Surgeons: Safdarjung 2, Ram Manohar Lohia 2, Orthopaedic Surgeons: Safdarjung 2, Ram Manohar Lohia Hospital 2; Obstetricians and Gynaecologist: Lady Harding and Sucheta Kriplani Hospital 2; Paediatrician: Lady Harding and Sucheta Kriplani Hospital 2.

Mandays lost in India in Fetching Drinking water

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*231. **PROF. AJIT KUMAR MEHTA:**

SHRI CHANDRAJIT YADAV:

Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the World Health Organisation has made a study with regard to the yearly man days lost in India in fetching drinking water, due to water borne diseases, and incidents of 'trachoma' and other diseases causing blindness because of lack of clear drinking water;

(d) if so, details thereof; and

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

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE: (SHRI NIHAR RANJAN LASKAR): (a) No such study has been carried out by the World Health Organisation.

(b) and (c) Do not arise.

प्रो. अजीत कुमार मेहता : अध्यक्ष जी, मैं माननीय मंत्री महोदय का ध्यान 'टाइम्स ऑफ इंडिया' के एक जनवरी, 1981 के संस्करण की ओर दिलाना चाहता हूँ, जिसमें स्पष्ट रूप से लिखा हुआ है—

"According to a World Health Organisation estimate, another 75 million working days are lost."

अतः मैं आपका ध्यान इस ओर आकर्षित करना चाहता हूँ। आपके अधिकारी और कर्मचारी राष्ट्रीय अखबारों में प्रकाशित समाचारों की ओर आपका ध्यान दिलाते हैं या नहीं, इसकी जानकारी मुझे नहीं है, लेकिन मैं आपका ध्यान इस ओर आकर्षित कर रहा हूँ। इस संदर्भ में इस समाचार में ओपाल में गवर्नर ने कहा है—

"What people drink is gutter water."

अध्यक्ष महोदय : आप सवाल तो पूछिए।

प्रो. अजीत कुमार मेहता : अध्यक्ष महोदय, मेरा सवाल यह है कि क्या सरकार के पास ग्रामीण क्षेत्र में पेयजल उपलब्ध कराने के लिए वास्तविकता पर आधारित कोई ठोस योजना है और उसके कार्यान्वयन के लिए सांस्थिक कम-जोरियों और भूष्ट आचरण से मुक्त कोई प्रशिक्षित तंत्र भी है? यदि नहीं तो इस साल के बजट में 36000 गांवों को पेय-जल उपलब्ध कराने के लिए 1.10 करोड़ की आवंटित राशि किस प्रकार खर्च करने का विचार है और बाकी 65 हजार गांवों का क्या होगा?

SHRI NIHAR RANJAN LASKAR: I have already stated that the World Health Organisation has not made any such survey. The other point which the hon. Member has raised is about pure drinking water in the rural areas. It is well-known that 50 per cent of our diseases are water-borne. If we can give pure drinking water to the people, 50 per cent of the diseases will disappear. Therefore, the Government of India have been attaching special importance to the supply of pure drink-

ing water to the rural areas. In the Sixth Plan a provision of Rs. 2007 crores has been made for rural water supply schemes.

Our total estimated demand for the Central and State sector schemes to cover the problematic villages during the Sixth Five Year Plan is Rs. 2500 crores. Out of 3.24 lakhs of problematic villages estimated, we want to cover 2 lakh villages for giving clean drinking water during the Sixth Plan period.

प्रो. अजीत कुमार मेहता : अभी मंत्री महोदय ने कहा है कि छठी योजना में दो लाख गांवों को पेय जल उपलब्ध कराया जाय। लेकिन आप देखें कि पहली तीन योजनाओं 130 करोड़ की व्यवस्था की गई थी और केवल 24000 गांवों को ही पेय जल उपलब्ध हो सका था जो केवल चार प्रतिशत होता है। चौथी योजना में भी 125 करोड़ की राशि उपलब्ध की गई थी लेकिन उसके बावजूब भी समस्या का कोई समाधान नहीं निकला। मेरी जिज्ञासा यह जानने की थी कि भूष्टाचार से मुक्त और प्रशिक्षित कर्मचारी वर्ग आपके पास इस गुरुतर भार को ढोने के लिए है?

जिस गति से हमारी जन संख्या बढ़ रही है उसको देखते हुए निकट भविष्य में हमें इस दिशा में गम्भीर प्रयास करने होंगे। इस काम के लिए यूनिसेफ ने 1979-80 में करीब 8.60 मिलियन डालर उपलब्ध कराया था। उसका क्या हुआ और क्या उपलब्ध रही?

SHRI NIHAR RANJAN LASHAR: It has nothing to do with the question. As I have already said, during the Sixth pleasure estimate is to cover 2 lakh problematic villages. Uptill now, we have covered 93,000 villages with the supply of pure drinking water.

प्रो. अजीत कुमार मेहता : यूनिसेफ द्वारा प्रदत्त सहायता के बारे में मैंने पूछा था।

अध्यक्ष महोदय : उन्होंने तो बता दिया है कि दो लाख गांवों को छठी योजना में पेय जल उपलब्ध हो जाएगा।

ताप विद्युत संयंत्रों के लिए माल डिब्बों की आवश्यकता

*232. श्री रीतलाल प्रसाद बर्मा : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या ताप विद्युत संयंत्रों को विद्युत उत्पादन के लिए प्रतिदिन चार हजार माल डिब्बों की जरूरत होती है;

(ख) क्या राष्ट्रीय विद्युत संकट को देखते हुए उर्जा समिति की बैठक में रेल प्राधिकारियों ने कोयले की सप्लाई के लिए प्रति दिन 3900 माल डिब्बे उपलब्ध कराना स्वीकार किया गया;

(ग) यदि हां, तो क्या इस संबंध में उपर्युक्त वायदा करने की तारीख के बाद प्रति दिन वांछित संख्या में माल डिब्बे आवंटित किए गए थे;

(घ) यदि नहीं, तो क्या सप्लाई किए जाने वाले माल डिब्बों की स्वीकृति संख्या कम कर दी गई थी और वे गैर सरकारी पार्टियों को आवंटित किये गये थे; और

(ङ) यदि हां, तो उसके क्या कारण हैं ?

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

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

श्री रीतलाल प्रसाद बर्मा: मंत्री महोदय ने कोई उत्तर दिया ही नहीं है। विद्युत के अभाव के कारण सारे देश में लाखों औद्योगिक इकाइयां संकटग्रस्त हैं। विद्युत उत्पादन संयंत्रों वाले लोगों से हम लोग बातचीत करके पूछते हैं तो वे बताते हैं कि वैनलों के अभाव के कारण वे कोयला प्राप्त मात्रा में प्राप्त नहीं कर रहे हैं। उर्जा समिति में मंत्री महोदय ने कहा था कि वादे के अनुसार हम वैनलों की पूर्ति करेंगे। इंस्टाल्ड कैपेसिटी का चालीस परसेंट भी विद्युत उत्पादन सारे देश में नहीं होता है। अगर कोयले की आपूर्ति वैनलों के आधार पर हो

तो कोई कारण नहीं है कि इतना कम उत्पादन हो। अगर इन्होंने सही ढंग से वैनलों की आपूर्ति की है तो मंत्री महोदय कृपया बताएं कि जिस दिन से उर्जा समिति में इन्होंने वादा किया था उसके अनुसार किस-किस थर्मल प्लांट की कितनी-कितनी वैनलों की आवश्यकताओं को पूर्ति इन्होंने तब से की है और आज तक कितनी पूर्ति हुई है? जितनी मांग थी उतनी पूर्ति क्या इन्होंने कर दी है और अगर हां तो उसका पूरा विवरण रखा जाए और खास कर के बिहार में बरौनी, बोकारो और पतरात स्लिरिले जानना चाहता हूँ।

SHRI MALLIKARJUN: Sir, we have met the requirement of 4,000 coal wagons to power houses.

So far as supply of coal to Bihar is concerned, Bokaro has got 42 days full coal stock. Patratu has 29 days full coal stock. Barauni has 29 days full coal stock.

श्री रीतलाल प्रसाद बर्मा: मंत्री जी ने जवाब दिया है वह ठीक है। लेकिन इन्होंने प्रश्न के (घ) और (ङ) के उत्तर में कहा है कि डब नोट उराइज। लेकिन मैं जानता हूँ कि वैनलों की भारी कमी है और लाखों रु. प्रति माह हर थर्मल पावर स्टेशन को ट्रकों को भाड़े के रूप में देने पड़ते हैं। इस तरह से प्राइवेट पार्टियों को वैनन्स ज्यादा अलाट हो जाते हैं। कलकत्ते में जो इनका आफिस है वहां थापर कम्पनी और सीकरी बुद्ध कोल एजेंट्स हैं जिनकी करोड़ों रु. की आय केवल वैननों का अलाट-मेंट करवाने में प्राइवेट पार्टीज में होती है। क्या मंत्री जी जांच करायेंगे इस बात की ?

रेल मंत्री (श्री कोवार पांडे): अध्यक्ष जी, इसमें बात यह है कि जो इनफ्रा-स्ट्रक्चर कमेटी की बैठक होती है उसका मैं भी एक सदस्य हूँ और वित्त मंत्री उसके चेयरमैन हैं। मैंने सब बैठकों में भाग लिया है। एनर्जी मिनिस्टर की तरफ से यह मांग आयी कि आप हमें 3,900 वैनन्स कोल दीजिये तो उनका काम चल जायगा। मैंने उससे अपनी सहमति प्रगट की और

उसके मुताबिक हम कोल देते हैं। एक फिगर मैं देता हूँ कि जैसे 1978-79 में कितना कोयला लदता था इस देश में इंडियन रेलवेज में 2878 बैगन्स। 1979-80 में 2811 बैगन्स, और 1980-81 में अप्रैल से दिसम्बर तक 3,066 बैगन्स और जनवरी 1981 में 3,643 और फरवरी 1981 में 3,970 बैगन्स। तो जितनी जरूरत एनर्जी मिनिस्टर की थी उतनी जरूरत हमने पूरी की। इसलिये बैगन्स की कमी का सवाल ही नहीं उठता है।

SHRI JYOTIRMOY BOSU: The House is aware of the fact that on many an occasion there have been motions before this House on the issue that certain thermal power stations were on the verge of closure for lack of supply of coal wagons. Would the Hon. Minister kindly tell us whether it is or it is not a fact that Member (Traffic) had diverted coal rakes meant for Delhi Thermal Power Stations to the Delhi Cloth Mill Chemical Company and that Member, after retirement, got a job in Delhi Chemical Factory in consideration of the service rendered by him?

SHRI KEDAR PANDAY: It is a fact that one or two thermal power stations were on the verge of closure. But, we did not allow these thermal power stations to close down and we met the demand. So, the question does not arise. There was actual shortage of coal. There is no doubt about it. But now that position does not exist.

SHRI JYOTIRMOY BOSU: Panditji, you have not replied to my question. My question is it or is it not a fact that Member (Traffic) of the Railway Board has diverted coal wagons meant for thermal power stations in New Delhi to D.C.M. Chemical Ltd. where he is now working after retirement?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): The question does not arise. The question does not relate to this. He can give a separate notice.

SHRI CHINTAMANI PANIGRAHI: May I know from the hon. Minister what was the requirement of coal of Badarpur and Indraprastha Power Houses in January and February and what was the quantity supplied to these two power plants?

SHRI MALLIKARJUN: So far as the coal stock in all thermal power stations in the country is concerned, everywhere there is adequate stock—for six to seven days. The major power stations have got for more than 14 days, 29 days, like that; there are only two or three power stations where it may be less. For example, the Balarpur power station has got only one day's coal stock whereas Indraprastha power station has got seven days' coal stock; Bhatinda has got two days' coal stock.
(Interruptions)

SHRI CHINTAMANI PANIGRAHI: What is the requirement? Please help us, Sir. We are in Delhi. You are also in Delhi.

SHRI MALLIKARJUN: Since there is stock, the requirement is being met.

Manhandling of senior port officials at Calcutta Port

***234. SHRI SATISH AGGARWAL:** Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that senior Calcutta Port officials are being manhandled, pushed about and even threatened by the militant trade union members of the port;

(b) whether it is also a fact that recently the Chairman of Calcutta Port was physically manhandled by some workers in the Calcutta Port office during the last week of January, 1981;

(c) whether it is also a fact that Calcutta Port Workers are opposing containerisation of cargo and also preventing lifts of private firms to operate;

(d) whether it is also a fact that the shipping lines who are operating

through the Calcutta Port have urged the Central Government to take corrective measures so that a serious situation is not allowed to develop there; and

(e) if so, what steps have been taken by the Centre in this regard?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEERENDRA PATIL): (a) Yes. There have been some instances of this nature.

(b) No, Sir. He was, however, gheraoed for some time.

(c) Workers are not opposing containerisation but there is some opposition to the use of private equipment for handling containers.

(d) Yes. They have been sending communications about it from time to time.

(e) Port authorities have been asked to deal with such situations firmly. State Government are also requested for maintenance of law and order, whenever law and order problems arise.

SHRI SATISH AGARWAL: Will the hon. Minister refer to his reply to part (a) of the Question and state in the House as to how many such instances were brought to the notice of the Ministry and what action was taken thereon? Secondly, what preventive measures do Government propose to take in this behalf so as to check recurrence of such incidents in the Port?

SHRI VEERENDRA PATIL: There are several instances which have been brought to the notice of the Government. If hon. Speaker permits me, I can narrate all the instances because I agree that, unfortunately, in the Calcutta Port there have been demonstrations, gheraos and other instances of preventing loyal workers from working. All these instances are happening. There is constant labour trouble. The hon. Member wants to know how many instances have been there. There are several instances: it will be time-

consuming for me to narrate all these instances. Whenever such instances have been brought to our notice, we have immediately taken up the matter with the State Government. So far as maintenance of law and order in the Port area is concerned, it is the responsibility of the State Government and we are in touch with the State Government whenever such instances are brought to our notice.

SHRI A. K. SEN: Will the hon. Minister identify the organisations responsible?

SHRI SATISH AGARWAL: Will the hon. Minister be pleased to state, with regard to opposition to the use of private equipment for handling containers which is the main contention of opposition by the trade union leaders, whether he is going to stop handling of the containers by private parties or whether he is going to have some alternative arrangements whereby these containers can be handled by the Government at the Port and if not, whether the Government propose to enter into a dialogue with the trade union leaders so as to check the recurrence of such incidents?

SHRI VEERENDRA PATIL: So far as handling of containers is concerned, some private parties have made their own arrangements and they have got their machinery. The labour union and the labour are opposing that private parties should not be allowed to operate in the port area. But the difficulty is this. We are also acquiring the equipment wherever it is necessary for handling the containers. But we cannot acquire all the equipments that are necessary because of paucity of funds. Therefore, wherever it is possible, we are allowing the private parties to have their own equipment. Wherever it is not possible for private shipping companies or shippers to have their own equipment, we are having our own arrangement. In order to increase the facilities we have placed orders in February, 1980, for replacement of seven 6-tonne and two 10-tonnes capacity mobile cranes; (b) orders have

also been placed in March 1980 for replacement of eight 3-tonne capacity cranes at 27-28 Berths, K.P.D.; installation and commissioning are expected to be completed by the end of 1981; (c) 18 new forklifts have already been procured; (d) action has been taken for replacing twenty more 3-tonne capacity forklifts. On behalf of the Port authorities this is being done. Besides, a provision has been suggested in the Draft Sixth Plan for replacing equipment and repair and workshop facilities as indicated below: eleven 6-tonne capacity mobile cranes at a cost of Rs. 100 lakhs; two 10-tonne capacity mobile cranes at a cost of Rs. 65 lakhs..

MR. SPEAKER: Mr. Tewary.

SHRI VEERENDRA PATIL: I have not yet finished.

PROF. K.K. TEWARY: Would the hon. Minister identify the trade unions and the workers who were responsible for these violent gharaos and cases of violence where there have been assaults on officers? And is it a fact that the repeated requests of the Government to the State Government have gone unheeded because these so-called workers owe their allegiance to the State Government of West Bengal? (Interruptions)

SHRI VEERENDRA PATIL: In the Calcutta Port, there are five Unions. Out of five Unions, two Unions are indulging in these activities; they are indulging in demonstrations, they are indulging in assaulting officers, they are indulging in preventing the officers. (Interruptions) so far as mentioning the names of those organisations is concerned, if the Speaker permits, I am prepared to mention.

PROF. K. K. TEWARY: Please do. is prepared to disclose the names.

(Interruptions)

SHRI XAVIER ARAKAL: It is a very important question. The Minister

SHRI MOOL CHAND DAGA: The question has been permitted. He should disclose. (Interruptions)

PROF. K. K. TEWARY: This matter has been hanging fire or quite some time. There have been cases of assaults and violence. The Minister is prepared to do identify. Let him do it, Sir.

MR. SPEAKER: You can lay it on the Table of the House. Mr. Rajan.

PROF. K. K. TEWARY: Why on the Table of the House, Sir? The Minister is prepared to mention now. It is a very important issue. (Interruptions)

MR. SPEAKER: Order, please.

SHRI K. A. RAJAN: The practice of containerisation has become more prevalent than the other models of transport; it has become the overall pattern of export and import in the world, and we have to adopt such methods in the best interests of the port that, I can understand. But unfortunately I find that in the major ports, different methods of operation are being adopted: in certain ports, it is being handled by the private parties and in certain other ports, it is being handled by the workers under the Dock Labour Board and Port Trust. I would like to know whether he will introduce a uniform method for this without creating any sort of retrenchment of the workers who are in the job.

SHRI VEERENDRA PATIL: So far as handling of the containers is concerned, the labour also has to handle it and we have to use the machinery also for that purpose. So we are using the machinery. We are also using the labour and I have not said that while using machinery we are going to retrench the labour. There is no question of retrenching the labour.

MR. SPEAKER: Question Hour is over.

WRITTEN ANSWERS TO QUESTIONS

Selection of Districts in Bihar for special Health Programme under UNDP assistance

*233. SHRI R. P. YADAV: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether five districts in Bihar have been selected for special health programme under UNDP Assistance Scheme;

(b) if so, the name of the districts where this programme have been launched; and

(c) the details of progress of work with financial outlay therein?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI B. SHAN-KARANAND): (a) No, Sir.

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

Difficulties of ticket checking staff

*235. SHRI AMAR ROY PRADHAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware of the difficulties of Ticket Checking Staff which they are facing while on duty; and

(b) if so, what are their difficulties and how Government propose to remove them?

THE MINISTER OF RAILWAYS (SHRI KEDAR PANDAY): (a) & (b). The Ticket Checking Staff do not face any unusual difficulties. Occasionally, they face professional hazards, like harassment or man-handling by unruly passengers. These are social problems and can be overcome only by improvement in public discipline.

Phasing out Category of Sub-Head in Accounts Department

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

(a) what prompted the Railway authorities to phase out the category of sub-head in the Accounts Department on the Audit pattern;

(b) whether the existing pattern of the Accounts Department of the Railways was functioning ineffectively; and

(c) if so, whether it was on account of sub-heads only?

THE MINISTER OF RAILWAYS (SHRI KEDAR PANDAY): (a) The decision to phase out the intermediate supervisory level of Sub-Head is part of the implementation of restructuring for Accounts Department introduced from 1st April 1980.

(b) and (c). The restructuring of the Accounts cadre became necessary due to changed patterns of working, arising from the use of Computers, eliminating routine clerical work; also for providing better over all career prospects for staff as a whole. In the revised set-up the intermediate supervisory level of Sub-Head becomes redundant.

Concession to Trekking Parties

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

(a) whether there is any proposal under consideration to give concessions in Railway tickets to the trekking parties and expeditions going on mountaineering purposes; and

(b) if not, the reasons thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) The Railways have been allowing travel concessions depending upon the merits of each case.

(b) Does not arise.

Special Trains for Kisan Rally.

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

(a) the number of special trains run by the Railways for the Kisan rally at New Delhi on February 16, 1981.

(b) whether the full payment for running these trains was made in advance; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF):
(a) A total of 137 special trains were run from various stations to Delhi and back.

(b) Yes, Sir.

(c) An amount of Rs. 1,36,95,039 was collected.

Steamer Ferrying

*239. SHRI HARINATH MISRA: Will the Minister of RAILWAYS be pleased to state:

(a) on how many occasions since January, 1980, steamers meant for carrying goods including animals have been used for ferrying all categories of passengers between Mahendrughat to Palezaghat and vice-versa;

(b) what were the reasons thereof; and

(c) the present charges for travelling passengers for both the classes—First class and IInd class in the steamer from Mahendrughat to Palezaghat and vice-versa and the basis thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF):
(a) There is no goods ferry service operating between Palezaghat and Mahendrughat.

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(b) Does not arise.

(c) The passengers from Palezaghat side are charged Rs. 19.50 in the First class and Rs. 2.00 in Second class. From Mahendrughat side they are charged Rs. 23.00 in First class and Rs. 2.50 in Second class. Since, Ghat to Ghat booking is not allowed, the passengers are charged from Palezaghat upto Gulzarbagh station and in the other direction from Mahendrughat to Sonpur.

बिजली से चलने वाली रेलगाड़ियां

*240. श्री निहाल सिंह : क्या रेल मंत्री निम्नलिखित जानकारी दर्शाने, वाला एक विवरण पटल पर रखने की कृपा करेंगे:

(क) 15 फरवरी, 1981 को देश में बिजली से चल रही यात्री गाड़ियों तथा मालगाड़ियों की अलग-अलग संख्या क्या है और उनमें से छोटी लाइन तथा बड़ी लाइन पर चल रही गाड़ियों की अलग-अलग संख्या क्या है;

(ख) क्या सरकार का और ज्यादा रेल-गाड़ियों को बिजली से चलाये जाने का प्रस्ताव है; और

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

रेल मंत्रालय में राज्य मंत्री (श्री सी. के. जाफर इरीफ) : (क) 15-2-1981 को बिजली रेल इंजन से चलायी गयी यात्री और माल गाड़ियों की संख्या :—

बड़ी लाइन

उपनगरीय गाड़ियों सहित यात्री गाड़ियां	2491
माल गाड़ियां	1123
जोड़	3614

मोटर लाइन

उपनगरीय गाड़ियों सहित यात्री गाड़ियां	308
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माल गाड़ियां 13

जोड़ 321

बोड़ बढ़ी लाइन तथा मीटर लाइन

उपनगरीय गाड़ियों सहित यात्री
गाड़ियां 2799

माल गाड़ियां 1136

जोड़ 3935

(ख) जी हां, भविष्य में और अधिक
गाड़ियां बिजली कर्षण से चलाई जायेंगी।

(ग) छठी योजना में 2,800 मार्ग
किलोमीटर में विद्युतीकरण करने की
योजना है। विद्युतीकृत खंडों में सभी
यात्री और माल गाड़ियों को बिजली रेल
इंजनों से चलाया जायेगा।

कोटा और दिल्ली के बीच एक्सप्रेस रेलगाड़ी

*251. श्री अशोक गहलोत: क्या रेल
मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार का कोटा और दिल्ली
के बीच एक एक्सप्रेस रेलगाड़ी चलाने का
प्रस्ताव है,

(ख) यदि हां, तो इस बारे में कोई
निर्णय कब तक लिए जाने की संभावना है,
और

(ग) उपर्युक्त रेलगाड़ी के चलाये जाने
में कितना समय लगने की संभावना है?

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

(ख) और (ग). प्रश्न नहीं उठता।

Increase crime on North Eastern
Railway during 1980

*242. SHRI RAJNATH SONKAR
SHASTRI:
SHRI RAJESH KUMAR
SINGH:

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

(a) whether it is a fact that inci-
dents of crime on the North Eastern
Railway had risen considerably dur-
ing 1980 as compared to the inci-
dents of crime during 1979;

(b) if so, the comparative figures
of crimes such as robberies, murders,
dacoities and thefts of consignments
and pilferages committed on the
North Eastern Railway during 1980
as compared to the crimes committed
during 1979;

(c) the amount of compensation,
if any, paid by the Government
during the year 1980 as compared to
the amount of compensation paid
during 1979; and

(d) the measures taken by Go-
vernment to check the crimes and to
ensure safety of life and property of
passengers?

THE DEPUTY MINISTER IN THE
MINISTRY OF RAILWAYS AND IN
THE DEPARTMENT OF PARLIA-
MENTARY AFFAIRS (SHRI MAL-
LIKARJUN): (a) Yes, Sir. There
was some increase in the incidence
of crime on the North Eastern Rail-
way as compared to 1979.

(b) The comparative number of
such cases during 1979 and 1980 are
as under:

	1979	1980
Murder	13	8
Robberies	39	68
Dacoities	15	28
Theft and pilferage of booked consignment	653	670

(c) No statistics are maintained of claims compensation paid purely on account of such specific cases of lawlessness. However, the claims compensation paid by N. E. Railway on account of loss/theft and pilferage of booked consignment has been as under:

Year	Amount paid (in lakhs)
1979	Rs. 27.46
1980	Rs. 39.72

(d) The following preventive measures have been taken on the Railways including that on the North Eastern Railway to check the crimes and to ensure safety of life and property of the passengers:

1. Escorting of important passenger trains at night by armed guards of Government Railway Police of the concerned States Governments;
2. Beat patrolling at stations/platforms/waiting halls;
3. Surveillance over criminals and known bad characters;
4. Checking of night trains by supervisory officers;
5. Posting of pickets at vulnerable stations;
6. Special squads of CID of State Governments take up investigations of important cases to apprehend criminals responsible for these crimes.
7. Vestibuled doors of coaches are closed between 22.00 hrs. and 06.00 hrs.
8. TTEs/ Attendants/ Conductors have instructions to remain vigilant and to prevent entry of unauthorised persons into coaches particularly the reserved compartments;
9. When there is spurt of crime in a particular area, the attention of the State Government concerned is

drawn for better protection to railway passengers and necessary assistance is rendered whenever required;

10. Armed escorts of Railway Protection Force/Railway Protection Special Force are detailed to patrol affected sections and yards;

11. Railway Protection Force staff are detailed at vulnerable outer signals, engineering restrictions and upgradings where trains low-down;

12. All important yards, goods shed and parcel offices are guarded round-the-clock by Railway Protection Force personnel. Special Attention is being paid to places which are known as black spots.

13. Wagons containing high valued commodities like foodgrains, coal, steel, etc. when running in block loads, are being escorted.

14. At way-side stations when loads are stabled, they are being guarded by Railway Protection Force staff.

15. Intelligence about movements and activities of criminals and receivers of stolen property is collected by Crime Intelligence Branch of the Railway Protection Force and raids are regularly arranged to apprehend criminals and receivers and to recover stolen property.

16. Dog Squads are also being utilised for patrolling yards and arrest of suspects.

17. Close co-ordination is made by Railway Protection Force with the Government Railway Police and Civil Police for effectively tackling the problem of thefts and pilferages.

आलू उत्पादक क्षेत्रों के लिए बंगन

*253. श्री बराराम शास्त्री : क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार की पूर्वोक्त और उत्तरी रेलवे से इस बाण्य की शिकायतों प्राप्त हुई हैं कि पंजाब और पश्चिमी उत्तर प्रदेश से पश्चिम बंगाल और असम

का भेजी गई आलू से लदी वैनोँ आसाम और कलकत्ता में रोक ली जाती हैं जिसके परिणामस्वरूप उन्हें वापस पहुँचने में अधिक समय लगता है और आलू उत्पादक क्षेत्रों को पर्याप्त संख्या में वैनोँ उपलब्ध नहीं हो पाते,

(ख) आलू शीघ्र खराब होने वाली वस्तु है, इस तथ्य का ध्यान रखते हुए क्या सरकार ने आलू उत्पादन क्षेत्रों को पर्याप्त संख्या में वैनोँ सप्लाई करने की व्यवस्था की है, और

(ग) नवम्बर, 1980 और 1981 में प्रतिदिन सप्लाई किये गये वैनोँ की तुलना में फर्रुखाबाद से वैनोँ के लिये कितने इन्डेंट प्राप्त हुए?

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

(ख) जी हाँ ।

(ग) नवम्बर, 1980 के दौरान, फर्रुखाबाद में लदान नहीं हुआ क्योंकि व्यापारियों द्वारा कोई मांग प्रस्तुत नहीं की गयी थी । जनवरी 1981 में फर्रुखाबाद में बड़ी लाइन के 463 माल डिब्बों और मीटर लाइन के 250 माल डिब्बों का लदान किया गया और इस प्रकार वहाँ बड़ी लाइन के 15 और मीटर लाइन के 8 माल डिब्बों का दैनिक औसत लदान हुआ । जनवरी, 1981 के अंत में बड़ी लाइन के 540 और मीटर लाइन के 2086 माल डिब्बों का लदान किया जाना शेष था । बड़ी लाइन पर लदान आगे नहीं बढ़ाया जा सका क्योंकि व्यापारियों ने इस तर्क पर आलूओं का ब्लाक रेलों में लदान करने से इन्कार कर दिया था कि यदि एक ही स्थान पर रेल में लदान किया जाता है तो मूल्य कम हो जाएंगे 31 जनवरी, 1981 को फर्रुखाबाद में आलूओं के लम्बित 2086 मांग पत्रों में से, 2046 मांग पत्र पूर्वी-तट सीमा रेलवे के लिए थे । ऐसे अनूदेश जारी किये गये हैं कि जब तक सभी मांग पत्र पूरे नहीं कर दिये जाते तब तक पूर्वी-तट सीमा

रेलवे के गंतव्य स्थानों के लिए मीटर लाइन पर प्रतिदिन आलूओं के एक रेल का लदान किया जाये ।

More powers to Railway Protection Force

*244: SHRI JHANDHANA POO-JARY: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are considering a proposal to give more powers to Railway Protection Force to deal with anti-social activities in railways and prevent pilferage; and

(b) if so, the details thereof.

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) The proposal to give more powers to Railway Protection Force was considered and dropped.

(b) Does not arise.

Functioning of Wagon Producing Units

*245. SHRI CHINTAMANI PANIGRAHI: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that wagon producing units in the country have not been functioning well;

(b) if so, the reasons therefor; and

(c) what steps have been taken by Government to remove bottlenecks to enable wagon producing units to accelerate supplies?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) and (b). The level of out-turn has been generally satisfactory, but for a marginal short-fall of about 12 per cent due mainly to problems like power-cuts and labour trouble in some of the units.

(c) Whenever problems like shortage of power, labour trouble etc. were brought to the notice of Ministry of Railways, prompt action was taken to bring these to the notice of the State Governments for taking suitable remedial action. The supplies of critical items are being regularly monitored to ensure adequate and timely supply either through indigenous sources or wherever inescapable through imports.

Boosting up of Shipping in the Gulf

*246. SHRI GHUFRAN AZAM: Will the Minister of SHIPPING AND TRANSPORT be pleased to state the steps being taken by Government to boost up shipping in the Gulf after the war?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEERENDRA PATIL): Government are keeping close watch over the situation in the Gulf and appropriate action will be taken when the situation stabilises.

Link up of Calcutta-Howrah Suburbs

*265. SHRIMATI GEETA MUKHERJEE: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that his Ministry has received five proposals to link up Calcutta and Howrah suburbs by extending and renovating some of the existing lines so as to relieve the traffic congestion in Calcutta;

(b) whether those are under examination by Rail India Technical and Economic Services Ltd; and

(c) if so, by what time the Railway Board is expected to decide on them?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIA-

MENTARY AFFAIRS (SHRI MALIKARJUN): (a) Yes, Sir.

(b) No, Sir.

(c) Does not arise.

Providing speed breakers in South Delhi Colonies

2201. SHRI F. H. MOHSIN: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that the planners of the Delhi Administration, P.W.D. road taking off from Rao Tula Ram Marg to the Outer Ring Road leading to Dhaula Kuan, New Delhi and flanked on one side by Street No. 2 of Shanti Niketan and Anand Niketan and the other by South Moti Bagh and Nanakpura colonies did not provide for any speed breakers on it;

(b) whether in view of the high density of traffic, it is very hazardous to cross the road;

(c) whether the level of this road beyond 2/22 Shantiniketan, is low at many places resulting in the stagnation of water and causing an environmental hazard; and

(d) if so, the action which Government propose to take to set matters right in the above direction?

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

(a) to (d). Yes, Sir. No Speed Breakers have been provided on this road. As a matter of policy, speed-breakers are not provided as they restrict free flow of traffic and cause damage to vehicles. This road is a Zonal road having a carriageway width to 22 ft. and traffic density is not very high. The road does not have any low lying portion. However efforts are being made by the Delhi Administration to improve the drainage of the road to avoid stagnation of water.

Demands of employees of T.B. Research Centre, Chetpet Madras

2202. SHRI SAMAR MUKHERJEE: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the employees of the T. B. Research Centre, Chetpet, Madras, a unit of the Indian Council of Medical Research have formed themselves into an Association and demanded recognition of the Association and submitted a memorandum to the Director General, Indian Council of Medical Research demanding Risk allowances and framing of rules for recruitment and promotion of staff;

(b) if so, whether the demands of recognition, risk allowance and rules of recruitment and promotion of staff have been conceived; and

(c) if not, what action has been taken in regard to these demands?

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

(b) and (c). The matter is under the consideration of the Indian Council of Medical Research.

Officers of Grade III of Indian Statistical Service

2203. SHRI SANT KUMAR MANDAL: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) the number of officers working against posts in Grade III of the Indian Statistical Service in his Ministry and its Attached and Subordinate Offices;

(b) whether it is a fact that some of the Officers who are due to retire within a year; time are being deputed to W.H.O. Geneva for short-

term training-cum-assignment shortly;

(c) if so, how many and the manner of selection;

(d) whether it is a fact that some of these Officers who have been ignored are very highly qualified professionally;

(e) the reasons for not preferring those highly qualified and comparatively younger Officers for being sent on such assignments; and

(f) how the Government or the public interests will be benefited by detaining Officers due to retire within the course of year?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR): (a) 9 ISS officers are working against Grade III posts in the Ministry and its attached and subordinate offices. One Grade III post of ISS is vacant in an attached office, with effect from the 1st March, 1981.

(b) and (c). Only one officer belonging to Grade III of the ISS has been nominated to a WHO short-term training course in Geneva. For such courses the concerned authorities suggest names of suitable persons in the field, keeping in view the objectives of the course and other requirements set out by the WHO. The names so suggested are considered by the high level Selection Committee, in the Ministry.

(d) One officer belonging to Grade II of the ISS was also considered alongwith others but was not selected.

(e) The selection are made keeping in view not merely the seniority of available candidates but their previous experience, present placement, objectives of the course to be attended etc.

(f) The WHO course is aimed at giving opportunities trainees to develop a research proposal based on case-studies of service problems, encountered in family planning in a project that might be implemented, on the return of the trainees to their home countries. If such a proposal receives Government approval as well as satisfactory review of the WHO review mechanism, it could be considered for WHO technical and financial support. The participation of the officers nominated by this Ministry to attend the course will benefit in the drawing up of a suitable project proposal which could be implemented with WHO assistance.

National Highways damaged due to Floods

2204. SHRI D. P. JADEJA: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) the details of the National Highways damaged during the floods last year State-wise;

(b) the amount sanctioned for the repair of those damaged National Highways in each flood affected State; and

(c) the details of the work done?

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

(a) to (c). Out of the flood damage repairs estimates received from various States, the Government of India have approved estimates amounting to Rs. 879.76 lakhs during the last year i.e., 1st April, 1980 to end of February 1981. All possible efforts are being made wherever necessary to keep the National Highways traffic-worthy. Some of the damage repairs as per approved estimates have already been completed and the rest are in various stages of progress. Information about names of States, National Highways affected and the amounts of repair estimates is as under:

Name of State	National Highways affected i.e. NH Nos.	Amount of approved flood damage repair estimates (Rs. in lakhs)
Andhra Pradesh	5	47.54
Assam	31, 36, 37, 38, 39	71.11
Bihar	30	18.28
Gujarat	8, 8A, 8B	97.70
Haryana	1	4.01
Jammu & Kashmir	1A, 1B	8.57
Karnataka	4, 4A, 17, 47, 48	95.01
Kerala	17, 47	72.36
Madhya Pradesh	3, 12	4.30
Maharashtra	3, 4	63.63
Manipur	39	3.40
Orissa	5, 6	7.76
Rajasthan	8, 11	10.67
Uttar Pradesh	2, 3, 24, 25, 26, 28, 29	316.58
West Bengal	31, 24, 41	58.84

Railway station at Chikhaloli

2205. SHRI R. K. MHALGI: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have received a representation from the Sarpanch of Chikhaloli Gram Panchayat (Distt. Thane, Maharashtra) on or around 17-7-80 demanding a railway station at Chikhaloli on Bombay-Pune section;

(b) what are the salient points mentioned in support of the demand in the said representation; and

(c) the decision which Government have taken in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) to (c). No such representation was received for a railway station at Chikhaloli. However, this proposal was examined earlier and was not found financially justified.

Committee for making long term projection for acquisition of ships

2206. SHRI BAPUSAHEB PARULKAR: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether a high level Committee under the Chairmanship of Secretary, Ministry of Shipping and Transport has been appointed for making a long term projection for acquisition of ships on a realistic basis consistent with trade requirements and if so, when;

(b) whether any recommendation was made by the National Shipping Board for appointment of such committee and reasons for appointment of such committee and terms of reference to the committee;

(c) whether report of the committee has been received and if so, what are the recommendations; and

(d) if not, when the committee is likely to submit its report?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEREN-

DRA PATIL): (a) Yes, Sir. The Committee was appointed on 15-9-1980.

(b) The Director General (Shipping) suggested at the meeting of the National Shipping Board held on 17-4-1979 setting up of a high level committee for making long-term projections for acquisition of ships on a realistic basis. The Committee has been set up to formulate a strategy for the development of shipping in the Eighties vis-a-vis the trade requirement etc. The terms of reference of the Committee are as per Statement.

(c) and (d). The Committee is likely to submit the report in a month's time.

Statement

Subject—Setting up of a Committee to formulate strategy for the Eighties for the development of Shipping and acquisition of additional tonnage.

Government attach considerable importance to the development of shipping and its national tonnage. Over a period of years, the country has acquired sizeable tonnage consisting of different types of vessels, capacities etc. The Ministry of Shipping and Transport has given certain projections regarding the acquisition of tonnage during the Sixth Plan period. However Committee, National Transport Policy Committee and other bodies have laid stress on the need to strengthen and develop national shipping. Any such expansion has necessarily to be related to the trade pattern, the traffic, the existing liner and bulk trade etc. All these call for a coordinated approach with proper projections for acquisition of ships indicating their size, type etc. keeping in view the possible changes in the pattern of trade and commerce and other relevant factors instead of merely buying ships to add to the national tonnage. This Plan, in short, should spell out the strategy for the Eighties in respect of the acquisition of additional shipping tonnage.

Duties for G.R.Ps.

2207. SHRI D. P. YADAV: Will the Minister of RAILWAYS be pleased to state the defined duties for the G.R.Ps. posted at different Railway Stations.

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS & IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALIKARJUN): The duties of G.R.Ps. posted at Railway Stations are as follows:

1. Detection and investigation of offences, cognizable by the Railway Police.

2. Inquiry and report under section 132 of the Railway Act of 1890.

3. The arrest and detention of offenders in cognizable cases and other cases in which arrest is authorised by law.

4. The prosecution in Court of cognizable offences and non-cognizable offences under the Railway Act.

5. The reporting of all instances of oppression and fraud on the part of Railway subordinates or others.

6. The travelling in passenger trains of specially selected officers and men for the prevention and detection of crime and for the surveillance of suspicious persons.

7. The entry in prescribed register and books of offences, reports and complaints of all descriptions brought to the notice of the Police.

8. Control of passenger traffic inside the station premises more particularly on the platforms, in the booking offices, waiting halls and at the entrance and exit gates wherever specially required on emergencies by the station officials.

9. The control of vehicular and other traffic in the station compound.

10. The maintenance of order in standing passenger trains, prevention of over-crowding etc.

11. Watching loaded passenger trains when standing in stations.

12. The arrest of those found committing nuisance or suffering from infectious diseases and keeping the station premises clear of idlers and beggars.

13. Examination of all empty carriages on arrival at terminal stations for property left behind passengers and to see that carriage fittings have not been tampered with.

14. The removal of bodies of persons dying in trains and on stations premises and conveyance to hospital of sick passengers.

रामपुर-बस्तर राष्ट्रीय राजमार्ग पर इन्द्रावती नदी पर पुल

2208. श्री लक्ष्मण कर्मा: क्या नौबहन और परियहन मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या रामपुर-बस्तर राष्ट्रीय राजमार्ग पर इन्द्रावती नदी पर पुल का निर्माण करने हेतु कोई सर्वेक्षण किया गया था;

(ख) यदि हां, तो इस उपररी-पुल का निर्माण कार्य कब तक शुरू हो जाएगा; और

(ग) क्या यह सच है कि इस संबंध में राज्य सरकार ने केन्द्रीय सरकार को भी पत्र लिखा है?

नौबहन और परियहन मंत्रालय में राज्य-मंत्री (श्री बृद्धा सिंह): (क) हां।

(ख) पुल के लिए अनुमान जनवरी, 1981 में स्वीकृत किए गए हैं। इसके लिए राज्य के लोक निर्माण विभाग द्वारा टेण्डर मंगाने और इन्हीं पर निर्णय लेने के

बाद ही यह कहा जा सकता है कि निर्माण कार्य कब आरम्भ होगा।

(ग) नहीं।

परादीप पत्तन द्वारा उठाई गयी हानि

2209. श्री रामाबलार शास्त्री : क्या नावहन और परिवहन मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि परादीप पत्तन के चेंबरमैन ने पत्तन न्यास द्वारा उठाई गयी हानि से संबंधित तथ्य को स्वीकार कर लिया है;

(ख) यदि हां, तो गत 3 वर्षों के दौरान कितनी-कितनी हानि हुई और तत्संबंधी कारण क्या हैं; और

(ग) सरकार का इस घाटे को कैसे पूरा करने का विचार है?

नावहन और परिवहन मंत्री (श्री बीरेन्द्र पाटिल): (क) जी, हां।

(ख) पिछले तीन वर्षों के दौरान परादीप पत्तन न्यास द्वारा उठाई गई हानि निम्नलिखित है:-

1977-78	2.44 करोड़ रुपये
1978-79	3.60 करोड़ रुपये
1979-80	3.64 करोड़ रुपये

उपरोक्त हानि के लिए जिम्मेदार कारण निम्नलिखित हैं:-

(i) पत्तन के द्वारा लौह अयस्क के यातायात में भारी गिरावट,

(ii) पत्तन के कर्मचारियों के वेतन-मानों तथा मजूरी में प्रायः की जाने वाली वेतन वृद्धि,

(iii) अनुरक्षण तथा उत्तरी समुद्री किनारे का रख-रखाव, समुद्री दीवार का अनुरक्षण, निकर्षण तथा गैर शहरी इलाके में स्थित होने के कारण सफाई सुविधाओं की व्यवस्था आदि जो कि गैर लाभकारी हैं, की व्यवस्था का किया जाना।

(ग) परादीप पत्तन की वित्तीय स्थिति में सुधार लाने के लिए यह आवश्यक है कि लौह अयस्क के निर्यात में वृद्धि की जाए तथा सामान्य माल के उतार-लदान की सुविधाओं में वृद्धि की जाए। इस प्रयोजन के लिए निम्नलिखित कदम उठाए गए/उठाए जा रहे हैं:-

(i) अयस्क लदान उतार संयंत्र में सुधार तथा आशोधन की योजना पर कार्य किया जा रहा है तथा इसके 1983 में पूरा होने पर पत्तन 4 मिलियन टन प्रतिवर्ष लौह अयस्क का उतार-लदान कर सकेगा।

(ii) एक दूसरी सामान्य माल बर्थ का निर्माण किया जा रहा है।

(iii) एक तीसरी सामान्य माल बर्थ के निर्माण के प्रस्ताव को छठी पंचवर्षीय योजना में शामिल किया गया है।

Loading of Coal

2210. SHRI K. PRADHANI: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the loading of coal has increased substantially;

(b) if so, the quantity of average daily loading of coal in December, 1980 and January, 1981;

(c) whether it is a fact that the movement of coal to power houses had also been stepped up; and

(d) if so, the average quantity of daily movement of coal to power houses?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS & IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) & (b). Yes. The daily average loading of coal which was 9,447 wagons in December '80 increased to 9,639 in January '81.

(c) & (d) Yes. The daily average loading of coal to power houses increased to 3,966 wagons in February 1981.

(upto 23rd February) from 3,197 wagons in November '80 3,533 wagons in December '80 and 3,643 wagons in January '81.

World Bank Finance for Coach-Building Plant

2211. SHRI G. Y. KRISHNAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Railway has decided to seek World Bank finance for a new coach-building plant; and

(b) if so, the response of World Bank in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS & IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) & (b) Some preliminary discussions with the World Bank have taken place recently. They have shown interest in the project.

Social Burden of Railways

2212. PROF. MADHU DANDAVATE: Will the Minister of RAILWAYS be pleased to state:

(a) whether the report of the Committee on Social Burdens of Railways has been submitted; and

(b) if so, the salient features of the recommendations?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS & IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN):

(a) Yes.

(b) The salient features of the recommendations of the High Level Committee on Social Burdens on Indian Railways are given below:—

(i) that the Railways be permitted to increase their freight rates

for items which they carry below cost and in case the Railways are not permitted to do so, the losses incurred by them be reimbursed to them in full by the Central Government.

(ii) that the single journey rail fares for suburban services should not be less than Bus fares in the metropolitan cities of Bombay, Calcutta and Madras. To begin with the monthly season ticket fares in these 3 cities be fixed on the basis of charging 24 single journeys in a month and that the practice of issuing quarterly season tickets on the basis of 2½ times of monthly season ticket fares be discontinued forthwith. While it would not be possible for the Railways to enhance Season ticket fares at one stroke, the increase should be progressive and gradual and the entire process should be completed within a period of 3 years. Till then the Railways be fully compensated for the losses incurred by them on suburban traffic from the general revenues.

(iii) that the special fare table in force for Second class upto 50 Kms should be abolished.

(iv) that the Hill concessions should be withdrawn forthwith during busy season and if at all any hill concession is to be given, it should be given only during the off season.

(v) that concessions should be given only to such students and teachers as go on educational tours and the concessions given to students for other than educational tours should accordingly be withdrawn.

(vi) that concessions to Cancer and T.B. patients, blind persons, disabled and handicapped persons, Leprosy patients, Red Cross and Nurses, N.C.C. and Bharat Scouts and Guides going in parties and camps should continue.

(vii) that there is no case to continue the Uneconomic branch lines and the Ministry of Railways should forthwith take necessary steps in this regard.

(viii) that the cost of the Government Railway Police should be shared by the State Governments concerned and the Ministry of Railways on a fifty fifty basis.

(ix) that normal tariff rates should be charged for Military traffic both for passenger services and goods traffic.

(x) that the P & T Board should fully reimburse the losses incurred by the Railways in the carriage of postal traffic.

(xi) that the Railways should fix economic rates for the Ferry services and if the Railways are not allowed to fix economic rates, they should be allowed to withdraw these uneconomic services so that these services are replaced by contractor run services.

(xii) that the Railways should improve their costing technology and ensure that their pricing of goods, passengers and other coaching services is never below the cost.

The recommendations of the Committee were referred to the Rail Tariff Enquiry Committee, who have considered them and given their observations regarding these in their reports. The accepted recommendations will get implemented when the R.T.E.C's recommendations are implemented.

Halt station on Kangra Valley Railway

2213. PROF. NARAIN CHAND PARASHAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether a Halt/Flag Station has been constructed on Kangra Valley Railway between Guller and Jawalamukhi Road Railway Stations at Lunsu; and

(b) if so, the contribution made by the local public in this regard and the likely date by which the Halt/Flag Station would be opened.

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALIKARJUN): (a) A Halt station at Lunsu between Guller and Jawalamukhi Road stations is under construction.

(b) Local people have offered shramdan for earth work and for construction of Station Building. The halt is planned to be opened by March, 1982.

. Asansol Railway Station

2214. SHRI SAIFUDDIN CHAUDHURY: Will the Minister of RAILWAYS be pleased to state the total amount spent for the development of Asansol Railway Station during the last three years; purpose-wise and year-wise?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS & IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALIKARJUN): Total amount spent during the last three years i.e. from 1978-79 to 1980-81 for carrying out

Improvement works at Asansol Railway station is indicated below:—

Description of work	(Figures in thousands of rupees)		
	Year		
	1978-79	1979-80	1980-81
(i) Extension of platform sheds, provision of latrines and urinals, watering arrangements, improvement/modernisation of furnitures in the retiring room, renovation of the tea stalls, provision of wooden benches for the new sheds etc.	45.50	40.81	12.00
(ii) Provision of route relay interlocking	93.09	16.87	Nil
(iii) Provision of Canteen Building for RMS Staff	20.15	Nil	Nil
(iv) Repair and maintenance of Station building white washing and painting etc.	57.98	22.21	48.05
TOTAL	216.72	79.89	60.05

Daily running of Utkal and Neelachal Express

2215. SHRI RAMA CHANDRA RATH: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have received any representation from the people of Orissa to convert Utkal Express and Neelachal Express to a daily running train;

(b) if so, whether his ministry is going to take the decision to run these two trains every day during 1981-82; and

(c) the details in this regard?

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

(b) No.

(c) Does not arise.

दिल्ली नगर में मुख्य बस अड्डा

2216. श्री धर्मवत्स शस्त्री : क्या नावहन और परिवहन मंत्री यह बताने की कृपा करेंगे कि:

(क) तिलक नगर, नई दिल्ली, में मुख्य बस अड्डा बनाने के कार्य को पूरा करने में कितना समय लगेगा;

(ख) क्या यह सच है कि पश्चिम दिल्ली में मुख्य बस अड्डे के लिए स्थान विगत कई वर्षों से खाली पड़ा है; और

(ग) यदि हाँ, तो इस योजना के क्रियान्वित करने में विलम्ब के क्या कारण हैं?

नावहन और परिवहन मंत्रालय में राज्य-मंत्री (श्री बूढ़ा सिंह): (क) नई दिल्ली में तिलक नगर के पास में बस टर्मिनल बनाने के बारे में दिल्ली परिवहन निगम का कोई प्रस्ताव नहीं है।

(ख) और (ग) प्रश्न नहीं होता।

Late running of Trains on Khurda Road Division of S. E. Railway

2217. SHRI MANMOHAN TUDU: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware that the trains are not maintaining their punctuality in the Khurda Road Division of South Eastern Railway;

(b) whether it is a fact that the travelling ticketless passengers are

increasing day by day in the Khurda Road Division;

(c) if so, the steps Government propose to take for running the trains in time; and

(d) the action Government propose to take against the ticketless travellers?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALIKARJUN): (a) The punctuality performance of all passenger carrying trains over Khurda Road Division during November, 80 to January, 81 ranged between 90 to 95 per cent.

(b) No.

(c) All feasible efforts are being made to improve the punctuality of trains further.

(d) The Railway is fully seized of the problem of ticketless travel on Khurda Road Division. In addition to regular and surprise checks of various kinds, massive drives are also being conducted by mobilising a large force of ticket checking staff, Railway Protection Force, Government Railway Police and local police personnel in association with Railway Magistrates. These checks are being further intensified.

Extension of Salem-Dharmapuri Day-Time passenger Train to Bangalore

2218. SHRI N. SOUNDARAJAN: Will the Minister of RAILWAYS be pleased to state whether Government propose to extend Salem-Dharmapuri daytime passenger trains to Bangalore to meet the needs of the public?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALIKARJUN): Two pairs of trains are

scheduled to run between Salem and Bangalore. There is no train running between Salem and Dharmapuri at present and therefore question of its extension does not arise.

Double Lines in Kerala

2219. PROF. P. J. KURIEN: Will the Minister of RAILWAYS be pleased to state:

(a) the details of the proposed scheme of double-lining in Kerala;

(b) the total length to be covered and so far covered; and

(c) the period by which the proposed length would be completed?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALIKARJUN): (a) Doubling of the following three remaining patches on the Shoranur-Ernakulam line has been included in 1981-82 Budget at a cost of Rs. 3.21 crores:

(i) Mulagunnathukavu- Trichur (8.98 kms).

(ii) Irinjalakuda-Chalakkudi (6.23 kms).

(iii) Angamali-Alwaye sections (9.12 kms.).

(b) On the 87.43 kms. long Shoranur-Alwaye section, doubling of two patches i.e. Mullurcarai-Wadakancheri and Pudukad-Irinjalakuda covering an aggregate length of 18.5 kms. has been opened for traffic. Doubling of four patches i.e. Shoranur-Mullurcarai, Wadakancheri-Mulagunnathukavu, Trichur-Pudukad and Chalakkudi-Angamali covering an aggregate length of 44.6 kms. is in progress.

(c) About three years.

News Item under Caption "Partners in Loot"

2220. SHRI S. M. KRISHNA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government's attention has been drawn to the writeup 'Around the Capital' under the heading 'partners in Loot' appearing in the Patriot, New Delhi dated the 9th February, 1981;

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

(c) whether such blackmailing of passengers by the Travelling Railway staff in the matter of provision of berths on the super-fast trains not only fills their coffers at the expense of Railways which lose the revenue but also inconvenience the bonafide passengers who are waitlisted; and

(d) if so, what stringent measures Government propose to take to stop such malpractices which are prevalent on almost all important trains particularly those going to South?

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

(b) to (d). Unless there is a specific complaint from affected passengers, it has not been found feasible to check the type of malpractice reported in the press. Frequent checks are, however, conducted on trains by the zonal Railways as well as Commercial and Vigilance Directorates of Railway Board on the working of TTEs/Conductors/Coach attendants manning the reserved and upper class coaches. Action is promptly taken, if irregularities are found to have been committed by the staff on duty in the train.

To do away with the allotment of berths by the TTEs, on consideration, cancelled at the last moment, certain

percentage of over-booking against anticipated cancellation is being done. Waitlisted passengers are to a certain extent now being provided with confirmed reservation during the run of the train against non-turned up booked passengers and cancellations. One bay in II class sleeper coach to accommodate 14 waitlisted passengers in sitting by long distance trains and one berth compartment in I Class are being earmarked for providing sitting accommodation to waitlisted passengers. Special checks on important and super-fast trains are being frequently organised and action taken against staff if found at fault.

Railway Accidents during Agitation of All India Loco Running Staff Association

2221. SHRI A. K. ROY: Will the Minister of RAILWAYS be pleased to state:

(a) the details of Railway accidents which took place during the agitation of All India Loco Running Staff Association;

(b) the reasons for increase of Railway accidents within such a short period; and

(c) the action taken by Government to eliminate the accidents in Railways?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) During the agitation of All India Loco Running Staff Association, 78 train accidents occurred on the Indian Government Railways. The details are as under:

Collisions	5
Derailments	64
Level crossing accidents	8
Fires in trains	1
Total:	78

(b) During January and February, 1981 there were 162 train accidents against 130 during the corresponding period of the last year as indicated below:

	January to February 80	January to February 81
Collisions	10	12
Derailments	100	133
Level crossing accidents	16	13
Fires in trains	4	4
TOTAL	130	162

It will thus be seen that increase is chiefly due to higher incidence of derailments.

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

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

Violation of customs act in Lucknow Division

2222. SHRI JHARKHANDEY RAI: Will the Minister of RAILWAYS be pleased to state:

(a) how many railway employees were arrested violation of customs

act in Lucknow Division on N.E. Railway and how many of them were convicted or fined; and

(b) what departmental action was taken against those fined or convicted?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALIKARJUN): (a) and (b). The information is being collected and will be laid down on the Table of the Sabha.

Posts of Assistant Superintendents

2223. SHRI A. U. AZMI: Will the Minister of RAILWAYS be pleased to state:

(a) the number of posts of Assistant Superintendents (Personnel)—both temporary and permanent—on the Northern Railway in the Headquarters Office and Division as on 1st January, 1981;

(b) the number of persons who have put in more than 3—4 years service as Asstt. Supdt. (P), but have not as yet been confirmed;

(c) the reasons therefor and what is the normal period after which confirmation is done in such cases when permanent vacancies are available;

(d) whether it is a fact that while some senior A.S. (P)s. have been left out, the juniors have been confirmed; if so, the number thereof and how it happened; and

(e) how long it will take to confirm these persons who have already waited for long?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALIKARJUN): (a) 99.

(b) Nil.

(c) Does not arise. However, the incumbent becomes due for confirmation after 18 months' satisfactory service subject to availability of permanent post.

(d) and (e). Against 28 permanent posts, all A.S. (P)s. have been confirmed except two in whose cases the confidential reports and vigilance clearance were not available. They will be confirmed shortly.

Foreign Missions having offices in Tamil Nadu

2224. SHRI N. DENNIS: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) the foreign countries who have their own offices in Tamil Nadu at present; and

(b) the number of them having their own residential/office buildings in Tamil Nadu?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) The following countries have offices in Tamil Nadu:—

1. Austria
2. Britain
3. Belgium
4. Denmark
5. Finland
6. France
7. F.R.G.
8. Italy
9. Japan
10. Malaysia
11. Netherlands
12. Niger.
13. Norway
14. Philippines
15. Romania
16. Spain
17. Sri Lanka
18. Sweden
19. Turkey

20. U.S.S.R.

21. USA

22. Yugoslavia

23. Czechoslovakia

(b) According to information made available by the Government of Tamil Nadu, four countries own built-up properties in the State.

दुर्ग और जबल पुर के बीच 'हाई कोर्ट' स्पेशल गाड़ी का चलाना शुरू किया जाना

2225. श्री मन्वर शर्मा: क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार को दुर्ग और जबल-पुर के बीच तेज चलने वाली हाई-कोर्ट 'स्पेशल' गाड़ी चलाना शुरू किये जाने के संबंध में कोई सुझाव प्राप्त हुआ है; और

(ख) यदि हां, तो इस संबंध में क्या कार्यवाही की गई है?

दुर्ग और जबल पुर के बीच 'हाई कोर्ट' में उप मंत्री (श्री मल्लिकार्जुन): (क) जी हां।

(ख) विलासपुर - कटनी इकहरी लाइन वाले संतुष्ट खंड पर लाइन क्षमता के अभाव तथा कोचिंग स्टाक की कमी के कारणों चक्करदार मार्ग विलासपुर और कटनी के रास्ते डूंगरगढ़ और जबलपुर के बीच एक गाड़ी चलाना परिचालनिक दृष्टि से व्यावहारिक नहीं है।

Opening of Central Government Health Scheme Dispensary at Paschim-puri, New Delhi

2226. SHRI PIUS TIRKEY: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to refer to the reply given to Unstarred Question No. 593 on the 12th June, 1980 regarding opening of Central Government Health Scheme Dispensary in Paschimpuri and state:

(a) whether Government have failed to hire any building in this area for this purpose;

(b) whether Government propose to acquire constructed flats from Slum Department of Delhi Development Authority near Janata Quarters to run the Central Government Health Scheme dispensary there; and

(c) if not, the reasons therefor and the place where it would be set up and when?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR): (a) Some offers have been received with reference to the advertisement for accommodation. A decision in the matter is likely to be taken shortly.

(b) No.

(c) The accommodation available in the Janata Flats is not suitable.

Leave Reserve in Category of Train Examiners

2227. SHRI SURAJ BHAN: Will the Minister of RAILWAYS be pleased to state:

(b) the maximum leave reserve percentage prescribed for the category of Train Examiner by the Railway Board;

(b) the percentage of leave reserve Train Examiner actually available on Indian Railways, Zone-wise;

(c) whether this percentage is sufficient; and

(d) if not, what remedial measures are proposed to be taken by Government in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) 25 per cent.

(b) Central—15 per cent.

Eastern—16-2/3 per cent

Northern—15 1/2 per cent.

North Eastern—16-2/3 1/2 per cent.

Northeast—16-2/3 per cent.
Frontier

Southern—12.5 per cent.

South Central—14 per cent.

South Eastern—15 per cent.

Western—15 per cent.

(c) Train examining Staff are utilized on train passing duties as well as on repairs in the sicklines. The present extent of provision is considered adequate. However, in respect of train passing duties there is some inadequacy on certain Railways.

(d) There is complete ban on creation of posts charged to non-plan and administrative expenditure. However, the matter of providing relief to Railways who have asked for extra provision of leave Reserves is under consideration.

Jolarpet Hosur Line

2228. SHRI C. CHINNASWAMY: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal to construct railway line between Jolarpet-Krishnagiri-Hosur; and

(b) if so, the details thereof?

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

(b) Does not arise.

Special health problems in Tribal areas of the country

2229. SHRI GIRIDHAR GOMANGO: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the systematic work has been done by his Ministry and the concerned State Governments to

identify the special health problems in tribal areas of the country;

(b) if so, the details therefor;

(c) the effective programmes for meeting the problems incorporated in the years 1979-80 and 1980-81 and funds placed therefor;

(d) the guidelines issued by his Ministry to the State regarding the health problems and the programmes for these tribal areas therefor; and

(e) the Statewise funds provided for tribal areas by the States and by his Ministry in the years 1979-80 and 1980-81 under the Tribal Sub-Plan?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR): (a) and (b). Medical facilities are being provided in the rural areas, including the tribal areas, through an extensive net work of Primary Health Centres, Sub Centres etc. Keeping in view the particular requirements of the tribal areas, the norms for establishing Primary Health Centres and Sub-Centres in these areas have been re-

laxed. Under the relaxed norms, a Primary Health Centre shall be set up for 20,000 population and a Sub-Centre for 3,000 population in the tribal areas as against 50,000 and 5,000 respectively in the non-tribal areas. Besides, under the various rural health schemes which are being implemented by the States and Union Territories instructions exist to give preference and relaxations in their implementation in the tribal areas.

(c) A statement showing the programmes being implemented and the funds flowing to the tribal areas in respect thereof during 1979-80 and 1980-81 is enclosed.

(d) Suitable guidelines, where necessary, have been issued to the States by this Ministry as well as the Ministry of Home Affairs and the Planning Commission under the various national health programmes.

(e) A statement showing the approximate flow of funds earmarked by this Ministry under the different programmes and also the flow of funds for the same, in the State Sector, is enclosed.

Statement I

Scheme-wise approximate flow of funds to Tribal areas during the Annual Plan 1979-1980 and 1980-1981

Name of Programme/Scheme	Anticipated expenditure in the Tribal Areas* 1979-1980 (Rs. lakhs)	Proposed flow of funds to the Areas 1980-1981 (Rs. lakhs)
1	2	3
1. Community Health Volunteers Service	266.00	400.00
2. Training and Employment of Multipurpose Workers	117.80	153.34
3. Prevention of Visual Impairment and Control of Blindness	15.26	45.00
4. T.B. Control	17.32	17.32
5. Leprosy-Control	25.50	40.00
6. S.T.D. Control	1.43	1.66
7. NMEP (Rural)	457.86	461.63
8. Filariasis Control	1.60	2.00

Statement II*Approximate flow of funds for the Tribal Areas under the State and Central Sectors*

S. No.	Name of the State/UT	State Health Sector (Rs. lakhs)		Central Sector (Rs. lakhs)	
		1979-80	1980-81	1979-80	1980-81
1.	Andhra Pradesh	32.42	742.28	46.867	45.66
2.	Assam	57.00	..	32.050	42.49
3.	Bihar	200.00	..	45.046	40.09
4.	Gujarat	80.00	..	173.702	175.57
5.	Himachal Pd. . . . .	..	..	9.354	11.51
6.	Karnataka	18.00	..	10.125	8.69
7.	Kerala	5.00	9.35	0.090	0.40
8.	Madhya Pradesh	260.00	323.18	120.794	189.55
9.	Maharashtra . . . . .	..	127.33	95.458	44.69
10.	Manipur . . . . .	..	..	21.254	27.51
11.	Meghalaya . . . . .	..	..	20.673	34.39
12.	N ^o galand . . . . .	..	..	16.052	15.16
13.	Orissa	93.41	157.70	89.815	89.39
14.	Rajasthan	25.16	85.63	50.249	57.30
15.	Tamil Nadu	27.50	31.50	7.146	4.47
16.	Tripura	37.00	..	11.192	12.40
17.	Uttar Pradesh	2.88	3.57 (+S.C.A.)	4.520	8.31
18.	West Bengal . . . . .	..	..	35.380	52.80
19.	Arunachal Pradesh . . . . .	..	..	35.150	61.12
20.	Goa, Daman and Diu . . . . .	..	..	1.913	1.36
21.	Mizoram . . . . .	..	..	30.980	34.71
22.	D. & N. Haveli . . . . .	..	..	6.596	4.02
23.	Lakshadweep . . . . .	..	..	4.041	3.64

Irregularities and lapses of Railways

2230. SHRI NAVIN RAVANI:
SHRI RAMJIBHAI MAVANI:
SHRI K. P. SINGH DEO:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Federation of Indian Chambers of

Commerce and Industry have brought to light many irregularities, lapses, etc. of the Railways recently; and

(b) if so, the details thereof and the action taken thereon?

THE DEPUTY MINISTER IN
THE MINISTRY OF RAILWAYS
AND IN THE DEPARTMENT
OF PARLIAMENTARY AFFAIRS

(SHRI MALLIKARJUN): (a) and (b). The President and some of the representatives of the Federation of Indian Chambers of Commerce and Industry had a meeting with the Minister of Railways on 17-1-1981. They submitted a note on rail transport problems experienced by industrial and commercial users. The note referred to availability of wagons, movement of coal, transit delays, claims compensation, etc. These matters are already engaging the attention of the Government. Two specified cases of non-delivery of consignments booked to Bangladesh were also referred to in that note. These claims will be dealt with in accordance with the extant rules.

राजस्थान के कोटा डिब्बीजन में रद्द की गई गाड़ियां

2231. प्रो. निर्मला कुमारी

शक्तावत:

श्री चतुर्भुज:

क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या कोयले की कमी के कारण राजस्थान के कोटा डिब्बीजन की आठ रेल गाड़ियां रद्द कर दी गई हैं;

(ख) क्या कोटा-आगरा फोर्ट, कोटा-बीना, कोटा-वरान शटल, कोटा बड़ादा पार्सल, कोटा-लखनऊ अवध एक्सप्रेस, बड़ादा-मथुरा पैसेन्जर, सवाई माधोपुर-जयपुर बनाया-ईदगाह शटल आदि गाड़ियों के रद्द किये जाने के कारण यात्रियों को भारी असुविधा का सामना करना पड़ रहा है;

(ग) अकेले कोटा डिब्बीजन में इन गाड़ियों को रद्द किये जाने के क्या कारण हैं; और

(घ) इन गाड़ियों को कब तक पुनः चलाये जाने की संभावना है?

रेल मंत्रालय तथा संसदीय-कार्य विभाग में उप मंत्री (श्री मल्लिकार्जुन): (क) कोयले की कमी के कारण कोटा मंडल पर 7 जोड़ी सवारी गाड़ियां और सवाई माधोपुर

जयपुर खंड पर एक जोड़ी सवारी गाड़ियां रद्द की गयीं।

(ख) साधारणतः गाड़ियों का रद्द करना अपेक्षाकृत कम महत्व और कम लोकप्रिय गाड़ियों तक सीमित होता है ताकि यात्रियों को कम से कम असुविधा हो सके।

(ग) गाड़ियां केवल कोटा मंडल पर ही नहीं बल्कि दूसरे मंडलों पर भी रद्द की गयीं।

(घ) कोयले के स्टोक की स्थिति में सुधार होने पर सभी गाड़ियों को फिर से चला दिया गया है।

Setting up of C.G.H.S. Dispensary at Lawrence Road, New Delhi

2232. SHRI CHINTAMANI JENA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) what are the reasons for delay in the setting up of a Central Government Health Scheme Dispensary at Lawrence Road, Delhi;

(b) whether Homoeopathic and Ayurvedic Central Government Health Scheme dispensaries also do not exist in their proximity;

(c) whether maternity and child welfare facility/centre also does not exist in their proximity; and

(d) if so, what steps are being taken in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR): (a) There is no proposal to open a C.G.H.S. dispensary at Lawrence Road as the concentration of Government Servants in the area does not justify the same. The area is at present covered by Ashok Vihar dispensary.

(b) Homoeopathic and Ayurvedic facilities are provided by the C.G.H.S. Ayurvedic and Homoeopathic Units at Dev Nagar.

(c) The maternity and child welfare facilities are provided through the St. Stephen's Hospital and B. L. Kapoor Hospital.

(d) Does not arise.

Enquiry into misuse of goods meant for Bangladesh Relief Operations

2233. SHRI RASHEED MASOOD:
SHRI RAJESH KUMAR
SINGH:

Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether it is a fact that a former Vigilance Commissioner had gone into the alleged misuse of goods worth crores of rupees meant for Bangladesh relief operations in 1971-72;

(b) whether it is also a fact that after the submission of the report of the Vigilance Commissioner, a three-member Committee from amongst the members of the Red Cross Managing Committee was set up to examine the findings of the Vigilance Commissioner;

(c) if so, what were the findings of the Vigilance Commissioner in the matter;

(d) why the setting up of a Committee from amongst the members of the Red Cross Managing Committee was considered necessary after the findings of the Vigilance Commission; and

(e) what were the decisions of the Committee on the findings of the Commission?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR): (a) to (e). In May, 1978, at the request of the then Prime Minister, the former Vigilance Commissioner (Shri Pimputkar) in his personal capacity took up an enquiry into certain allegations against the Indian Red Cross

Society. This was not a Commission of Enquiry nor was it in his capacity as Central Vigilance Commissioner. The report of the former Vigilance Commissioner was received by the Indian Red Cross Society in August, 1979. This is a matter which concerns a Statutory Autonomous Society. The action taken by the Society in regard to the report is for that Society to decide.

कुत्ते के काटे का टीका बनाने वाला कारखाना

2234. श्री कृष्णदत्त सुल्तानपुरी: क्या स्वास्थ्य और परिवार कल्याण मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या कुत्ते के काटे का टीका बनाने वाले कारखाने को पिछले वर्ष आग लग जाने के कारण नुकसान उठाना पड़ा है; और

(ख) इस सम्बन्ध में किस एजेंसी ने जांच की और उसके क्या परिणाम रहे?

स्वास्थ्य और परिवार कल्याण मंत्रालय में राज्य मंत्री (श्री निहार रंजन लस्कर): (क) जी हां। केन्द्रीय अनुसंधान संस्थान, कसौली स्थित कुत्ते के काटे का टीका बनाने वाले कारखाने को पिछले वर्ष आग लग जाने के कारण नुकसान उठाना पड़ा है।

(ख) स्थानीय पुलिस अधिकारियों के अलावा स्वास्थ्य सेवा महानिदेशक द्वारा नियुक्त एक समिति ने इसकी जांच की थी। इस समिति ने कुछ एहतियाती उपाय सुझाए हैं जिन्हें कार्यान्वित किया जा चुका है। पुलिस अधिकारियों ने प्रारम्भिक रिपोर्टें पेश कर दी हैं। इस रिपोर्ट में उन्हें तीव्र-फाड़ के कारण आग लगने का कोई सबूत नहीं मिलता है। विद्युत शर्ट सर्किट के कारण अथवा वहां रहे किसी उच्च ज्वलनशील रसायन के कारण या किसी अन्य कारण से आकास्मिक आग लगने की संभावना की अभी जांच की जा रही है।

Parassala Railway Station

2235. SHRI A. NEELALOHITHA-DASAN NADAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have received representation for converting Parassala Railway Station of Trivandrum Division into a major Railway Station; and

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

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

(b) The proposal for conversion of Parassala halt station into a Block Station was examined but not found justified on grounds of inadequate traffic.

धूमपान के कारण उत्पन्न रोगों की चिकित्सा पर व्यय

2236. श्री छोटभाई गमित : क्या स्वास्थ्य और परिवार कल्याण मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या धूमपान के कारण उत्पन्न रोगों की चिकित्सा पर हुए व्यय का अनुमान लगाया गया है; और

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

स्वास्थ्य और परिवार कल्याण मंत्रालय में राज्य मंत्री (श्री निहार रंजन लस्कर): (क) फेफड़ों का कैंसर, कोरोनरी हृदय रोग, चिरकारी फुफ्फुस अवरोधी रोग, भूष और शिङ्गु मृत्यु दर वृद्धि आदि जैसे धूमपान से होने वाले रोगों के इलाज पर किये गये खर्च का विभिन्न संस्थाओं द्वारा कोई अनुमान नहीं लगाया गया है ।

(ख) यह प्रश्न नहीं उठता ।

C' Class Level Crossing Gates

2237. SHRI NAWAL KISHORE SHARMA: Will the Minister of RAILWAYS be pleased to state:

(a) the number of 'C' Class level crossing gates between block stations of the Bikaner Division of Northern Railway, the normal position of which is that they are not open to road traffic and that reasons therefor;

(b) whether there is a heavy vehicular traffic across gate No. 24-C Bikaner-Sarupsar and Mohan Nagar Stations of Bikaner Division and the normal position of the gate is that it remains closed to road traffic;

(c) whether there are approved proposals to keep the normal position of Gate No. 24-C between Sarupsar and Mohan Nagar Block Stations of Bikaner Division;

(d) if so, whether the normal position of the said block stations has been approved; and

(e) if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) to (e). There are 165 'C' Class level crossings between block station in Bikaner Division of Northern Railway. Under the extant rules, the gates of all such level crossings are required to be normally kept closed and securely fastened against road traffic. The gates are however, opened for the passage of road traffic when it is necessary and safe to do so. Level crossing No. 24-C in the block section between Mohan Nagar and Jetsar stations is situated over a siding at Jetsar station. The normal position of the gates of this level crossing is closed to road traffic. Northern Railway Administration has finalised the proposal and approached Commissioner of Railway Safety for keeping the normal position of gates of this level crossing open to road traffic. As

soon as the proposal is approved by him as required under the extant rules, the Railway Administration will take further action in the matter expeditiously.

Non availability of medicines in C.G.H.S. Dispensaries, Kasturba Nagar

2238. SHRI R. L. P. VERMA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether it is a fact that there is great shortage of medicines at both the C.G.H.S. Dispensaries, Kasturba Nagar (Sewa Nagar) New Delhi;

(b) if so, the reasons thereof; and

(c) the action taken by Government to set the matter right in order so that the patients may not suffer and proper medicines are made available to them.

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR): (a) to (c). There is no shortage of medicines in these Dispensaries except for occasional shortages for limited periods in the case of some such medicines as may be in general short supply in the market. However, suitable substitutes for all such medicines of the equal therapeutic value are supplied. Whenever reports of shortages are received, suitable remedial action is taken.

Bridge on river Parvati in Madhya Pradesh

2239. DR. VASANT KUMAR PANDIT: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether the proposal from Government of Madhya Pradesh for a bridge on river Parvati at Pilukheddi between Bhopal and Narsingharh

on National Highway No. 12 has been sanctioned;

(b) the details of the project;

(c) when the work of this bridge would begin; and

(d) whether it is a fact that this is the only route which joins Bhopal and Delhi?

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

(b) The estimate for the bridge has been sanctioned for Rs. 67.92 lakhs and the sanction for construction of approaches portion for an amount of Rs. 44.7 lakhs is under issue. The total length of the bridge will be 362 metres.

(c) Tenders for the work have been invited and the last date for receipt of tenders is 10-4-1981. The date of commencement of the work will be known only after tenders have been settled.

(d) No. This is the shortest route on N. H. joining Bhopal and Delhi.

Entertainment Expenditure by Indian Embassies

2240. DR. KRUPASINDHU BHOI: Will the Minister of EXTERNAL AFFAIRS be pleased to lay a statement showing:

(a) the amount spent by each of our embassies abroad on entertainment during the year 1979-80; and

(b) what steps are being taken by Government to minimise such expenditure?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) The Minister of External Affairs spent approximately Rs. 7 million during the year 1979-80 on such entertainment in Missions and Posts abroad. The Mission-wise details are in the attached list.

(b) The representational grants, which enable our personnel abroad to host entertainment, have not been increased in any significant manner since 1971. The amounts have, therefore, become grossly inadequate because of global inflationary factors. Since it is essential that our Ambassadors and other senior officers abroad

are provided with necessary funds to host official entertainment, the Ministry is currently examining a proposal to rationalise and revise the representational grant entitlements with a view to improve the functional effectiveness of our Missions abroad.

Entertainment Expenditure incurred by our Missions/Posts Abroad during the year 1979-80

S. No.		Name of the Mission/Post	Entertainment Expenditure
1	2		3
A. Embassies			(In Rupees)
1.	Abidjan		28,000
2.	Abu Dhabi		39,000
3.	Aden		27,200
4.	Addis Ababa		44,800
5.	Algiers		44,600
6.	Amman		39,000
7.	Ankara		44,300
8.	Athens		26,900
9.	Baghdad		68,900
10.	Bahrain		28,200
11.	Bangkok		83,600
12.	Beirut		85,500
13.	Belgrade		68,000
14.	Berlin (GDR)		39,000
15.	Berne		90,000
16.	Bogota		17,700
17.	Bonn.		1,49,900
18.	Brasilia		43,000
19.	Brussels		1,32,000
20.	Bucharest		31,800
21.	Budapest		24,900

1	2	3
22. Buenos Aires		53,300
23. Cairo		64,700
24. Caracas		34,000
25. Conakry		32,500
26. Copenhagen		40,300
27. Dakar		38,100
28. Damascus		50,000
29. Dublin		29,000
30. Hague		1,00,000
31. Hanoi		46,000
32. Havana		23,300
33. Helsinki		41,000
34. Hamburg		3,800
35. Islamabad		1,09,000
36. Jakarta		47,600
37. Jeddah		75,200
38. Kabul		1,07,000
39. Kathmandu		50,000
40. Khartoum		28,800
41. Kinshasa		39,800
42. Kuwait		78,700
43. Lima		25,000
44. Lisbon		34,200
45. Madagascar (Antananarivo)		37,200
46. Madrid		48,000
47. Malc.		8,200
48. Manila		23,200
49. Mapute		36,000
50. Mexico		50,000
51. Mogadiscio		24,600
52. Moscow		2,40,000
53. Muscat		29,000

1	2	3
54.	Osl	90,000
55.	Panama	23,700
56.	Paris	1,50,000
57.	Peking	1,28,000
58.	Prague	32,400
59.	Pyong Yang	61,700
60.	Qatar	37,100
61.	Rabat	40,600
62.	Rangoon	54,400
63.	Rome	56,000
64.	Sanaa	19,500
65.	Santiago	45,000
66.	Seoul	23,800
67.	Sofia	60,000
68.	Stockholm	71,200
69.	Surinam	24,600
70.	Tehran	83,900
71.	Tokyo	2,15,000
72.	Tripoli	36,000
73.	Tunis	34,000
74.	Ulan Bator	38,000
75.	Vienna	95,300
76.	Vientiane	10,000
77.	Warsaw	28,300
78.	Washington	3,41,000
<i>B. Permanent Mission</i>		
79.	Geneva	1,63,800
80.	New York	2,65,600
<i>C. Consulates etc.</i>		
81.	Basrah	5,700
82.	Berlin	20,500
83.	Chiengmai	7,000
84.	Chicago	44,000
85.	Dubai	12,000

1	2	3
86. Jalalabad		5,500
87. Kandhar		6,300
88. Karachi		45,200
89. Khorramshahr		6,000
90. Kobe		30,800
91. Mandlay		7,300
92. Medan		5,800
93. New York		89,600
94. Odessa		18,500
95. Port Said		5,500
96. San Francisco		67,900
97. Sydney		8,600
98. Zahidan		6,000
99. Zanzibar		13,000
100. Rep. of India, Thimpu		35,400
101. Rep. of India in Bhutan, Phuntshilling		4,300

D. High Commissions

102. Accra	51,900
103. Canberra	46,600
104. Chittagong	9,000
105. Colombo	44,800
106. Dacca	1,00,000
107. Dar-es-Salaam	41,000
108. Georgetown	31,300
109. Hongkong	50,700
110. Kampala	29,600
111. Kandy	4,900
112. Kingston	18,900
113. Kuala Lumpur	53,600
114. Lagos	66,100
115. Lilongwe	22,000
116. London	5,52,600
117. Birmingham	7,000

1	2	3
118.	Lusaka	62,200
119.	Mombasa	4,400
120.	Nairobi	37,200
121.	Ottawa	1,29,000
122.	Port Louis	27,100
123.	Port of Spain	61,500
124.	Rajshahi	4,600
125.	Singapore	42,200
126.	Suva	42,700
127.	Wellington.	24,400
	TOTAL	70,43,900

**Mass Raping by Outside Hoodlums at
Talcher Railway Colony**

2241. SHRI GEORGE FERNANDES:
Will the Minister of RAILWAYS be
pleased to state:

(a) whether Government's attention has been drawn to the charge made by the Secretary-General, All India Loco Running Staff Association at Calcutta on 25th January, 1981 about mass raping by 'outside hoodlums' at the Talcher Railway Colony;

(b) whether Government have taken necessary steps to apprehend the culprits and protect the honour of the womenfolk of railwaymen's families; and

(c) if so, with what result?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Yes. However, enquiries made from the State Police sources disclosed that no such incident has been reported to them in this regard.

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

**Extending time of the last bus on
Route No. 810**

2242. SHRI JITENDRA PRASAD:
Will the Minister of SHIPPING AND
TRANSPORT be pleased to state:

(a) whether Government are aware that the Central Government Employees have to sit late at night during the sessions of Parliament;

(b) if so, whether Government are also aware that no public transport is available to them after 11 P. M. except 11.35 P.M. on Route No. 680;

(c) if so, whether Government propose to provide last bus at 11.35 P.M. or later on Route No. 810 on the pattern of Route No. 680; and

(d) if not, the reasons therefor?

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

(a) Yes, Sir.

(b) Depending upon the traffic load available, the D.T.C. has provided late night trips after 11 P.M. on some of the routes from Central Secretariat. The routes on which these late night services have been provided are connecting resettlement and other government colonies and these trips:

are also being used by the Govt. employees who sit late in the offices. On route No. 680 and 340, the Corporation has provided trips after 11 P.M. as some traffic is available on these routes. In addition, regular night services are also operating to cater to the travel needs of commuters who have to perform their duties late in the night.

(c) At present the Corporation is operating a trip at 11.05 P.M. on route No. 810 leaving Central Secretariat (Church Road) Bus stand for Tilak Nagar, DTC has not received any demand for operating a trip at 11.35 P.M. In case such a demand is received and sufficient traffic load is available, a trip at 11.35 P.M. may be provided by DTC.

(d) Does not arise.

Diverse Cadres in foreign Services

2243. SWAMI INDERVESH:
SHRI RAM VILAS PASWAN:
SHRI JARESH KUMAR
SINGH:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether Government have seen the press report published in the Indian Express of the 19th January, 1981, under the heading "Caste system in foreign service";

(b) if so, whether any inquiry has been conducted in this regard; and

(c) if so, the results thereof?

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

(b) and (c). For various reasons, which are largely based on functional requirements, a number of cadres have been built up under the Ministry of External Affairs. On account of changed circumstances, some of these cadres have either outlived their utility or have, in fact increased in importance.

The Ministry are aware of the need to rationalise the cadre situation and

is examining various possibilities, such as elimination or absorption of smaller cadres so as to reduce the extent and range of the problem. While rationalising the cadre structure, the Ministry would naturally keep in mind the interests of functional efficiency and of economy in administration.

Assessment of the Working of Mental Hospital in India

2244. SHRI CHHANGUR RAM:
SHRI RAM VILAS PASWAN:

Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether Government have made any assessment with regard to the working of the various mental hospitals in the country particularly in respect of the treatment being provided to the patients, conditions in which they are being kept in the hospitals and their confinement even after their recovery when they are no longer required to be kept in the mental hospitals;

(b) if so, the result thereof and the steps contemplated by the Government in this regard; and

(c) if not, whether Government would consider the desirability of making such a study?

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

Conversion of Sholapur-Gadag Line

2245. SHRI K. B. CHOUDHARI:
Will the Minister of RAILWAYS be pleased to state:

(a) whether Government propose to convert the Sholapur-Gadag line into Broad-gauge; and

(b) if so, when the conversion work will start?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MAILLIKARJUN): (a) A Survey for conversion of this line into broad gauge is in progress.

(b) A decision can be taken only after the Survey is completed.

Railway line During Sixth Plan

2246. SHRI CHITTA MAHATA: Will the Minister of RAILWAYS be pleased to state:

(a) the names of places where Government propose to construct Railway line during the Sixth Plan period and their basis; and

(b) the estimated amount to be incurred for the construction of railway lines?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MAILLIKARJUN): (a) and (b). Allocation of funds for new lines during the 6th Plan is Rs. 330 crores (Rs. 240 crores for on-going schemes and Rs. 140 crores for new schemes). Based on this, BG rail link from Telapur to Patancheru (8.31 kms.) in Andhra Pradesh has been proposed in the Budget for 1981-82 at an estimated cost of Rs. 2.22 crores. Following new schemes are under consideration in consultation with the Planning Commission for inclusion in the 6th Plan:—

S.No.	Name of the Project	Estimated cost (Rs. in crores)	Outlay during 1980-85
1.	Koraput-Rayagada BG line (174.2 Kms.)—Orissa	112.10	60.0
2.	Jammu-Udhampur (40 Kms.)—J.&K.	41.00	30.00
3.	Jogighopa Bridge—Assam	60.00	20.00
4.	Karur-Dindigul-Tuticorin BG line (325 Kms.)—Tamilnadu	42.86	27.78

लाइनों के परिवर्तन का प्राप्त लक्ष्य

2247. श्री जैनूल बखर : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या छोटी लाइनों को बड़ी लाइनों में बदलने का पिछले बजट में निर्धारित लक्ष्य प्राप्त कर लिया गया है; और

(ख) यदि नहीं, तो इसके क्या कारण हैं ?

रेल मंत्रालय तथा संसदीय कार्य विभाग में उप मंत्री (श्री मल्लिकार्जुन): (क) और (ख) जी हाँ, गुजरात राज्य में वीरमगाम आवा/पोरबंदर आमान परिवर्तन योजना के प्रथम चरण के रूप में वीरमगाम से हापा

(268 कि. मी.) तक का भाग 17-6-1980 को बड़ी लाइन के यातायात के लिए खोल दिया गया है। सोनपुर-छपरा तक 54 कि. मी. लम्बे अन्य खंड को 14-2-1981 को यातायात के लिए खोल दिया गया है। छपरा-बाराबंकी खंड पर आमान परिवर्तन का काम अच्छी प्रगति पर है और आशा है यह कार्य इस वर्ष के दौरान ही विभिन्न चरणों में पूरा हो जायेगा। न्यू बोगाईगांव और गुवाहाटी के बीच सामानान्तर बड़ी लाइन दिखाने का काम प्रगति पर है और आशा है यह काम जून, 1982 तक पूरा हो जायेगा।

Improving a Stretch of 719.95 Kilometres of Road on east coast Alignment in Tamil Nadu

2248. SHRI K. T. KOSALRAM:

SHRI N. SUNDRAJAN:

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

(a) whether 38 major and minor bridges constructed with the assistance of Central Government under Economic and Inter-State Importance scheme on the East Coast alignment in Tamil Nadu, with an investment of Rs. 4 crores, are not in use for want of link roads connecting them;

(b) whether large scale smuggling in these parts can be prevented by having an all weather communication roads so that round-the-clock patrolling can be done; and

(c) if so, the action proposed to be taken for improving a stretch of 719.95 Kms. to National Highway standard?

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

(a) No such reports have been received from Tamil Nadu Govt. who are primarily concerned with this road as it is a State Road.

(b) Funds aggregating about Rs. 3 crores have already been provided to the State Govt. for construction of missing road links and bridges under the Central-aid-programme of loan assistance for State Roads of inter-State or Economic Importance and from Central Road Fund. The State Govt. are concerned with the execution of works against these funds in order to prevent smuggling etc.

(c) The road in question is not a National Highway and question of improvement to National Highway Standard does not, therefore, arise. It is a State Road and the State Govt. are concerned with its development and maintenance.

U.P. Government Request for wagons for Potatoes

2249. SHRI B. D. SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Government of U.P. had requested for the allotment of wagons to move potatoes outside the State;

(b) if so, when a request for the supply of wagons was made by the Government of U.P. and the number of wagons asked for;

(c) the number of wagons supplied so far as against the demand made by the Government of U.P.; and

(d) in case the demand of the Government of U.P. has not been met in full, the reasons therefor?

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

(b) In December 1980 Government of U.P. asked for the allotment of 47,405 wagons for loading of potatoes from U.P. during January to April 1981.

(c) and (d). Potato traffic in U.P. is mostly offered by the trade and not by the Government of U.P. The demand for wagons for potato loading December 1980 to February 1981 (upto 15th), a total of 1537 broad gauge and 2173 metre gauge wagons of potatoes were loaded from U.P. served by the Northern and North Eastern Railways. The pending indents on 15-2-1981 were 404 on the Broad Gauge and 7751 on the Metre Gauge.

The demand for loading potatoes on Metre Gauge of North Eastern Railway could not be met in full due to reluctance of merchants to load potatoes in block rakes on the plea that arrival of a rake at a destination would cause a drop in price. As a

result, only piecemeal clearance is now taking place. On the North Eastern Railway the bulk of the outstanding demands as on 15-2-1981 (7660 out of 7751) were for destinations on the Northeast Frontier Railway loading to which has been affected due to disturbed situation in Assam. However, instructions have been issued to load one rake of potato daily on the Metre gauge for destinations on N. F. Railway till all the indents are cleared.

The Railways anticipate no difficulty in the clearance of potatoes from U.P. provided the despatches are planned to all the directions and are not concentrated towards one direction only and that it is also ensured that loading is done in block rakes as far as possible.

Providing a stoppage for superfast trains at Bandel

2250. PROF. RUPCHAND PAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have any proposal to arrange stoppage at Bandel of superfast trains running between Delhi and Howrah; and

(b) whether Government have any proposal to introduce reservation and booking counters for long distance trains at Bandel in Eastern Railway?

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

(b) Adequate arrangements for reservation and booking of passengers are available.

Proposal or an Expert Committee on The Working of DTC

2251. SHRI M. RAMGOPAL REDDY Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether Government are considering any proposal to constitute

an expert committee to go into the working of D.T.C. and identify the causes of loss and suggest steps to contain and curtail the losses; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH): (a) No, Sir.

(b) Does not arise.

Shifting of Bikaner Railway Station

2252. SHRI JAI NARAIN ROAT: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Government have decided to shift Bikaner Railway Station to solve the problem of rail tracks;

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

(c) if not, the reasons therefor?

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

(b) Does not arise.

(c) Shifting of Railway station is not considered justified.

Cancer to wives due to cigarette smoke of husbands

2253. SHRI N. E. HORO: SHRI K. MALLANNA:

Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether Government's attention has been drawn to the 'Hindustan Times' dated the 18th January, 1981 that a major study says 'wives who do not smoke but are exposed to their husband's cigarette smoke develop cancer at a much higher rate than non-smoking wives of non-smoking husbands; and

(b) if so, what steps Government have taken to warn the persons regarding grave affects of smoking in the country?

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

(b) Biological studies have established the carcinogenicity of cigarette smoke and tar in particular has been proved to be responsible for carcinogenic effects. It has been observed that the use of filters in cigarettes minimises the harmful effects of cigarette smoke. The subject of cigarette filter has been taken up by the Tobacco and Tobacco Products Sectional Committee of the Indian Standards Institution for formulation of an Indian Standard at the instance of the Directorate General of Technical Development.

Under the Cigarette (Regulation of Production, Supply and Distribution) Act, 1975 the manufacturers or persons dealing in cigarettes are required to display prominently the statutory warning viz., 'Cigarette smoking is injurious to Health' on all cartons or packets of cigarette which are put up for sale. The warning is also required to be displayed prominently on all advertisements whether it is in newspapers, publications or on boardings or elsewhere.

Health education measures to restrict smoking have also been undertaken, e.g.,

(i) inclusion of a chapter on the health hazards of smoking for students of class IX, X under the Central Board of Education;

(ii) mass health education/publicity campaigns on the hazards of smoking through publications and mass media viz., radio, films, TV etc.

Growth Rate of Population During the last Three Censuses

2254. SHRI BHOGENDRA JHA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state: the percentage of the rate of growth of the Scheduled Tribes, Scheduled Castes, Backward Castes, Religious Minorities and the rest of the population in the country during the last three censuses?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR): The growth rates for the population based on 1951, 1961 and 1971 censuses and obtained from the Registrar General, India, in respect of Scheduled Castes and Scheduled Tribes are given in the Statement at Annexure-I and of major religious minorities and the rest of the population are given at Annexure-II. For Backward Classes the information is not available.

ANNEXURE-I

Statement showing the percentage rate of growth of the Scheduled Castes/Scheduled Tribes in the country during the last three Censuses

Year	Total population of Scheduled Castes	Percentage rate of growth	Total population of Scheduled Tribes	Percentage rate of growth
1	2	3	4	5
1951	51,349,355*		19,116,637*	
1961	64,449,275	+24.85	30,130,184	+56.05
1971	79,995,896	+24.12	38,015,162	+26.17

NOTE:—1* (i) Includes Chander nagore (the West Bengal, list of Scheduled Tribes was applied to Chandernagore) and excludes Jammu & Kashmir, Pondicherry and Arunachal Pradesh.

(ii) Excludes Sikkim. No Castes were Scheduled in the Presidential order for Sikkim.

(iii) Figures include about 5000 persons in Madras district who returned themselves as Harijans but were misclassified as Schedule Tribes

2. (i) The figures for 1951 census are based on the Constitution (Scheduled caste) order 1950.

(ii) The figures for 1961 and 1971 have been based on the Scheduled Castes and Scheduled Tribes list (Modification) order 1956.

3. Percentage increase has been worked out on comparative area figures for each census.

ANNEXURE-II

Statement showing the Population for main religious minorities and the rest of the population in the country during the last three censuses i.e. 1951, 1961 and 1971.

Year	Religious minorities							
	Total Population		Muslims		Christians		Sikhs	
	Population	Percentage rate of growth	Population	Percentage rate of growth	Population	Percentage rate of growth	Population	Percentage rate of growth
1	2	3	4	5	6	7	8	
1951**	361,088,090	35,414,284	8,398,038	6,219,134				
1961*	439,234,771	46,940,799	+25.61	10,728,086	+27.38	7,845,915	+25.13	
1971	548,159,652	61,418,269	+30.84	14,225,045	+32.58	10,378,891	+32.28	
Population	Buddhists		Jains		Rest of the Population		Remarks	
	Population	Percentage rate of growth	Population	Percentage rate of growth	Population	Percentage rate of growth		
	9	10	11	12	13	14	15	
180,823			1,618,406		309,263,405			
3,256,036	+1670.71		2,027,281	+25.17	368,436,654	+20.09		
3,874,942	+17.33		2,604,837	+28.49	455,657,668	+23.74		

** (i) Excludes Jammu & Kashmir, Pondicherry and Arunachal Pradesh from column 15 3 onward.

(ii) Excludes Arunachal Pradesh in Column 2.

(iii) The religious break up for 268,602 population in Punjab state in 1951 was not available.

* Includes 98,705 persons of Arunachal Pradesh in columns 3, 5, 7, 9, 11 and 13 where all India Census Schedule was canvassed.

Notes:—Percentage increase has been calculated on comparative area figures for 1951—61 and 1961—71 censuses.

नागदा जंक्शन से ट्रेन्स की बाव

2255. श्री सत्य नारायण चडवा :
क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) पश्चिम रेलवे के नागदा जंक्शन, रतलाम जंक्शन, इन्दौर और उज्जैन रेलवे स्टेशनों से 1977-78, 1978-79 और 1979-80 के दौरान रेलवे की कुल अर्जित आय क्या है;

(ख) उपरोक्त अवधि के दौरान इन स्टेशनों पर उपलब्ध कराई गई रेल सेवा सुविधाओं (यात्री तथा माल गाड़ी) का व्यापार क्या है;

(ग) क्या नागदा जंक्शन और बिरला-पुर गांव पर नागदा और मण्डी के बीच यातायात की आवा-जाही की सुविधा के लिए रतलाम जंक्शन के रेलवे फाटक पर एक ऊपरी पुल के निर्माण के लिए मंत्रालय को कोई प्रस्ताव प्राप्त हुआ है; और

(घ) यदि हां, तो उस पर क्या कार्य-वाही की गई है ?

रेल मंत्रालय तथा संसदीय-कार्य विभाग में उप मंत्री (श्री मणिकान्त) के अनु-बन्ध "1" संलग्न है ।

(ख) सभी चारों स्टेशनों पर बिजली की व्यवस्था कर दी गयी है और यात्री तथा माल प्लेटफार्मों पर पर्याप्त संख्या में बस्तियां तथा पंखे लगा दिये गये हैं । रतलाम, उज्जैन और इन्दौर स्टेशनों को यात्री प्लेटफार्मों पर जल शीतकों की भी व्यवस्था कर दी गई है । नागदा में भी एक जल शीतक लगाया जा रहा है । इन स्टेशनों पर दी गयी अन्य सुविधाओं का विवरण अनुबन्ध "2" में दिया गया है ।

(ग) जी नहीं ।

(घ) प्रश्न नहीं उठता ।

अनुबन्ध "1"

1977-78, 1978-79 और 1979-80 के दौरान पश्चिम रेलवे के नागदा जंक्शन, रतलाम जंक्शन, इन्दौर और उज्जैन रेलवे स्टेशनों से हुई कुल आय इस प्रकार है :—

(भरें इ रुपयों में)

स्टेशनों का नाम	1977-78	1978-79	1979-80
1	2	3	4
नागदा	0.38	0.47	0.46
रतलाम	2.37	2.38	2.67
इन्दौर	4.20	3.95	4.35
उज्जैन	1.34	1.45	1.43

अनुबन्ध "2"

वर्ष 1977-78, 1978-79 और 1979-80 के दौरान उज्जैन, रतलाम, इन्दौर और नागदा स्टेशनों पर "यात्री" और "माल" के लिए रेलों द्वारा की गई सुविधा सेवाओं का विस्तृत विवरण ।

दी गई सुविधाएं/आराम की मदें	उज्जैन	रतलाम	इन्दौर	नागदा
1	2	3	4	6
क्रम सं०				
1. प्याऊ	5	4	3	1
2. पानी के नल	13	15	15	17

1	2	3	4	5	6
3.	पानी की ट्रालियां	6	6	3	3
4.	जल शीतक	3	6	2	—
5.	प्रतीक्षालय	2	2	2	1
6.	प्रतीक्षालय दूसरे दर्जे के	1	1	2	2
7.	विश्रामगृह	3	3	2	—
8.	डारमेटरी	—	—	3	—
9.	यात्री प्लेटफार्मों पर बैचे	50	55	44	19
10.	शौचालय	23	42	16	6
11.	मूत्रालय	14	11	9	2
12.	स्नानागार	4	19	6	2
13.	पुस्तक स्टाल	1	4	2	1
14.	पुस्तक ट्रालियां	1	1	1	—
15.	अल्पाहार गृह	1	1	1	—
16.	अल्पाहार स्टाल्स	4	14	5	3
17.	अग्रिम आरक्षण एवं बुकिंग कार्यालय	1	1	2	1
18.	प्लेटफार्मों पर छत डालना	1	6	4	3
19.	यात्री प्लेटफार्म	7	6	4	4
20.	माल प्लेट फार्म	2	2	2	1
21.	ऊपरी पैदल पुल	1	1	1	1

टिप्पणी : (i) उज्जैन, खतलाम और इन्दौर पर व्यापारियों के लिए प्रतीक्षालयों की व्यवस्था की गई है ।

(ii) इन सभी स्टेशनों पर संचालन क्षेत्रों सहित स्टेशन और माल शेडों तक पहुंच मार्गों की व्यवस्था की गई है ।

Locomotion Strike Affects Supply to Steel Plants

2256. SHRI BALASAHEB VIKHE PATIL: Will the Minister of RAILWAYS be pleased to state:

(a) which are the other Railway besides North Eastern Railway which have been affected by the strike of loco staff;

(b) whether supplies of inputs to power and steel plants were disrupted as a result of the strike;

(c) if so, the plants which have been affected; and

(d) the steps taken by Government to ensure regular supplies of inputs to these plants?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) The mass sick leave, as announced by the Loco Running Staff Association from O-hrs. of 29th January, 1981 did not affect the operation,

on the Railways expect in a few isolated places.

(b) and (c). No.

(d) Does not arise.

Length of Railway Line in Madhya Pradesh

2257. SHRI KAMAL NATH: Will the Minister of RAILWAYS be pleased to state:

(a) the ratio between the existing length of rail lines and the total area in Madhya Pradesh, Uttar Pradesh, Punjab, Haryana, Bihar, West Bengal and Maharashtra;

(b) the steps Government propose to take for setting up additional rail lines to bridge the gap in the ratio; and

(c) the reasons for such difference between various States?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Requisite details are given below.

State	Route Kms. per 1000 sq. km. of area
Madhya Pradesh	12.96
Uttar Pradesh	29.93
Punjab	42.47
Haryana	32.79
Bihar	30.55
West Bengal	42.37
Maharashtra	17.01

(b) and (c). Railway development cannot be envisaged on Statewise or regionwise concept. The needs of the country are assessed and then decisions are taken for the overall railway development within the limited resources made available by the Planning Commission. Planning of new Railway lines is closely linked with the transport requirements of the concerned area. Adequacy of anticipated traffic

rather than the existing railway kilometrage is the guiding criteria in deciding on new line projects.

Proposed Brahmaputra Bridge at Gogighopa in Assam

2258. SHRI SANTOSH MOHAN DEV: Will the Minister of SHIPPING AND TRANSPORT be pleased to state the details of the bridge proposed to be constructed on Brahmaputra at Gogighopa in Assam?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH): Following the decision of the Government of India to construct a bridge across the river Brahmaputra at Gogighopa in Assam, an estimate amounting to Rs. 51,640 lakhs was sanctioned in November 1980 for Techno-Economic feasibility study and detailed investigation and preparation of detail Project report for the construction of the bridge in question. The Project report has not yet been received from the "RITES" to whom this work was entrusted. It is expected by 31st March, 1982. The details of the bridge would become available only after receipt of the Project report and decision thereon after examination.

Rural health schemes sponsored by Unesco in Orissa

2259. SHRI A. C. DAS: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether it is a fact that some rural health schemes sponsored by United Nations Educational Scientific and Cultural Organisation are going to be launched in the country for giving direct benefit to the villagers and slum dwellers;

(b) if so, whether such scheme is going to be extended also to the rural areas of Orissa; and

(c) the details regarding the implementation of these schemes?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR): (a) There is no such proposal under the consideration of this Ministry.

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

Number of S.C./S.T. Officers in Shipping and Transport Ministry

2260. SHRI BHEEKHABHAI: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) the total number of officers in the Ministry including the Public Undertakings under its control;

(b) the number of officers belonging the Scheduled Castes and Scheduled Tribes in the said Ministry;

(c) the percentage of each category of both reserved communities, separately;

(d) whether Government have launched a special crash programme for filling up shortfalls of reserved vacancies;

(e) if not, why; and

(f) whether Government propose to make a special campaign for the recruitment of these communities?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEERENDRA PATIL): (a) to (c). The total number of officers and employees in the Ministry of Shipping and Transport, its attached and subordinate offices, public sector undertakings and other statutory bodies under its control as on 1st January 1980 the number of officers and employees belonging to Scheduled Castes and Scheduled Tribes among them and their percentage are given below:—

Total Number of officers & employees	No. of Officers and employees belonging to		Percentage of SC & ST officers and employees to the Total No.	
	S.C.	S.T.	S.C.	S.T.
1,63,698	21,054	2,384	12.86%	1.46%

(d) to (f). Efforts are being made continuously to clear the backlog of representation of Scheduled Castes and Scheduled Tribes.

Mileages Allowance

2261. SHRI BASUDEB ACHARYA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware that the agreement on restructuring of pay arrived at in July 1980 and recommendation of other committees on mileages allowance which is a part of loco running staff's pay and uniforms, are not being implemented; and

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

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) There was no agreement arrived at on these issues.

(b) Does not arise.

Protocol Signed with USSR

2262. SHRI VIJAY KUMAR YADAV: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether it is a fact that a protocol has been signed by him and Mr. Ivan Arkhipov, first Deputy Chairman of the Council of Ministers of U.S.S.R. regarding the actual projects on which

Russian aid of Rs. 520 crores during the Sixth Plan is to be used; and

(b) if so, the details of the projects with place and capacities?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) Yes Sir. The Protocol expresses the substance of discussions on various projects of Indo-Soviet economic cooperation including the projects for which the Soviet credit of Rs. 520 crores is to be allocated.

(b) Details of the projects, including, where already determined, location and capacities were given in the Press Note issued on January 23, 1981. Relevant extracts are enclosed.

Extracts from the Press Note issued by the Press Information Bureau on January 23, 1981, regarding Indo-USSR Joint Commission Session

The concrete measures for implementation of Programmes of cooperation in vital sectors of the Indian economy, such as ferrous metallurgy, coal, power, oil etc., envisaged by the Economic Agreement of December 1980, were also considered during the session of the Commission.

Matters connected with the setting up of the Vishakhapatnam Steel Plant were examined in detail. Also considered were questions relating to the expansion of the Bhilai Steel Plant and the Bokaro Steel Plant, as well as cooperation with the corresponding Soviet organisations.

In the field of coal industry, discussions related to the Jhanjra underground mine with a capacity of 2.8 million tonnes per annum and the Mukanda open cast mine, which is to be developed as an integrated complex, with a first stage capacity of 4 million tonnes per annum.

In the field of oil exploration and exploitation, a number of programmes for prospecting for oil in selected

areas and for increasing oil production from existing wells were considered.

An important project which was considered by the Commission was the construction of an integrated thermal power plant of the capacity of 1000 MW, with possibility of expansion upto 3000 MW, to be set up at the Nigahi coal mine on the Singrauli coal deposits. Negotiations relating to the implementation of this project are to be taken up in the first half of 1981.

In the field of irrigation, programmes of cooperation which were considered, included production of prefabricated components for construction of canal structures and canal lining and using the directional blasting techniques for construction of dams.

Foot Over-Bridges Across Kurla Thane

2263. DR. SUBRAMANIAM SWAMY: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal to construct Vehicular or Pedestrian Foot-Over-Bridges across the Railway tracks anywhere between Kurla-Thana and between Kurla-Mankhurd on the Central Railway at Bombay; and

(b) if so, the details thereof?

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

(b) The following works of construction of road over/under-bridges and foot over-bridges on Kurla-Thana and Kurla-Mankhurd Section of Central Railway have been included in the Railways Works Programme 1981-82.

Kurla-Thane Section:

1. Road Over-bridge in replacement of level crossing No. 16 near

Vikhroli at an estimated cost of Rs. 46 lakhs.

Kurla-Mankhurd Section:

2. Road Over-bridge in replacement of level crossing No. 1 between Kurla and Chembur at an estimated cost of Rs. 82.37 lakhs.

3. Foot over-bridge at Chembur Station at Bombay and at an estimated cost of Rs. 10.62 lakhs.

4. Extension of a Foot-over-bridge towards down side at Govandi at an estimated cost of Rs. 8.65 lakhs.

5. Foot over-bridge at Mankhurd at an estimated cost of Rs. 7.52 lakhs.

The following proposals for construction of road over/under-bridges and foot over-bridges on Kurla-Thane and Kurla-Mankhurd Section of Central Railway are under the examination of the Railway in consultation with the State Government/Local Authority.

Kurla-Thane Section:

1. Road Over-bridge across Kurla yard station on the proposed Santa-cruz Link Road.

2. Road Over-bridge near Vidya-vihar Station at Kms. 17/12-13.

3. Road Over-bridge in replacement of level crossing No. 20 on north of Mulund Railway Station.

4. Foot Over-bridge at Thane at Kalyan end.

5. Foot Over-bridge in lieu of level crossing No. 16 between Vikhroli and Bhandup at Kanjurmarg.

6. Foot Over-bridge in lieu of level crossing No. 14 between Ghatkopar and Vikhroli.

Kurla-Mankhurd Section

7. Foot Over-bridge near Kumud School at Kms. 20/4-3 between Kurla and Mankhurd.

8. Foot Over-bridge near Chembur joining Sahakar Nagar and Tilak Nagar.

Production of Wagons

2264. SHRI TARIQ ANWAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government anticipate a gap of 30 billion tonne Km. between the demand and supply of rail transportation during 1984-85;

(b) whether the production of wagons cannot be raised from 25,000 to 30,000 wagons per year without long term orders; and

(c) whether Government are planning to import rail wagons to meet the shortages between demand and supply?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) No, not between demand and supply, but between projection of Planning Commission and the resource availability.

(b) Installed production capacity is already over 25,000 wagons a year.

(c) No.

Delay in payment of gratuity etc. to retiring employees of CGHS

2265. SHRI HIRALAL R. PARMAR: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) the total number of employees, category-wise, including pharmacists who retired from service in November, 1980 in C.G.H.S. New Delhi;

(b) whether the amount of gratuity, GPF and other deposits have been paid to them; and

(c) if not, the reasons for the delay in payment of gratuity, etc.?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR): (a) Pharmacist—1.

Dresser—1

(b) and (c). The pharmacist has already been paid the cash equivalent of leave salary at retirement and the dresser the Death-cum-retirement Gratuity. Other payments have been delayed due to administrative reasons and are likely to be made shortly.

International Maritime Conference

2266. SHRI K. RAMAMURTHY: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) the principal suggestions of the three day International Maritime Conference being held from February 11, 1981 at Madras; and

(b) the action proposed to be taken thereon?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEERENDRA PATIL): (a) and (b). The suggestions of the International Maritime Conference held at Madras have not been received by Government from the Secretariat of the Conference so far.

Review of the facilities available to patients in various hospitals of capital

2267. SHRI JAGPAL SINGH:

SHRI RASHEED MASOOD:

SHRI RAJESH KUMAR SINGH:

Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) what is the periodicity, if any, fixed by Government to review the facilities available in various Government hospitals in the Capital including the AIIMS and also to keep acquainted with the condition of the patients lying unattended in the verandahs/compounds of the hospitals;

(b) when a review of the facilities available in the hospitals was made

last and what steps were taken by Government to improve these facilities;

(c) the number of visits, if any, made by the concerned authorities to the various hospitals during the last one year and the steps taken as a result of these visits;

(d) if not, why fixing of periodicity to review the facilities and for visits to the hospitals to keep abreast with the conditions of the patients lying unattended was not considered necessary; and

(e) whether Government would consider the desirability, such as periodicity in the larger interest of the patients who visits these hospitals for medical treatment?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR): (a) and (b). No fixed periodicity exists to review the facilities. However, the facilities available in hospitals condition of patients are reviewed by the Medical Superintendent in charge of the hospitals, as and when necessary.

(c) to (e). Medical Superintendents who are senior level officers on the spot, review the facilities provided and the condition of patients in the hospitals as constantly.

Hauling of passenger trains by two engines

2268. SHRI R. P. GAEKWAD: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Indian Railways propose to give priority for pulling up of passenger trains by two engines and that more and more longer trains will be given priority over introduction of new trains;

(b) whether Indian Railways propose to give priority for pulling up passenger trains by two engines on the Western Railway; and

(c) if so, which of the trains on the Western Railway that will be given priority for pulling up by two engines?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Yes, as far as long distance Mail/Express trains are concerned, subject to availability of resources and operational constraints.

(b) and (c). Proposals for double heading of 501/502 Pink City Express and 151/152 Rajdhani Express are under examination and action as found feasible will be taken.

आभा लोको द्वारा आमंत्रित की गई निविदा

2269. श्री राम बिलास पासवान: क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या यह सच है कि नवम्बर, 1980 के दौरान पूर्वी रेलवे के अंतर्गत आभा लोको द्वारा निविदा आमंत्रित की गयी थी;

(ख) क्या शहरवनी श्रमिक सहयोग समिति, मुंगेर (बिहार) की निविदा सबसे कम थी;

(ग) क्या यह भी सच है कि उपर्युक्त सहकारी समिति की निविदा स्वीकार नहीं की गयी थी और उस व्यक्ति की दर, जिसकी निविदा स्वीकार की गयी थी, सहयोग समिति की दरों से काफी ऊंची थी;

(घ) क्या सरकार ने मार्गदर्शी सिद्धान्त जारी किए हैं कि इस तरह की संविदाओं, आदि के मामलों में सहयोग समिति को प्राथमिकता दी जाए; और

(ङ) यदि हां, तो तत्संबंधी अधिकारी के खिलाफ क्या कार्यवाही की जा रही है?

रेल मंत्रालय तथा संसदीय कार्य विभाग में उप मंत्री (श्री मल्लिकार्जुन): (क) जी हां, आभा लोको ग्रुप शेडों के कायला तथा राख समूहों कार्य के लिए टेंडर आमंत्रित किये गये थे और 29-9-1980 को खोले गये थे।

(ख) जी हां ।

(ग) जी हां । शहरवनी श्रम सहकारी समिति को ठेका नहीं दिया जा सका क्योंकि कार्य-स्थल समिति के कार्य क्षेत्र के अंतर्गत नहीं था । इसके अलावा, शाखा इंजन शेड में, यथा अपेक्षित कार्यरत मौजूदा कायला कामगारों में से कोई भी कामगार समिति के रोल पर नहीं था । इस समिति को इस किस्म के काम का कोई पिछला अनुभव भी नहीं था । त्रिधिवत गठित एक टेंडर समिति, जिसने रेल प्रशासन के परिचालनिक सहित सभी पहलुओं को ध्यान में रखा, की सिफारिश पर एक व्यक्ति को आभा में कायला तथा राख समूहों का काम दिया गया था ।

(घ) ऐसे ठेकों के मामले में वास्तविक कामगारों की पंजीकृत वास्तविक सहकारी श्रमिक समितियों को प्राथमिकता दी जाती है ।

(ङ) प्रश्न नहीं उठता ।

Ships built in Indian shipyard

2270. SHRI XAVIER ARAKAL: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) how many ships are built in India in 1979-80 and 1980-81 at what costs and in which shipyards;

(b) the total cost of each ship built in India from 1979-80 onwards;

(c) why the work in Cochin Shipyard is not progressing; and

(d) whether Government are aware that private contractors and building contractors are wilfully delaying the work and taking away huge sum of money?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEERENDRA PATIL): (a) and (b). Of the two public sector shipyards under the Ministry of Shipping and Transport, Hindustan Shipyard completed and delivered two cargo vessels in

1979-80 and one cargo vessel in 1980-81. These are:

Name of ship	DWT	Date of delivery	Cost (Rs. crores)
1. Jalagodavari	20,914	6-4-1979	14.51
2. Jalagovind	20,868	5-12-1979	15.45
3. Jalagopal	20,850	11-9-1980	15.58

(c) The major facilities envisaged in the project report of Cochin Shipyard, except for installation of three cranes, have already been completed. The project is expected to be completed in all respects by 1981-82.

(d) No such report has been received by Government.

Circular Railway for Bangalore

2271. SHRI M. V. CHANDRASEKARA MURTHY: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is a proposal under consideration to have a circular Railway for Bangalore City;

(b) if so, whether the Central Government have agreed to that proposal;

(c) if so, to what extent the proposal will be implemented; and

(d) the total cost of expenditure involved?

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

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

Posts of S.C./S.T. in Railways

2272. SHRI RAM PYARE PANIKA: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is a huge shortfall in recruitment/promotion posts reserved for SC/ST in Indian Railways (including those of Railway Board, attached offices and production units);

(b) whether a crash programme for wiping out shortfalls of Scheduled Castes and Scheduled Tribes quota is being launched on the lines of first Crash Programme of 1975-76; and

(c) if so, the date from which the Crash Programme will start and the extent of shortfalls of both recruitment and promotion for Grades A, B, C, and D as on 31st December, 1980?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Representations of Scheduled Castes/Scheduled Tribes on Indian Railways as on 31-3-1980 are as under:—

Class	Total No. of employees	Scheduled Castes	% age	Scheduled Tribes	% age
Group A	5393	419	7.8	77	1.4
Group B	5048	550	10.9	114	2.3
Group C	707034	79935	11.3	16231	2.3
Group D	779308	137860	17.7	41552	5.3
(excluding Safaiwalas)					
Group D	54588	45399	83.2	862	1.6
(Safaiwalas)					

(b) Yes.

(c) The Crash Programme is proposed to be launched on the Railways from 1st April, 1981. From the percentages mentioned above, it will be seen that there is shortfall in the representations of both Scheduled Castes and Scheduled Tribes in categories A, B and C. The percentages are shown in the statement above. The All India basis requirement is 15 per cent for Scheduled Castes and 7½ per cent for Scheduled Tribes.

Dredging operations in Paradip Port

2273. SHRI LAKSHMAN MALICK: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether the Central Government have been bearing the entire expenditure on the maintenance of dredging of Calcutta Port;

(b) if so, the reasons therefor;

(c) the average annual expenditure being incurred on this account at Calcutta Port;

(d) whether there is any proposal under Government's consideration to extend the same benefits to Paradip Port in view of its dredger Konark sunk in the sea; and

(e) if not, the reasons therefor and what alternative assistance is likely to be extended to Paradip Port to keep up its maintenance of dredging?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEERENDRA PATIL): (a) The Central Government have been bearing 80 per cent of expenditure incurred by Calcutta Port Trust on dredging and maintenance of the river Hooghly from the year 1968-69.

(b) The One-Man Committee (P. C. Bhattacharya Committee) appointed by the Government in 1967 to enquire into the financial position of Calcutta Port recommended inter alia

that 80 per cent of expenditure on dredging and maintenance of the river incurred by Calcutta Port should be borne by Government as a permanent measure. Subsequently, the Two-Man Committee appointed by Government in 1975 to go into the working and financial position of the Calcutta Port also recommended continuance of the above financial assistance to the Port at least upto 1983-84.

(c) The average annual expenditure being incurred by Calcutta Port on dredging and maintenance of the river is in the range of Rs. 11 to 12 crores at present.

(d) No, Sir.

(e) Only Calcutta Port, which is a riverine Port, has been allowed subsidy on dredging in river Hooghly. No other Port has been sanctioned any subsidy towards expenditure on dredging.

Extension of Haryana Express upto Bhatinda

2274. SHRI CHIRANJI LAL SHARMA: Will the Minister of RAILWAYS be pleased to state whether Government have any proposal to extend the Haryana Express upto Bhatinda?

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

Trains Accidents during 1st December, 1980 to 15th February, 1981

2275. SHRI NAVIN RAVANI: Will the Minister of RAILWAYS be pleased to state:

(a) whether train accidents occurred during the period from 1st December, 1980 to 15th February, 1981 in various parts, of the country;

(b) if so, the details of each accident;

(c) the reasons for each accident;

(d) the details of loss of life and injuries;

(e) what compensation was paid to each victim; and

(f) what action has been taken against Railway employees and officials who are responsible for the same?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS & IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN):

(a) & (b) During the period 1.12.80 to 15-2-81, 223 train accidents occurred on the Indian Government Railways. The details of these train accidents are as under:

Collisions	16
Derailments	183
Level crossing accidents	19
Fires in trains	5
Total	223

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

1. Failure of railway staff	75
2. Failure of persons other than railway staff	20
3. Failure of Mechanical equipment	69
4. Track defects	8
5. Sabotage	2
6. Accidental	3
7. Cause could not be established	2
8. Cause not yet finalised	39
Total	223

(d) In these accidents, 63 persons were killed and 285 injured.

(e) No. compensation has been paid so far.

(f) Necessary disciplinary action is initiated against the staff responsible for accidents.

भारतीय रूतवात पर किया गया खर्च

2276. श्री राज बबध: क्या विदेशों में यह बताने की कृपा करेंगे कि वत तीन

वर्षों के दौरान विदेशों में स्थित भारतीय दूतावासों पर प्रतिवर्ष तथा देश-वार कुल कितने रुपये का तथा विदेशी मुद्रा का खर्च हुआ है ?

विदेश मंत्री (श्री पी. वी. नरसिंह राव): विदेशों में स्थित भारतीय मिशनों पर अधिकतर खर्च विदेशी मुद्रा में ही होता है। लेकिन बजट और लेखा के लिए खर्च केवल रुपये में दिखाया जाता है। विदेशी मुद्रा में होने वाले खर्च का प्रतिशत लगभग 88 है और शेष 12 प्रतिशत भारतीय रुपये में है।

गत तीन वित्तीय वर्षों अर्थात् 1977-78, 1978-79 और 1979-80 के दौरान प्रत्येक मिशन के संबंध में देशवार अंश मिशनवार वास्तविक खर्च सभा पटल पर रखा गया है (ग्रन्थालय में रखा गया। देखिये संख्या एल. टी. 2018/81) इन तीन वर्षों के दौरान होने वाला कुल खर्च क्रमशः रु. 27.30, 30.86 और 33.58 करोड़ है।

Fall in sterilization Target

2277. SHRIMATI KRISHNA SAHI: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether it is a fact that average cost per sterilization is increasing every year because on the one hand, wage-bill is rising while on the other performance is decreasing; and

(b) if so, whether Government propose to overhaul its communication strategy and bring about certain fundamental changes in the execution of programmes?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR): (a) The average cost per Sterilization is increasing due to the following factors:—

(i) Larger expenditure on building up of infrastructure needed for provision of services for health, family welfare and Maternal and Child Health.

(ii) Increased expenditure on construction of buildings for working and

living accommodation for medical and para-medical personnel under Family Welfare programme in rural areas.

(iii) Sanction of additional instalments of Dearness Allowance and revision of scales of pay on the basis of recommendations of Pay Commission in certain States. The performance under sterilisation has been showing on upward trend after the steep fall in 1977-78.

(b) The motivation strategy is being continuously updated and improved keeping in view the needs of the programme and integration of health, family welfare and Maternal and Child Health.

European Security Conference

2278. **SHRI CHITTA BASU:** Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether a 35 State European Security Conference was recently held at Madrid;

(b) if so, the outcome of the Conference; and

(c) the reaction of Government in that regard?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) The Conference on European Security and Cooperation is being held at Madrid since 11th of November, 1980.

(b) The Conference is still going on and the outcome is not yet known.

(c) Does not arise.

Construction of East Coast Road Project

2279. **SHRI P. RAJAGOPAL NAIDU:**
SHRI P. J. KURIAN:

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

(a) whether Government of Andhra Pradesh had submitted a project report with regard to the construction of East Coast Road Project for stren-

gthening and augmenting the existing National Highway No. 5;

(b) if so, the views of the Central Government on the said project;

(c) whether Government has approached the World Bank for its assistance to implement the project; and

(d) if so, the steps being proposed to be taken in this regard and the views of the World Bank?

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

(a) Yes, Sir.

(b) to (d) The East Coast Road in Andhra Pradesh is a State Road and the Government of Andhra Pradesh are primarily responsible for all matters relating to its construction, maintenance and improvement etc. In so far as the question of seeking the World Bank Aid for strengthening it concerned, it is again primarily matter concerning the State Government who have been advised to approach the Ministry of Finance (Department of Economic Affairs) in this regard direct.

Empty running of goods wagons

2280. **SHRI K. P. SINGH DEO:**
SHRI SUBHASH CHANDRA BOSE ALLUR:

Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have assessed the percentage of empty running of goods wagons in the S.E. Railways during 1979-80;

(b) what is the loss involved; and

(c) what steps are being taken to bring down this percentage?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) The percentage of empty wagon kilometres to total wagon kilometres has come down from

32 per cent in 1978-79 to 29 per cent in 1979-80 in Broad Gauge sections of the South Eastern Railway.

(b) Does not arise.

(c) Empty haulage of wagons is inherent and unavoidable in every railway system and it depends upon where bulk of the traffic is available. Steps, are however, taken to rationalise the movement in such a manner that the empty haulage is minimum possible.

Appeal by Indian workers working in Libya

2281. SHRI ATAL BIHARI VAJPAYEE: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether it is a fact that about 100 building construction workers in Libya had addressed an appeal dated October 25, 1979 to his Ministry stating their pathetic conditions there and requesting for their repatriation;

(b) if so, the facts and action taken for their relief;

(c) whether everyone of them has completed his term under the legal contract; and

(d) if so, why there has been delay in their repatriation inspite of their express wish for the same?

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

(b) On receipt of the complaint from the workers that the employing company had not paid their dues and was not taking action to repatriate the workers our Embassy in Tripoli had taken the matter up with the Foreign Liaison Bureau of the Government of Libya. The complaint of the workers had also been filed with the local Civil Courts. The Civil Courts gave their final decision on 3rd December, 1980 in favour of the workers. However, this decision was contested by the employing Company in the High Court who upheld the decision of the Civil Court on 25th

January, 1981 and directed the Company to make payments of the workers' dues. According to the reports the Company is making arrangements to clear the dues of the workers.

(c) Yes, Sir.

(d) The repatriation of the workers was delayed as the matter was being adjudicated by the local Courts. Now that the legal hurdles are over the workers are likely to be repatriated to India shortly.

Manmad—Aurangabad Line

2282. SHRI QAZI SALEEM: Will the Minister of RAILWAYS be pleased to state:

(a) how much amount has been spent till date since the inception of Manmad—Aurangabad Railway line on Central—Southern Railways and the details thereof;

(b) what are the plans, proposals and estimates of the said line;

(c) when the said line is likely to be constructed; and

(d) what steps the Railways have taken/or propose to be taken for its early completion?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARAJUN): (a) to (d). A metre gauge line already exists from Manmad to Secunderabad via Purna. The conversion of a part of this section from Manmad to Parbhani and then on to Parli Vaijnath is an approved work and in the first stage it is proposed to convert the section between Manmad and Aurangabad. No target date for completion of the work has been fixed. This would depend on the needs of traffic and the availability of funds. Out of a total estimated cost of Rs. 30.92 crores, a sum of Rs. 93.93 lakh is expected to be spent by 31st March 1981.

Open Heart surgery by a doctor of Bombay

2283. SHRI SHANTARAM POT-DUKHE: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether Government are aware of open heart surgery by a leading doctor of Bombay which is low cost heart transplant; and

(b) if so, whether Government propose to start such units in Government hospitals facilitating low cost heart transplants?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIGAR RANJAN LASKAR: (a) and (b). The information is being collected and will be laid on the table of the Sabha.

Dieselisation of Shornur Railway Loco shed

2284. SHRI V. S. VIJAYA RAGHAVAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal to dieselise the Shornur Railway loco shed due to lack of good quality coal; and

(b) whether Government propose to introduce mini diesel engine in Palghat Division, so as to avoid difficulties arising out of shortage of coal?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Dieselisation on Railways is carried out keeping in view the traffic density and potential of the Section. A separate Inspection Organisation exists to ensure supply of coal to requisite quality for Railways' use and the coal being supplied to Shornur shed is suitable for steam traction and there is no proposal to dieselise Shornur for the present.

(b) There is no such proposal at present. The coal stock on Palghat Division as on 1st March 1981 were of 4.6 days' consumption and the supply position continues to be watched.

Corruption in Reservation of Berths

2285. SHRI P. K. KODIYAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government's attention has been drawn to the rampant corruption in Railways in the case of allotment of wagons and reservation of berths and seats; and

(b) if so, what effective measures are being taken by Government to check the same?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) No. However, some complaints alleging corruption in allotment of wagons and reservation of berths and seats have been received.

(b) The various measures taken by the Railways to contain activities of anti-social elements indulging in corruption practices include the following:

(i) Frequent checks by officers and Inspectors and preventive checks by vigilance organisation of the railways are conducted to ensure that allotment of wagons is done according to priority and date of registration and that quotas for various points and restrictions are observed.

(ii) Whenever any complaints are received regarding irregularities in allotment of wagons, these are thoroughly investigated and if any staff is found responsible for any irregularity or malpractice suitable disciplinary action, is taken against them. If during preventive checks and investigation of complaints, it is observed that there is lacunae in

the procedures followed, the procedures are suitably modified to remove scope for irregularities and malpractices.

(iii) Likewise, checks have been intensified by the Commercial and Vigilance wings of the railways, anti-fraud squad, Government Railway Police, etc., to curb the activities of anti-social elements and railway staff indulging in malpractices in reservation of berths and seats. Since many of the irregularities in reservation area stem from the difference between demand and supply, endeavours have been made to reduce the gap between demand and supply by introducing new trains, augmenting the loads of existing trains, extending their runs, increasing the frequency of weekly/biweekly trains and running holiday specials on important routes within the resources available, to clear the rush of traffic. In addition, several steps have been taken to render better and more satisfactory service to the travelling public by way of streamlining the reservation procedures and arrangements like opening additional booking windows, reservation counters and extending working hours of reservation offices etc.

Amount sanctioned for repairing the damages caused to National Highways in Orissa

2286. SHRI RASABEHARI BEHERA: Will the Minister of SHIPPING AND TRANSPORT be pleased to refer to the reply given to Unstarred Question No. 1445 on the 27th November, 1980 regarding damages caused to National Highways in Orissa by floods and state the amount which Union Government have sanctioned for repairing the damages and to reconstruct the National Highways in Orissa?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH): Flood damage repair and special repair estimates aggregating to Rs. 23.73 lakhs have so far been sanctioned in respect of damages caused by floods to the National Highways in Orissa in September, 1980. Against these sanctions, Rs. 11.44 lakhs have so far been released. Meanwhile, more estimates for flood damage repair works, recently received from the State, are being processed. Further releases against these would be made as and when works are sanctioned.

Ban on screening of certain films abroad

2287. SHRI K. M. MADHUKAR:
PROF. RUP CHAND PAL:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether it is a fact that three films one by Mani Kaul and other two by Loksen Lalwani have been banned by the External Affairs Ministry for screening abroad;

(b) if so, the names and themes of these films; and

(c) reasons for banning the same?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) No Sir. The Ministry of External Affairs has only informed the Films Division that it would not be possible to utilise these films for official external publicity purposes since they would project India in a negative light to foreign audiences.

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

Ring Railway in Delhi

2288. SHRI D. P. JADEJA: Will the Minister of RAILWAYS be pleased to state:

(a) the progress made in regard to construction of Ring Railway line in Delhi;

(b) whether the survey has been conducted;

(c) the target fixed for completing the line and open for traffic; and

(d) the names of the localities which will be covered by this rail?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) The over-all physical progress of construction work is 5 per cent.

(b) Yes.

(c) The project is targetted to be completed by June 1982.

(d) Localities which will be served are Shakurbasti, Tughlakabad, Connaught Place, Indraprastha Estate, Sadar Bazar, Paharganj, Kishanganj, Sarai Rohilla, Patel Nagar, Kirti Nagar, Moti Bagh, Sarojini Nagar, Lajpat Nagar, and Nizamuddin.

Wireless operators

2289. SHRI SAMAR MUKHERJEE: Will the Minister of RAILWAYS be pleased to state:

(a) the total number of Wireless Operators on all Railways, Zone-wise, in the scale of Rs. 330—560 and Rs. 425—640 stagnated in the maximum of the scale and the number who will be stagnated as on 1st June, 1981, zone-wise;

(b) whether it is a fact that Senior Wireless operators/WTS/IWT were in scale of Rs. 210—380 (authorised) at par with Head Clerks in Offices;

(c) whether it is a fact that now the Senior Wireless Operators/WTS/IWT are in scale of Rs. 425—640 whereas Head Clerks are in scale of Rs. 425—700 even though the Senior Wireless operators/WTS/IWT are more qualified academically and Technically than ordinary Head Clerks; and

(d) if so, the action taken by Government to revise the scale of pay of Senior WOPS/WTS/IWT from Rs. 425—640 to Rs. 425—700 so as to remove stagnation and disparity in scales

of pay between Senior WOPS/WTS/IWT and Head Clerks?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) The information is being collected and will be laid on the table of the Sabha.

(b) Yes.

(c) The revised scales of pay have been allotted to Senior Wireless Operators/Wireless Traffic Supervisors/Wireless Traffic Inspectors and Head Clerks in accordance with the recommendations of the Third Pay Commission which *inter-alia* took into consideration the duties, responsibilities, recruitment qualifications degree of supervision to be exercised etc.

(d) It is not proposed to revise the pay scales of Wireless Operators/Wireless Traffic Supervisors/Wireless Traffic Inspectors.

Guidelines for Determining *pari Passu* Obligations of Shipping Companies

2290. SHRI BAPUSAHEB PARULEKAR: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether any guide-lines have been issued by Government for determining *pari passu* obligations of Shipping Companies;

(b) if so, when and the details thereof;

(c) whether any proposals have been received that Indian Steamship Company which had during recent years acquired ships from abroad with finances arranged by themselves should be exempted from *pari passu* obligation pertaining to them and whether National Shipping Board has made any recommendation to Government in this connection; and

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

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEERENDRA PATIL): (a) and (b). Yes, Sir. The revised guidelines were issued on 23--2-1977. The details are as per Annexure.

(c) Yes, Sir.

(d) As the 8 second-hand vessels were acquired by India Steamship Company from abroad during the period March 1974 to December 1976 and the revised policy for pari passu obligations was issued in February, 1977 which *inter-alia* provided that this will not exonerate the Company from the discharge of its earlier pari passu obligations, the Company was not eligible for any exemption.

Annexure

Guidelines for the operation of *pari passu* obligation required to be discharged by ship owners.

(1) An Indian shipping company purchasing a new ship from abroad will be required to place order for an equivalent tonnage on an Indian shipyard. This provision will not apply to either specialised vessels like Reefer, RO-RO/Lash/Container etc. or vessels of a significantly higher DWT than 75,000 DWT. It is clarified that for purposes of this clause tonnage will be considered as significantly higher if it exceeds 100,000 DWT.

(2) In case of an Indian shipowner buying a second-hand ship abroad, his *pari passu* obligation will be limited to the value of the ship to be adjusted against price of a ship ordered in fulfilment of a *pari passu* obligation.

(3) No *pari passu* obligation will be stipulated in the case of a shipping company till its tonnage exceeds 50,000 DWT or it completes five years of operation, whichever is earlier. All tonnage in excess of 50,000 DWT will count towards *pari passu* obligation.

(4) With a view to encouraging shipping companies to plough back their resources to the maximum extent for ship acquisition, the *pari passu* obligation will be scaled down in

proportion to the resources made available by the shipowner. For instance, if half the price of the ship is provided by the shipowner from his own resources, his *pari passu* obligation will be reduced by 50 per cent and value adjusted as in (2) above. But this will not exonerate him from the discharge of his earlier *pari passu* obligation.

(5) A ship-owner will place order on an Indian shipyard towards the fulfilment of *pari passu* obligation within six months of the date of delivery of the foreign vessel purchased by him. Such an order will be deemed to have been placed only if the shipowner issues a firm letter of Intent to the Indian shipyard on which he intends to place the order and also makes a deposit of earnest money at the rate of Rs. 50/- per DWT in respect of his entire *pari passu* obligation.

(6) In case a shipping company desires to purchase more than one foreign ship in one lot, it will be required to discharge *pari passu* obligation separately after the acquisition of each single vessel of the package thus contemplated.

(7) Prices of ships ordered on an Indian shipyard will be governed by the Pricing formula set down by Government.

(8) With a view to monitoring the administration of these guidelines, a Committee consisting of representatives of the Ministry of Shipping and Transport, Defence Production and the public sector shipyards in India will be set up. The committee will normally meet once in a quarter. It will allocate specific orders to be placed by individual shipping companies on a particular shipyards. These orders will be confined to the standard designs of ships which have been evolved by the Ministry of Shipping and Transport. It will also review the progress of placement of such orders.

Proposal to amend Merchant Shipping Act, 1958

2291. **SHRI BAPUSAHEB PARULKAR:** Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether Government propose to amend the Merchant Shipping Act, 1958;

(b) if so, the salient features thereof;

(c) whether any proposal or proposals have been made by the National Shipping Board to amend Section 102 of the Merchant Shipping Act; and

(d) the proposals made and Government's reaction thereto?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEERENDRA PATIL): (a) and (b). Yes, Sir. The salient features of the amendments proposed in the Merchant Shipping Act, 1958 are as under:—

1. Establishing a new regime of compensation and liability for oil pollution damage by inserting Part XB in the Act.

2. (i) giving effect to the amendments to the International Convention for the Prevention of Pollution of the Sea by Oil, 1954, adopted by the International Community in 1969 and 1971; and

(ii) providing for the levy of pollution cess, by substituting Part XIA of the Act;

3. Providing for registration and control of Indian fishing boats fitted with mechanical means of propulsion by inserting Part XVA in the Act;

4. Amending section 2 of the Act to clearly give effect to the intention regarding application of the Act;

5. Investing powers in the Central Government to protect interests of Indian Shipping from undue foreign intervention by inserting section 411A in the Act;

6. Enhancing the penalties in respect of ships arriving in overloaded condition and providing penalties for breach of the provisions of proposed Parts XIA and XVA;

7. Re-defining the expression "vessel" by amending clause (55) of section 3 for bringing the definition of this expression given in the Act in alignment with definitions thereof proposed to be given in the Indian Ports Act, 1908 (15 of 1908) and the Major Ports Act, 1963 (38 of 1963);

8. Alleviating difficulties experienced by the Mercantile Marine Department in processing matters concerning registration of ships, particularly at the ports of Bombay, Madras and Calcutta, by amending section 24;

9. Requiring owners or agents of ships to sign articles of agreement so as to bind them to the obligations cast on them by articles of agreement with respect to payment of wages and other provisions protecting interests of seafarers by amending section 101;

10. Confining the scope of section 102 to engagement of seamen by foreign flag ships at Indian ports to a seaman belonging to the flag state or to the country where rest of the crew were engaged, by amending that section;

11. Requiring Master of a ship to report changes in crew to Seamen's Employment Office concerned, besides the Shipping Master, by amending section 105;

12. Providing for appointment at ports, where Indian Consular Officers are not available, of persons with whose consent changes in articles of agreement with crew could be made, by amending section 108;

13. Providing for application of unclaimed wages of seamen deposited with Shipping Master for the welfare of seamen, by inserting section 130A in the Act;

14. Enhancing the amount of dispute between a seaman and ship-owner for which the Shipping Master can adjudicate on application from either party to the dispute, by amending section 132(1);

15. Clarifying the date from which shipowners (a) liability for the payment of wages to seamen commences, by amending section 137 (1);

16. Providing for payment of wages due to a deceased seaman to a nominated member of his family, by amending section 141(3);

17. Providing for payment of wages etc. due to a deceased seaman to a person producing Administrator General's Certificate issued under section 29 of the Administrators General Act, 1963, by amending section 159(1);

18. Providing for application of sale proceeds of unclaimed properties of deceased seamen for the welfare of seamen, by amending section 160(1);

19. Providing for safety measures for preventing accidents and securing safe working conditions on board ships by conferring rule making power in the Central Government in this behalf, by inserting a new section 177A;

20. Providing for imposition of penalty on seaman for assaulting persons other than Masters or Officers, by amending clause (d) of section 194;

21. Providing for making an exception in favour of spouse of a seaman from the operation of section 204, by inserting a proviso to that section;

22. Providing for cargo ships of less than 500 tons gross within the purview of scheme of survey and certification, by amending section 299A;

23. Providing for payment of travelling and daily allowances to witness summoned by the court seized of any formal investigation by conferring in the court necessary powers in this behalf, by inserting a new

section 365(2);

24. Providing for payment of salvage charges to ships of the Coast Guard or Commanders or crew of such ships, by amending section 402(3);

25. Providing for mandatory insurance of members of crew of every sailing vessels, by inserting section 434A in the Act;

26. Insertion of provision in the Merchant Shipping Act, 1958 empowering Government to make rules with respect to fees for various services rendered by Surveyors to the Shipping Industry, by amending sections 74, 87, 175, 282, 344, 356J and 435 of the Act;

27. Amendment of clause (37) of section 3 of the Act relating to Safety Convention; and

28. To bring Naval personnel within the purview of examination system with provision for weightage for their training and sea service in the Indian Navy by repealing section 80 of the Merchant Shipping Act, 1958.

(c) and (d). Yes, Sir. The proposal to amend section 102 is stated at So No. 10 of part (a) and (b) above. This proposal is also under consideration of the Government alongwith the other amendments cited above.

Dalli Rajhara—Jagdalpur Line

2292. SHRI LAXMAN KARMA: Will the Minister of RAILWAYS be pleased to state:

(a) the follow up action being taken on the survey conducted to link Dalli Rajhara with Jagdalpur by a Railway line and whether Government propose to take up the construction work on this Railway line during the current financial year; and

(b) if so, the length in kilometres of the said line and the expenditure involved therein?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALIKARJUN): (a) and (b). Proposal for construction of Dhalli Rajhara—Jagdarpur new BG line (234 kms.) was sent to the Planning Commission for approval. This project could not be accommodated within the Plan outlay for new lines for 1980—85.

Proposal to introduce integrated family welfare and maternity child health service programme

2293. SHRI K. PRADHANI: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether Government have a proposal to introduce some integrated family welfare and maternity child health services programme at the different parts of the country during the Sixth Plan period;

(b) whether such programmes will also be extended to the rural areas of Orissa;

(c) if so, whether some districts of Orissa have been identified to be included in the above programme;

(d) the name of these districts of Orissa; and

(e) the details about the implementation of these programmes?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR): (a) Yes. The Government have evolved a Scheme for strengthening Health and Family Welfare Services in selected parts of the Country during the Sixth Five Year Plan, with partial assistance from International/Bilateral funding agencies.

(b), (c) & (d). Five districts in Orissa have been taken up under this scheme. These are: 1. Cuttack 2. Ganjam 3. Kalahandi 4. Phulbani and 5. Puri.

(e) The Project for Orissa has been sanctioned by the Government of India during the current financial year. The implementation has just begun.

रेलवे लाइन के दोनों ओर पड़ी भूमि

2294. श्री निहाल सिंह: क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या यह सच है कि रेल लाइनों के दोनों ओर सैकड़ों एकड़ भूमि अप्रयुक्त पड़ी है और यदि 'अधिक अन्न उपजाओ' अभियान के अंतर्गत इस पर काश्त शुरू कर दी जाती है तो उससे रेल मंत्रालय को करोड़ों रुपये की आय हो सकती है;

(ख) यदि हां, तो ऐसी भूमि में से कितनी पर काश्त होती है और कितनी अप्रयुक्त पड़ी है; और

(ग) अप्रयुक्त भूमि पर काश्त शुरू करने के लिए सरकार द्वारा क्या कार्यवाही की जा रही है?

रेल मंत्रालय तथा संसदीय-कार्य विभाग में उप मंत्री (श्री मल्लिकार्जुन): (क) से (ग). स्टेशन गार्ड और कालोनियों सहित रेल पथ के दोनों ओर 1,41,634 एकड़ भूमि उपलब्ध है। उपर्युक्त में से "अधिक अन्न उपजाओ" योजना के संबंध में 1,01,614 एकड़ भूमि सीधे रेलों द्वारा और राज्य सरकार की एजेंसियों के माध्यम से लाइसेंस पर दी गयी थी। अब शेष 40,020 एकड़ भूमि का उपयोग नहीं किया जा रहा है जिसमें से अधिकांश भूमि खेती योग्य नहीं है। फिर भी, इस भूमि को खेती योग्य बनाने के प्रयास किये जा रहे हैं।

Increase in price of wagon

2295. SHRI R. N. RAKESH: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Railways have given a 40 to 45 per cent price increase to wagon manufacturers; and

(b) if so, the details regarding major problems being experienced by the Railway regarding the question of increasing the price of wagons?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) The extent of price increase allowed in the recent wagon orders with base date 1-4-1980 with respect to earlier orders with base date 1-3-1978 varies from 43 per cent to 54 per cent depending upon the type of wagon.

(b) The prices of wagons are fixed by taking into account the increases in prices in the intervening period and other factors since the placement of previous orders. As such there is no problem for allowing legitimate increases in prices.

Accident of Kharagpur Bhadrak Passenger Train at Jaleswar Station

2296. SHRI RAMA CHANDRA RATH: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware of the fact about the 205 Kharagpur—Bhadrak passenger train's accident at Jaleswar station on the 23rd December, 1980;

(b) if so, the reasons therefor;

(c) the number of persons injured in the accident; and

(d) the steps Government propose to take to avoid such accidents in the South Eastern Railways?

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

(b) *Prima facie* the accident was due to failure of equipment.

(c) One person sustained simple injuries.

(d) Surprise checks on the working of train examining staff have been intensified and stress is being laid on the proper maintenance of track and

rolling stock. Besides intensive training, counselling and monitoring of staff engaged in train operation duties, checks are also conducted on the qualitative improvement in maintenance works. Frequent surprise night inspections and ambush checks are organised to detect unsafe practices and short-cut methods.

Reviving loan through SDFC for acquisition of deep sea fishing vessels

2297. SHRI ARJUN SETHI: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that Government have decided to revive the soft loan scheme through the Shipping Development Fund Committee for acquisition of deep sea fishing vessels; and

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

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEERENDRA PATIL): (a) and (b). Yes, Sir. Shipping Development Fund (Loans and other Financial Assistance) Rules, 1981 have been notified, vide GSR No. 44(E) dated 3rd February, 1981.

Pointsmen not regularised

2298. SHRI G. M. BANATWALLA: Will the Minister of RAILWAYS be pleased to state:

(a) whether a large number of substitute pointsmen have been working in Bombay Central Yard (Western Railways) since long and their services have not yet been regularised;

(b) if so, their number and the period since when working without their services being regularised;

(c) the steps being taken to regularise their services; and

(d) the time expected to be taken in regularisation?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN

THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIK-ARJUN): (a) to (d). Only six substitutes are working in Bombay Central Yard against the posts of pointsmen in scale Rs. 210—270 as regular staff in scale Rs. 196—232 are not willing to go on promotion as Pointsmen. These substitutes will be regularised in due course when the posts in lower grade of Rs. 196—232 become available.

Firemen Surplus due to Dieselization

2299. SHRI G. M. BANATWALLA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railway Board issued orders in or about March, 1980 for absorption of a number of firemen 'C' in Bandra/Parel Unit (Bombay Central Division, Western Railways) who were rendered surplus due to dieselization;

(b) if so, the number of firemen 'C' rendered surplus;

(c) whether a number of firemen have not been absorbed and left reverted despite Railway Board orders;

(d) if so, number thereof;

(e) whether such who were not absorbed even resorted to dharna in December, 1980;

(f) the action taken against officers responsible for failure to implement Board's orders; and

(g) the steps taken to secure expedition implementation of Board's order and creation of Trainee reserve post?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIK-ARJUN): (a) Yes. In July, 80.

(b) 30.

(c) and (d). 13 Firemen out of these have been absorbed and 17 are yet to be absorbed.

(e) Yes.

(f) and (g). When the question of absorption of these 30 Firemen 'C' was

under examination another 260 Firemen 'C' were rendered surplus. These 260 Firemen 'C' included persons who were senior to these 30 Firemen 'C' in question. It was not, therefore, possible to absorb these 30 Firemen 'C' in alternative categories overlooking the claims of the seniors who had thus been rendered surplus. It has now been decided to absorb these Firemen in steam traction in other Divisions of Western Railway and also in Electric/Diesel Traction after giving them necessary training. Those who could not thus be utilised would be screened for absorption against vacancies meant for direct recruits in the category of Commercial Clerks/Office Clerks.

Disruption of train service at Purulia

2300. SHRI B. V. DESAI: Will the Minister of RAILWAYS be pleased to state:

(a) whether on 18th January, 1981, there was an 10 hour Bengal Rail blockade which disrupted the train services at Purulia station about 230 km. from Calcutta;

(b) if so, whether the Railways have reported that extensive damage has been caused due to this blockade;

(c) if so, whether this blockade was supported by the present West Bengal Government;

(d) the total damage caused to the Railways;

(e) whether State Government had not cooperated with the Railway authorities to check this type of disruption; and

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

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

(b) Yes.

(c) No information is available.

(d) Loss of earnings on account of cancellation/termination of passenger

and goods trains is estimated to be Rs. 25,30,985.00.

(e) No, the State Government did cooperate.

(f) Does not arise.

Passenger trains between Tatanagar and Badampahar

2301. SHRI MANMOHAN TUDU: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have a proposal to introduce passenger trains in the country during 1981-82;

(b) the States where such trains will be introduced during the above period;

(c) whether Government have a proposal to introduce a passenger train between Tatanagar and Badampahar of Orissa;

(d) if so, whether this proposal will be implemented during the current financial year; and

(e) the details in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIK-ARJUN): (a) and (b). In the interest of national economy demanding a higher priority for meeting the freight traffic needs, as also the inadequacy of passenger coaches, it has been decided to go slow with the introduction of additional passenger trains for the time being. Details of introduction of additional trains if any will be finalised at the time of revision of time tables in April, 81 and Oct' 81.

(c) No.

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

केन्द्रीय सरकार स्वास्थ्य योजना अधिधालय,
नवीन शाहदरा द्वारा अधिधियों और
पट्टी बांधने के सामान की खरीद

2302. श्री निहाल सिंह: क्या स्वास्थ्य और परिवार कल्याण मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या यह सच है कि गत दो-तीन महीनों से केन्द्रीय सरकार स्वास्थ्य योजना अधिधालय नवीन शाहदरा-दिल्ली के लाभ प्राप्तकर्ताओं को स्टोर से नावलजीन और ए. पी. सी. जैसी अधिधियां प्राप्त नहीं हो रही हैं और वहां पट्टी बांधने का सामान भी उपलब्ध नहीं है और वे इसे बाजार से खरीद रहे हैं;

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

(ग) गत तीन महीनों के दौरान उपरोक्त अधिधालय द्वारा कितने मूल्य की अधिधियां और पट्टी बांधने का सामान खरीदा गया और रोगियों की सप्लाई किया गया ?

स्वास्थ्य और परिवार कल्याण मंत्रालय में राज्य मंत्री (श्री निहाल रंजन लस्कर): (क) और (ख) ए. पी. सी. को केन्द्रीय सरकार स्वास्थ्य योजना फार्मलरी से हटा दिया गया है। इसीलिए यह केन्द्रीय सरकार स्वास्थ्य योजना अधिधालयों में नहीं दी जाती है। दवाइयों की खपत दर से मिलने के कारण कुछ समय के लिए नावलजीन स्टॉक में नहीं थी। इसके उपलब्ध न होने के कारण सामान चिकित्सीय गुण वाली दवाइयां दी जा रही थी। दवाइयों की खपत मिल जाने पर अब नावलजीन अधिधालय में दी जा रही है। इस अधिधालय में पट्टी बांधने के सामान की कोई कमी नहीं हुई है।

(ग) नावलजीन अथवा पट्टी बांधने का कोई सामान स्थानीय बाजार से नहीं खरीदा गया था।

Area selected for special Health Programme under UNDP Assistance Scheme

2303. PROF. P. J. KURIEN: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether any areas have been selected for special health programme under UNDP Assistance Scheme; and

(b) if so, the names of the areas where this programme has been launched and the details of progress of work with financial outlay therein?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR): (a) The India (UNDP) Country Programme (1-4-79-31-3-83) does not contain any project in the Health sector.

(b) Does not arise.

Trains cancelled in Shoranur-Calicut Division of Southern Railway

2304. SHRI G. M. BANATWALLA: Will the Minister of RAILWAYS be pleased to state:

(a) the number of trains cancelled during the past three months in the Shoranur-Calicut division (Southern Railway);

(b) the reasons for such cancellations;

(c) the duration for which they are cancelled; and

(d) in view of the hardship to passengers because of paucity of adequate number of trains in the division and the consequent resentment among the passengers, the steps taken for early restoration of the trains and for avoiding such cancellations in future?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) and (b). Three passenger trains were cancelled on Shoranur-Calicut section on account of shortage of steam coal.

(c) 511 Coimbatore-Cannanore and 62 Cannanore-Coimbatore passengers were cancelled between Shoranur and Cannanore from 14-1-81 and 15-1-81 respectively. 513 Coimbatore-Calicut passenger was cancelled fully from 25-1-81.

(d) All these trains have since been restored from 2-3-81.

Artisan Staff

2305. SHRI SURAJ BHAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the artisan staff working on open line carriage and wagon department are treated at par with artisan staff working in workshops and loco sheds, as regards to their promotional prospects;

(b) whether it is also a fact that the class II officers and above promoted from open line carriage and wagon department are also treated at par with officers promoted from workshops and loco sheds in respect to their promotional prospects;

(c) if so, the reasons for not treating the supervisors working in open line carriage and wagon department at par with supervisors working in workshops and loco sheds, in respect to their promotional prospects; and

(d) what remedial measure are proposed to be taken by Government in future to remove these disparities?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) to (b). Information is being collected and will be laid on the Table of the Sabha.

Training of Trains Examiners

2306. SHRI SURAJ BHAN: Will the Minister of RAILWAYS be pleased to state:

(a) what is the minimum training fixed for each type of source of recruitment in the category of train examiners;

(b) what are other conditions for recruitment for each source of recruitment;

(c) whether the training referred to in part (a) above is considered essential for regularisation of a train examiner; and

(d) if not, under what circumstances?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MAL-LIKARJUN): (a) and (b) 40 per cent of the vacancies are filled by direct recruitment from among Diploma holders through the Railway Service Commission and 20 per cent by selection as intermediate apprentice train examiners from among skilled artisans with 3 years service who are matriculates and not more than 45 years of age. They are given training for a period of two years.

(c) Yes.

(d) Does not arise.

Junior Scale Officers in Mechanical Department

2307. SHRI SURAJ BHAN: Will the Minister of RAILWAYS be pleased to state:

(a) the total number of Junior Scale Officers in Mechanical Department of Indian Railways, Railway-wise, and stream-wise viz. carriage and wagon, workshop, loco and diesel;

(b) how many posts are filled by class II officers, Railway-wise;

(c) the number of Class II officers belonging to workshop, loco and diesel wing working against the posts of Carriage and Wagon Wing and vice-versa, Railway-wise;

(d) the points/depots/divisions of Indian Railway, where the post of junior scale officer of carriage wagon wing is sanctioned at present; and

(e) how many of carriage and wagon of class II posts are manned by carriage and wagon wing persons, Railway-wise?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIA-

MENTARY AFFAIRS (SHRI MAL-LIKARJUN): (a) to (e). Information is being collected and will be laid on the Table of the House.

Identification of Backward Areas for Railway Lines

2308. SHRI N. SOUNDARAJAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have identified any backward areas for construction of railway lines, where adequate traffic potential exists; and

(b) if so, the areas so identified and what is the programme of construction?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MAL-LIKARJUN): (a) and (b) No. However, the names of places where Railway lines have been constructed or are in progress in the backward areas have been given in reply to Lok Sabha Unstarred Question No. 1329 asked by Shri Amar Roy Pradhan on 20th March, 1980.

Decasualising Casual Labourers

2309. PROF. NARAIN CHAND PARASHAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether it has been decided to decasualise the existing Casual Labourers by absorbing them permanently into the railways.

(b) if so, whether any plan has been drawn up for this purpose by each of the zonal railways; and

(c) if so, the details thereof, along with the number of casual labourers at present with each one of the Railways and the likely date by which the decasualisation would be completed?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN

THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALIKARJUN): (a) and (b) For the purpose of decasualisation of casual labour, on each zonal railway, a Com-

mittee of Additional Heads of Departments is to conduct a cadre review and send proposals for the creation of posts.

(c) A statement is attached.

Statement

Decasualising Casual Labourers

Railway	No. of Casual Labour	No. of Posts sanctioned under decasualisation scheme	Proposals under consideration
Central	40504	..	3337
Eastern	20832	1000	7724
Northern	41734	56	4647
N.E.	18135	2373	..
N.F.	10420	1169	4439
Southern	35325	1463	..
S.C.	31968	917	..
S.E.	23007	..	4285
Western	45348	3770	..
Prod. Units	2611	974	..
TOTAL	269884	11728	24432

Casual Labour is regularised as and when vacancies arise. In the circumstances date by which all casual labour can be regularised cannot be fixed.

Samples Lifted by Public Analyst in Delhi

2310. SHRI HARINATH MISRA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) the number of samples of food articles lifted from shops in the Union territory of Delhi during the last six months;

(b) how many samples so lifted were declared adulterated by the Public Analyst and the action taken against the adulterators;

(c) whether it is a fact that some high-ups in the Central Food Labora-

tories, Ghaziabad, are in the collusion with the adulterators;

(d) whether it is also a fact that Metropolitan Magistrate, Delhi has recently observed that samples recommended for examination by the CFL might have been destroyed to save the adulterators from legal punishment;

(e) if so, whether any action has been taken against the Director who failed to make an enquiry against the adulterators; and

(f) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR): (a) A total number

of 606 samples were lifted from different shops in the Union territory of Delhi during the six months from August, 1980 to January, 1981.

(b) 71 samples out of 606 have been declared adulterated and the result is still awaited in 3 cases. Out of 71 cases, prosecution has been launched in 18 cases and the remaining 53 cases are under investigation.

(c), (d), (e) and (f) Directorate General of Health Services has recently received copies of the judgements of the Metropolitan Magistrate, Delhi Administration where the Metropolitan Magistrate has commented adversely on the functioning of the Central Food Laboratory, Ghaziabad. These are under scrutiny. Appropriate action will be taken after examining the cases.

Projects in West Bengal

2311. **SHRIMATI GEETA MUKHERJEE:**
SHRI PIUS TIRKEY:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that he informed the public in West Bengal during inauguration of Rishi Bankim Setu that the Railways have allocated Rs. 250 crores for projects in West Bengal out of which works worth Rs. 95 crores have been completed; and

(b) if so, the period for which this sum was allocated, the projects which have been completed and what are the projects intended to be completed?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) and (b). During the speech at the time of inauguration of Rishi Bankim Setu it was mentioned that original estimate of Metro Railway project was Rs. 250 crores and expenditure incurred on this project so far was Rs. 80 crores. An amount of Rs. 95 crores is likely to be spent by March 1981.

Security Guards on Duty in various Trains

2312. **SHRI GHUFRAN AZAM:** Will the Minister of RAILWAYS be pleased to state:

(a) whether the police security guards on duty in various trains are allotted sleeping berths; and

(b) if so, the quota thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) and (b) The police escorts on duty are provided with sitting accommodation and not sleeper berths. The number of seats provided depend on the number of escorts on duty.

More Fund for Development of National Highways in Orissa

2313. **SHRI K. PRADHANI:** Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether Government has a proposal to provide more funds for the completion of the construction of the National Highways in the country during the 6th Plan period;

(b) whether it is a fact that due to the inadequacy of funds, the development of the National Highways in Orissa has not been done to the required standard in last five years;

(c) if so, whether Government has a proposal to augment the allocation of funds in this head for Orissa in 1981-82.

(d) whether the incomplete works of all the 6 National Highways passing through Orissa are likely to be completed before the end of the 6th Plan period; and

(e) the details in this regard?

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

(a) Yes Sir. As against the provision of 456 crores for the development of National Highways in the country in 1978-83 Plan, Rs. 660 crores have been proposed for the purpose in the 6th Five Year Plan (1980-85).

(b) No Sir.

(c) Does not arise. However, the allocation of funds is made depending upon the availability of resources and other priority considerations.

(d) All the sanctioned works in progress on the National Highways passing through Orissa are planned to be completed by the end of 6th Five Year Plan period.

(e) A list of sanctioned on going works is enclosed.

Statement

S.No.	Name of the work	Sanctioned amount (Rs. Lakhs)
1	2	3
		Rs.
1.	N. H. 5—Widening and Strengthening single lane to two lanes from Mile 65/6 to 668/0 excluding Raabab Bypass.	53.64
2.	N. H. 5—Widening and Strengthening single lane to two lanes from M 645/2 to 649/7.	20.80
3.	N. H. 5 Strengthening single lane section—Excluding hard shoulders from KM 297/0 to 322.	18.93
4.	N. H. 6—Improvement to Low grade section from KM 423/0 to 428/6 and 433/9 to 435/6.	21.41
5.	N. H. 5—Construction of approaches to Rushikulya bridge.	20.80
6.	N.H.5—Land Acquisition from Bhubaneswar to Khurda from M 727/4 to 738/2	4.61
7.	N.H. 43—Reconstruction of Culverts from KM 316/745 to 338/0	5.54
8.	N.H. 43—Reconstruction of Culverts from KM 338/0 to 368/12.	5.12
9.	N.H. 43—Reconstruction of Culverts from KM 417/0 to 437/0.	7.43
10.	N.H. 6—Construction of combined approach to Masani & Gumrah	4.20
11.	N.H. 6—Removing hazardous & accident prone location from M 152/3 to 153/0.	3.90
12.	N.H. 6—Removing hazardous and accident prone location at Fs 235/1-6, 238/3-7 and 236/4-6	5.58
13.	N.H. 5—Construction of approach to Minor Bridge at M 631/2-3.	2.61
14.	N.H. 42—Improvement to N.H. 42—Widening the road from M 54/0 to 58/0.	13.01

1	2	3
		Ra.
15.	N.H. 42—Improvement to N. H. 42—Widening the road from M 61/0 to 67/2.	21.35
16.	N.H. 42—Widening of N. H. 42 from 14/5 to 18/2.	14.71
17.	N.H. 43—Reconstruction of weak and narrow culverts from KM 456 to 459.	2.63
18.	N.H. 43—Reconstruction of weak and narrow culverts from KM 462 to 465.	2.53
19.	N.H. 43—Reconstruction of weak and narrow culverts from KM 449 to 453.	6.52
20.	N. H. 43—Reconstruction of weak and narrow culverts from KM 465 to 468.	3.83
21.	N.H. 43—Reconstruction of weak and narrow culverts from KM 459 to 462.	2.61
22.	N.H. 43—Reconstruction of damaged culverts at KM 470/0—2 and 470/8—10	0.39
23.	N.H. 6—Construction of approach road to Ardei Nallah.	4.94
24.	N.H. 6—Construction of approach road to Baitarani.	3.65
25.	N.H. 5—Additional manning of Level crossing at KM 35/2-3, 50/8 and 53.	0.39
26.	N.H. 42—Construction of weak and narrow culverts from M 162/0 to 167/0.	2.40
27.	N.H. 42—Reconstruction of damaged culvert at M 130/3-4, 130/5-6, 134/2-3 in between M 130/0 to 136/0.	1.27
28.	N.H. 6—Construction of weak and narrow culverts from M 150/0 to 159/0.	2.72
29.	N.H. 42—Reconstruction of weak and narrow culverts from M 136/0 to 139/0	5.63
30.	N.H. 6—Construction of approach road to Biju Nallah.	4.62
31.	N.H. 5—Widening & Strengthening to Rambha from M 665/0 to 668/0 (18' width)	9.56
32.	N.H. 5—Reconstruction of 15 Nos. of weak and narrow culverts from Mile 661/0-1 to 668/0.	6.35
33.	N.H. 5—Reconstruction of weak and narrow culverts (4 Nos) at 676/3-4, 677/0-1, 677/4-5 and 678/0-1.	1.34
34.	N.H. 5—Reconstruction of weak and narrow culverts (5 Nos) 43/6-7, 660/1-7, 660/4-5, 660/5-6 and 676/4-5.	1.30
35.	N.H. 5—Widening the existing pavement to 7 metre from KM 245 to 255 (Balance portion).	8.85
36.	N.H. 5—Improvement to Bhadrak Bye-pass.	1.73
37.	N.H. 23—Survey and Investigation to road from Banarpal to Birmitrapur-Pallahara and Barkote.	8.73
38.	N.H. 5—Construction of approach to Minor Bridge at M 700/0-1.	2.48
39.	N.H. 6—Construction of approaches to Minor Bridge at M 138/1-2.	3.46
40.	N.H. 42—Construction of Dhenkanal byepass.	51.06
41.	N.H. 42—Construction of C. D. Works on Dhenkanal Byepass.	21.09
42.	N.H. 5—Construction of traffic plaza and Toll Collection both on left approach of Rushikulya Bridge.	3.60

1	2	3
		Rs.
43.	N.H. 6—Reconstruction of weak and narrow culverts from KM 215 to 228.	1.70
44.	N.H. 5—Providing hard shoulders to Link Road from Nigundi Junction of NH 5 to M 10/7 of N.H. 42	2.89
45.	N.H. 6—Reconstruction of 4 Nos of culverts at KM 280/6 to 296/0.	2.25
46.	N.H. 42—Construction of weak & narrow culverts from KM 124/3 to 131/6.	3.09
47.	N.H. 43—Survey & Investigation from KM 382/0 to 408 and KM 417 to 473.	1.09
48.	N.H. 43—Reconstruction of weak & narrow culverts No. 462 to 477 at 467/0-2 & 466/122	0.64
49.	N.H. 43—Reconstruction of weak & narrow culverts at KM 335/24.	0.30
50.	Extension to Minor Bridge at KM 200/250 of Budhabalang spill zone on NH 5	7.114
51.	Construction of a H. L. Bridge over Sapta Sankha Nallah at Mile 700/01 on NH 5	9.73
52.	Construction of a H. L. Bridge at KM 199/690 to 200/015 on NH 5	26.958
53.	Reconstruction of Minor Bridge across Jaraikella at KM 217/4 on NH 6	5.187
54.	Construction of H. L. Bridge across Gumrah Nallah at KM 378 on NH 6	8.524
55.	Construction of H. L. Bridge over river Baitarni at KM 376 on NH 6	19.932
56.	Construction of H. L. Bridge over Ardei Nallah at Mile 3 on NH 6	11.855
57.	Construction of H. L. Bridge over Barjore Nallah on Dhankanal Bypass on NH 42.	6.196
58.	Construction of H. L. Bridge across Maltijore at M-170/4 5 on NH 42	37.348
59.	Construction of Minor Bridge over Ambaguda at KM 376/2—4 on NH 43	13.029
60.	Construction of Minor Bridge over Kundligodda at KM 437/8—10 on NH 43	11.456
61.	Construction of Minor Bridge over Deoghatti at KM 477/8—10 on NH 43	4.948
62.	Construction of Minor Bridge over Gellagodda at KM 425/2—5 on NH 43	2.389

Tuticorin Tirunelveli Road as National Highway

2314. SHRI A. NEELALOHITHA DASAN NADAR: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether there is any proposal pending before Government regarding the construction of the Tuticorin-Tirunelveli Road as National Highway;

(b) if so, details thereof; and

(c) when Government propose to give clearance to the proposal?

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

(a) to (c). The Tuticorin-Tirunelveli Road is already designated as a National Highway No. 7A. Widening of this road to double lane standards is proposed to be included in the VI Plan (1980-85) which is under finalization subject to overall priority and availability of resources of the country as a whole.

Scheme for preferential pricing for petroleum products for non-aligned countries

2315. SHRI B. V. DESAI: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether a scheme for preferential pricing for petroleum products to non-aligned countries not producing oil has been proposed in the non-aligned conference;

(b) if so, whether the proposal has been accepted by the oil producing countries;

(c) if so, the main features of the proposal; and

(d) the steps being taken to implement them?

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

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

Use of NSA against Locomen

2316. SHRI B. V. DESAI:

SHRI K. M. MADHUKAR:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Railway locomen went on strike during January-February, 1981 and Government were compelled to use for the first time the provisions of the National Security Act against them;

(b) if so, how many locomen were arrested under the National Security Act, State-wise; and

(c) whether all the Unions of the locomen had gone on strike or only a few of them?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) to (c). As already stated by the Mi-

nister for Railways in his *suo-moto* statement made on the Floor of the House on 17-2-1981, a section of the Loco Running Staff in some areas of the Indian Railways resorted to illegal action of stopping work by reporting sick *en-masse*.

In accordance with the provisions in Section 3(2) of the National Security Act, 1980, the Central Government or the State Government may, if satisfied with respect to any person that, with a view to preventing him from acting in any manner prejudicial to the security of the State or from acting in any manner prejudicial to the maintenance of public order or from acting in any manner prejudicial to the maintenance of supplies and services essential to the community, it is necessary so to do make an order directing that such a person may be detained under the Act. Railway servants are covered by the statute in common with the public at large. No action was initiated because a railway employee happened to be a locoman.

Problems to Indians in Gulf Countries

2317. SHRI SATISH AGARWAL:

SHRI K. RAMAMURTHY:

SHRI N. K. SHEJWALKAR:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether Government's attention has been drawn to the press report appearing in the Indian Express of the 1st February, 1981 that the Keralites Society has brought to the Centre's notice the multiple disabilities to which the Indians working in Gulf countries are being subjected to and are being neglected by the Central Government;

(b) whether it is a fact that the Association has pointed out that unlike Indians working in other countries, those working in Gulf countries can not own land in their place of

work and also the Government of India does not allow them to set up business unless cleared for specified item; and

(c) whether Government have gone into other disabilities to which the Indians are being subjected to and the steps Government propose to take to remove them?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) Yes Sir. The Kuwait Kerala Muslim Cultural Centre in a letter to the Chairman, Estimates Committee had outlined the problems reportedly being faced by Indians living in Gulf countries. There is no question of the neglect of Indians in the Gulf countries. The Government of India fully ensures through its Missions, consistent with local laws and regulations, the necessary attention to the interests of all Indians residing in the Gulf countries.

(b) No Sir.

(c) The various issues raised in the letter from the Kuwait Kerala Muslim Cultural Centre have been brought to the attention of the concerned Departments for such favourable action as is possible.

Modernisation of Bullock cart

2318. SHRI SATISH AGARWAL: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether Government have made any survey to find out the total goods traffic that is carried by animal driven carts in the country;

(b) whether it is also a fact that in the Rajasthan Pavilion in the Industrial Fair held in Delhi towards the end of 1980, an improved ADVS with higher load carrying capacity and side such as brakes, adjustable yokes and signalling system were displayed;

(c) whether Government have taken any steps to popularise the ADVS which will help the bullock cart to carry more load and at the same time give relief to the bullocks; and

(d) whether Government have taken any steps to modernise the bullock cart?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH): (a) Yes, Sir, in respect of the rural areas of the country.

(b) Does not arise as the Trade Fair Authority of India have intimated that they have not organised any industrial fair at Pragati Maidan Delhi towards the end of 1980.

(c) and (d). While the ADV tyres help the cart to carry more load while plying on hard and even surfaces or well-formed roads, these are not suitable for traversing kutcha, uneven or slushy tracks. The Government have, therefore, initiated steps to develop improved designs for both the solid-wheeled and ADV tyred carts.

Computerised Rail Reservation

2319. SHRI SATISH AGARWAL:
SHRI N. E. HORO:
SHRI K. MALLANNA:
SHRI N. K. SHEJWALKER:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that his Ministry have already made a survey for the introduction of computer for rail reservation and movement of wagons;

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

(c) in what way the computerisation will help the wagon and reservation of seats in the passenger trains; and

(d) what would be the impact on the existing labour force of the Railway engaged in these jobs?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) and (b). Except for an overall preliminary study, no detailed survey, as such, has so far been made.

(c) This would help in better utilisation of the rolling stock and provide timely and correct data for efficient managerial control.

(d) It is too early to make any assessment in this regard.

Over Bridge of Level Crossing in Siliguri

2320. SHRI AMAR ROYPRADHAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Government have finalised the detailed design, drawings and estimates of the proposed road over-bridge in place of existing level crossing in Siliguri (North Frontier Railway);

(b) if so, the details thereof; and

(c) if not, the reasons therefor and when it will be finalised?

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

(b) Does not arise.

(c) The State Government have not submitted detailed drawings so as to enable the Railway to finalise plans and combined estimate for the approaches and the bridge structure. The proposed road over-bridge involves acquisition of private and railway land comprising residential and office area. The matter is under examination by the Railway and the

State Government. It is not possible at this stage to say when the plans and estimate for the scheme will be finalised.

Compulsory retirement of Railway Locomen

2321. SHRI AMAR ROYPRADHAN:

SHRI K. A. RAJAN:

SHRI P. M. SAYEED:

SHRI CHITTA MAHATA:

SHRI SUBHASH YADAV:

SHRI N. E. HORO:

SHRI A. K. ROY:

Will the Minister of RAILWAYS be pleased to state:

(a) the number of locomen retired compulsorily on account of their participation in locomen's strike and the reasons therefor;

(b) whether Government propose to review their cases to take back in service; and

(c) if not the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Under the periodical review of employees' cases after 30 years of qualifying service or reaching 55 years of age, there have been premature retirements. The decision to retire employees is based on their performance record, taking into account the public interest. The exact number of premature retirements is being ascertained and will be laid on the Table of the House.

(b) and (c). There is provision in the rules pertaining to premature retirements for affected employees' representations, if any, to be considered.

Accounts Department of Railways

2322. SHRI JYOTIRMOY BOSU:
Will the Minister of RAILWAYS be
pleased to state:

(a) whether Government are aware that a sizeable number of sub-heads in the Accounts Department of Railway have been in same trade for about three decades and reached the maximum of the scale long ago but ungrudgingly performing duty without any incentive in the shape of at least annual increment not to speak of avenue of promotion; and

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

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) and (b). Stagnation existing in the category of sub-heads was in the knowledge of the Government. In order to afford relief to them, the Government have with effect from 26-2-81 introduced a selection grade Rs. 550—750. Further sub-heads are eligible for promotion to higher grades subject to their qualifying in the prescribed departmental examination according to extent rules and availability of vacancies. They have also been allowed two special chances for passing the departmental examination under the restructuring scheme for the Accounts Department to better their prospects.

Inland Water Transport Projects in West Bengal

2323. SHRI JYOTIRMOY BOSU:
Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) the particulars of the inland water transport projects in West Bengal included, for execution, in the Sixth Five Year Plan;

(b) the total estimated cost of each project; and

(c) how these projects are being financed?

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

(a) and (b). The particulars of the continuing inland water transport projects in West Bengal included in the Sixth Five Year Plan of the Government of India are as shown below:—

S. No.	Particulars of the Projects	Total estimated cost
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(Rs. in lakhs)

1.	Introduction of IWI Services between Haladia and Farakka.	250.00
2.	Hydrographic survey in Sunderbans.	200.00
3.	Construction of jetties and acquisition of ferry vessels for running ferry service on the Hooghly between Calcutta and Howrah.	207.53
4.	Construction of jetties at Nazat and Gosaba.	3.67

The cost of the scheme mentioned at S. No. 2 above includes in additions to Sunderbans, other important waterways in country?

No new scheme has been included in the Sixth Five Year Plan of the Government of India pertaining to West Bengal Government.

The above list does not include the schemes pertaining to Central Inland Water Transport Corporation Ltd., Calcutta whose activities are not confined to West Bengal only but covers other States of North-eastern Region.

The above list also does not include the schemes pertaining to IWT included in the Sixth Five year Plan of the Government of West Bengal.

(c) The schemes mentioned at S. No. 1 and 2 of the table in reply to Part (a) and (b) of the question are Central Schemes and will be financed entirely by the Central Government.

The schemes mentioned at S. Nos. 3 and 4 of the table referred to above are Centrally Sponsored Schemes and according to the latest pattern of Central Assistance only 50 per cent of the residuary expenditure will be financed by the Government of India as loan, the remaining 50 per cent being financed by the State Government out of their own resources. The expenditure upto 1978-79 was financed by Government of India to the extent of 100 per cent as loan prior to the modification of the pattern of the Central Assistance.

Mental Cases in States

2324. SHRI ARJUN SETHI:
SHRI CHHITTUBHAI
GAMIT:

Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether Government have conducted any survey regarding the mental cases in various States;

(b) if so, the details thereof;

(c) what steps have been taken for regular and continuing campaign against mental morbidity; and

(d) what steps have been taken to detect such cases in the initial stages?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR): (a) to (d) The information is being collected and will be laid on the table of the Sabha.

Late Running of Pashupatinath Express

2325. SHRI HARINATH MISHRA: Will the Minister of RAILWAYS be pleased to lay a statement showing:

(a) on how many occasions during the year 1980, the passengers travelling between Narakatiganj and Palezaghat by Pashupatinath Express have failed to avail of the corresponding steamer services in the morning because of late arrival of the train; and

(b) the steps that have been taken or are proposed to be taken to ensure timely arrival of the train at Palezaghat?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) During 1980, 77 Up Express missed connection with the corresponding steamer service on 203 days.

(b) All feasible efforts are being made to improve the punctuality performance of this train in coordination with State Government authorities to combat the nuisance of hosepipe disconnection and vacuum disturbances.

कोटा-चित्तौड़ रेल लाइन

2326. श्री अशोक गहलोत: क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार का विचार कोटा-चित्तौड़गढ़ रेल लाइन का निर्माण आरम्भ करने का है;

(ख) यदि हाँ, तो उक्त निर्माण कार्य के कब तक आरम्भ होने की सम्भावना है; और

(ग) उस पर कितना व्यय किये जाने की सम्भावना है?

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

(ख) और (ग) कोटा से चित्तौड़गढ़ और उससे आगे नीमच तक नयी बड़ी लाइन के निर्माण को 1980-81 के बजट में 41.09 करोड़ रुपये की लागत से शामिल किया जा चुका है। प्रस्तावित लाइन का अन्तिम मार्ग निर्धारण सर्वेक्षण प्रगति पर है।

निर्माण श्रुत करने के लिए 100 लाख रुपये की अत्यावश्यकता प्रमाण पत्र की स्वीकृति दी जा चुकी है इस परियोजना के

पूरा होने में लगभग पांच वर्ष का समय लगेगा बसते कि पर्याप्त धन उपलब्ध हो।

सवाई माधोपुर-जयपुर लाइन

2327. श्री अशोक गहलोत : क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार का विचार सवाई माधोपुर से जयपुर तक बड़ी रेल लाइन बिछाने का है;

(ख) यदि हां, तो इस पर सरकार द्वारा कब तक निर्णय किये जाने की संभावना है; और

(ग) इस पर अनुमानतः कितना व्यय होगा?

रेल मंत्रालय तथा संसदीय-कार्य विभाग में उप मंत्री (श्री मल्लिकार्जुन) : (क) से (ग). जी नहीं। लेकिन, 1973 में दिल्ली-अहमदाबाद आमान परिवर्तन के सर्वेक्षण के सन्दर्भ में, जिस पर योजना आयोग के परामर्श से पहले ही अलग से विचार किया जा रहा है, इस खंड (लम्बाई 132 कि. मी. तथा लागत 20 करोड़ रुपये) के आमान परिवर्तन के लिए सर्वेक्षण किया गया था। दिल्ली-अहमदाबाद मुख्य लाइन के आसाम परिवर्तन के बाद जयपुर-सवाई माधोपुर मीटर लाइन को बड़ी लाइन में बदलने के बारे में यथोचित विचार किया जायेगा।

Sub-Inspectors of Railway Protection Special Force

2328. SHRI DAYA RAM SHAKYA: Will the Minister of RAILWAYS be pleased to state:

(a) whether many Rakshaks, Senior Rakshaks/Head Rakshaks, Assistant Sub-Inspectors and Sub-Inspectors of the Railway Protection Special Force Battalion No. 6 are working with Officers of Security Directorate and Security Branches of Railway Board;

(b) if so, their number and reasons therefor;

(c) whether while working in Railway Board duties of these people are shown in Battalion, while they work in Security Directorate for many years now;

(d) the reasons of the misutilisation;

(e) whether many of these Rakshaks are working with Inspector General Railway Protection Force, Deputy Inspector Generals of Railway Protection Special Force/Deputy Inspector General/Anti Dacoity Officers.

(f) whether they are entitled to orderlies at their residences;

(g) whether one Staff Car of No. 6 BN Railway Protection Special Force exclusively used by Inspector General/Railway Protection Force and other officers which staff cars are available in Board's Office for official duties; and

(h) whether Petrol bill for car is being paid by No. 6 BN Railway Protection Special Force?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) and (b) Only 8 staff of No. 6 Battalion, Railway Protection Special Force, Dayabasti, Delhi of various ranks upto Assistant Sub-Inspector are assisting the Security Directorate in Railway Board in carrying out day to day official duties. While the Rakshaks are being primarily utilised, as messengers to handle confidential and urgent papers in lieu of peons, the other staff are being utilised in the office of DIG/Railway Protection Special Force who is ex-officio Addl. Director Security and is Head of the Railway Protection Special Force and his Pay and Allowances alongwith other officers staff working with him in Rail Bhavan is charged to the same head to which other expenditure on Railway Protection Special Force is Charged.

(c) No. The duties are being shown where they are actually working.

(d) Does not arise.

(e) and (f). Yes. Orderlies are deployed at the residence of Railway Protection Force/Railway Protection Special Force Officers as per scale entitled for Gazetted Officers of Railway Protection Force.

(g) Yes. The car is being utilised by Inspector General/Railway Protection Force, Deputy Inspector General/Railway Protection Special Force and other Officers in accordance with the extant instructions in the regard for official duties.

(h) Yes.

माल डिब्बों की वापसी

2329. श्री क्या राम शाक्य: क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या यह सच है कि कोयला खानों, बन्दरगाहों तथा इस्पात-संयंत्रों, आदि में माल डिब्बों के लदान में विलम्ब के कारण माल डिब्बों की वापसी लंबी हो जाती है; और

(ख) यदि हां, तो क्या सरकार ने कोयला खानों, बन्दरगाहों आदि पर माल डिब्बों के लदान में विलम्ब को खतम करने के लिए कोई तरीके निकाले हैं जिससे कि माल डिब्बों की वापसी के समय को कम किया जा सके और गाड़ी सेवा का अधिकतम उपयोग किया जा सके?

रेल मंत्रालय तथा संसदीय-कार्य विभाग में उपमंत्री (श्री मल्लिकार्जुन): (क) जी हां।

(ख) अनुमत समय के भीतर माल डिब्बों की लदान सुनिश्चित करने के लिए सम्बन्धित एजेंसियों के साथ निकट का सम्पर्क रखा जा रहा है। अनुमत छूट अवधि से आगे माल डिब्बों को रोक रखने के लिए विलम्ब शुल्क भी लिया जाता है।

लखनऊ-सोनपुर लाइन की बड़ी लाइन में बदलना

2330. श्री क्या राम शाक्य : क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या पूर्वी रेलवे में सोनपुर-बुधदा कचहरी और लखनऊ-सोनपुर छोटी लाइनों की बड़ी लाइनों में बदलने का कार्य इस बीच पूरा हो गया है; और

(ख) यदि हां, तो इन लाइनों की कब तक चालू होने की संभावना है?

रेल मंत्रालय तथा संसदीय-कार्य विभाग में उप मंत्री (श्री मल्लिकार्जुन): (क) और (ख). सोनपुर-छपरा कचहरी खंड, बाराबंकी से समस्तीपुर की मुख्य आमान परिवर्तन की योजना का भाग है। समस्तीपुर से छपरा (166 कि. मी.) खंड से पहले ही मीटर लाइन से बड़ी लाइन में बदल दिया गया है और इसे यातायात के लिए खोल दिया गया है। छपरा से बाराबंकी तक के शेष खंड में कार्य प्रगति पर है और इसे 1981 के दौरान विभिन्न चरणों में खोलने का कार्यक्रम बनाया गया है। बाराबंकी से लखनऊ तक के खंड पर पहले ही बड़ी लाइन विद्यमान है।

Conversion of Samastipur-Baxaul line

2331. SHRI DAYA RAM SHAKYA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that survey for converting Samastipur- Baxaul, Lucknow-Kanpur, Sitapur-Budauiel and Mau-Shahganj line into broad guage has also since been completed; and

(b) if so, the time by which conversion work is likely to start?

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

1. Samastipur-Baxaul.

A preliminary engineering-cum-traffic survey for conversion from MG to BG of the section from Samastipur to Baxaul both via Muzaffarpur and via Darbhanga has already been conducted. As a result the Samastipur-Muzaffarpur section has already been

converted to BG. An engineering-cum-traffic reappraisal for conversion of Mujaffarpur-Raxaul-Bagaha MG section via Sagauli is in progress. A final decision of taking up the conversion will be taken after the project report is received and evaluated in the Board's Office, subject to clearance by the Planning Commission and availability of resources.

2. Lucknow-Kanpur

An engineering-cum-traffic survey was undertaken by N.E. Railway for lifting of MG facilities on Kanpur-Lucknow-Barabanki section. The possibility of replacing the metre gauge by broad gauge in course of the survey was also investigated. As a result of this survey the conversion of metre gauge line between Barabanki-Malhaur alongwith construction of an additional broad gauge line between Malhaur and Lucknow as part of Barabanki-Samastipur gauge conversion scheme has already been approved and the work is in progress.

As regards lifting of metre gauge facilities in the Lucknow-Kanpur section and or its replacement by broad gauge, it has been decided to defer the conversion due to serious constraint of financial resources and very heavy expenditure required to complete the works already in progress.

3. Sitapur-Burhwal

An engineering-cum-traffic survey for the conversion of the section has already been completed. The railway has been asked to investigate certain alternative proposals as also to revise the financial implications taking into account the movement of through goods traffic from Punjab and Haryana right upto N. F. Railway. The revised financial appraisal of the project as also of the route of the alternatives has still not been received. A final decision in the matter will be taken after careful examination of the revised financial appraisal of the scheme and of the alternative.

4. Mau-Shahganj.

The project report has since been received in the Railway Board's Office. Proposal for conversion of this line has been sent to the Planning Commission for approval. This project could not be accommodated within the plan outlay for "Traffic Facilities" for 1980-85.

Indo-Pak Relations

2332. SHRI JANARDHANA POOJARY: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether Government have initiated some steps to promote friendly ties with Pakistan;

(b) if so, whether Pakistan Government have reciprocated to our initiative; and

(c) if so, the details thereof?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) Government have taken several steps since January 1980 to improve Indo-Pak Relations viz. frequent high level dialogues, trade and economic exchanges, cultural and people to people contacts.

(b) and (c). From our side we have made it amply clear that we are determined to strengthen and expand the process of normalisation of relations with Pakistan in the spirit of Simla Agreement. It is our earnest hope that the Government of Pakistan will reciprocate and continue the healthy trend towards settling differences bilaterally and in the spirit of mutual accommodation.

Better Railway Tracks

2333. SHRI GHUFRAN AZAM: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government propose to provide better tracks for the tremendous increase of loads after introducing so many new trains; and

(b) if so, the details of allocation for betterment of tracks the number of trains increased in 1980, the new tracks which are to be provided on mail lines during next five years?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALIKARJUN): (a) Strengthening replacement/renewal of track is carried out wherever considered necessary keeping in view various factors including introduction of heavier ex-leads and more trains.

(b) A total number of 83 new non-suburban trains have been introduced during the year 1980.

During the 6th Five Year Plan period i.e. 1980-85, a net outlay of Rs. 500 crores is proposed for the strengthening/replacement/renewal of tracks. For the year 1981-82, the second year of the sixth plan, it has been decided to step up the outlay on track renewals to Rs. 110 crores (net). This is Rs. 40 crores more than the net outlay for 1980-81.

Introduction of More Trains between Visakhapatnam and Hyderabad.

2334. SHRI K. A. SWAMI: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware of the increasing need of more trains in Coastal Andhra due to increasing industrial activity and growth of population; and

(b) what are Government's plans to meet passenger demand between Visakhapatnam and Hyderabad?

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

(b) Introduction of additional passengers service between Waltair and Hyderabad has not been found feasible due to shortage of rolling stock.

Financial Assistance to States to Implement Family Planning Programme.

2335. SHRI K. A. SWAMI: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether State Governments are being encouraged to implement family planning programme;

(b) what were the financial incentives given to different States in 1980 for implementing family planning scheme, giving details for each state separately; and

(c) the allotment of funds for family planning in the Sixth Plan to different States?

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

(b) and (c). The national Family Planning Programme is a Centrally Sponsored Scheme which is funded entirely by the Government of India and implemented through the agency of the State and Union Territory Governments. The funds allocated to the State/Union Territory Governments are utilised for building up of necessary infrastructure both for motivation and services in the rural and urban areas, payment of staff salaries and allowances, payment of compensation money to acceptors of Family Planning methods, provision of supplies, equipment and transport. The allocation made to the different States in this regard for 1980-81 as well as in the draft Sixth Five Year Plan (1980-85) is given in the Statement attached.

Statement

Allocation to States for Family Welfare Programme during 1980-81
and Sixth Five Year Plan (1980-85).

(Rs. in lakhs)

Sl.No.	State	Allocation 1980-81	Tentative outlay sixth five year plan (1980-85)
1.	Andhra Pradesh	1154.72	7600.00
2.	Assam	240.22	1500.00
3.	Bihar	833.77	7800.00
4.	Gujarat	666.42	5000.00
5.	Haryana	210.66	1800.00
6.	Himachal Pradesh	118.36	1450.00
7.	Jammu & Kashmir	125.65	550.00
8.	Karnataka	535.04	4000.00
9.	Kerala	465.16	3000.00
10.	Madhya Pradesh	716.61	5800.00
11.	Maharashtra	844.33	7000.00
12.	Manipur	39.57	300.00
13.	Meghalaya	26.32	158.53
14.	Nagaland	10.94	200.00
15.	Orissa	532.21	4800.00
16.	Punjab	289.20	2000.00
17.	Rajasthan	545.15	3600.00
18.	Sikkim	15.07	100.00
19.	Tamil Nadu	778.75	6000.00
20.	Tripura	27.66	150.00
21.	Uttar Pradesh	1965.65	12500.00
22.	West Bengal	602.52	4000.00
Total		10743.98	79308.53

New Station between Gridhni and Jhargram.

2336. SHRI SATYAGOPAL MISRA: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal under consideration to set up a new Railway station between Gridhni and Jhargram of the South Eastern Railway;

(b) if so, the details thereof; and

(c) if not the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) & (b) The proposal for opening of a halt station between Gidni and Jhargram stations of South Eastern Railway is under examination.

(c) Does not arise.

2nd Class Hill Concession

2337. SHRI SATYAGOPAL MISRA:
SHRI TARIQ ANWAR:
SHRI HIRALAL R. PARMAR:

Will the Minister of RILWAYS be pleased to state:

(a) whether Government had decided to abolish second class hill concession system in the Railways from February 1, 1981;

(b) if so, the reasons thereof; and

(c) what steps Government have taken for the benefit of the visitors travelling hill areas?

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

(b) People who go to the hill stations for a holiday come from rela-

tively higher income groups and can well afford to pay normal fares for thier rail journey.

(c) Does not arise.

Track Expansion Programme ..

2338. PROF. NARAIN CHAND PARASHAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways attach any priority to the Track Expansion Programme including New lines in their planning;

(b) if so, the ratio of expenditure on Track Expansion Programme and New lines, separately in the First Five Year Plan to the total expenditure in each one of these plans;

(c) whether the construction of new railway lines under this programme is also taken up in order to ensure the economic development of backward regions of the country; and

(d) if so, the names of the new Railway lines which have been constructed or are under construction or are pending for being taken up on this ground during the 10 years?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) and (b) Subject to availability of funds, a balanced approach is maintained for overall development of Railways including New Lines. Track Expansion, as such does not constitute a separate planhead. Works Programme under the planheads 'Traffic facilities' and 'New Lines' can, together, be taken as Track Expansion programme.

Ratio of expenditure on traffic facilities and New lines to total expenditure in Plan period during the 5

Plan periods is given below in per-centage:—

Plan	Traffic facilities	New lines
1st	N.A.	7.9
2nd	16.6	7.5
3rd	19.0	12.6
4th	15.8	4.7
5th	14.9	5.3

Provision in 6th plan for traffic facilities is 9.4 per cent and for New Lines 7.5 per cent of total allocation.

Planning Commission taking an overall view of national priorities. These lines may also help in development of backward regions.

(c) Construction of New Lines is undertaken in consultation with the

(d) A statement is attached.

Statement

I. Railway lines constructed since 1970-71.

S. No.	Particulars	Railway	Length in kms.
1	2	3	4
1	Morwa (Singrauli)—Milli (obra) rail link (BG)	Northern	57.56
2	Thurbhita-Saraigarh (Bhaptiahi) (MG)	N.E.	11.71
3	Qatni-Morwa (Singrauli) (BG)	Central	254.14
4	Jammu-Qathua (BG)	Northern	3.19
5	Mangalore-Hassan Rly. Const. (MG) Phase-I Mangalore-Panambur mixed Gauge BG/MG.	Southern	25.86
6	Cuttack-Paradeep Rail Link (BG)	S.E.	48.31
7	Dabra-Singhana (MG)	Western	32.95
8	Restoration of Saraigarh-Raghopur-Pratapganj (MG)	N.E.	23.00
9	Restoration of Pratapganj Forbesganj line (MG)	N.E.	36.25
10	Sabarmati-Gandhinagar (BG)	Western	27.85
11	Pathankot-Jogindernagar section—Realignment of Railway line (NG) between Golar and Jawanwala Shahr (NG)	Northern	24.8
12	Restoration of Dalmau-Daryapur dismantled line (BG)	Northern	24.62
13	Jhanjharpur-laukabazar (MG)	N.E.	43.80
14	Katarniaghat-Kauriyalaghat (MG)	N.E.	29.98

1	2	3	4
15	Hassan and Sakleshpur (MG)	Southern	42.64
16	Mangalore and Subramanya Road (MG)	Southern	92.20
17	Tornagallu-Mudukulapenta (BG)	Southern	24.00
18	Panskura-Haldia (BG)	S.E.	10.10
19	Guna-Maksi (BG)	Western	193.48
20	Gohana-Panipat restoration of dismantled line (BG)	Northern	39.71
21	Delhi-Shahdara-Bagpat Road Section (BG)	Northern	330.83
22	Baghpat Road to Shamli (Part of Delhi-Shahdara-Saharanpur Section) (BG)	Northern	55.52
23	Bagaha-Valmiki Nagar Road section (MG)	N.E.	91.35
24	New rail link from Durg to Marauda (BG)	S.E.	12.66
25	Construction of branch line from Kalyani to Kalyani Township (BG)	Eastern	51.46
26	Sakleshpur-Subramanya Road (Ghat Section) (MG)	Southern	48.01
27	Trivandrum Central-Nagercoil (71.05 kms.) and Nagercoil-Kanyakumari (15.51 kms.) new BG line	Southern	86.56
28	Construction of a BG rail line from Rohtak to Bhiwani	Northern	30.00

II. Construction of the following railway lines falling in backward areas is in Progress

1	Apta-Roha BG line	Central	62.00
2	Wani-Chanaka up to Pimpalkoti (BG)	Central	63.00
3	Rampur-New Haldwani (BG)	N.E.	78.4
4	Hasanpur-Sakri (MG)	N.E.	74.9
5	Chittauni-Bagaha (MG)	N.E.	28.41
6	Jakhapura-Daitari (BG)	S.E.	33.5
7	Nadiad-Kapadvanj-Modasa (BG)	Western	105.14
8	Gauhati-Burnihat (BG)	N.F.	24.82
9	Dharmanagar-Kumarghat (MG)	N.F.	33.55
10	Balipara-Bhalukpong (MG)	N.F.	33.46
11	Silchar-Jiribum (MG)	N.F.	50.70
12	Amguri-Tuli (MG)	N.F.	17.07
13	Lalaghat-Bhairabi (MG)	N.F.	48.77
14	Bhadrachalam-Manuguru (BG)	S.C.	52.00

III- Railway lines pending for being taken up for construction

Nil.

Representation from Passport Employees Association of Kerala

2339. SHRI A NEELALOHITHA-DASAN NADAR: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether the Central Government had received any representation from the Passport Employees Association of Kerala;

(b) if so, the details thereof;

(c) what action has been taken by Government thereon; and

(d) what further action Government propose to take thereon?

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

(b) A copy of the Association's letter is laid on the Table of the House. [Placed in Library. See No. LT-2019/81].

(c) & (d). The points raised in the representation were already examined by the Government. The present transfers of Lower Division Clerks became necessary, to bring their strength in the Passport Offices in the State of Kerala to the required level as assessed by the Staff Inspection Unit of the Ministry of Finance. Out of a total of 11 Lower Division Clerks, who were under orders of transfer, eight have been permitted to stay on, on humanitarian grounds, and another eight Lower Division Clerks are under orders of transfer in their place. The Government have stayed the transfer of Lower Division Clerks in the State of Kerala for the time being while the staff position in these offices in the light of the latest statistics regarding workload is being reviewed.

Freight Rates from Andaman and Nicobar Islands to the Mainland

2340. SHRI K. T. KOSALRAM: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that for the development of backward Andaman and Nicobar Islands subsidised freight rate was offered to the industrialists who wished to set up woodbased industries in these far-off Islands;

(b) whether a unilateral decision has been taken by the Government to increase the freight rates from Andaman and Nicobar Islands to the mainland; and

(c) if so, whether this will not adversely affect the industrial development of Andaman and Nicobar Islands?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEERENDRA PATIL): (a) Under the Transport Subsidy Scheme, 1971, 50 per cent of the transport cost incurred by an industrial unit for the import of raw material and export of finished products to and from selected Rail-head/port and the location of the industrial unit is subsidised. Andaman and Nicobar Islands are covered under the Scheme since 1-12-1976, with 'Madras Port' as focal point on the mainland.

(b) Freight rates of cargoes shipped from Andaman & Nicobar Islands to the mainland are determined by the Indian Coastal Conference of which SCI is a member line. The Conference had increased the existing freight rate in respect of match splints from Rs. 224.20 to Rs. 501.80 per metric tonne w.e.f. 13-2-1979. This rate was implemented by all the member-lines of the Conference except SCI, which continued to charge a much lower rate of Rs. 147.37 per metric tonne. In view of greatly increased costs of operations, SCI has increased its freight rate on match splints to Rs. 224.20 per metric tonne w.e.f. 1-1-1981.

(c) In view of much higher freight rate of Rs. 501.80 already being charged by other shipping lines for shipment of match splints, the low rate of Rs. 224.20 per metric tonne charged by SCI is not likely to adversely affect the wood-based industries of the Islands.

Allotment of Funds for Rural Health Programme during 1978-80

2341. SHRI A. NEELALOHITHA-DASAN NADAR: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) the total allotment of funds for the Rural Health Programmes for each of the years from 1978 to 1980, State-wise; and

(b) whether the allotment is made taking into consideration of the population strength of the States or any other criteria is observed for that?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR): (a) A statement indicating the allocation of funds for the various Rural Health Programmes is laid on the Table of the House. [Pleased in Library. See No. LT-2020/81].

(b) The allocation of funds by the Centre is generally made on the population basis. The rural health services infrastructure from the village upto the Block level, is based on population norms. Central assistance is also related to the acceptance of a given programme by the States.

Railway Service Commission in Orissa

2342. SHRI RAMA CHANDRA RATH:

SHRI GIRIDHAR GOMAN-
GO:

Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have a proposal for the creation of a branch

of South Eastern Railway Service Commission in Orissa;

(b) if so, whether place has been located there;

(c) the expected time of the implementation of this proposal; and

(d) the details in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) to (d). The question of opening more sub offices of Railway Service Commissions is under consideration of the Government.

Ash and Coal handling Labourers

2343. SHRI A. K. ROY: Will the Minister of RAILWAYS be pleased to state:

(a) the total number of Ash and Coal Handling labourers in Indian Railways, Division-wise;

(b) the reasons for not bringing these labourers under Payment of Minimum Wages Act;

(c) the action taken by Government to ensure that these labourers are paid the same minimum wages as paid by Railways; and

(d) the policy of Government regarding absorption of these labourers in regular services as they have been doing the regular nature of jobs in Railways?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Information is being collected and will be laid on the Table of the Sabha.

(b) and (c). Employment in coal and/or ash handling in steam locomotives on the Indian Railways is not a Scheduled employment under the Minimum Wages Act, 1948 and as such, the statutory minimum wage

rates notified by the Central Government are inapplicable to such labour. According to the terms of agreement, contractors are required to pay their labour wages at rates which are payable to labour for similar work done in the neighbourhood.

(d) As the Coal and Ash handling operations of Loco sheds do not require employment of whole time regular labour as also the existing steam traction is being progressively reduced, there is no proposal to absorb these labour in regular railway service.

Outturn of Diesel Engines in Patratu Diesel Shed

2344. SHRI A. K. ROY: Will the Minister of RAILWAYS be pleased to state:

(a) The daily average outturns of diesel Engineers in Diesel Shed, Patratu from 1st December, 1980 to 15th January, 1981;

(b) the actual number of shortage of Class IV workers in Diesel Shed Patratu and the dates from which these shortages occur;

(c) the details of the arrival of new diesel engines in this Shed and the dates of sanction of the workers proportionate to the number of Engines increased;

(d) the particulars of the works affected due to the staff worked as per Schedules of their duty from 4th January, 1981 to 10th January, 1981; and

(e) the allegations against the staff removed straightaway under Rule 14 (2) of Railway Servants' D&A Rules, 1968?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) The daily average outturn of locos from Patratu Diesel Shed for the period 1-12-1980 to 15-1-1981 was 8.3.

(b) There have been 112 vacancies in Class IV staff for the last 2-3 years due to obstructive attitude of the shed staff.

(c) 11 new locomotives were based at Patratu Shed during the period April, 80 to December, 80. The additional staff was sanctioned on 6-1-81.

(d) As some staff did not turn up for duty only 7 locomotives were turned out during the period 4.1.81 to 10-1-81 against the normal average of 8.5 locomotives per day.

(e) Two members of the staff were removed on the ground that they wilfully caused serious dislocation in normal working of train services by inciting and instigating the other staff to interrupt normal train services and were insolent and had created a reign of terror among the staff who wanted to work, thus creating a situation where an enquiry under the D&A Rules was not considered possible.

Railway lines in Madhya Pradesh

2345. SHRI KAMAL NATH: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware that no development activity can take place without adequate rail line facilities in any State;

(b) if so, the reasons for enormous gap between the total K.M. of rail line existing and the total area of Madhya Pradesh; and

(c) the steps Government propose to take for laying new rail lines in Madhya Pradesh?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Railway development cannot be envisaged on State-wise or Region-wise concept. The needs of the country are assessed and decisions are taken for the

overall development within the limited resources made available by the Planning Commission. Planning of new railway lines is closely linked with the transport requirements of the concerned area. Any region where natural resources on a large scale are evidently available, an integrated plan should be evolved to develop new growth centres and promote economic activity, the provision of new rail line being an element in such developmental plans.

(b) and (c). Madhya Pradesh has a total route kms. of railways of 5739 out of the total of All Indian Railways route kilometrage of 60,933. In absolute terms Madhya Pradesh is the second State which has the largest route the All India average of 18.53 kms. per thousand sq. kms:

Steps taken by the Ministry of Railways for laying new railway lines in Madhya Pradesh are:

(i) Construction of Karaila Road Jayant BG line (33 kms.) partly in Madhya Pradesh and partly in Uttar Pradesh. Section from Karaila road to Kakri (23 kms.) is targeted for completion by 31st March 1981 and the remaining section from Kakri to Jayant (10 kms.) a year later.

(II) Surveys in progress in Madhya Pradesh.

(a) Guna-Etawah BG line via Shivpuri, Gwalior and Bhind mostly in Madhya Pradesh and partly in Uttar Pradesh (335 kms.)

(b) Lalitpur-Singrauli BG line 445 kms. (mostly in Madhya Pradesh and partly in Uttar Pradesh).

(c) Barwadih-Karenji BG line 154 kms. partly in Madhya Pradesh and partly in Bihar.

(III) New surveys proposed in the Budget for 1981-82

BG line from Raipur to Balod via Dhamtari (125 kms.)

(IV) Lines proposed but could not be accommodated within

the Plan Outlay of Sixth Plan 1980-85).

Dhalli Rajasthan—Jagdaipur 234
Kms.) B. C. line
Indo-Pak Relations

2346. PROF. MADHU DANDA-VATE: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether it is a fact that the foreign Minister of Pakistan announced on 7th January, 1980 at Islamabad that Pakistan desired friendship with India and wanted to strengthen the entire region against the danger of interference by foreign powers;

(b) if so, whether the foreign Minister has suggested non-aggression, non-interference, sovereign equality, good neighbourliness and a common perception of the interests of Pakistan and India and of the region as a whole as a basis for Indo-Pak friendship and proposed a dialogue to harmonise the relations between the two countries; and

(c) if so, the reaction of Government of these proposals?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) and (b). In a statement to the PTI correspondent in Islamabad, the Pakistan Foreign Minister Mr. Agha Shahi is reported to have stated on January 7 that Pakistan fully reciprocated Prime Minister Mrs. Indira Gandhi's desire for Indo-Pak friendship and to strengthen the entire region against the danger of interference by foreign powers. He is also reported to have stated that this should be on the basis of non-aggression non-interference, sovereign equality, good neighbourliness and a common perception of the interests of Pakistan and India and of the region as a whole. He is reported to have added that "we are always ready for a dialogue to harmonise our respective perceptions".

(c) Government's position on improving relations with Pakistan is well known. From our side we have

made it amply clear that we are determined to strengthen and expand the process of normalisation of relations with Pakistan in the spirit of the Simla Agreement. It is our earnest hope that the Government of Pakistan will join us in taking confidence-building measures and will continue the healthy trend towards settling differences bilaterally in the cause of regional harmony, peace and stability.

Scheduled Castes/Scheduled Tribes candidates in each major ports

2347. SHRI BEEKHABHAI: Will the Minister of SHIPPING and TRANSPORT be pleased to state:

(a) the total number of major ports in the country and the number of employees;

(b) the percentage of Scheduled Castes and Scheduled Tribes employees, class-wise in each of these ports;

(c) whether it is a fact that the persons belonging to Scheduled Castes/Scheduled Tribes are not recruited initially in new ports like Tuticorin and Mangalore;

(d) whether it is a fact that there is alarmingly a huge shortfall of Scheduled Castes/Scheduled Tribes candidates in all the major ports in all the categories of employees; and

(e) whether any crash programme for recruitment is to be launched to wipe out the back-log?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEERENDRA PATIL): (a) India has ten major ports, and their total employees are 1,08,220.

(b) A statement giving the latest information is attached.

(c) No.

(d) In the case of some categories of employees, the number of Scheduled Castes/Scheduled Tribes employees has fallen short of the prescribed percentage.

(e) No such programme is envisaged. Scheduled Castes/Scheduled Tribes employees made to recruit candidates from the Scheduled Castes/Scheduled Tribes for the reserved vacancies.

Statement

Percentage of Scheduled Castes and Scheduled Tribes employees, class-wise, in Major Ports in India as on 15-2-1981

S.No.	Name of the Port	%age of Scheduled Caste employees				%age of Scheduled Tribe employees			
		CLASS				CLASS			
		I	II	III	IV	I	II	III	IV
1.	Bombay . . .	4.38	..	8.35	19.4	0.88	..	1.96	0.46
2.	Calcutta** . . .	5.44	3.80	6.14	14.5	8.93	1.90	0.38	0.40
3.	Cochin . . .	7.82	9.52	10.32	9.29	..	1.58	3.24	12.02
4.	Kandla . . .	1.50	2.13	5.56	19.25	..	..	2.59	4.82
5.	Madras . . .	9.30	10.00	13.20	23.0	1.4	..	1.38	2.10
6.	Mormugao . . .	1.20	2.56	2.46	5.04	..	..	1.26	0.75
7.	New Mangalore . . .	16.66	2.70	12.73	15.4	..	1.35	3.66	3.30
8.	Paradip . . .	2.50	1.00	7.00	14.00	2.00	1.00	2.00	2.50
9.	Tuticorin . . .	8.51	4.00	12.93	26.08	..	..	1.86	4.81
10.	Vishakhapatnam . . .	11.11	10.77	11.50	19.40	1.17	..	1.56	2.80

**Position indicated is as on 1-1-1981.

Posts of Chairman, Port Trusts

2348. SHRI BHEEKHABHAI: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether any of the present Chairman of Port Trusts have been drawn from the Public;

(b) what is the procedure for selecting a Chairman of a Port Trust; and

(c) whether any Scheduled Castes/Scheduled Tribes has been given any chance in the selection?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEERENDRA PATIL): (a) No.

(b) The posts of Chairmen of major Port Trusts are statutory posts. The Chairmen are appointed by the Central Government with the approval of the Appointments Committee of the Cabinet.

(c) Yes.

Retirement of Class IV employees of Lok Nayak Jai Prakash Narain Hospital since 1975

2349. SHRI BHEEKHABHAI: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) the number of Class IV employees of Lok Nayak Jai Prakash Narain Hospital retired since the year 1975 onwards, year-wise;

(b) the number of those prematurely retired amongst them;

(c) the reasons for retiring them prior to their actual date of retirement without any substantial grounds; and

(d) the reasons therefor and the action taken or being taken into matter?

THE MINISTER OF STATE IN MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR

RANJAN LASKAR): (a) Year-wise:

1975—6

1976—8

1977—8

1978—6

1979—9

1980—3

(b) Two employees out of these retired during 1977.

(c) On medical grounds.

(d) These cases have already been decided.

Non-payment of full pay and allowances before retirement to employees of Lok Nayak Jai Prakash Narain Hospital

2350. SHRI BHEEKHABHAI: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) the number of class IV employees of Lok Nayak Jai Prakash Narain hospital, New Delhi, who have not been paid their full pay and allowances before their retirement during the last three years, year-wise; and

(b) the reasons therefor and when their withheld pay and allowances will be released to them?

THE MINISTER OF STATE IN MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR): (a) Only one during 1978.

(b) Some dues are to be recovered from the employee concerned for which he has been asked several times. Salary will be released as soon as he clears the outstanding dues.

Coal Supply to Newsprint Mill in Tamilnadu

2351. SHRI K. RAMAMURTHY: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have given any commitment to carry 1000 tonnes of coal a day to the proposed Newsprint Mill in Tamilnadu for which the World Bank has agreed to participate in the equity capital;

(b) if so, what will be the number of wagons required for this purpose; and

(c) whether arrangements have been made for acquiring the required number of wagons for this purpose?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) To enable the sugar mills to release bagasse to a Newsprint-cum-paper plant proposed to be set up by the Government of Tamil Nadu, the Railways have agreed to carry the annual estimated requirement of coal of 3.4 lakh tonnes of these sugar factories and of the paper plant.

(b) About 40 to 45 Broad Gauge wagons per day.

(c) Railways do not anticipate any difficulty in moving this traffic. Paper plant authorities have agreed to set up and maintain a coal dump for this purpose.

Complaints against Protector of Emigrants

2352. SHRI JAGPAL SINGH:
SHRI RASHEED MASOOD:
SHRI RAJESH KUMAR SINGH:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether there have been frequent complaints from the emigrants

and tourists regarding harassment caused to them by the Protector of Emigrants Office functioning under the Regional Passport Officer, New Delhi;

(b) if so, the number and nature of complaints received during 1980;

(c) whether Government have made any inquiry into these complaints; and

(d) if so, the result thereof and the steps taken by Government to improve the situation?

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

(b) to (d). Question does not arise.

बिना टिकट यात्रा करने वाले यात्रियों की संख्या में वृद्धि

2353. श्री जगपाल सिंह: क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या यह सच है कि गत दो महीनों के दौरान बिना टिकट यात्रा करने वाले यात्रियों की संख्या में वृद्धि हुई है;

(ख) यदि हाँ, तो कितनी और उसे रोकने के लिए सरकार द्वारा क्या कार्रवाई की जा रही है; और

(ग) यदि नहीं, तो इस अवधि के दौरान बिना टिकट यात्रा करने वाले कितने यात्री पकड़े गये ?

रेल मंत्रालय तथा संसदीय-कार्य विभाग में उपमंत्री (श्री मल्लिकार्जुन): (क) और (ख) यह अनुमान लगा लेना कि बिना टिकट यात्रा करने वाले यात्रियों की संख्या में वृद्धि हुई है, तथ्यों से सिद्ध नहीं होता है क्योंकि नवम्बर और दिसम्बर, 1980 के महीनों के दौरान बुकिंग सिस्टम से टिकटों की बिक्री में 1979 के इन्हीं महीनों की तुलना में 217 लाख टिकटों की वृद्धि हुई है।

(ग) नवम्बर और दिसम्बर, 1980 के महीनों के दौरान 405298 व्यक्ति बिना टिकट या अनुपयुक्त टिकटों पर यात्रा करते पाये गये थे ।

सम्मान सूचक कार्ड पास

2354. श्री जगपाल सिंह: क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

(क) उन व्यक्तियों तथा संस्थाओं के नाम तथा पते क्या हैं जिन्हें मार्च, 1980 से फरवरी, 1981 की अवधि के दौरान सम्मान-सूचक पास जारी किये गये हैं;

(ख) क्या यह सच है कि पास ऐसे व्यक्तियों को भी जारी किए गए हैं जो निर्धारित मार्गनिर्देशों के अन्तर्गत नहीं आते हैं; और

(ग) यदि हां, तो इसके क्या कारण हैं तथा इस सम्बन्ध में सरकार ने क्या कार्रवाई की है?

रेल मंत्रालय तथा संसदीय-कार्य, विभाग में उपसत्री (श्री मीलकाजून): (क) एक सूची सभा पटल पर रखी गई है। [मन्थालय में रखी गयी। बौंसये संख्या —2021/81]

(ख) मानार्थ कार्ड पास रेल मंत्री के व्यक्तिगत अनुमोदन से जारी किए जाते हैं।

(ग) मार्ग निर्देशक सिद्धान्तों का ध्यान में रखते हुए प्रत्येक अनुरोध पर गुण-दोष के आधार पर विचार किया जाता है।

दिल्ली परिवहन निगम की ठोके पर चढ़ने वाली बसों के भाड़े में वृद्धि

2355. श्री जगपाल सिंह: क्या नौ-बहन और परिवहन मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या यह सच है कि दिल्ली परिवहन निगम ने ठोके पर दी जाने वाली अपनी बसों और स्कूलों को किराए पर दी गयी बसों का भाड़ा बढ़ा दिया है;

(ख) यदि हां, तो दरों में कितनी वृद्धि की गयी है; और

(ग) इस वृद्धि करने के क्या कारण हैं?

नौबहन और परिवहन मंत्रालय में राज्य मंत्री (श्री बूटा सिंह): (क) जी, हां। विशेष किराये पर दी गई और स्कूलों के लिए दी गई बसों की दरों में 1-1-81 से संशोधन कर दिया गया है।

(ख) संशोधन से पहले और संशोधन के बाद की दरें इस प्रकार हैं:—

किराये की विशेष दरें

1-1-1981 1-1-1981

से पहले की से लागू
दरें संशोधित दरें

1	2	3
	रुपये	रुपये
1. प्रति किलोमीटर प्रभार	2.60	3.50
2. प्रति घंटा बस खड़ी करने का प्रभार	20.00	20.00
3. एक बुकिंग कराने के लिए न्यूनतम प्रभार	60.00	80.00
4. रात 11 बजे से सुबह 6 बजे के बीच बस खड़ी करने का प्रभार	15.00	15.00

1	2	3
स्कूलों के लिए दी गयी बसें ।		
1. प्रति किलोमीटर किराया प्रभार	2.00	2.50
2. बच्चों के लिए डबल डेकर गाड़ी प्रति किलोमीटर किराया प्रभार	2.40	3.00

(ग) परिवालन लागत में वृद्धि होने के कारण किराये की दरों में वृद्धि करनी पड़ी ।

More Second Class A.C. coaches to Western and Delux Express

2356. SHRI R.P. GAEKWAD: Will the Minister of RAILWAYS be pleased to state whether more Second Class Air Conditioned Coaches on Western Express and Delux Express would be provided?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): Provision of A. C. Second Class Sleeper Coaches on long distance well patronised Mail/Express trains is being done on a programmed basis having regard to availability of A. C. Second Class Sleeper Coaches. There is no proposal at present to provide more A. C. Second Class Sleeper Coaches on these trains. However, this will be considered alongwith other similar demands as and when additional coaches become available.

अस्थायी श्रमिक

2357. श्री भार. एन. रावेल: क्या रेल मंत्री यह बताने की कृपा करेंगे कि

(क) क्या यह सच है कि मुख्य अभियन्ता (निर्माण), कश्मीरी गेट/मिन्टो ब्रिज के अन्तर्गत 120 दिन से ज्यादा अवधि से कार्य कर रहे अस्थायी मजदूरों की सेवाएँ 14 दिसम्बर, 1980 से समाप्त कर दी

गयी हैं जिसके फलस्वरूप उनके परिवारों को भूखों मरने का सामना करना पड़ रहा है;

(ख) यदि हाँ, तो उन मजदूरों की संख्या क्या है जिनकी सेवाएँ समाप्त कर दी गयी हैं तथा उनकी संख्या क्या है जिन्हें पुनः काम पर ले लिया गया है;

(ग) क्या सरकार का प्रस्ताव उन्हें पुनः काम पर लेने का है; और

(घ) यदि हाँ, तो कब तक और यदि नहीं तो इसके क्या कारण हैं?

रेल मंत्रालय तथा संसदीय-कार्य विभाग में उप मंत्री (श्री मल्लिकार्जुन): (क) से (घ). कार्य पूरा होने पर, 63 कनिष्ठ नीमित्तक श्रमिकों की जिनमें से 31 ने 120 दिन से अधिक सेवा पूरी कर ली थी, सेवाएँ समाप्त कर दी गयी थीं । इनमें से किसी की भी पुनर्नियुक्ति नहीं की गयी है । उसकी पुनर्नियुक्ति काम की उपलब्धता और उनकी वरिष्ठता पर निर्भर करती है ।

Conversion of an old tanker into a cattle carrier

2358. DR. VASANT KUMAR PANDIT: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether in 1976, the Shipping Corporation of India signed an Agreement with Tanzania to establish a joint shipping company for specific purpose of Cattle-Carriers;

(b) whether the Shipping Corporation of India converted one old tanker at the cost of Rs. 1.90 crores as a cattle-carrier;

(c) whether the Tanzanian Shipping Authorities refused to accept it as the Vessel was not technically suitable and wrongly constructed and cancelled the setting up of Joint Company;

(d) whether any inquiry has been instituted into this transaction and the responsibility fixed on those who were negligent of duties leading to high loss to Shipping Corporation of India; and

(e) if so, the action taken in the matter?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEERENDRA PATIL): (a) Yes, Sir.

(b) Shipping Corporation of India converted one Tanker into a Cattle Carrier at the cost of Rs. 1.58 crores.

(c) The Tanzanian Shipping Authorities refused to honour the commitment of setting up of a joint venture on flimsy excuses and not on account of any technical unsuitability of the vessel. The tanker was specifically converted into a Cattle Carrier and this Vessel satisfactorily made a few voyages between India and West Asia Gulf/Red Sea on the cattle trade

(d) and (c). The transaction was at commercial level and it did not succeed due to the backing out on the part of Tanzanian Authorities. No enquiry as such has been instituted. However, Director of Commercial Audit has adversely commented on this transaction and included it in his report.

Containerise cargo handling facilities in ports

2359. DR. VASANT KUMAR PANDIT: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) the percentage of export cargo in containers to the total exports during the last three years:

(b) whether Government are planning a big way containerise cargo exports in order to make it cheap and quick;

(c) if so, the target fixed of the percentage anticipated during the next three years;

(d) whether Haldia which is a full-fledged containerised terminal has handled hardly ten per cent of its installed capacity;

(e) whether the average monthly rate of load in Haldia is negligible due to shortage of crucial components and handling equipment as well as inadequate approach roads; and

(f) if so, what are the plans of Government to fully equip Haldia and other ports capable of handling containerise cargo?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEERENDRA PATIL): (a) Generally, it is break-bulk cargo which is exported through containers from our country. The percentage of containerised cargo to the total quantity of break-bulk export cargo is given in the attached statement.

(b) and (c) The Government have planned for providing container handling facilities at various ports to cater to the increased container traffic. However, the containerisation of the export cargo has to be undertaken by the exporters.

As the containerisation of the export cargo depends upon a number of factors, it is considered not feasible to fix the targets. However, the total container traffic from the ports, both imports and exports, during 1981-82 is expected to be—

Haldia	.	.	1.5	Lakh	tonnes
Bombay	.	.	11.8	"	"
Madras	.	.	5.78	"	"
Cochin	.	.	1.31	"	"

(d) During 1980-81, Haldia has handled about 8000 TEUs (Twenty Feet Equivalent Units) which represents 20 per cent of its capacity.

(e) The through-put of container traffic at Haldia has been increasing steadily. There are some inadequacies in the infrastructural facilities. Accordingly, adequate provision has been made during the Sixth Plan.

(f) There are proposals in the Sixth Plan to improve/create facilities for handling containers at the ports. There are provisions for improving the facilities at Haldia Terminal, acquisition of the container handling equipment by the Ports of Bombay, Madras and Cochin and construction of a Container Terminal at Madras Port.

Statement

Name of Port	Year	Percentage of export cargo in containers to the total brisk bulk exports.
(1) Haldia/Calcutta	1978-79 1979-80 1980-81 (Upto end of Jan. 1981)	46% 63% 85%
(2) Bombay	1978-79 1979-80 1980-81 (Upto end of Jan. 1981)	8.2% 15.1% 26.6%
(3) Madras	1978-79 1979-80 1980-81 (Upto end of Jan. 1981)	12.24% 52.91% 11.66%
(4) Cochin	1977-78 1978-79 1979-80	4.1% 9.1% 26.0%
(5) Visakhapatnam	1978-79 1979-80 1980-81	Nil Nil Nil
(6) Kandla	Do.	Do.
(7) Mormugao	Do.	Do.
(8) Paradip	Do.	Do.
(9) Mangalore	1978-79 1979-80 1980-81 (Upto end of Jan. 1981)	0.73% 0.42% 1.34%
(10) Tuticorin	1978-79 1979-80 1980-81 (Upto end of Jan. 1981)	Nil Nil 9%

Late Running of Trains and Increase in Incidents of Crime in Lucknow Division

2361. SHRI RASHEED MASOOD: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that, according to a review made recently, there has been a marked fall in the efficiency of the rail net work in Lucknow Division in the matter of punctuality in the running of trains coinciding with considerable increase in the incidents of crime in the running trains and ticketless travelling etc;

(b) if so, the comparative percentage of fall in the efficiency in punctuality in the running of trains, increase in incidents of crime, chain pulling, ticketless travelling etc., during Punctuality percentage 'Not losing time'.

ing the last six months of 1980 as compared to the corresponding period in 1979; and

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

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) to (c). Punctuality performance of all passenger carrying trains running in Lucknow Division of Northern and North Eastern Railways registered deterioration during the last six months of 1980 as compared to the corresponding period of 1979, on account of increased incidence of alarm chain pulling, disconnection of hose-pipes by miscreants, agitations, floods etc. and is as under:—

Months	Northern Railway		North Eastern Railways	
	1979	1980	1979	1980
July	83.8	79.5	85.2	66.9
August	86.5	75.8	87.4	71.0
September	88.9	68.7	88.5	69.3
October	84.6	77.2	91.4	76.2
November	87.2	75.1	86.2	72.7
December	86.4	80.0	85.0	69.5

The punctual running of trains is being monitored closely at all levels. Avoidable detentions are taken up immediately and remedial/punitive action taken to improve the running of trains.

There has been an increase of 19 per cent in Lucknow Division of Northern Railway and 12 per cent in North Eastern Railway in the incidence of unauthorised alarm chain pulling and slight increase in ticketless travel during the last six months of 1980 when compared to the corres-

ponding period of last year. During the last six months of 1980 as many as 22,231 cases of ticketless travel were detected on Lucknow Division of Northern Railway as against 16,279 cases detected during the corresponding period of last year (Information relating to Lucknow Division of N.E. Railway is being collected). Frequent checks are being conducted and close liaison is maintained with the State Governments to curb such anti-social activities.

As regards incidents of crime in Lucknow Division, the comparative position is as under:

	Northern Railway		N.E. Railway	
	1979	1980	1979	1980
Murder	1	Nil	Nil	Nil
Robbery	11	1	2	5
Dacoity	2	2	1	1
Thefts of Passengers belongings	161	157	49	35

The following preventive measures have been taken by the Government to improve the situation:

1. Escorting of important passenger trains at night by armed guards of Government Railway Police of the concerned State Governments;

2. Beat patrolling at stations/platforms/waiting halls;

3. Surveillance over criminals and known bad characters;

4. Checking of night trains by supervisory officers;

5. Posting of pickets at vulnerable stations;

6. Special Squads of CID of State Governments take up investigations of important cases to apprehend criminals responsible for these crimes;

7. Vestibuled doors of coaches are closed between 2200 hrs. and 0600 hrs.;

8. TTEs/Attendants/Conductors have instructions to remain vigilant and to prevent entry of unauthorised persons into coaches particularly the reserved compartments.

दिल्ली परिवहन निगम के जाली टिकट

2362. श्री राम प्यारै पण्डित: क्या परिवहन और परिवहन मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या यह सच है कि दिल्ली परिवहन निगम के कुछ जाली टिकट पकड़े गए हैं;

(ख) यदि हां, तो क्या सरकार ने इस मामले में कोई कार्यवाही की है;

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

(घ) यदि नहीं, तो उसके क्या कारण हैं?

परिवहन और परिवहन मंत्रालय में राज्य मंत्री (श्री बृद्धा सिंह): (क) से (घ). आठ जनवरी, 1981 को सवेरे 6.50 बजे श्री जय प्रकाश, बेंज न. 11280 नाम का कंडक्टर श्री निर्मल कुमार दास, बेंज न. 8342 नाम के एक दूसरे कंडक्टर द्वारा पकड़ा गया जब खयाला गांव के बस स्टप पर जाली टिकट बेच रहा था। श्री निर्मल कुमार दास श्री जय प्रकाश को दिल्ली परिवहन निगम के हरिनगर बस डिपो पर ले गया जहाँ के ड्यूटी अप्सर ने जनकपुरी पुलिस स्टेशन को इस बारे में इत्तला दी और इसके बाद पुलिस ने 530 जाली टिकट अपने कब्जे में ले लिए। कंडक्टर जय प्रकाश को तुरन्त गिरफ्तार कर लिया गया और इस केस को संवेलन 468/471/474 आई. पी. सी. के अधीन एक एफ. आई. आर. न. 9 में दिनांक 8 जनवरी, 1981 को दर्ज किया गया। ये टिकट एक मिनी बस आपरेटर की थीं जो दिल्ली परिवहन निगम से अलग राज्य परिवहन प्राधिकरण द्वारा सीधे जारी किए गए परमिट के आधार पर अपनी बस चलाता है। इस बात को कंडक्टर जय प्रकाश ने पुलिस को दिए अपने लिखित बयान में स्वीकार किया है। इसके बाद इस कंडक्टर को जमानत पर छोड़ दिया गया। दिल्ली परिवहन निगम ने श्री जय प्रकाश को आठ जनवरी, 1981 से अर्थात्/

बिस दिन उनके खिलाफ कैसे दर्ज हुआ था, निलम्बित कर दिया है।

यमुना पार क्षेत्र में नक्की बहाइयां बनाने वाला कारखाना

2363. श्री राम प्यार पनिका: क्या स्वास्थ्य और परिवार कल्याण मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या यह सच है कि दिल्ली के यमुना पार के क्षेत्र में एक ऐसे कारखाने का पता चला है, जो मशहूर कंपनियों के ट्रेड नाम में अपेक्षियों का निर्माण कर रहा है;

(ख) यदि हां, तो क्या सरकार ने उस कारखाने के विरुद्ध कोई कार्यवाही की है;

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

(घ) यदि नहीं तो उसके क्या कारण हैं?

स्वास्थ्य और परिवार कल्याण मंत्रालय में राज्य मंत्री (श्री निहार रंजन लस्कर):

(क) जी, नहीं।

(ख) से (घ). ये प्रश्न नहीं उठते।

मानसिक रोगों के संबंध में अध्ययन

2364. श्री छोटू भीड़ गामित: क्या स्वास्थ्य और परिवार कल्याण मंत्री यह बताने की कृपा करेंगे कि क्या इस बात का अध्ययन कारवाया गया है कि आमतौर पर किस आयु वर्ग में मानसिक रोग अधिक होते हैं?

स्वास्थ्य और परिवार कल्याण मंत्रालय में राज्य मंत्री (श्री निहार रंजन लस्कर): सूचना एकत्र की जा रही है और सभा पटल पर रख दी जाएगी।

Number of New Trains to be run During 1981-82

2365. SHRI CHIRANJI LAL SHARMA: Will the Minister of RAILWAYS be pleased to state the number of new

trains to be run during 1981-82, zone-wise with details?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): In the interest of national economy demanding a higher priority for meeting the freight traffic needs, as also the inadequacy of passenger coaches, it has been decided to slow down the introduction of additional passenger trains for the time being. Details of introduction of additional trains, if any will be finalised at the time of revision of time tables in April '81 and October '81.

Primary Health Centres in Haryana

2366. SHRI CHIRANJI LAL SHARMA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) how many primary health centres are operating under the Community Health Volunteers Scheme in Haryana; and

(b) how many such centres will be operated in Haryana during 1981?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR): (a) The Community Health Volunteers Scheme has been implemented in 62 Primary Health Centres in the State of Haryana.

(b) The proposal to extend the Community Health Volunteers Scheme in the remaining 27 Primary Health Centres during 1981-82 is under consideration.

Fire in Adityapur Railway Station

2367. SHRI CHIRANJI LAL SHARMA: Will the Minister of RAILWAYS be pleased to state:

(a) the loss suffered due to fire in Railway Station Building of Adityapur Railway station on S.E.R. Railway by mob on 17th January, 1981; and

(b) the reasons of the fire and whether any arrest has been made in this regard.

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) The loss suffered due to fire in Adityapur Railway Station caused by the violent mob on 16th January 1981 is estimated at Rs. 5 lakh approximately.

(b) Following accidental death of Shri Rajkumar Pathak, Professor, Regional Institute of Technology of Adityapur who was knocked down by 77 UP Utkal Express at Adityapur Railway Station at the level crossing gate, a violent mob attacked the Railway Station and track and set fire to Railway property. 4 persons have been arrested by police so far.

2000 Wagons to ECL per day

2368. SHRI TARIQ ANWAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railway authority had agreed to supply 2,000 wagons daily to E.C.L. for coal transportation;

(b) whether they have supplied only 1750 wagons per day instead of 2000 per day; and

(c) how long Government propose to take to supply the adequate number of wagons to ECL?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) to (c). The Railways have planned to meet in full the wagon requirements of all coal companies including E.C.L. While wagon requirements in some of the areas are already being met in full there is some shortfall in E.C.L. which is proposed to be made good shortly.

Meteorological Balloon Factory

2369. SHRI A. NEELALOHITHA-DASAN NADAR: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether Government are aware that a Meteorological Balloon Factory was working connected to the Hindustan Latex, Trivandrum; and

(b) if so, the present state of affairs of that factory?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR): (a) Yes. Hindustan Latex Limited, Trivandrum, which is primarily a manufacturer of rubber contraceptives has also a plant for the manufacture of meteorological balloons at its factory at Trivandrum.

(b) The production at the meteorological balloon plant stands suspended from December, 1978.

Consultative Committee on Movement of Coal

2370. SHRI K. P. SINGH DEO:

SHRI SUBHASH CHANDRA BOSE ALLURI:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Government have restructured the composition of the consultative committee on the movement of coal;

(b) if so, the new composition of the Committee;

(c) whether the users both small and big are represented on it and if so in what proportion; and

(d) what norms are being followed by the Committee for distribution of coal for industrial purposes for big and small sector separately?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN

THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) There is no Consultative Committee on movement of coal. The question of restructuring the same, therefore, does not arise.

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

Demand and Supply of Wagons

2371. SHRI K. P. SINGH DEO:
SHRI SUBHASH CHANDRA
BOSE ALLURI:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that there is going to be a big gap between the demand for wagon and their supply during the next three years which will compel Government to imports;

(b) whether Government have assessed the above position; and

(c) if so what would be the shortfall like and how much will be imported and how much met through increased internal production?

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

(b) and (c). The demand for wagons is reflected by the acquisition of wagons determined on a five year plan period. The current Sixth Five Year Plan provides for acquisition of 1,00,000 wagons in terms of four-wheelers during the period 1980-85. The procurement on a year to year basis is planned on the basis of funds allocated in the annual plans. For the year 1980-81, acquisition of 13,000 wagons in terms of four wheelers has been provided for and for 1981-82, this has been stopped up to 18,000 wagons. The procurement of the balance quantity would be arranged during the remaining three years of the Sixth Five Year Plan and would be subject to allocation of adequate funds. The annual installed capacity for manufacture of railway wagons is about 28,000 wagons in terms of four-

wheelers and this capacity is sufficient to meet the demands indigenously. The question of going in for imports, therefore, does not arise.

सोनगढ़ स्टेशन पर उपरिपूल

2372. श्री छीतू भाई गौतम : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या पश्चिम रेलवे की सुरत भूसावल लाइन पर स्थिति सोनगढ़ का रेलवे स्टेशन पर एक उपरिपूल निर्मित करने का निर्णय किया गया था;

(ख) उक्त उपरिपूल संभवतः कब निर्मित हो जायेगा और उस पर कितना खर्च होगा; और

(ग) इसके शीघ्र निर्माण के लिए रेलवे द्वारा उठाये गये उपायों का व्यापार क्या है?

रेल मंत्रालय तथा संसदीय कार्य विभाग में उप मंत्री (श्री मल्लिकार्जुन): (क) से (ग) सोनगढ़ रेलवे स्टेशन पर उपरी पैदल पुल के विस्तार का काम 2.40 लाख रुपये की अनुमानित लागत से 1981-82 के निर्माण कार्यक्रम में शामिल कर लिया गया है। इस काम को 1981-82 में शुरू करने और मार्च 1984 तक पूरा हो जाने की संभावना है।

Arrest of Indian Students in U.S.A..

2373. SHRI TARIQ ANWAR:
SHRI HIRALAL R.
PARMAR:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether an Indian Student was arrested in U.S.A. on theft charge;

(b) whether it is a fact that the student is wrongfully implicated and is without any legal aid in USA; and

(c) if so, the steps which Government are taking to help the young man in U.S.A.?

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

(a) One Shri Bharat Kumar Patel, who arrived in U.S.A. in 1976 on a student visa, has been detained by the Essex Country Correction Centre,

Jersey City It is not known whether he is still on a student visa.

(b) and (c). Shri Patel does not appear to be wrongfully implicated. He is held on several charges of theft and issuing cheques without adequate funds.

Legal aid was arranged by the local authorities, but he was not happy with it. The Consulate General of India has, therefore, arranged through the Gujarati Samaj for an Indian Attorney to represent Shri Patel's interests. Besides the Consulate officials, the President of the Gujarati Samaj and the Attorney have been visiting him and usual facilities are being accorded to him at the Correction Centre and in the Psychiatric Hospital.

उगांडा सरकार द्वारा गारंटी किये गये 10 वर्षीय बांडों का भुगतान

2374. श्री तारिक अनवर: क्या विदेश मंत्री यह बताते की कृपा करेंगे कि:

(क) उगांडा सरकार द्वारा वर्ष 1965 में भारत-मूल गैर निवासियों को जारी किये गये 10 वर्षीय बांडों के भुगतान के बारे में सरकार की नीति तथा टिप्पणियाँ क्या हैं; और

(ख) गैर-निवासी भारतीयों को उनके बांडों की राशि वापस दिलाने के लिए अपना दायित्व निभाते हुए सरकार ने क्या कदम उठाये हैं?

विदेश मंत्री (श्री पी. वी. नरसिंह राव): (क) और (ख). श्रीमान, भारत सरकार यह चाहती है कि 1965 में गैर-बावासी भारतीयों द्वारा खरीदे गए उगांडा धन की पूरी राशि देश में प्रत्यवर्तित कर सरकार के बांडों को भूना कर उनसे प्राप्त हो जाए।

1965 में उगांडा सरकार के बांडों में गैर-बावासी भारतीयों द्वारा लगायी गई पूंजी के दावों को और उनकी अन्य परि-सम्पत्तियों के दावों को हमने 1972 में उगांडा सरकार के साथ उठाया था। सरकार

के अनवरत प्रयत्नों के बाद भारत से एक उच्चाधिकार प्रतिनिधिमंडल ने मुआवजे के प्रश्न पर विचार-विमर्श करने के लिए 25-10-1975 से 19-11-1975 तक कम्पला की यात्रा की। 1972 में उगांडा से निष्कासित भारतीय राष्ट्रकों द्वारा छड़ी गई जायदाद तथा परिसम्पत्तियों, जिनमें ऐसे स्टाक तथा पति-भूतियाँ भी शामिल हैं, जिनकी अवधि पूरी हो चुकी है और जिन्हें निरुद्ध लेख में रख दिया गया है, के मुआवजे के भुगतान के बारे में समझौता हुआ था। ऐसे स्टाक तथा प्रतिभूतियाँ जिनकी अवधि मूल्यांकन समिति द्वारा मुआवजे की स्वीकृति के समय पूरी नहीं हुई थी अथवा जिनकी जानकारी प्राप्त नहीं हो सकी थी, के बारे में मुआवजा सम्बन्धी समझौते में यह व्यवस्था की गई है कि यथासमय उगांडा सरकार के उपयुक्त प्राधिकारियों के साथ उक्त राशि की निकासी तथा देश प्रत्यावर्तन का मामला उठाया जाना चाहिए।

इस प्रावधान के अनुसार कम्पला स्थित भारत का हाई कमीशन उन दावों के बारे में करवाही करता रहा है जिन्होंने राज-नयिक सूत्रों के माध्यम से निपटाना है। अमीन सरकार अनिर्णीत दावों को हल किये जाने के प्रश्न पर टालमटोल की नीति अपनाती रही। हाई कमीशन के निरन्तर दबाव के बाद अमीन सरकार अनिर्णीत दावों के प्रश्न पर एक मंत्रिमंडलीय जापन-पत्र जारी करने पर सहमत हुई। लेकिन इसी बीच अमीन सरकार सत्ता से हट गयी और गत दिसम्बर तक वहाँ को स्थिति अस्थिर थी। दिसम्बर, 1980 में आम चुनाव के बाद नई सरकार का गठन किया गया है, जिसे इस प्रश्न पर रचनात्मक ढंग से विचार करने के स्पष्ट संकेत दिये हैं। हाई कमीशन उगांडा के नए प्राधिकारियों के समक्ष इस मामले को उठा रहा है।

Providing a Stoppage of Narkatia-ganj-Darbhanga-Palezaghata Express at Kamtaul

2375. SHRI BHOGENDRA JHA: Will the Minister of RAILWAYS be pleased to state:

(a) whether halting of Narkatia-ganj-Darbhanga-Palezaghata Express

Train at Kamtaul station is being demanded by large section of people;

(b) whether, in the interest of local travelling passenger and pilgrims historical places like Gautam Kund, Ahilyasthan etc. the stoppage of this train at Kamtaul is necessary;

(c) whether it is proposed to provide a halt of this train at Kamtaul (under Samastipur Division of North Eastern Railway); and

(d) if not, the reasons therefor?

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

(d) Number of passengers travelling Ex-Kamtaul to Bachhwara, Hajipur, Sonpur and Mahendrugat is too meagre to justify stoppage of 77Up/78Dn Narkatiaganj-Darbhanga-Palezghat Express at Kamtaul station.

Railway Quarters for Class IV Employees

2376. SHRI ATAL BIHARI VAJPAYEE: Will the Minister of RAILWAYS be pleased to state:

(a) the total number of Railway Quarters for class IV employees in Delhi and New Delhi colonies.

(b) whether it is a fact that in most of the quarters, ceiling fans have not been provided although it was decided three years back to provide fans; and

(c) if so, when the fans are likely to be provided in all the quarters?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) The total number of railway quarters for Class IV employees in Delhi and New Delhi is 4319.

(b) So far 1064 quarters have been provided with ceiling fans in Delhi and New Delhi Railway colonies.

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(c) It is not possible to indicate a firm date in respect of provision of fans in the remaining quarters since this will depend on availability of funds vis-a-vis requirement thereof for this work over the entire Northern Railway including Delhi/New Delhi area.

Conversion of Samastipur-Darbhanga Line

2377. SHRI BHOGENDRA JHA: Will the Minister of RAILWAYS be pleased to refer to the reply given to Starred Question No. 145 on the 27th November, 1980 regarding New Muzaffarpur-Darbhanga line and the discussion thereon held on the 5th December, 1980 and state:

(a) what are the specific proposals and time schedule for the opening of new railway lines and conversion of metre gauge into broad gauge lines in Bihar for 1980;

(b) whether exact time schedule has been finalised for the conversion of Samastipur-Darbhanga into broad gauge and construction of new Sakri-Hasanpur line;

(c) if so, the details thereabout;

(d) if not, the reasons therefor;

(e) whether he has made several announcements about development of railway lines, stations, regional office etc. while on tour in Bihar; and

(f) if so, the details thereabout?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) The gauge conversion work from Sonpur to Chhapra has already been completed and opened to traffic on 5th February, 1981.

(b) No. Due to constraint on resources.

(c) and (d) Do not arise.

(e) and (f) The following new surveys have been included in the

budget for 1981-82 for development of Bihar:—

1. Preliminary engineering-cum-traffic survey for a new BG link from Devgarh to Dumka via Basukinith (83 kms.).

2. Preliminary Engineering-cum-traffic survey for a new BG link from Ranchi to Hazaribagh Town to Hazaribagh Road to Giridih (223 kms.).

3. Preliminary engineering-cum-traffic survey for Lalmatia to Khalgaon (26 kms.).

4. Preliminary engineering-cum-traffic survey for a new BG line from Madhupur to Dumka.

5. Engineering-cum-traffic survey for doubling between Sainthia and Khana (65 kms.)

6. Engineering-cum-traffic survey in connection with a proposed rail bridge across River Ganga near Patna.

7. Preliminary engineering-cum-traffic survey for a new BG rail link from Muzaffarpur to Sitamarhi (60 kms.).

Sakri-Hasanpur Line

2378. SHRI BHOGEN DRA JHA: Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 1498 on the 27th November, 1980 regarding Sakri-Hasanpur line and state:

(a) whether the revised estimates for construction of new Sakri-Hasanpur line have since been received and sanctioned;

(b) if so, the details thereabout;

(c) if not, the reasons therefor; and

(d) whether cost of earthwork for the above project has already been met by the Government of Bihar?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) to (c) Updated engineering estimate for construction of this line is expected to be received shortly and N. E. Railway will undertake construction after sanction to the same.

(d) The Bihar Government has only offered land free of cost for this project.

Allowing Care to Operate in India

2379. SHRI JYOTIRMOY BOSU: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) to what extent the Minister of external Affairs was connected in the matter of bringing or allowing CARE to operate in India and whether at any time any message or directive was conveyed or communicated by the Prime Minister or anybody in the Ministry of External Affairs to the Editors of Indian Express, Statesmen or any other paper suggesting stoppage of coverage or reporting of the Court proceedings pending against CARE in a Delhi Court;

(b) whether the Government of India entered into any agreement/ agreements with U.S. Government in respect of rights and obligations regarding PL-480 donated foodgrains and their distribution and the connected activities or operation of U. S. voluntary Agencies?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO) (a) CARE, a US based non-profit voluntary organisation functioning in several countries of the world, operates in India under the Indo-CARE Agreement of 6th March, 1950 which was signed on behalf of the Government of India by the Secretary in the Ministry of External Affairs.

No suggestion has been made to the press regarding any pending case against CARE in a Delhi Court.

(b) Yes, Sir. The operation of US voluntary agencies undertaking distribution of PL-480 donated supplies is regulated under an agreement between the Governments of India and U.S.A. dated 5th December, 1968.

.Conversion of Madhavangar-Sangli Line

2380. SHRI R. K. MHALGI: Will the Minister of RAILWAYS be pleased to state:

(a) the progress made so far in respect of changing rail track between Madhavangar and Sangli, South Central Railway from narrow gauge to broad gauge one—the amount expended and physical targets achieved;

(b) if no progress has been made so far, the reason for the delay,

(c) the action which Government propose to take to complete the project soon; and

(d) when the project is likely to be completed?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS & IN THE DEPARTMENT OF PARLIAMEN-TARY AFFAIRS (SHRI MALLIKAR-JUN): (a) to (d). The restoration of the 7.77 kms, link from Miraj to Sangli and the work of bringing Old Madhav-nagar station on the Main line are approved works. The estimates for these works are under consideration. No target dates have been fixed due to constraint on resources.

Committee on Running Allowances

2381. SHRI SATYA GOPAL MISRA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Committee on Running Allowances submitted its report in April, 1980 and a restructuring of pay scale was agreed upon in July, 1980; and

(b) if so, what steps have been taken to implement the same?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS & IN THE DEPARTMENT OF PARLIAMEN-TARY AFFAIRS (SHRI MALLIKAR-JUN): (a) & (b). The report of the Committee on Running Allowances which was received in April, 1980 is being processed. There was no agree-ment on restructuring of pay scales.

..Production of Passenger Coaches

2382. SHRI K. A. SWAMI: Will the Minister of RAILWAYS be pleased to lay a statement showing:—

(a) the production of passenger coaches in 1978, 1979 and 1980;

(b) the expected production of pas-senger coaches in 1981 and 1982;

(c) the reasons for the shortage of passenger coaches for use by Indian Railways; and

(d) the steps being taken to meet the present demand of passenger coaches?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS & IN THE DEPARTMENT OF PARLIAMEN-TARY AFFAIRS (SHRI MALLIKAR-JUN)

(a) 1978	1979	1980
1049	962	1035
(b) 1981	1982	
1103	1320	

(c) & (d). The demand of passenger coaches is dependent on introduction of additional trains and augmentation of loads of the existing trains. Both factors are largely dependent on availability of various resources like terminal and sectional capacity, etc. Taking these factors into account the requirements of coaches are adequately met except when the coaches become damaged on account of vandalism or other factors.

However, the manufacture of coaches in 6th Plan period will not be able to meet the growth of passenger traffic fully.

Inter-Sectional Transfers

2383. SHRI MOTILAL HASDA:
Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Ministry of Railways in their letter Nos. E(NG) II-71/TR-19 of 4th August 1971, E(NG)II-74/TR-20 of 13th January 1975 and E(NG)II-75/TR-10 of 4th May 1975 assured that all Clerks in Personnel and non-personnel Branch in Headquarters and Divisional Offices on Southern Railway will be given inter-sectional transfers every five years for maintaining efficiency and to eradicate malpractices and corruption;

(b) whether it is also a fact that the cadre Clerks in Signal & Telecommunication and Mechanical Branches in Personnel Branch, Madras Division; in CSI/E/Madras Egmore (Non-personnel Branch) and DSTE/W/Tambaram (Senior Clerk-Personnel Branch) on Southern Railway are kept in the same section even after five years; and

(c) if so, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS & IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) to (c). No personnel Branch Clerk dealing with Signal & Telecommunication and Mechanical Branches in Madras Division including the office of the District Signal & Telecommunication Engineer/Works/Tambaram is in the same section for more than five years. However, one non-personnel Branch Clerk dealing with establishment matters is continuing for more than five years in the office of Chief Signal Inspector, Madras Egmore due to non-availability of suitable non-personnel Branch staff to deal with staff matters in the above office. Southern Railway Administration has been asked to replace him immediately. No fraud or malpractice has, however, been reported.

Visit of Special Envoys of Prime Minister to OPEC Countries

2384. SHRIMATI MADHURI SINGH: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether Special Envoys of the Prime Minister visited different OPEC countries during the last six months; and

(b) the results of the efforts of the Special Envoys in regard to guaranteed availability of oil supply at reasonable prices?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) & (b). Yes, Sir. Special Envoys of the Prime Minister visited a number of OPEC countries recently including Iraq, UAE, Venezuela, Indonesia, Nigeria, Iran and Saudi Arabia. The main purpose was to explain India's position regarding a proposed classification of oil importing developing countries in three categories for purposes of financial relief to them being considered by OPEC. The question of security of supplies and matters of bilateral interest were also discussed. There has consequently been a much greater understanding and appreciation of India's point of view. Unfortunately, however, as a result of the Iran-Iraq hostilities, the OPEC has not been able to finalise its own proposals and measures designed to alleviate the problems of oil importing developing countries.

Influx of Afghan Refugees

2385. SHRI B. D. SINGH:

PROF. AJIT KUMAR MEHTA:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether it is a fact that the influx of Afghan refugees continues and that a large number of Persons have arrived in India during the past few months;

(b) if so, the number of Afghan refugees in India till date; and

(c) the policy, if any, formulated by the Government to deal with these refugees?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) & (b). Afghan nationals as before have continued to visit India on their valid travel documents. Govern-

ment of India are not aware of any of them being refugees.

(c) Does not arise.

Firms indulging in Mixing Ingredients in their Products

2386. SHRI JYOTIRMOY BOSU: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether it has been alleged that the following subsidiaries of the foreign MNGS have been indulging in mixing ingredients in their products which are injurious to the health, namely Hindustan Lever, Britannia Biscuit, Cadbury India, Glaxo Laboratories, Brook Bond India and Liptons India; and

(b) if so, what are the details thereof and the action taken thereon?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR): (a) & (b). The information is being collected and will be laid on the Table of the Sabha.

Utilisation of Amount Alloted for National Highways in Madhya Pradesh

2387. SHRI GHUFRAN AZAM: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether the allocation for National Highways during the period 1978, 1979, 1980 in Madhya Pradesh was fully utilised by the State;

(b) if so, the amount utilised during the above period; and

(c) if not, the reasons therefor and the action taken thereon;

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH): (a) & (b). A statement is attached.

(c) From time to time, the Central Government reviews the pace of expenditure and writes to the States concerned to take suitable measures to make up deficiencies, if any, to ensure full utilisation of the funds provided to them.

Statement

Final allotment made and actual expenditure incurred on the development and maintenance of National highways and funds provided and expenditure incurred so far, during 1980-81, on the development and maintenance of National Highways in Madhya Pradesh.

(Rs. in lakhs)

year	Development of National Highways		Maintenance & Repairs of National Highways	
	Final allotment	Actual expenditure	Final allotment	Actual expenditure
1	2	3	4	5
1977-78	600.00	600.62	139.04	135.69
1978-79	556.00	549.32	161.87	160.79
1979-80	570.00	577.01	181.17	222.97
1980-81	570.00 (allocation)	272.01 (upto 12/80)	201.36 (so far released)	133.55 (upto 12/80)

नौबहन महानिदेशालय के सेवा के दौरान मर गए अथवा डाक्टरी आधार पर अयोग्य घोषित किए गए कर्मचारियों के आश्रितों को रोजगार

2388. श्री अनवर महमद: क्या नौबहन और परिवहन मंत्री यह बताने की कृपा करेंगे कि :--

(क) क्या उनके मंत्रालय के नौबहन महानिदेशालय के सेवा के दौरान मर गए अथवा डाक्टरी आधार पर अयोग्य घोषित किए गए कर्मचारियों के आश्रित बच्चों को इस निदेशालय में रोजगार दिया जाता है,

(ख) यदि हां, तो ऐसे बच्चों की अब तक संख्या क्या है जिन्हें रोजगार उपलब्ध कराया गया है तथा तत्संबंधी ब्यौरा क्या है ;

(ग) क्या इन बच्चों का उपयुक्त निदेशालय में चयन तो किया जाता है किन्तु उन्हें नौकरी में नियुक्त नहीं दो जाती ; और

(घ) यदि हां, तो उन बच्चों को जिन्हें रोजगार उपलब्ध कराया गया है, नौकरी में कब तक लिया जाएगा ?

नौबहन तथा परिवहन मंत्री श्री वारनेर पाटिल: (क) जी हां ।

(ख) दो बर्षात

(1) भूतपूर्व चपरासी श्री एस. एस. फकीर का जो सेवावर्ष में मर गये थे, लड़का श्री ए. आर. सुलेमान 20-8-73 से वाचमैन नियुक्त किया गया ।

(2) श्री डी. वी. कुडले, स्टाफ कार ड्राइवर का जो सेवा नियुक्त होने के बाद मर गये थे, लड़का श्री डी. डी. कुडले हमाल के पद पर 5 अप्रैल, 1974 से नियुक्त किया गया ।

(ग) इनका चुनाव किया गया और इन्हें नौकरी पर विधिवत लगाया गया ।

(घ) प्रश्न नहीं होता ।

Chairman, South Central Railway Service Commission

2389. SHRI SATISH AGARWAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Government have dismissed Shri K. S. Tilak from the Chairmanship of the South-Central Railway Service Commission w.e.f. 1st January, 1981 when he had one and half year still left to complete his tenure.

(b) whether Government's attention has been drawn to the news appearing in Indian Express on 5th February, 1981 that Shri Tilak's dismissal was part of a bigger plan of the Railway Ministry to replace all such officials appointed during the Janata Admn.

(c) whether Shri Tilak's dismissal is a part of the plan as alleged by the News Paper and if not the reasons for the same; and

(d) the names of the non-officials that were appointed during the Janata Rule in Different Railways and the posts to which they were attached.

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS & IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN):

(a) No. Services of Shri K. S. Tilak were terminated w.e.f. 9-1-81 by giving one month's pay and allowances in lieu of one month's notice, in terms of his appointment.

(b) Yes, but where is no substance in the news..

(c) No. Shri Tilak's appointment was terminated in public interest.

(d) a statement is enclosed.

Statement

Names of the non-officials that were appointed during the Janata rule in different Railways and the posts to which they were attached.

S. No.	Name of the non-official	Post to which attached
1	S/Shri K.S. Tilak, Ex. M.P.	Chairman/RSC, Secunderabad. Madras/
2	Shankar Rao Kharat, Vice-chancellor, Marathawada University.	Chairman/RSC, Bombay.
3	M.P.K. Menon, Retd. Addl. Director, Railway Board.	Chairman/RSC, Madras.
4	P.K. Patnaik, Retd. Addl. Secy., Lok Sabha.	Chairman/RSC, Calcutta.
5	Bhabendra Nath Saikia, Secy. Gauhati University Co-ordination Commission for Production of text books in the regional language.	Chairman/RSC, Gauhati.
6	N. Seshachalam, Retd. Chief Operating Supdt., Railway.	S. Member/Railway rates Tribunal, Madras.
7	P.C. Jain, Retd. Prof. of Economics, University of Allahabad.	Do.
8	Prof. S.H. Zaidi, former Director of Industrial Toxicology Research Centre, Lucknow.	Hony. Adviser to Indian Rlys. in "Toxicology and Prevention of Environmental Pollution" RDSO/LKO
9	S.M. Sikri, former Chief Justice of India	Chairman Railway Accidents Enquiry Committee.
10	Murli Manohar Joshi, M.P., Lok Sabha.	Member, Railway Accidents Inquiry Committee.
11	Khurshid Alam Khan, M.P., Rajya Sabha	Do.
12	Bagaram Tulpule, former G.M., Durgapur Steel Plant and Ex. Chairman, National Safety Council.	Do.
13	Dr. H.K. Pranjape, Member MRTPC.	Chairman, Rail Tariff Enquiry Committee.

[(Note : It is presumed that retired personnel are to be treated as non-officials for the purpose of part (d) of the question]

Claim Suits filed by Messrs. Wyman Gordon India Limited

2390. SHRI R. K. MHALGI: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that about 24 similar claims suits were filed by Messrs. Wyman Gordon India Ltd. in the Thana Court (Distt. Maharashtra) against the Central Railway in the years 1971 to 1973;

(b) whether it is a fact that at the time of trial, it was decided to try only three suits as test suits, and both agreed to go by the decision in these suits for all the pending suits;

(c) whether it is a fact that, all the three suits tried, were decided in favour of M/s. Wyman Gordon, and the appeals filed by the Railway, were dismissed by the Bombay High Court in February, 1978;

(d) whether it is a fact that in spite of all this, the Railway has not made payment in respect of three appeals, or the other 21 pending matters;

(e) what are the reasons for the inordinate delay in making payment as decided in the Court of law; and

(f) what action is being taken to settle the long pending claims without any further delay?

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

(b) No undertaking was given by either side that the decision of the Court in respect of the suits tried by the court would be binding on them for all the suits.

(c) Yes.

d), (e) and (f). Payment in respect of three suits decided by the court have since been made. The remaining 21 cases are still subjudice.

Inadequate supply of medicines in South Avenue C.G.H.S. Dispensary

2391. SHRI RAM AVADH: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether it is a fact that CGHS Dispensary located at South Avenue does not have adequate supplies of medicines since past one year; and

(b) if so, what action is being taken to improve the condition prevailing since long time?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR): (a) and (b). Except for occasional shortage of some medicines owing to late arrival of consignments or due to general shortage in the market, there is no shortage of medicines in the South Avenue dispensary. However, whenever shortage of any medicine included in the Formulary is reported, remedial measures to procure medicines are taken.

Financial norms of Railways

2392. SHRI CHITTA BASU: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Committee headed by Dr. H. K. Paranjape went into the financial norms of the Railways;

(b) if so, whether the Committee has pointed out certain defects in the existing norms;

(c) if so, the defects as identified; and

(d) the steps taken to correct them?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): The Rail Tariff Enquiry Committee headed by Dr. H. K. Paranjape was set up to examine the structure of Railway freight, fares and other charges. It examined certain aspects of Railways financial arrangements, relevant to the fixation of freight and fare tariffs.

(b) No.

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

Islamic Conference

2393. SHRI CHITTA BASU: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether the Islamic Conference held recently at Taif gave a call for a total economic boycott of Israel over the issue of Jerusalem; and

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

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) The Islamic summit held at Taif in January, 1981 adopted a final communique in which, it appears, the participants called for an economic boycott of Israel. The relevant portion of the communique reads: "To utilise all economic capacity and natural resources of Islamic

State, to undermine the Israeli economy, to block the flow of financial, economic and political support to Israel to seek to change international political position in favour of the Palestinian people and to support the Palestine Liberation Organisation".

(b) The Government of India have taken note of the resolutions contained in the final communique issued by the Islamic Summit.

भागलपुर में अंधा बनाये जाने वाली घटनाओं पर बी. बी. सी. फिल्म

2394. श्री तारिक अन्वर:

श्री हीरा लाल आर. परमार:

श्री अमर राय प्रधान:

क्या विदेश मंत्री यह बताने का कृपा करेंगे कि :

(क) क्या यह सच है कि भागलपुर में अंधा बनाये जाने वाली घटनाओं पर बी. बी. सी. ने फिल्म बनाने का प्रस्ताव किया था;

(ख) क्या बी. बी. सी. ने इस सम्बन्ध में भारत सरकार की अनुमति मांगी थी;

(ग) उन क्षेत्रों तथा व्यक्तियों के नाम क्या हैं जिन पर फिल्म बनाने की अनुमति मांगी गई थी; और

(घ) इस बारे में सरकार की क्या प्रतिक्रिया है ?

विदेश मंत्री (श्री पी. डी. नरसिंह राव) : (क) से (ग) ब्रिटिश द्राइकास्टिंग कॉर्पोरेशन की जो टॉलिविजन टीम "महात्मा गांधी" पर विशेष दूरदर्शन चित्र तैयार करने के उद्देश्य से 10 जनवरी के आसपास भारत आई थी, उसने आवेदन करने के समय यह सूचित किया था कि वह भागलपुर में कौदियों को अंधे किए जाने की घटना पर एक विशेष दूरदर्शन चित्र बनाना चाहती है। परन्तु उस समय इस संबंध में कोई व्यापार नहीं दिया गया था।

(घ) 21 जनवरी को इस दल को यह सूचित किया गया कि भागलपुर की इस घटना को पश्चिम के प्रचार माध्यमों द्वारा बहुत ज्यादा प्रकाशित तथा प्रदर्शित किया जा चुका है और इन घटनाओं के बारे में अब और प्रकाशित तथा प्रदर्शित करने से, भारत का अत्यधिक नकारात्मक प्रचार होगा, जिससे बचा जा सकता है। इसके बाद बी. बी. सी. की इस टीम ने स्वयं ही भागलपुर की इस घटना पर चित्र न बनाने का निर्णय लिया, जबकि पहले उसने इसे तैयार करने की योजना बनाई थी

Persons Registered by Delhi Pharmacy Council

2395. SHRI NIHAL SINGH: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) the number of persons registered by the Delhi Pharmacy Council during the last three years and under what rules;

(b) if so, whether private Pharmacist Schools are running in Delhi which have been doing the job of registration in Ayurvedic, Allopathic and Homoeopathic system of medicines; and

(c) if so, the procedure followed by them in doing so?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR): (a) The Delhi Pharmacy Council has registered the following number of persons during the last three years under the Pharmacy Act, 1948:

1978—Total number of persons registered: 405 [under Section 32 (b): 212; under Section 32(2): 193]

1979—Total number of persons registered: 547 [all under Section 32(2)]

1980-81—Total number of persons registered: 275 [all under Section 32(2)]

(b) No such instance has come to the notice of the Delhi Administration.

(c) Question does not arise.

Pune station

2396. SHRI R. K. MHALGI: Will the Minister of RAILWAYS be pleased to state:

(a) whether the attention of Railway Administration has been drawn to the two articles of Dr. A. D. Lele, M.L.A., Maharashtra published in Daily Tarun Bharat Pune (Maharashtra) dated 16th and 17th September, 1980 regarding inconveniences experienced by Railway Staff and Railway Passengers on Pune Station;

(b) if so, the reaction of the Railway Administration in this regard;

(c) what action has been taken or proposed to be taken on each of the grievances and suggestions made in the said articles; and

(d) if no action is taken so far, the difficulties relating thereto?

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

(b) The Central Railway Administration has already taken necessary action on the main points made in the Articles.

(c) A statement is attached.

(d) Does not arise.

Statement

Points Raised	Action taken
(1) Washable aprons on platforms line No. 3 & 4.	Aprons provided on platform line No. 4. Provision of washable aprons on other platforms will be considered as and when funds are available.
(2) Inadequate accommodation in Booking Office, etc.	Present arrangements are considered adequate. Re-arrangement will be considered subject to availability of funds.
(3) Protection of RPF while carrying cash.	Present arrangements are considered good enough.
(4) Toilet facilities at VIP sidings.	Action not considered necessary for fear of mis-use.
(5) Shed facilities for Porters, etc.	A proposal for providing a covered shed is under examination.
(6) Inadequacy of staff and refreshment items in refreshment rooms.	Present arrangements are considered adequate.
(7) Inadequacy of ticket checking staff	At present, arrangements of ticket-checking are considered adequate.
(8) Deficiency in system of payment of salary to staff.	Payment by cheque can be arranged for the staff if they applied for it in writing.
(9) Inadequate arrangements at enquiry counter.	Provision of an extra P & T phone and extra Enquiry Clerk is under examination.
(10) Uniforms for hamals.	Hamals are not eligible for the supply of Uniforms as per the extant Dress Regulations. However, Hamals working in tranship sheds are issued woolen Jersey as protective clothing. Provision of a rest room is under examination.

Points Raised

Action Taken

- (11) Inadequacy of material with the maintenance staff. Each TXR Depot has a sanctioned imprest of spares required as a regular measure for maintenance stock. Other items are obtained on special requisitions and stocked in sufficient quantities. There is a regular system of recoupment of stock items and in emergencies they are also supplied from the adjacent C & W or stores depots with the help of TXRs in the control offices. There are some occasions on which due to failure of trade/contracts some of the items become out of stock, but immediate assistance is arranged from other depots. Each PWI has adequate stock of P. Way materials to be used for maintenance of track. The stocks are regularly recouped. There is generally no shortage of materials.
- (12) Furnishing of running rooms Running rooms are adequately furnished.
- (13) Approach road to Tadiwala Staff colony. Existing arrangements considered adequate.

Railway bookstalls

2397. SHRI K. M. MADHUKAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether the monopoly holders and unemployed graduates etc., are considered equal in holding of bookstalls on Railways if so, the reasons therefor;

(b) whether the Railways propose to entertain any request of group/societies/association/ partnerships of unemployed graduates beyond five bookstalls without obtaining prior permission; and

(c) whether it is a fact that the then Minister of Railways had confirmed in Lok Sabha during Demands for Grants, 1974-75 on the 22nd March, 1974 that the group of unemployed graduates should be there in place of monopoly units?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALIKARJUN): (a) No. But there are no monopoly holders.

(b) Yes. The policy has since been reviewed and the Zonal Railways

have now been delegated with powers to allot bookstalls beyond five in number to cooperatives and associations of unemployed graduates and co-operatives of actual workers/vendors without approval from the Ministry.

(c) The then Minister of Railways reiterated that unemployed graduates would be given preference while awarding the contracts for bookstalls. This policy continues to be followed.

अवतार नगर रेलवे स्टेशन के यात्रियों की कठिनाइयाँ

2398. प्रो. सत्य बबू सिंह : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या पूर्वोत्तर रेलवे के छपरा और सोनपुर रेलवे स्टेशनों के बीच अवतार नगर रेलवे स्टेशन पर यात्रियों की कठिनाइयाँ दूर करने और सुविधाएँ उपलब्ध कराने के लिए उन को जन सभा का एक संकल्प प्रस्तुत किया गया था ;

(ख) क्या इस सम्बन्ध में कोई जांच की गई थी और यूनिट द्वारा प्रस्तुत रिपोर्ट के आधार पर जन सभा की मांग को जल्दी-कार कर दिया गया है; और

(ग) क्या सरकार का विचार इस स्टेशन का विकास करने के लिए आवश्यक कार्य-वाही करने का है ?

रेल मंत्रालय तथा संसदीय-कार्य विभाग में उप मंत्री (श्री श्रीलाल कर्जुन): (क) जन सभा से कोई संकल्प प्राप्त नहीं हुआ था। किन्तु, माननीय सदस्य से उस समाचार की एक प्रति, जो आर्यावर्त, पटना में छापी था, प्राप्त हुई थी।

(ख) और (ग). अवतार नगर फ्लैग स्टेशन को क्रासिंग स्टेशन में बदलने के प्रस्ताव को जांच की गयी थी किन्तु परिचालनक दृष्टि से उसका औचित्य नहीं पाया गया। वर्तमान यातायात की आवश्यकताओं को पूरा करने के लिए इस फ्लैग स्टेशन पर पर्याप्त कर्मचारी हैं और यहाँ आवश्यक सुविधाओं की व्यवस्था की गयी है।

Smuggling of Coal

2399. SHRI HANNAN MOLLAH: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware that coal is being packed in jute bags and then loaded to rail wagon in thousand tons, and smuggled in the name of dust;

(b) whether Government are aware that in many Railway Stations in South Eastern Railway and Eastern Railway this coal is being smuggled; and

(c) how the smugglers of coal are getting so many wagons from railway authority?

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

(c) Does not arise.

Personnel Inspector

2400. SHRI SAMAR MUKHERJEE: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware that the post of Personnel Inspector Scale Rs. 425—640 on Southern Railway is classified as Ex-Cadre Selection Post and even Junior most clerks in initial grade are considered for selection, whereas it is classified as Cadre Selection Post in other Railways and only senior most in the next lower grades are considered for selection;

(b) if so, what action has been taken to set right the anomaly;

(c) whether it is a fact that on receipt of complaints from the staff about the procedural irregularities in the Selection held for the post of Personnel Inspector Scale Rs. 425—640 on Southern Railway, the competent Authority did not accept the recommendation of the Selection Board and viva-voce test was held second time for those not selected; and

(d) if so, why fresh selection/written test was not held constituting fresh Selection Board as per rule 213(e) of Indian Railways Establishment Manual?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Yes. But no parity with other Railways is required under the rules.

(b) There is no anomaly.

(c) and (d). On publication of provisional panel, complaints were received that some of the seniors were overlooked in the viva-voce test. General Manager under his own powers ordered a review viva-voce, which was held and now the final panel has been notified.

12.01 hrs.

SOME HON. MEMBERS rose

(Interruptions)

MR. SPEAKER: Please sit down. I will hear you one by one....

(Interruptions)

MR. SPEAKER: I will allow one by one.

PROF. K. K. TEWARY (Buxar): Sir, I have given notice of a privilege motion against Mr. Jyotirmoy Bosu regarding a statement made by...

MR. SPEAKER: That is under my consideration....I have asked for facts.

PROF. K. K. TEWARY: It is on record.

MR. SPEAKER: It is under my consideration.

PROF. K. K. TEWARY: What consideration?

SHRI EDUADRO FELEIRO (Mormugao): For how long?

PROF. K. K. TEWARY: ** He has accepted it....

(Interruptions)

SHRI SATYASADHAN CHAKRABORTY (Calcutta South): Is the word parliamentary?

SHRI EDUARDO FALEIRO: On the last day it was admitted here that one of the Members of this House, that is to say, Mr. Jyotirmoy Bosu, has passed on information to the Chinese Foreign Minister....

MR. SPEAKER: It is under consideration....

(Interruptions)

SHRI EDUARDO FALEIRO: A parliamentary committee is to be appointed. What have you done?

(Interruptions)

MR. SPEAKER: Not now, I will look into it. It is under my consideration. I will deal with it.

SHRI EDUARDO FALEIRO: How long will it remain under consideration?

SHRI JYOTIRMOY BOSU (Diamond Harbour): I would like to make a personal statement. I wrote a letter to the Foreign Minister...

(Interruptions)

MR. SPEAKER: Not allowed, Sir....(Interruptions) I do not say anything.

SHRI JYOTIRMOY BOSU: You please see Sir. The language used offends Rule 353....

MR. SPEAKER: I will ask for the explanation from you, Mr. Bosu....

(Interruptions)

MR. SPEAKER: Look here, this is not the proper way. I cannot allow....

(Interruptions)*

MR. SPEAKER: Nothing is to go on record without my permission....

(Interruptions)

MR. SPEAKER: Please sit down. Nothing on record without my permission.

Mr. Yadav.

SHRI R. P. YADAV (Madhepura): There have been reports of robberies and murders in Bikaner Mail....

MR. SPEAKER: That has nothing to do with this. . . . It is not a point of order.

DR. SUBRAMANIAM SWAMY (Bombay North East): Sir, on a point of order. Rule 353 has been breached. We were all sitting here and Mr. Tewary just now got up and called Mr. Jyotirmoy Bosu**

This is clearly unparliamentary.
(Interruptions)

**Expunged as ordered by the Chair.
*Not recorded.

MR. SPEAKER: I will look into it.

PROF. MADHU DANDAVATE
(Rajapur): Please expunge it.

(Interruptions)

MR. SPEAKER: Please sit down. I will go through the record. If there is anything defamatory, I will expunge it....I will look into it.

DR. SUBRAMANIAM SWAMY: Is it parliamentary to call anybody ** Sir?

MR. SPEAKER: I have given my ruling....I will go through the records....

(Interruptions)

DR. SUBRAMANIAM SWAMY: How can you call a man ** How can you put up with it? Did you not hear it.

(Interruptions)

MR. SPEAKER: Nothing is going on record without my permission.

SHRI K. MAYATHEVAR (Dindigul): I am on a simple point of order. In the speech made by the hon. Member, Shri Jyotirmoy Bosu, in the course of exchange of words between the hon. Member and the other hon. Members, a very senior and responsible Member of this House called him as** I want to know whether....

MR. SPEAKER: Nothing shall go on record which is defamatory, as I told you.

SHRI K. MAYATHEVAR: He has called him as (Interruptions) This is unparliamentary.

MR. SPEAKER: Please sit down.

अगर अपशब्द बोलने से बात बनती तो लोग पता नहीं कितनी बात बना लेते। इससे कोई बात नहीं बनती। जो फाँट्स हैं फाँट्स रहेंगे, जो फाँट्स नहीं हैं फाँट्स नहीं हो सकते।

I will have to go through the facts. I will have to ascertain them. What

ever is defamatory about any Member shall not go on record.

SHRI JYOTIRMOY BOSU rose.
(Interruptions)

MR. SPEAKER: Mr. Bosu, please sit down.

SHRI KAMAL NATH (Chhindwara) rose.

MR. SPEAKER: I have given my ruling, Mr. Kamal Nath. Why do you try to perturb this House? (Interruptions)

श्री रामावतार शास्त्री (पटना): अध्यक्ष जी, आज के अखबारों में खबर छपी है..

अध्यक्ष महोदय : खबरें तो छप सकती हैं।

(व्यवधान)

अध्यक्ष महोदय : It is between me and Mr. Shastri.

SHRI KAMAL NATH: I want to make a submission.

MR. SPEAKER: No submission. I have allowed Mr. Shastri.

श्री रामावतार शास्त्री: इस तरह की खबरें आ रही हैं कि परने एक्सचेंज का बड़ा पैमाने पर दुरुपयोग हो रहा है।

MR. SPEAKER: You have to give some motion regarding this. Not like this. You cannot raise it in the House. Not allowed.

श्री बंशी लाल (सोनीपत): अध्यक्ष जी, मैंने एक एडजर्नमेंट मोशन दिया है। (व्यवधान)

श्री राम बिलास पासवान (हाजीपुर): अध्यक्ष जी, हरयाणा में किसानों पर जुल्म बढ़ रहा है। एक किसान को पुलिस द्वारा मार दिया गया है....

अध्यक्ष महोदय : कोई दूसरा तरीका अपनाइये जिससे आप यहां पर किसानों की बात उठा सकें।

श्री बाबू कर्मान्दी (मुजफ्फरपुर): एक किसान ने तीन हजार रुपया गाबर गैस प्लांट के लिए कर्जा लेकर वापस नहीं किया। उसकी गिरफ्तारी हुई और पुलिस लाक-अप में डाल दिया गया। यह कल की घटना है। आप इस पर विचार नहीं करेंगे तो किस पर करेंगे?

For Rs. 3,000 they murdered the kisan in the prison yesterday. (Interruptions)

SHRI KAMAL NATH: This is a matter regarding privilege. This is agitating the House. My appeal to you is to please give an expeditious decision. This relates to a sensitive matter.

(Interruptions)

MR. SPEAKER: Please sit down. Not allowed.

श्री बबू लाल: एक किसान पर तीन हजार का कर्जा गाबर गैस प्लांट का था, पुलिस के लाक-अप में उसको मार दिया गया....

MR. SPEAKER: This is not an adjournment. Nothing is allowed.

SHRI GEORGE FERNANDES (Muzaffarpur): The question is not of an adjournment motion.

आप मेरी बात सुन लीजिए।

मैं यह नहीं कहता कि आप एडजर्नमेंट मेशन को स्वीकार ही करें लेकिन जब ऐसी घटनाएँ इस देश में घटती जा रही हैं तो इस सदन में तुरन्त उस पर चर्चा होनी चाहिए।

अध्यक्ष महोदय: जब ठीक ढंग से कोई मोशन आयेगा तभी कुछ हो सकता है।

श्री बाबू कर्मान्दी: फिर हम आपसे मिलकर बात कर लेंगे। (अवधान)

अध्यक्ष महोदय: Now, Papers Laid on the Table. Shri Narasimha Rao.

PAPERS LAID ON THE TABLE
NOTIFICATIONS UNDER PASSPORTS ACT

THE MINISTER OF PARLIAMENTARY AFFAIRS AND WORKS

AND HOUSING (SHRI BHISHMA NARAIN SINGH): On behalf of my colleague, I beg to lay on the Table a copy of the Passports Rules, 1980 (Hindi and English versions) published in Notification No. G.S.R.691(E) in Gazette of India dated the 11th December, 1980 together with a Corrigendum thereto published in Notification No. GSR 50(E) in Gazette of India dated the 7th February, 1981, under sub-section (3) of section 24 of the Passports Act, 1967. [Placed in Library. See No. LT-1998/81.]

(Interruptions)

MR. SPEAKER: Why don't you control your Members? Shri Patil.

NOTIFICATIONS UNDER DOCK WORKERS (REGULATION OF EMPLOYMENT) ACT AND MERCHANT SHIPPING ACT

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEE-RENDRA PATIL): I beg to lay on the Table:

(1) A copy of the Bombay Dock Workers (Regulation of Employment) Amendment Scheme, 1981 (Hindi and English versions) published in Notification No. S.O. 384 in Gazette of India dated the 31st January, 1981, under section 8A of the Dock Workers (Regulation of Employment) Act, 1948. [Placed in Library. See No. LT-1999/81]

(2) A copy of the Shipping Development Fund (Loans and Other Financial Assistance) Rules, 1981 (Hindi and English version) published in Notification No. GSR 44(E) in Gazette of India dated the 3rd February, 1981, under sub-section (3) of section 458 of the Merchant Shipping Act, 1958. [Placed in Library. See No. LT-2000/81.]

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH): I beg to lay on the Table a copy of the National Highways (Fees for use

of Permanent Bridges) Amendment Rules, 1980 (Hindi and English versions) published in Notification No. S.O. 11(E) in Gazette of India dated the 5th January, 1981 under sub-section (3) of section 9 of the National Highways Act, 1956. [Placed in Library. See No. LT-2001/81.]

NOTIFICATIONS UNDER CENTRAL EXCISE AND SALT ACT, SMUGGLERS AND FOREIGN EXCHANGE MANIPULATORS (FORFEITURE OF PROPERTY) ACT, CENTRAL EXCISE RULES, CUSTOMS ACT, CENTRAL EXCISE AND SALT ACT AND UNDER MEDICINAL AND TOILET PREPARATIONS (EXCISE DUTIES) ACT

THE MINISTER OF FINANCE (SHRI R. VENKATARAMAN): On behalf of my colleague, Shri Maganbhai Barot, I beg to lay on the Table:

(1) A copy each of the following Notifications (Hindi and English versions) under sub-section (2) of section 38 of the Central Excise and Salt Act, 1944:—

(i) The Central Excise (Fifth Amendment) Rules, 1981, published in Notification No. G.S.R. 206 in Gazette of India dated the 21st February, 1981.

(ii) The Central Excise (Sixth Amendment) Rules, 1981, published in Notification No. GSR 207 in Gazette of India dated the 21st February, 1981. [Placed in Library. See No. LT-2002/81.]

(2) A copy of Notification No. GSR 79(E) (Hindi and English versions) published in Gazette of India dated the 26th February, 1981 together with an explanatory memorandum regarding revised rate of exchange for conversion of Russian Rouble into Indian currency or vice versa in supersession to Notification No. 224-Customs dated the 13th November, 1980, under section 159 of the Customs Act, 1962. [Placed in Library. See No. LT-2003/81.]

(3) A copy of the Appellate Tribunal for Forfeited property (Conditions of Service of Chairman and Members) Amendment Rules, 1980 (Hindi and English versions) published in Notification No. GSR 1177 in Gazette of India dated the 15th November, 1980, under sub-section (3) of Section 26 of the Smugglers and Foreign Exchange Manipulators (Forfeiture of Property) Act, 1976.

(4) A statement (Hindi and English versions) showing reasons for delay in laying the notification mentioned at (3) above. [Placed in Library. See No. LT-2004/81.]

(5) A copy each of Notification Nos. GSR 91(E) to 128(E) and GSR 130(E) (Hindi and English versions) published in Gazette of India dated the 1st March, 1981 together with an explanatory memorandum regarding Central Excise Duty changes and exemptions in context of Budget proposals pertaining to Indirect Taxes announced by the Finance Minister in Lok Sabha on the 28th February, 1981, issued under the Central Excise Rules, 1944. [Placed in Library. See No. LT-2005/81].

(6) A copy each of Notification Nos. GSR 131(E) to 166(E) (Hindi and English versions) published in Gazette of India dated the 1st March, 1981 together with an explanatory memorandum regarding Customs Duty Changes and exemptions in the context of Budget proposals pertaining to Indirect Taxes announced by the Finance Minister in Lok Sabha on the 28th February, 1981 under section 159 of the Customs Act, 1962. [Placed in Library. See No. LT-2006/81.]

(7) A copy of the Central Excise (Seventh Amendment) Rules, 1981 (Hindi and English versions) published in Notification No. GSR 129(E) in Gazette of India dated

the 1st March, 1981, under sub-section (2) of section 38 of the Central Excise and Salt Act, 1944. [Placed in Library. See No. LT-2007/81.]

(8) A copy of the Medicinal and Toilet Preparations (Excise Duties) Amendment Rules, 1981 (Hindi and English versions) published in Notification No. GSR 167(E) in Gazette of India dated the 1st March, 1981 under sub-section (4) of section 19 of the Medicinal and Toilet Preparations (Excise Duties) Act, 1955. [Placed in Library. See No. LT-2008/81].

GOVERNMENT RESOLUTION RE. ECONOMIC ADMINISTRATION REFORMS COMMISSION

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHR SHIVRAJ V. PATIL): I beg to lay on the Table a copy of Government Resolution No. 6/3/1/81-Cab. dated the 5th March, 1981 regarding constitution of an Economic Administration Reforms Commission. [Placed in Library. See No. LT-2039/81].

श्री हीरालाल आर. परमार (पाटन) : अध्यक्ष महोदय, मैं गुजरात के बारे में यहां पर 17 तारीख को कह चुका हूँ। मैं डिस्ट्रिक्ट प्लेस में रहता हूँ, जहां एक लाख की आबादी है, जहां क्लैक्टर है, जहां डी. एस. पी. है...

अध्यक्ष महोदय : यह सवाल तो ऐसे नहीं उठेगा।

श्री हीरा लाल आर. परमार : मेरे खिलाफ वहां आन्दोलन चल रहा है। मेरा मकान और दुकान सब जला दिया।

अध्यक्ष महोदय : परमार साहब, ऐसे कोई सवाल नहीं उठेगा। कोई बात करके मोशन दीजिए, मैं उसको कर दूंगा।
(अवधान)

परमार साहब, आज शाम को छः बजे डिबेट होगी। उस वक्त जो आपकी मर्जी

हो बोल सकते हैं। आप क्यों नहीं समझते हैं—बोर्ड पर जो लिखा होता है उसको पढ़कर आते हैं या नहीं ?
(अवधान)

SHRI KAMAL NATH (Chhindwara): Sir, I refer to para 3 of Rule 225 which says:

"Provided further that the Speaker may, if he is satisfied about the urgency of the matter, allow a question of privilege to be raised at any time during the course of a sitting after the disposal of question."

MR. SPEAKER: Not allowed. Overruled.

श्री हरिवंश बहादुर: (गोरखपुर): अध्यक्ष जी, "जनवात" के सम्पादक को बुरी तरह से पीटा गया...

अध्यक्ष महोदय : इसको आप नियम 377 में दीजिए।

श्री रशीद मसूद (सहारनपुर): अध्यक्ष महोदय, कल कहा गया था कि मेरा एडजर्नमेंट मोशन अप्पर वासीडरेशन है...

अध्यक्ष महोदय : आ जाएगा।

(Interruptions)**

MR. SPEAKER: Nothing will go on record without my permission.

(Interruptions)**

SHRI EDUARDO FALEIRO (Mornugos): Sir, I demand for appointment of a Parliamentary Committee to go into the conduct of the hon. Member. What is your ruling on that?

MR. SPEAKER: No. No. Nothing. It is under consideration.

12.15 hrs.

STATEMENT BY MEMBER UNDER DIRECTION 115 RE CERTAIN INFORMATION GIVEN BY THE MINISTER OF FINANCE

PROF. MADHU DANDAVATE: (Rajapur): Mr. Speaker Sir With

**Not recorded.

[Prof. Madhu Dandavate]

your permission, I make the following statement under Direction 115:—

"While replying to various points raised by Members of Lok Sabha opposing the introduction of the Life Insurance Corporation (Amendment) bill, 1981, on 23rd February, 1981, Shri R. Venkataraman, the Finance Minister told the House that in regard to the payment of dearness allowance the government had brought the Class III and Class IV employees of the Life Insurance Corporation on par not with the government servants, not with the public sector employees but with the Reserve Bank employees with the maximum ceiling of Rs. 15.80 for every increase of 4 points in the consumer price index.

This statement of the Finance Minister is incorrect and misleading. The dearness allowance fixed by notification in the case of Class III and Class IV employees of the Life Insurance Corporation will not be on par with the dearness allowance for Class III and Class IV Reserve Bank employees for which the ceiling is not Rs. 15.80 but Rs. 25.30.

In reality the proposed new dearness allowance of Class III and Class IV Life Insurance Corporation employees will be on par with the dearness allowance paid to the employees of the nationalised banks for which the ceiling is Rs. 15.80. I therefore demand a statement from the Finance Minister clarifying the position and correct his earlier misleading statement in the House on 23rd February, 1981."

THE MINISTER OF FINANCE
(SHRI R. VENKATARAMAN): Sir, the Hon. Members will recall the context in which I had referred to the ceiling on dearness allowance placed on Class III employees of the L.I.C.

I was broadly explaining to the House the different rates of dearness allowance at present applicable in the various sectors, namely, the Industrial D.A. formula of Rs. 1.30 per point rise in the consumer price index in a

large number of public sector organisations, which works out to Rs. 5.20 for every four point rise. D.A. rate of 150 per cent applicable to Government servants and the highest rate applicable to the Reserve Bank of India and public sector banks of 1.58 per cent for a four point rise.

Since the rate of D.A. i.e. 1.58 per cent for every four point rise in the Reserve Bank of India and the nationalised banks is the same, I had clubbed them together in my reply. This had given the impression to the Hon. Member that the ceiling of Rs. 15.80 is also applicable to the Reserve Bank of India. I would wish to clarify that the ceilings on D.A. of Reserve Bank employees with salaries upto Rs. 1099 is Rs. 15.80. Since the maximum pay of Class III L.I.C. employees is Rs. 920/- I confined my statement to that category only.

SHRI SUNIL MAITRA (Calcutta North East): This is incorrect statement, Mr. Finance Minister. It is not a matter of securing a debating point, I am appearing to you. Please consider this. You have been wrongly briefed.

SHRI R. VENKATARAMAN: After all we have received instructions. I have received instructions and I say that up to Rs. 1100 the dearness allowance payable to the Reserve Bank employees is fixed at the ceiling of Rs. 15.80 paise. The LIC employee's maximum salary is Rs. 920. Therefore, the maximum dearness allowance payable to the Reserve Bank employees has been given to them.

SHRI SUNIL MAITRA: The Reserve Bank employee's salary of Rs. 1099 has been arrived at by merging 90 per cent of the existing basic salary.

SHRI R. VENKATARAMAN: You can ask for another clarification and I will get further chance. (Inter-
ruption)

MR. SPEAKER: No discussion please.

SHRI R. VENKTATRAMAN: I will complete my statement. (Interruption) You can ask for further clarification also.

DR. SUBRAMANIAM SWAMY (Bombay North East): From whom you got the instruction?

SHRI R. VENKATARAMAN: From the Reserve Bank.

DR. SUBRAMANIAM SWAMI: From the Reserve Bank? That is scheme on you.

SHRI R. VENKATARAMAN: Mr. Subramaniam Swamy is not a lawyer. Mr. Somnath Chatterjee is a lawyer. He will know that 'Receiving instruction' means 'receiving information.' He does not know; he is not a lawyer; therefore he is asking.

DR. SUBRAMANIAM SWAMY: I am not a lawyer. I am a Parliamentarian. I am preserving the dignity of Parliament.

MR. SPEAKER: Don't try to decry the lawyers.

SHRI JYOTIRMOY BOSU (Diamond Harbour): Only Ministers are allowed; but Mr. Faleiro has gone to the Official Gallery and is talking to officers and getting briefed, which is against rules.

(Interruptions)

SHRI R. VENKATARAMAN: Let me complete the statement. You can put another 115 also.

I wish to add that the Reserve Bank employees are not entitled to Bonus or ex-gratia payments. Since my statement has given the impression to the Hon. Member that in the Reserve Bank even those employees drawing salaries over Rs. 1100 are limited to a ceiling D.A. of Rs. 15.80, I would like to rectify that part of the statement. Thank you.

SHRI SUNIL MAITRA: Am I allowed, Sir?

MR. SPEAKER: Please give in writing.

Now we go to item No. 7 Shri Venkataraman.

12.20 hrs.

SUPPLEMENTARY DEMANDS FOR GRANTS (GENERAL), 1980-81

THE MINISTER OF FINANCE (SHRI R. VENKATARAMAN): I beg to present a statement (Hindi and English versions) showing Supplementary Demands for Grants in respect of the Budget (General) for 1980-81.

12.21 hrs.

DEMANDS FOR 7 EXCESS GRANTS (GENERAL), 1977-78.

THE MINISTER OF FINANCE (SHRI R. VENKATARAMAN): I beg to present a statement (Hindi and English versions) showing Demands for Excess grants in respect of the Budget (General) for 1977-78.

I would like to place before the House a few facts to explain the circumstances under which it became necessary to promulgate the Ordinance with regard to the Life Insurance Corporation Act.

MR. SPEAKER: You have to lay the statement on the Table of the House.

DR. SUBRAMANIAM SWAMY (Bombay North East): Sir, he wants to say something this.

SHRI R. VENKATARAMAN: My submission is that I would like to place before the House a few facts.

MR. SPEAKER: We can have a common debate on that. You have laid the statement under Item No. 8. That is all right.

12.23 hrs.

DEMANDS FOR EXCESS GRANTS (GENERAL), 1978-79.

THE MINISTER OF FINANCE (SHRI R. VENKATARAMAN): I beg to present a statement (Hindi and English versions) showing Demands for Excess grants in respect of the Budget (General) for 1978-79.

This is in respect of Excess Grants which have been certified by the public Accounts Committee and there is no debate on this because it has been approved and therefore it may be taken as moved.

MR. SPEAKER: Now Matters under Rule 377.

12.25 hrs.

MATTERS UNDER RULE 377

(i) Payment of arrears to farmers by sugar factories of Jawra and Mahendrapur road in Madhya Pradesh

श्री सत्यनारायण जटिया (उज्जैन) : अध्यक्ष महोदय, मध्य प्रदेश के जवरा तथा माहेदपुर रोड के शक्कर कारखानों ने किसानों को उनके गन्ने की बकाया राशि का भुगतान नहीं किया है तथा मिल की ओर कर्मचारियों का पिछला वेतन और भत्ते बाकी हैं। सरकार ने जब मिलों का अधिग्रहण किया था तब यह घोषणा की थी कि किसानों को उनके गन्ने को बकाया राशि का इसी वर्ष भुगतान किया जायेगा, किन्तु अब शक्कर कारखानों ने उत्पादन बंद कर दिया है। क्षेत्र में खांडसारी मिलें चालू हैं। अब भी किसान के खेतों में गन्ना खड़ा है। प्रदेश में सभी शक्कर कारखानों पर गन्ने की खरीद का भाव एक सामान नहीं है। बरलोई के सहकारी शक्कर कारखानों ने गन्ने की अधिक कीमत का भुगतान किया है जबकि अन्य कारखानों पर भाव कम दिये गये हैं। किसानों को उपयुक्त मूल्य देकर करखाने 15 दिन और चलाये जा सकते हैं और उत्पादन बढ़ाया जा सकता है।

अतएव मेरा केन्द्र सरकार से आग्रह है कि किसानों की बकाया राशि का व्याज सहित

भुगतान शीघ्र किया जाये तथा कर्मचारियों को उनका पिछला वेतन और भत्ते का भुगतान करने की व्यवस्था करे।

(ii) Shortage of postal articles in West Bengal.

SHRI SATYAGOPAL MISRA (Tamluk): Sir, people of West Bengal are facing great difficulties due to the acute shortage of postal material like stamps, post-cards, inland letters, envelopes etc. for quite sometime. People have to move here and there in search of postal material. Employees in-charge of selling the postal material in the different post offices also face people's grievances caused by the non-availability of the postal materials. Several representations have already been made to the concerned authorities but without any result.

I, therefore, urge upon the Government to ensure adequate supply of postal material without any further delay.

(iii) NEED TO SET UP SMALL SCALE INDUSTRIES IN HILLY AND BACKWARD AREAS OF MAHARASHTRA

श्रीमती उषा प्रकाश चौधरी (अमरावती): अध्यक्ष महोदय, आज तक जो लघु उद्योग तथा इंडस्ट्रीज खोली गयी हैं, वे मुख्य रूप से पहाड़ी और पिछड़े इलाकों में नहीं हैं जबकि इन क्षेत्रों में वाणिज्यिक उपयोग के लिये कच्चा माल बहुत अधिक मात्रा में उपलब्ध है। इस समय यह सामान बाहर भेजा जा रहा है और इसके उन क्षेत्रों का आर्थिक विकास ही हो पा रहा है तथा स्थानीय लोगों को रोजगार नहीं मिल पा रहा है। उदाहरण के तौर पर महाराष्ट्र के तौर पर महाराष्ट्र के पेल-घाट जैसे कई पिछड़े इलाकों से "तिखाड़ी" घास, जिसके सौंदर्य प्रसाधनों के लिए सुगंधित तेल निकाला जाता है तथा माचिस और लकड़ी की अन्य बहुत सी वस्तुएं बनाने में काम आने वाली "सलाइ" और अन्य किस्म की लकड़ी बाहर भेजी जाती है। यदि इन क्षेत्रों में उपलब्ध होने वाले सामान के उपयोग के लिए इन्हीं क्षेत्रों में व्यवसायिक प्रशिक्षण संस्थानों

के साथ लघु उद्योग खोले जाएं तो उनसे इन क्षेत्रों का वार्षिक विकास हो सकेगा और स्थानीय लोगों को इन उद्योगों में रोजगार मिल सकेगा ।

मेरा केन्द्र सरकार से अनुरोध है कि वह इस संबंध में समुचित कदम उठाये ।

(iv) NEED FOR EXTRA ALLOTMENT OF CEMENT TO ORISSA FOR WORKS TO CONTROL FLOODS.

SHRI CHINTAMANI PANIGRAHI (Bhubaneswar): Quarterly allocation of cement to Orissa has been reduced from 1,23,400 M.T. in the first quarter of 1980 to 81,400 M.T. in the fourth quarter of 1980. Several bridges and culverts were washed away. Most of the public and private buildings in the flood-affected areas were seriously damaged. For flood restoration work, at least ad hoc allocation of cement to Orissa is urgently needed. I urge upon the Government to direct the Cement Controlled to allot extra quantity of cement to Orissa urgently for flood restoration work, and not to curtail the allotment of cement to Orissa from the two cement factories of the State, as the landing cost of Andhra cement is much more at places like Puri and Cuttack.

(v) DRINKING WATER PROBLEMS OF PATNA CITY

श्री रामाक्षतर शास्त्री (पटना) : अध्यक्ष महोदय, "पटना में पेय जल संकट" । पटना नगर बिहार की राजधानी है । चल रहे जनगणना अभियान के बाद उसकी जनसंख्या सात लाख से अधिक हो जाने का अनुमान है । शहर का विकास भी तेजी के साथ हो रहा है ।

नगर के विकास के साथ-साथ उसकी समस्याएं भी बढ़ती जा रही हैं जिनके निराकरण की ओर सरकार का ध्यान या तो आकृष्ट नहीं हो पा रहा है या घनाभाव के कारण वह कुछ कर सकने में असमर्थ है । समस्याओं में पेय जल का संकट सब से बड़ी समस्या है । नहाने-धोने की बात तो दूर रही पीने के लिए भी लोगों को

पानी नहीं मिलता । गर्मी के दिनों में तो नागरिकों में कहराव मच जाता है और लोगों को पानी की तलाश में दूर-दूर का चक्कर लगाना पड़ता है, फिर भी आवश्यकता के अनुसार पानी नहीं मिल पाता । कभी कभी तो विरोधस्वरूप चड़ा फोड़ो अभियान भी चल पड़ता है ।

बांकीपुर और पटना सिटी दोनों क्षेत्रों के दर्जनों मूहल्लों में पेयजल की कोई व्यवस्था नहीं है । इसका कारण अार्थिक है । धन के अभाव में बड़े बड़े नलकूप और टैंकियों की व्यवस्था नहीं हो पाती । पटना वाटर बोर्ड ने इस समस्या के समाधान के लिए बिहार सरकार से साढ़े चार करोड़ रुपये की मांग की है । राज्य सरकार ने इसके लिए भारत सरकार से अनुदान देने का अनुरोध किया है । मेरा अनुरोध होगा कि पटना नगर में जल की व्यवस्था के लिए सरकार को शीघ्रतिशीघ्र राज्य सरकार को मदद भेजनी चाहिए ताकि पेय जल की उचित व्यवस्था की जा सके ।

(vi) NEED FOR STEPS FOR IMPLEMENTATION OF PALEKAR AWARD

श्री अशोक गहलोत (जोधपुर) : अध्यक्ष महोदय, पालकर न्यायाधिकरण की घोषणा हो जाने के बावजूद भी अभी तक बड़े-बड़े अखबार उससे बचने के लिए विभिन्न प्रकार के उपाय काम में ला रहे हैं । अगर सरकार के द्वारा इसे अविलम्ब लागू करने के लिए कड़े कदम नहीं उठाए गए तो आने वाले समय में इनके लागू करने के वास्तविक उद्देश्यों की पूर्ति नहीं हो पायेगी । संवाददाताओं के विभिन्न संगठनों ने भी इस प्रकार की मांग का समर्थन करने हुए त्रिपक्षीय समिति बनाने की मांग की है । जिसमें अखबार व समाचार एजेंसियों के संवाददाताओं के प्रतिनिधि, अखबारों के प्रबंधक के प्रतिनिधि व केन्द्रीय सरकार के प्रतिनिधि हों । जो पालकर एवार्ड के न्यायमंगत क्रिया न्वयन को देख सके क्योंकि जब से इस एवार्ड की घोषणा हुई है बड़े बड़े अखबारों ने अपने कर्मचारियों को विभिन्न प्रकार के परेशानियों में डालना प्रारम्भ कर दिया है । इसके शिकार विशेष रूप से अशकान्ति संवाददाता हो रहे हैं जो इन अखबारों में 20-25 वर्ष से कार्य करते आ रहे हैं ॥

[श्री अशोक गहलोत]

यह आश्चर्य की बात है कि जब सरकार की तरफ से पालेकर एवाड लागू कर इन अनुभवी, परिश्रमी अंशकालीन संवाददाताओं को अपने जीवन पयेन्त किये गये परिश्रम का प्रतिफल मिलने का प्रश्न तो बलए रहा, इन बड़े अखबारों के प्रबंधकों ने बिना कारण बताये ही इनकी छंटनी शुरू कर दी है। जिससे पूरे देश भर के रूढ़ी में बैठे अंशकालिक व अन्य संवाददाताओं में घोर निराशा व्याप्त हो रही है।

माननीय श्रम मंत्री जी से निवेदन है कि बकिंग जर्नलिस्ट एक्ट में अविश्वस्य-यक संशोधन करने की कार्यवाही प्रारंभ करें जिससे पालेकर एवाड के कारण बड़े अखबार के प्रबंधकों द्वारा अंशकालिक व अन्यो को निकालने की प्रक्रिया से रोका जा सके व उन्हें पुनः नियुक्ति दो जाकर उन को न्याय दिलाया जाये। जिनसे आने वाले समय में इस उद्योग में और भी प्रतिभावान लोग आकर्षित हो सकें।

(vii) TAX MARK PERMIT TO POWERLOOM WEAVERS OF BURHANPUR

श्री शिव कुमार सिंह ठाकुर (सगड़वा): अध्यक्ष महोदय, बुरहानपुर (मध्यप्रदेश) के 150 परिवारों में निर्धारित समय के पश्चात टैक्सटाइल्स कमिशनर बंबई को टैक्स मार्क परमिट (पावरलूम) के लिए आवेदन देने से उन्हें टैक्स मार्क परमिट नहीं मिला है। स्थानीय सेंट्रल एक्साइज अधिकारी पावरलूम नहीं चलाने दे रहे हैं। पावरलूम वाले गरीब हैं और कर्जों में दबे हुए हैं। उनके पावरलूम बिकने की नाबत आ गई है। वे भयभीत हैं अतः वित्त मंत्री एवं वाणिज्य मंत्री महोदय राहत पहुंचाएं, यह निवेदन है।

(viii) NEED FOR EARLY DECISION ABOUT SETTING UP OF A REGIONAL RURAL BANK IN SAGWARA TOWN IN RAJASTHAN.

SHRI BHEEKHABHAI (Bangwara): I want to re-emphasize my earlier submission regarding opening of a branch of Regional Rural Bank in my constituency at Sagwara in Rajas-

than. The area is backward area and mainly inhabited by Scheduled Tribes. Though this area has abundance of cash crops growing areas and growing ground-nut in sufficient quantity, banking facilities are negligible. Population of the Sagwara town is also 15,000 and would cater well for any banking venture of rural charter. Moreover, this would give a much needed fillip to the existing small scale units in the town. Even the rural and traditional craftsmen would benefit by such a bank branch.

I would, therefore, request Minister of Finance to take an Immediate decision in the matter.

(ix) ALLEGED RECOVERY OF DEFENCE ARMAMENTS IN AGRA

श्री राजेश कुमार सिंह (फिरोजाबाद): अध्यक्ष महोदय, आगरा में 24 फरवरी को मोती कटरा में एक गोदाम में सेना के बम विस्फोट के कारण दो व्यक्तियों की मृत्यु हो गई, कई व्यक्ति घायल हुए, जिनकी स्थिति शोचनीय है। जांच के दौरान सेना के शक्तिशाली बम, विस्फोटक पदार्थों, बंदूकों रायफलों के पुर्जों, एयर फोर्स, नवी और थल सेना के द्वारा इस्तमाल किए जाने वाली सामग्री, कई क्विंटल राकेट, 84 बोरों में रखे हुए बमों तथा अन्य रक्षा सामग्री आदि बरामद हुए हैं। ये सामान अब भी मोती कटरा की घनी वाली आबादी वाले इलाके में पड़ा हुआ है। जन-जीवन को इससे भारी खतरा पैदा हो गया है। रक्षा सामग्री की चोरी में रक्षा कर्मचारियों के भी हाथ होने की संभावना व्यक्त की जा रही है। सरकार से निवेदन है कि इन बमों को घनी आबादी से हटाकर किसी बड़ी दुर्घटना हो होने से रोके एवं इसकी जांच कर सदन को सज्जात में लाएं।

(x) NEED FOR STEPS TO AVOID STRIKE BY JUNIOR DOCTORS OF DELHI

श्री रामबिनास पासवान (हाजीपुर): अध्यक्ष महोदय, सरकार द्वारा दिल्ली के जूनियर डाक्टरों के साथ किए गए समझौते

के फलस्वरूप जूनियर डाक्टर फेडरेशन आफ दिल्ली के द्वारा 5-3-81 को वाट क्लब पर एक दिन का धरना एवं भूख हड़ताल की जा रही है। फेडरेशन ने यह भी धमकी दी है कि यदि उनके समझौते का पालन सही ढंग से अविलम्ब नहीं किया जाता है तो वे सीधी कार्रवाई करने को मजबूर होंगे। डाक्टरों के 58 दिन की हड़ताल के बाद एक लिखित समझौते के अनुसार डाक्टरों की समस्याओं का समाधान निकाला गया था। जूनियर डाक्टरों ने आरोप लगाया है कि उनके समझौते का सही ढंग से पालन नहीं किया जा रहा है। उदाहरणस्वरूप डाक्टरों से सप्ताह में 48 घंटे के बजाए 70 से 100 घंटे तक काम कराया जा रहा है। कोई भी नई पोस्ट हड़ताल के बाद उनके काम के घंटे कम करने के लिए नहीं बढ़ाई गई है। स्वास्थ्य मंत्रालय के अनुसार जो 177 पोस्ट बढ़ाई गई है वह गलत है तथा पिछली सरकार के निर्णय के द्वारा एडहाक बेसिस पर पहले से ही डेढ़ साल से काम कर रहे डाक्टरों को वर्तमान सरकार द्वारा रेगुलराइज कर दिया गया। यहां यह उल्लेखनीय है कि समझौते के अनुसार डाक्टरों के काम के अधिकतम 48 घंटे निश्चित किए गए थे। कमिटी की रिपोर्ट में जूनियर डाक्टरों के वेतन के संबंध में अभी तक कुछ घोषित नहीं किया गया है। समझौते के अनुसार रोजगारी समाप्त करने के बाद सरकारी नौकरी शुरू करने पर डाक्टरों को एडवांस इन्किमेंट दिए जाने चाहिये, वे नहीं दिए जा रहे हैं। सरकारी नियम के अनुसार रेंट फ्री आवास के लिए डाक्टरों को उनकी बेसिस पे पर 25 प्रतिशत दिया जाना चाहिए जबकि उन्हें सिर्फ 15 प्रतिशत ही हाउस रेंट दिया जा रहा है। जूनियर डाक्टरों को हड़ताल में भाग लेने की वजह से बन्धित किया जा रहा है। हड़ताल को रागुलर नहीं किया जा रहा है। भी उल्लंघन किया जा रहा है।

जतः अनुरोध है कि सरकार अविलंब समझौते का सही ढंग से पालन करे ताकि जूनियर डाक्टरों की सीधी कार्रवाई से होने वाली किसी भी अप्रिय घटना को रोका जा सके।

(xi) TREATMENT METED OUT TO SHRI THAZZHAI M. KARUNANITHI, M.P. IN JAIL AFTER HIS RECENT ARREST

SHRI K. MAYATHEVAR (Dindigul): One of our Hon'ble Members from Tamil Nadu, Shri Thazhai M. Karunanithi, M.P. has been arrested and put behind the bars. It has come to my knowledge that apart from the fact that Shri Thazhai M. Karunanithi, MP is not being treated in the manner behaving his status as Member of Parliament. Even elementary facilities like supply of drinking water is being denied. The authorities appear to have taken the law in their own hands and declared that they would supply water etc. only when they want.

I request necessary action in the matter may be taken by the Central Government as it involves a Member of Parliament.

SHRI ATAL BIHARI VAJPAYEE (New Delhi): This is a very serious matter. Mere mention under rule 377 will not do. We would like to have a statement from the Minister.

MR. SPEAKER: This has to go first.

SHRI K. MAYATHEVAR: I gave a calling attention notice but it has been admitted only under rule 377. I have given a copy of it to the Minister.

MR. SPEAKER: He will look into it.

PROF. MADHU DANDAVATE (Rajapur): On not a single occasion has the concerned Minister come out with a reply to points raised under rule 377.

श्री राम बिलास पासवान : मिनिस्टर जबाब देते हो नहीं हैं और न ही हम लोगों को जवाब जाता है। जरा इसको भी आप देखें।

श्री रामावतार शास्त्री : कभी कभी जवान जा जाता है हमें चानहीं ।

(xii) REPORTED AGITATION BY WORKERS OF KATIHAR JUTE MILLS.

श्री हरिकेश बहादुर (गोरखपुर) : देश के विभिन्न भागों में जूट मिलों के कर्मचारियों की स्थिति अत्यन्त दयनीय है । जब वे मजदूर अपनी समस्याओं को ले कर आन्दोलन करते हैं तो उसे दबाने के लिए पुलिस अत्याचार का सहारा लिया जाता है । कटिहार जूट मिल के मजदूर चार महीने से आन्दोलन पर हैं । लगभग दो सौ मजदूर गिरफ्तार भी किये गए हैं तथा श्रमिक नेताओं पर पुलिस-अत्याचार मिल मालिकों की साजिश से किया जा रहा है । भारत के थम मंत्री ने लगभग दो माह पूर्व मुझे बताया था कि वे इस मामले को देखेंगे किन्तु अभी तक उक्त मामले का कोई समाधान नहीं निकल सका है । अतः मैं भारत सरकार से माग करता हूँ कि उक्त मामले में सरकार शीघ्र हस्तक्षेप कर समस्या का समाधान निकलवाने का प्रयास करे तथा श्रमिकों पर अत्याचार बन्द किया जाए ।

12.38 hrs.

RAILWAY BUDGET 1981-81—GENERAL DISCUSSION—Contd.

रेल मंत्री (श्री केदार पांडे) : मान्यवर, हमें इस बात की बड़ी खुशी है कि इस सदन में 55 माननीय सदस्यों ने बहस में भाग लिया । और रेलवे बजट पर अपने विचार प्रकट किए । मैं उन माननीय सदस्यों तथा दूसरे माननीय सदस्यों को भी धन्यवाद देता हूँ और उनके प्रति अपनी कृतज्ञता जाहिर करता हूँ कि उनकी कीमती राय, उनके कीमती विचार मुझे मिल सके जो मेरे लिए 11इड लाईज हो सकते हैं ।

शुरू में ही मैं यह कह देना चाहता हूँ कि रेलवे की जो बात है इसको राजनीति से जरा ऊपर रखा जाए ।

श्री अटल बिहारी वाजपेयी (नई दिल्ली) : कितना ऊपर ?

श्री केदार पांडे : जितना आप समझें ।

इस देश की अगर आर्थिक स्थिति को अच्छा करना है, आर्थिक विकास भारत को करना है तो उस हालत में इस देश का एग्री इंडस्ट्रियल बेस मजबूत होना चाहिए । बिना इस को मजबूत किए इस देश की आर्थिक स्थिति अच्छी नहीं होगी । अगर आप इंडस्ट्रियलाइजेशन की भी बात करते हैं तो उसी के लिए रा मैनैरियल चाहिए, जो फिनिश प्रोडक्ट्स हैं उनका ढोने की व्यवस्था होनी चाहिए । इन सब के लिए तो रेल की जरूरत है, गूड्स ट्रेन की जरूरत है । और अगर मन काफी पैदा हुआ तो ढोने के लिए भी रेल के पास जाना है । इसी तरह से फर्टिलाइजर्स की अगर जरूरत है, अभी साढ़े तीन लाख टन फर्टिलाइजर्स हमने एक जगह से दूसरी जगह ढोया है, उसके लिए भी रेल चाहिए । इसलिये भारत की इकोनामिक एक्टिविटी का नवे सेंटर इंडियन रेलवेज है, और इस बारे में दो मत नहीं हैं । जितने माननीय सदस्य हैं सब इसका मानते हैं । यह हमारा लक्ष्य है, हम चाहते हैं कि गरीबी दूर हो जाये । गरीबी दूर करने का प्रेस्क्रीप्शन समाजवाद छोड़ कर और कुछ नहीं है । अगर समाजवाद इस देश में लाना है तो उसके लिये भी फिर रेल के पास जाना है । और इस देश का अगर नेशनल इंटेंडेशन चाहते हैं तो फिर रेल के पास आइये ।

हमें इस बात की खुशी है कि इस सदन में पहले जो जो हमारे रेल मंत्री थे वे लोग मौजूद हैं—बाबू जगजीवन राम जी, माननीय दंडवते जी बैठे हुए हैं, माननीय कमलापति त्रिपाठी जी यहां नहीं हैं । और जितने रेल मंत्री हुए उनका मैं आदर करता हूँ, रिगार्ड जाहिर करता हूँ क्योंकि उन्होंने देश की खिदमत की है और रेल चलायी है । और मेरा भी उसमें सहयोग है यद्यपि उतना पुराना नहीं जितना बाबू जगजीवन राम का है, लेकिन हम 1942 बांड के फ्रीडम फाइटर हैं और उसके दाद से हम इसी में लगे हुए हैं । यह इसका इतिहास है, बड़े बड़े लोग रेल मंत्री बने माननीय लाल बहादुर शास्त्री, श्री एस. के. पाटिल, माननीय दंडवते जी, इन सब का कंट्रीब्यूशन है, इसलिये सब के प्रति आदर प्रकट करता हूँ ।

इस विन मैंने बजट स्पेशि दी कुछ बातें कहीं। जब बजट बनता है तो उसके पहले करंट इयर का परफार्मेंस कहा जाता है, और उसमें कोई परफार्मेंस की बात अगर हुई तो उसमें कोई घमण्ड की बात या कोई कटौती की कमी की बात नहीं है। अगर किसी को इससे तकलीफ हुई हो तो मैं आदरपूर्वक कहना चाहता हूँ कि मेरा ऐसा कोई इंटेंशन नहीं था। इसलिए उसके बारे में अब कोई बात नहीं होनी चाहिए। लेकिन इंटेंशन बिल्कुल क्लीयर है। परफार्मेंस बताना पड़ा है करंट इयर का। जिसको कहते हैं रिवाइज्ड एंस्टीमेट्स आफ दी करंट इयर। तो यह तो कहना ही पड़ेगा, तब बजट की बात कहेंगे। अगर प्रोसीजर ठीक से न हो तो बजट उगता नहीं है। इसी सिलसिले में मैंने कहा, और कोई खास बात नहीं है।

दूसरी बात यह कि फायर और फ्रंट में सरचार्ज अगर कुछ बढ़ा तो यह बात ठीक है कि कोई आदमी नहीं चाहता कि यह बढ़े। यह अप्रिय बात जरूर है। लेकिन प्रीव्टकल बात क्या है यह माननीय बंडवत जी और बाबू जगजीवन राम जी बतायेंगे। यह एक कमीशियल अन्डरटैकिंग है और इसमें उपाय ऐसा करना चाहिये कि जितनी हमारी इन्कम हो उसके अलावा टैक्स बढ़ाने की जरूरत न पड़े। ऐसा हमारा परफार्मेंस हो कि हम नहीं मांगें लोगों से, इसी से काम निकल जायें। लेकिन वास्तव में ऐसा होता नहीं है। जो हमने रेल फायर और फ्रंट बढ़ाया है उससे 356 करोड़ रु. की राशि मिलती है। उसमें अगर देखा जायें तो 3 हो आइटम्स पर 307 करोड़ रुपया खर्च हो जाता है। वह क्या है? रेलवे इम्प्लाइज 17 लाख हैं उनका डी. ए. ही देख लीजिए, इसके अलावा कायल का दाम बढ़ा है, फ्यूल का दाम बढ़ा है। इन सब को अगर मिलाते हैं और इन्हीं का हिसाब में रखते हैं तो 356 करोड़ को जो आमदनी सरचार्ज से होने वाली है, उसमें से 307 करोड़ तो इसी में चला जायेगा, बाकी बचता ही क्या है? इसलिए मेरे लिये यह लाजमी रहा कि इसे बढ़ालें।

दो ही सूरतें होती हैं, एक तो अगर कोई डीफिसिट हो जाये तो जनरल बजट से पैसा मांगें और वह पैसा टैक्स-पेअर पूरे

लगेगा, सारे समाज पर लगेगा या उन लोगों से थोड़ा पैसा मांग लें जो रेल पर चढ़ते हैं या सामान ढाते हैं। दोनों में तर्कयुक्त बात क्या है, बुद्धिमानी की बात क्या है? इसलिये मैंने कहा कि 307 करोड़ रुपया थोड़ा सा है, मैंने उसको उसी से पूरा किया है। दो ही सूरतें थीं, या तो रेलवे बजट को डीफिसिट बजट बनाते, अब 11.42 का सरप्लस है, इसको हम डीफिसिट कर सकते थे, कोई बड़ी बात नहीं थी। लेकिन क्या यह ठीक होता?

जब हम रेलवे को कमीशियल अन्डरटैकिंग मानते हैं तो थोड़ा विजनिज प्वाइन्ट आफ व्यू से भी सोचना चाहिये और जो रेल पर चढ़े या माल ढावें और पैसा कमायें, तो उनसे कुछ क्यों न मांगें?

एक माननीय सदस्य: जरूर मांगिये।

श्री केशवराव पांडे: कहीं भी लोकप्रियता के खिलाफ बात नहीं है, लेकिन लोगों को बताने की जरूरत है क्योंकि बहुत सी बातों की जानकारी आम जनता को नहीं है। मैं इस सदन के द्वारा हिन्दुस्तान की जनता से कहना चाहता हूँ कि इससे घबड़ाने की बात नहीं है। इसमें भी जिनके पास ज्यादा पैसा है, वही एयर-कंडीशन से चलते हैं, सो ऐसे विजनिजमें होते हैं, वही माल ढाते हैं, इंडस्ट्रियलाइजेशन की बात करते हैं, उन पर तो हमने 15 परसेंट बढ़ाया है।

अब दूसरी बात है जो हमारे माननीय सदस्यगण हैं, इस सदन के या राज्य-सभा के, उनमें एक गलतफहमी हो गई है कि उनको तो फस्ट-क्लास का फायर एलाउड है, आज तक वह एयरकंडीशनड सैंकिड क्लास में उसी फायर में चलते थे, इसमें अब थोड़ी विषमता हो गई है। मैं सदन के सामने आश्वासन देता हूँ कि उसमें कोई विषमता नहीं होगी, वह जैसा चलते थे, उसी तरह से चलेंगे।

एक माननीय सदस्य: बस खत्म हो गई बात।

श्री केशवराव पांडे: इसलिये किसी के मन में घबराहट नहीं होनी चाहिये। शास्त्री जी को भी नहीं घबराना चाहिए।
(शब्दधान)

[श्री केशर पांडे]

इसलिये अब माननीय सदस्य चाहे फस्ट क्लास में चले या एयरकंडीशन्ड सेकिंड क्लास में चले, जैसे चलते थे, वैसे ही चलेंगे, इसमें कोई भ्रमराने की बात नहीं है।

श्री रामावतार शारंगी (पटना): सेकिंड क्लास का क्या हुआ ?

श्री केशर पांडे: सेकिंड क्लास की बात जो अब तक हुई है, उसमें यही है कि 150 किलोमीटर तक नो सरचार्ज इससे ऊपर 10 परसेंट है। यह तो आप जानते हैं कि कितने लोग इसके शिकार नहीं बनते। 92 परसेंट हिन्दुस्तान के लोगों पर इससे कोई असर नहीं पड़ता है। इफेक्ट नहीं होता है बाकी सिर्फ 8 परसेंट की बात रह जाती है।

प्रो. मधु दंडवते (राजापुर): अगर आपको इजाजत हो तो मैं बताना चाहता हूँ क्योंकि वही सूत्र लेकर आप चर्चा कर रहे हैं। आपने कहा कि रेलवे कमर्शियल अंडरटेकिंग है।

श्री केशर पांडे : यैस।

श्री मधु दंडवते: मैं याद दिलाना चाहता हूँ कि यह सिर्फ कमर्शियल अंडरटेकिंग ही नहीं है, यह कमर्शियल-कम सोशल-म्यूटलिफि आर्गेनाइजेशन है।

श्री केशर पांडे: मेनली यह कमर्शियल अंडरटेकिंग है। कुछ सोशल अर्जेज है, कुछ सोशल ऑवलीषन्स हैं यह भी मैं मानता हूँ लेकिन टाय प्रायटी की बात हो तो फ्रेट-आरिएण्डेड ट्रैफिक पर विशेष ध्यान देने की जरूरत है, उससे आगे भी काम कर सकते हैं (अवधान)

SHRI SAMAR MUKHERJEE (Howrah): It will lead to increase of prices of other commodities.

श्री केशर पांडे : 1000 किलोमीटर की बात करते हैं। अगर चलने में एडीशनल चार्ज को कल्क्यूलेट करें तो उससे 1 पैसे पर के. जी. फूडग्रेन्स पर बढ़ोतरी होती है, जिसमें चावल पड़े और अन्य चीजें

आती हैं। हमने फ्रेट बढ़ाया है 15 परसेंट। इसमें फूडग्रेन्स पर 1 पैसे पर के. जी., फर्टलाइजर पर डेढ़ पैसे पर के. जी. और 2 पैसे से कम पर लिटर कारोसीन आयल पर बढ़ाया है। जितना कम हम कर सकते थे, उतना कम हमने किया है।

जब प्रो. मधु दंडवते रेल मंत्री थे, उस वक्त उन्होंने महसूस किया कि इसमें कुछ सुधार की जरूरत है, पैसे की जरूरत है। सुझाव देने के लिए उन्होंने एक कमटी बनाई। डा. परांजये उसके चयरमैन थे। उस कमटी की रिपोर्ट भी आई और उसको भी हमने गौर से देखा है। अगर हम उस कमटी की सिफारिश को लागू कर दें, तो क्या होगा?—फ्रेट 25 परसेंट बढ़ जायेगा। मैंने तो वह नहीं किया। जब माननीय सदस्य रेल मंत्री थे, तब उन्होंने ही यह कमटी बनाई थी। इसीलिए सबसे पहली बात तो मैं यह चाहूंगा कि प्रो. दंडवते से हमें फुल रिपोर्ट मिलनी चाहिए, क्योंकि यह कमटी उन्हीं की क्रीएशन है। इस बीच एक ऐसी घटना घट गई कि वह यहां नहीं रहे और वहां चले गये।

PROF. MADHU DANDAVATE: That was a railway accident, Sir.

श्री केशर पांडे : मुझे आशा है कि वह हमें पूरी मदद देंगे।

अध्यक्ष महोदय: क्या उन्हें दोबारा रेल पर बिठायेंगे ?

श्री केशर पांडे: वह इस बजट को स्पॉट करे और रेलों को चलाने में मदद करे और सहयोग दे। (अवधान) मैं आशा करता हूँ कि श्रीमती दंडवते भी सहयोग देंगी। जब पतिदेव सहयोग देंगे, तो पत्नी कहाँ जायेंगी, हालांकि दोनों माननीय सदस्य हैं, दोनों के व्यक्तित्व को मैं अलग-अलग मानता हूँ।

PROF. MADHU DANDAVATE: She is not my bonded labour, Sir.

अध्यक्ष महोदय : वे इकट्ठे न हों, इसी लिए हमने उन्हें अलहुदा अलहुदा बिठा रखा है।

श्री केदार पांडे: उस पराजपे कम्पेटी की सिफारिश के मुताबिक हमने काम नहीं किया। इसी लिए हमने सिर्फ 15 परसेंट, 12 परसेंट और 10 परसेंट बढ़ाया है।

SHRI SATYASADHAN CHAKRABORTY (Calcutta South): On a point of clarification,

अध्यक्ष महोदय: बाद में देखेंगे। माननीय सदस्य बैठ जायें।

SHRI SATYASADHAN CHAKRABORTY: I want to put only one question.

MR. SPEAKER: I will have to allow so many others.

SHRI SATYASADHAN CHAKRABORTY: *

(Interruptions) *

MR. SPEAKER: You are also speaking without my permission they are also speaking without my permission. So, nothing is on record.

(Interruptions) *

SHRI SATYASADHAN CHAKRABORTY: *

अध्यक्ष महोदय: माननीय सदस्य बैठ जायें।

(Interruptions)

MR. SPEAKER: Why should you take instructions from them? Why should you expect instructions from them? Why this complex? The Minister may please carry on.

श्री केदार पांडे: बहुत से माननीय सदस्यों ने नयी लाइन मांगी है, खास कर उन्होंने इस बात पर काफी जोर दिया है कि जो पिछड़े इलाके हैं उनमें रेल जानी चाहिए। उसी में कुछ ऐसी स्टेट्स हैं जैसे हिमाचल प्रदेश है, मध्य प्रदेश है, राजस्थान भी है, बहुत सी जगह ऐसी बात है लेकिन एक बात मैं आप से कह देना चाहता हूँ मैं उन के साथ सहमत हूँ कि यह सब होना चाहिए, मगर हमारी भी कठिनाई है। बिना पैसे के तो काम चलेगा नहीं। पैसा चाहिए। हिसाब-किताब मैं आप को बता देता हूँ क्योंकि

आप ही तो सर्वसत्ताधारी यहां पर हैं, आप की आज्ञा से ही काम होगा। उस के मुताबिक मैं कहना चाहता हूँ कि छोटी पंचसाला योजना के लिए 11 हजार करोड़ रुपये हमने मांगे थे लेकिन हमको मिला 5100 करोड़...

एक माननीय सदस्य: और आप चुप रहे?

श्री केदार पांडे: नहीं, हमने इसके लिए भी लड़ाई की, लेकिन क्या करें? कमजोर हम नहीं रहे। इतना कमजोर हमको मत समझिए। ... (अध्यक्ष) ...

5100 करोड़ हमको मिला और वह भी पांच साल के लिए मिला। इस बजट ईयर में 45 करोड़ रुपये इस पर खर्च करना है न्यू लाइन्स के लिए। उसमें भी जो प्रोजेक्ट्स पहले से चल रहे हैं वह हैं और नयी लाइन्स भी हैं। यह सब मिला कर इतना कम पैसा उसके लिए है। कुल 380 करोड़ रुपये सिक्स्थ फाइव ईयर प्लान में इसके लिए है जिसमें से 81-82 में 45 करोड़ खर्च करना है। यह हमारी कठिनाई है। हमारी भी इच्छा है कि ज्यादा से ज्यादा हम इसमें काम करें, नई लाइन्स बिछायें और खास कर बैंक-वर्ड एरियाज में जायें।

अपनी बजट स्पीच में जो भी लाइन्स मैंने आपको बतायी हैं वह सब आपको याद हैं, उनको दोहराने की जरूरत नहीं है। उसमें खास कर छांटानागपुर एरिया में जो आदिवासी इलाका है, ऐसी जगह मैं समझता हूँ लाइन जानी चाहिए और वह हम करना चाहते हैं। उसके बाद हिमाचल प्रदेश के बारे में मैं कहना चाहता हूँ कि नंगल तलवाड़ा जो लाइन है यह वहां को बहुत आवश्यक लाइन है और मैं चाहता हूँ कि वह बने। उसमें बात यह है कि नंगल तलवाड़ा जो लाइन है इसका एक इतिहास है। स्वर्गीय ललित नारायण मिश्र जी जब रेल मंत्री थे तो उन्होंने उसका श्रीगणेश कर दिया था। उस वक्त का सिस्टम था कि प्लानिंग कमीशन से पूछने की जरूरत नहीं थी, मंत्री

[श्री केशर पांडे]

को अधिकार था कि घोषणा कर दें और उसकी शुरुवात कर दें बाय । लेकिन बाद में इस स्थिति में परिवर्तन हो गया । अब हम बिना प्लानिंग कमीशन के ग्रीन सिगनल के कोई काम कहीं नहीं कर सकते । इसलिए नंगल तलवाड़ा जो लाइन है जिस की घोषणा स्वर्गीय श्री ललित नारायण मिश्र ने की थी उसके बारे में हम जांच पड़ताल करवा रहे हैं । मैं कॉन्फिडेंस करूंगा कि जल्दी सर्वेक्षण पूरा हो और उसकी कार्यवाही हो सके । हिमाचल प्रदेश के माननीय सदस्य ने बहुत बड़ी आवाज उसके लिए उठायी थी और उनका कहना सही है ... (अवधान) ... हमारी हिफाजत और आपकी हिफाजत दोनों की उसमें है ।

तामिलनाडु के बारे में बात कही गई । बहुत हल्ला हुआ तामिलनाडु में । उसमें माननीय सदस्य तो कह ही चुके हैं, मैं भी कह देता हूँ, हमने इस बात का निश्चय किया है कि कल्लर-डिंडिगल मद्राई-तटीकोरिन जो लाइन है इसको हम इस बजट में इन्क्लूड करें ।

SHRI K. MAYATHEVAR (Dindigul): I convey our thanks to the Prime Minister and the Railway Minister on behalf of my Party and also on behalf of the people of Tamil Nadu.

SHRI RAMAVATAR SHASTRI: (Why only on behalf of your party and the people of Tamil Nadu? Why not on behalf of all?)

SHRI K. MAYATHEVAR: On behalf of the people of the whole country.

SHRI KEDAR PANDEY: They survey for conversion of the metre gauge into broad gauge from Madras to Tambaram suburban system has been entrusted to the Metropolitan Transport Organisation at Madras. This office will remain as it is and

it will not be removed from that place and we shall go ahead.

अध्यक्ष महोदय : कितना वक्त लगेगा ?

श्री केशर पांडे : हाफ एन आवर और लगेगा ।

अध्यक्ष महोदय : ठीक है ।

....That is the general wish of the House. Please carry on.

13 hrs.

श्री केशर पांडे : इसके बाद मध्य प्रदेश की बात है । ललितपुर टु बांदा बाया छतरपुर—इस लाइन का हम सर्वे कराने जा रहे हैं । दूसरी लाइन है ललितपुर छतरपुर से लेकर सिंगरौली—इसका भी सर्वे चल रहा है । इस तरह से मध्य प्रदेश, तामिलनाडु और हिमाचल प्रदेश की बात तो हो गई ।

अब मैं गेज कन्वर्जन की बात पर आना चाहता हूँ । मीटर गेज को ब्राड गेज में कन्वर्ट करने के लिए बहुत सारी डिमाण्ड्स आई हैं । वाजपेयी जी ने एक बात कही थी, वे इस समय यहां पर नहीं हैं उनको होना चाहिए था, उन्होंने हमारी तारीफ की और कहा कि काफी आपने हिम्मत की कि आप मीटर गेज की ब्राड गेज में जल्दी कन्वर्ट नहीं करना चाहते । कारण इसका यह है कि अभी इस देश में मीटर गेज और ब्राड गेज का रेशियो 50:50 है और हर जगह से मांग है कि मीटर गेज को कन्वर्ट किया जाए ।

श्री ज्योतिर्लाल बसु (डायमंड हार्बर) : इसका कारण क्या है ?

श्री केशर पांडे : कारण यह है कि एक गलत साइकालॉजी लोगों के दिमाग में आ गई है । यही मीटर गेज जापान में भी है जहां 150 किलोमीटर की रफ्तार तक गाड़ियां चलती हैं लेकिन हमारे पास उतने साधन नहीं हैं । दूसरे इस मीटर गेज को ब्राड गेज में बदलने में अरबों खरबों रुपया लगेगा और इतना रुपया हमारे पास है नहीं । इसके अलावा मीटर गेज के कन्वर्जन

पर रथया लगाने से अच्छा यह होगा कि हम नयी लाइनें बनवा दें। ब्रैकवर्ड एरि-वाय में जहाँ पर रेलवे लाइन नहीं है, अच्छा होगा वहाँ पर नई लाइन डाल दी जाए। लेकिन डिमाण्ड यही होती है कि मीटर गेज को कन्वर्ट किया जाए। परन्तु उसके लिए हम पैसा कहां से लायें? जो कन्वर्जन का काम चल रहा है उसकी हम पूरा करना चाहते हैं। साथ ही हम यह भी देख रहे हैं कि मीटर गेज को किस तरह से एफीशिएन्ट बनाया जाए जिससे हम ज्यादा से ज्यादा फ्रेट ढो सकें। इसकी जांच-पड़ताल भी हम करा रहे हैं। अगर जरूरत होगी तो जापान की टीम को भी बुला सकते हैं। ... (व्यवधान) ... बाजील से भी हो सकता है। अभी हमारे यहाँ 50 परसेन्ट मीटर गेज है जिसकी तुलना हम जापान और बाजील से ही कर सकते हैं। हमने मीटर गेज के कन्वर्जन को रूल आउट भी नहीं किया है लेकिन फिलहाल मीटर गेज को हम ब्राड गेज नहीं करना चाहते। मैं समझता हूँ यह बुनियादी बात है जिसपर सभी को सहमत होना चाहिए। दूसरे अगर हम ब्राड-गेज करना भी चाहें तो लाचारी है, उसके लिए हमारे पास पैसा नहीं है। फिर जहाँ न ब्राड गेज है और न मीटर गेज है पहले उसको हमें देखना चाहिए। जहाँ पर हमने यह काम शुरू कर दिया है उसको तो पूरा करना है। क्योंकि हमारा पैसा अगर लगा है तो उसका रिटर्न भी आना चाहिए। इस वक्त जो हमने शुरू किया है, वह 250 किलोमीटर है, जिस को कि हम करना चाहते हैं और इस बारे में हमारी नीति है कि हम इसको कर दें।

दूसरी बात जो मैं कहना चाहता हूँ वह यह है कि अभी हिन्दुस्तान की जनता को इंडियन रेलवेज के बारे में जो साइकोलाजी है, वह है पैसेंजर और एन्टेड ट्रेफिक और इसकी वजह से ही यह मांग होती है कि हमको यहां ट्रेन बीजिए, वहां ट्रेन बीजिए। इस वजह से इतनी ट्रेन हो गई है कि गुड्स के लिए ट्रेक खाली नहीं रहता है। इसलिए मैं आपको कहना चाहता हूँ कि ट्राप प्रावो-रिटी हब्स फ्रेट को बेसी चाहिए और फिर पैसेंजर ट्रेफिक को बेसी चाहिए।

एक नम्बर पर फ्रेट और एन्टेड साइकोलाजी डबेलप होनी चाहिए और दूसरे नम्बर पर पैसेंजर और एन्टेड साइकोलाजी डबेलप होनी चाहिए। लेकिन हर जगह आप ट्रेनों की मांग कर रहे हैं, इसलिए जब तक हम फ्रेट को नहीं बढ़ायेंगे, तब तक पैसा नहीं आयेगा और अगर पैसा नहीं आयेगा तो काम कैसे चलेगा। मैं कहना चाहता हूँ कि यदि हम एक मिलियन टन चीज गुड्स ट्रेन से ढोते हैं तो 8.5 करोड़ का फायदा होता है। दूसरी बात यह है कि अगर हम इस देश का इन्डस्ट्रियलाइजेशन चाहते हैं, तो फ्रेट और एन्टेड साइकोलाजी के बिना इस देश का इन्डस्ट्रियलाइजेशन नहीं हो सकता और गरीबी दूर नहीं होगी। पेट में भ्रम नहीं रहे और तन पर वस्त्र नहीं रहे और ट्रेन में घूमा कीजिए, तो उसमें तो कुछ नहीं होने का है।

यह बात भी सही है कि हमारे हिन्दुस्तान की रोड्स इतनी अच्छी नहीं हैं, जिसकी वजह से लोगों को जाना पड़ता है। मैं मना नहीं करता हूँ, लेकिन जाना लाजमी हो तो जाए, ट्रेल करना लाजमी हो तो कीजिए, लेकिन जब तक ज्यादा ट्रेक को खाली नहीं रखेंगे तब तक हम गुड्स को ढोह नहीं सकते हैं। अभी तक गुड्स ट्रेन की जो साइकोलाजी है, वह है धीरे-धीरे चलने की माल-ट्रेन में कौन बैठेगा, क्योंकि माल ट्रेन धीरे-धीरे चलती है, उसके मायने पहले ही आपने लगा लिया। जब पैसेंजर ट्रेन में मेल है, एक्सप्रेस है और न जाने क्या-क्या है, तो क्या गुड्स ट्रेन में मेल एक्सप्रेस नहीं होना चाहिए, उसको तेजी से नहीं चलना चाहिए। इतना कमाने वाली ट्रेन और आनिंग रेशो है 70 और 30 का। 70 फ्रेट से, माल ढोने और 30 पैसेंजर से। यदि हम इसमें और तेजी करें तो धन बढ़ेगा।

आप जानते हैं कि जनरल-बजट में हमारे फाइनेंस मिनिस्टर ने भी तारीफ की है—रेलवे परफार्मेंस की और उसके साथ-साथ यह भी कहा कि कन्दी का जो इन्फ्रा-स्ट्रक्चर है, वह रास्तों पर आ गया है। इन्फ्रा-स्ट्रक्चर के माबने है—पावर हाउस से, सीमेंट प्लांट, स्टील प्लांट—ये सब ठीक

[श्री केदार पांडे]

से चल रहे। कोयले की कमी नहीं है। जो सामान बनता है, उसको ढोते हैं।

श्री धर्मातिराम बसु : उनको डिबीडंड मिलेगा या नहीं—यह बता दीजिए।

श्री केदार पांडे : अब जागे कमाई करेंगे तो हो जायेगा। बूनियादी बात यह है कि हमारी साइकोलाजी फ्रेट ऑरिएण्टेड साइकोलाजी होनी चाहिए।

PROF. N. G. RANGA (Guntur): Road traffic is not developing.

श्री केदार पांडे : रोड ट्रॉफिक भी डवेलप होना चाहिए और गुड्स ट्रॉफिक भी डवेलप होना चाहिए, लेकिन पैसंजर ट्रेन के बारे में मैं आपसे कहना चाहता हूँ कि मैं खुद भी संतुष्ट नहीं हूँ। हमने गुड्स लोडिंग को काफी डवेलप किया है। आज हम 32 हजार वैन पर-डे लाद रहे हैं, जबकि पहले हम 26 हजार वैन लादते थे। आज कोयला हम 10 हजार वैनस से ज्यादा लाद रहे हैं और पावर के लिए 3,900 तो दे रहे हैं, सब मिलाकर 10 हजार प्रतिदिन लादते हैं। इसमें हमारा सब इन्फ्रा-स्ट्रक्चर काम कर रहा है, इसलिए पहले से हम संतुष्ट हैं, लेकिन उसके साथ-साथ मैं आप लोगों की बात से स्हमत हूँ कि पैसंजर ट्रेन में पन्चूलीटी नहीं आ सकती है और इस में सफलता नहीं पाई है। इस पर मैं जोर दूंगा कि यह भी हो।

हम लोगों ने बहुत से आन-गोइंग-प्रोजेक्ट्स बैकवर्ड एरियाज में रखे हैं—जैसे रामपुर-हल्द्वानी, बीबी नगर-नालगोडा, नार्थ इस्टर्न रीजन में—गाहाटी-बनीहाट, धर्मनगर-कुमारघाट, बलीपात-मालुकुपोंग, आदि। ये सब बैकवर्ड एरियाज हैं जिनमें ये प्रोजेक्ट्स चलेंगे।

बहुत से मालनीय सदस्यों ने कहा है कि कुछ जोन्स और डिवीजन बढ़ाये जायें। मैंने अपनी बजट स्पीच में इस बात की घोषणा की है कि मैं इस सम्बन्ध में एक हाई-पावर कमिटी बनाने जा रहा हूँ। यह कमिटी इस बात का अध्ययन करेगी कि

इण्डियन रेलवेज में जितने जोन्स और डिवीजन हैं—उन में कहां पर बढ़ाना चाहिये और कहां पर नहीं बढ़ाना चाहिये। आप जानते हैं कि इस समय रेलवे में 9 जोन्स और 53 डिवीजन हैं। इस बात का अध्ययन किया जायेगा कि इन को कैसे माडर्नाइज किया जाय, जहां-जहां सैन्ट्रलाइजेशन है क्या उस को डीसेन्ट्रलाइज किया जाय—इन सारे सवालों पर उस कमिटी में विचार होगा। यह ठीक है कि इस काम पर कुछ खर्चा होगा, लेकिन उस खर्चे को हम वहन करेंगे। हमारा लक्ष्य यही है कि रेलवे एडमिनिस्ट्रेशन एफिशियेंट हो। अगर यह एफिशियेंट और अच्छा एडमिनिस्ट्रेशन नहीं होगा तो हमारी जितनी आशाएँ हैं उन पर पानी पड़ जायेगा। रेलवे की आज की जो भी स्थिति है वह बहुत पुरानी है, नई स्थिति के मुताबिक इस में सुधार की जरूरत है और इसी दृष्टि से इस कमिटी को बनाने जा रहे हैं।

श्रीमती गीता मुबंशी (पंसकूरा) : मैंने जिस स्टेशन के लिए आप से कहा था उसका क्या हुआ ?

श्री केदार पांडे : उसपर हम विचार करेंगे।

हम से नई ट्रेन्ज की मांग बहुत की जाती है। हम कुछ ऐसी पालिसी बनाने जा रहे हैं कि इस समय जो ट्रेन्ज चलती हैं उन में कुछ स्पेस बढ़ायें, कुछ डिब्बे जोड़ दें तथा एक इन्जिन के बदले उनमें दो इन्जिन लगा दिये जाएं जिससे उनके ढोने की शक्ति बढ़ जाय। आप जानते हैं—अभी हाल में हमने “के. के. एक्सप्रेस” का उद्घाटन किया—उसमें डबल हैड्डेड इन्जिन लगाया गया है और 14 कोचों के स्थान पर 21 कोचों लगा दी गई हैं। वहां पर दो ट्रेन्ज हो सकती थीं, लेकिन हमने कहा कि एक ही ट्रेन रहने दी जाय और इन्जिन दो जोड़ दिये जायें।

आज मैं एक घोषणा भी करता हूँ—भटिण्डा से दिल्ली—एक ट्रेन गंगा नगर से और दूसरी पारीरोंजपुर से—दो ट्रेन आती हैं। ये दोनों ट्रेनें भटिण्डा में आकर मिलती हैं। हमने कहा है कि ऐसा क्यों न हो कि भटिण्डा में दोनों ट्रेन्ज में

अधिक कोचेंज जोड़ दिये जायें और जो ट्रेन भटिण्डा से चले उसमें दो इन्जिन जोड़ दिये जायें। हम चाहते हैं कि लोगों को साइकालोजी ऐसी बने कि हम से नई ट्रेन न मांगी जाय, बल्कि यह कहें कि एकामोडेशन बढ़ा दें, दो इन्जिन जोड़ दें। इससे खर्चा भी कम होगा, इकानामिकल रहेगा और लोगों की जरूरत भी पूरी हो जायेगी। इसलिये इस नई नीति की मैंने आज जानबूझ कर घोषणा कर दी है।

एक मांग आई है चेतक एक्सप्रेस के बारे में। स्वर्गीय राणा प्रताप सिंह जी का घोड़ा 'चेतक' था और वह घोड़ा काफी तेज था लेकिन यह जो चेतक एक्सप्रेस है, इसकी चाल उस घोड़े की चाल जैसी नहीं है, यह धीरे धीरे चलती है और हमारे माननीय मोहन लाल सूखाड़िया जी ने बड़े जोरों से और राजस्थान के हमारे दूसरे माननीय सदस्यों ने यह विचार रखा है कि यह गाड़ी 'चेतक' की तरह से चले।

अध्यक्ष महोदय : चेतक एक्सप्रेस को 'चेतक' बना दो।

श्री केदार पांडे : जी हां, चेतक एक्सप्रेस को 'चेतक' बनाएं। मैं यह कहना चाहता हूँ कि डीजल इंजन के बिना तो यह होगा नहीं लेकिन एक बात कह दूँ कि गड्स ट्रेनों में सामान ढोने के लिए हमें डीजल इंजन लगाने होते हैं और हमारे पास डीजल इंजनों की कमी है। तो भी राजस्थान की बात है और राजस्थान बहुत पिछड़ा हुआ है, इसलिए मैंने सोचा कि अब किसी तरह से, इधर-उधर से इन्तजाम कर के, गड्स ट्रेन वेगन भी ढोयें, लेकिन यह काम करना चाहिए और चेतक एक्सप्रेस को 'चेतक' बनाना है।

उसी तरह से राजधानी एक्सप्रेस की बात है। (अध्यक्ष) आप थोड़ा पेशेस रखिये। राजधानी एक्सप्रेस जो है वह कलकत्ता और दिल्ली के बीच चलती है। इसमें भी हम चाहते हैं कि 33 परसेन्ट एकोमोडेशन और बढ़ाई जाए और इस को हम देखेंगे।

एक माननीय सदस्य : पड़ोसी प्रदेश उत्तर प्रदेश को भी दें।

श्री केदार पांडे : मैं राजस्थान की बात करता हूँ, हिमाचल प्रदेश की करता हूँ, तामिलनाडु की बात करता हूँ, तो हम पर यह चार्ज कैसे आएगा। इसलिए आप इस बात को समझीयें। हम चाहते हैं कि जो राजधानी एक्सप्रेस है, उसमें 33 परसेन्ट स्पेस हम बढ़ाएं। ... (अध्यक्ष) ... राजधानी एक्सप्रेस कलकत्ता से दिल्ली आती है और 16 मार्च से यह लागू हो जाएगा और राजधानी एक्सप्रेस में 33 परसेन्ट स्पेस बढ़ेगी। इसमें यह है कि जितनी हमारी कोचेंज है, उनमें एक-तिहाई कोचेंज और जोड़ दें। इस तरह से जो क्राउडिंग ट्रेनों में होती है, उसको हम कम करेंगे। इस को कम करने का एक तरीका तो यह होता है कि हम दो-चार ट्रेनों और दें और दूसरा यह है कि जो एग्जिस्टिंग ट्रेनें हैं, उनमें और स्पेस बढ़ा दें और उन में एक, दो इंजन और लगा दें। यह हमारी नई नीति है, पहले ऐसा नहीं होता था इस काम को करने के लिए। अब इतनी ज्यादा ट्रेनें कहां से लाए और वे कैसे चलेंगी। यह भी जरूरी है कि हमारा ट्रेक खाली रहे ताकि गड्स ट्रेनें सामान ढो सकें। खाली यात्री गाड़ियां ही बढ़ाते जाएं और गड्स ट्रेनों को चलने का मौका न मिले, तो फिर हमारी कमाई कम हो जाएगी और जब वह कम हो जाएगी, तो फिर समाजवाद कैसे आएगा। समाजवाद इसी से आता है। इसके बिना यह नहीं हो सकता और मैं जो यह बात कहता हूँ यह मजाक में नहीं कह रहा हूँ क्योंकि 'भूख भजन न होय गोपाला, यह लो अपनी कंठों-माला'। अगर यह नहीं किया जाता है, तो गरीबी से आप देश को बचा नहीं सकते हैं। अगर गरीबी दूर करनी है, तो यही एक तरीका है और दुनिया में कहीं कोई दूसरा तरीका नहीं है। इसीलिए मैं कहता हूँ कि यही रेलें हैं जिनसे हमें समाजवाद लाना है। शास्त्री जी से हम सहमत हैं और वे इसमें हमारी मदद करें। ... (अध्यक्ष) ...

दूसरी बात मैं यह कहना चाहता हूँ कि हमारे प्रो. मधु दंडवत जी ने एक बात यह कही थी

[श्री केंदार पांडे]

lack of imagination and innovation.

मैं बहुत अदब की साथ कहना चाहता हूँ कि शायद हम को यह कम मिली हो लेकिन 1980-81 का जो बजट पेश हुआ था, उसमें उन्होंने यही फ्रज इस्तेमाल किया था। यह शगुन है या तक्रियाकलाम है उन को इस तरह का फ्रज इस्तेमाल करने का किन्नेवेशन की कम है या इमजीनेशन की कमी है। हो सकता है कि हम में कुछ कमी हो लेकिन मैं इस बात को कहना चाहता हूँ कि हम लोग एक नई नीति पर चल रहे हैं और हम में इमजीनेशन है। इस का यह सबूत है कि हमने ज्यादा ट्रेनों का नम्बर नहीं बढ़ाया है वॉल्क जो एग-जिस्टिंग ट्रेनों हैं उनमें ही एकामोडेशन को बढ़ा रहे हैं डबल इंजन लगा कर। तो यह इमजीनेशन नहीं है तो क्या है? यह भी तो इमजीनेशन है।

आपने इन्वोवेशज की बात कही। नेशनल ट्रांसपोर्ट पालिसी कमेट्री की सिफारिश है।

यह इमोजिनेशन तो है। हम जो गूड्स ट्रेन भेजते हैं। वह 2,200 टंस का एक रोक बनता है। अब हमारा इरादा 7,500 टंस का है। इस तरह से इस देश में हम 7,500 को रोकस चलायेंगे। यह इमोजिनेशन नहीं तो क्या है? इस बारे में मुझे यह कहना है।

हमें 5,100 करोड़ रुपये सिक्सथ फाइव इयर प्लान के लिए मिला है। उस में से 2,492 करोड़ रुपये हम रिनुअल और रिप्लेसमेंट में खर्च करेंगे। इस तरह से टोटल का 49 परसेंट हम खर्च करेंगे। आपने पोएन्टेडली यह कहा था कि रिनुअल और रिप्लेसमेंट के बारे में आप क्या सोचते हैं। आप यह सोचें कि ट्रेन चलायें और रिप्लेस और रिप्लेसमेंट की तरफ ध्यान दें तो हमारी ट्रेन नहीं चल सकती है सारा ट्रेक थंस जाएगा। I congratulate Prof. Madhu Danda-vate for that.

मैं एक उदाहरण देता हूँ कटिहार से माल्दा का। वहाँ एक ट्रेन चलती है। उसके बारे में अभी हाल में लोक सभा या राज्य सभा में क्वेश्चन आया था। उस ट्रेक में

40 फ्रेक्चर हैं। अगर ट्रेक में फ्रेक्चर रहे और आप कहें कि हमें और ट्रेन दो, और मंहुनत करो तो पहले तो हम ट्रेक को ठीक करेंगे तभी हम उस पर चला सकेंगे। इसीलिए हम 1 करोड़ 88 लाख रुपये इसके लिए खर्च करने जा रहे हैं। रिनोवेशन करना इकोनॉमिकली है बुद्धिमानी की बात है, दूरदर्शिता की बात है। Renewal and replacement should be given top priority. अगर इस देश में रेलवे को चलाना है, रेलों को बढ़ाना है तो इसकी बहुत जरूरत है। इसीलिए हमने 5,100 करोड़ रुपये में से 2,492 करोड़ रुपये इसके लिए रखा है। यह 49 परसेंट बनता है।

उसी तरह से 1-4-80 को हमारे पास 4,913 किलोमीटर रूट इलैक्ट्रिफाइड था। आप मांडरनाइजेशन की बात कह रहे थे। अब इस में देखिये कि हमारे पास इलैक्ट्रिफाइड लाइन 4,913 किलोमीटर है। यह सात परसेंट है। अब सिक्सथ फाइव इयर प्लान में 2,800 किलोमीटर रूट इलैक्ट्रिफिकेशन के लिए हम जाड़ने जा रहे हैं। रेलवे की इतिहास में अभी तक 4,913 किलोमीटर रूट इलैक्ट्रिफाइड हुआ है। हम सिक्सथ फाइव इयर प्लान में एक्जिस्टिंग रूट किलोमीटर का कम से कम 57 परसेंट रूट और इलैक्ट्रिफाई करने जा रहे हैं। इस तरह से इलैक्ट्रिफिकेशन में भी हम आगे बढ़ने जा रहे हैं। यह इमोजिनेशन नहीं है तो क्या है? (व्यवधान)... हमको फेक्ट्स तो कहने चाहिए। (व्यवधान)

(व्यवधान)

उसी तरह सोशल बर्डन की बात आपने कही। कमेट्री का रेफरेंस दिया। आपने नेशनल ट्रांसपोर्ट इन्क्वारी कमेट्री के बारे में कहा। उसकी रिक्मण्डेशंस को आपने रेफर कर दिया था। उसकी बारे में भी हम आगे बढ़ रहे हैं। रेल ट्रॉफिक कमेट्री के बारे में आप ने जो कमिटमेंट किया था, उसको भी आनर करने जा रहे हैं। क्योंकि आप भी एक सामाजिक कार्यकर्ता हैं, बख के लोगों में आपका स्थान है। आपने जो अच्छी बात कही है उसको हमें मानना चाहिए। आप अच्छी बात कहें और हम नहीं

मानें यह तो ठीक नहीं होगा। (अवधान)
यह तो मैं आपकी रिक्वायर्समेंट्स को बोहरा
रखा हूँ, उन्हें मान रहा हूँ।
(अवधान)

उसी तरह से हार्ड रॉटड ट्रैफिक स्ट
की बात कही गयी। इसमें दंडवत जी
बप टू डेट नहीं है ऐसा मालूम होता है।
सन् 1 नवम्बर 1980 तक 88.62 लाख
टन हार्ड रॉटड ट्रैफिक किया और पिछले
साल इसी अवधि में 83.87 लाख टन
हुआ था जबकि दंडवत जी मिनिस्टर थे।
यह फैक्ट्स हम आपको बता रहे हैं। यह
कोई डीप्रिकेट करने की बात नहीं है,
निकसी के प्रति द्वेष की भावना की बात
नहीं है। हमें यही कहना है कि इसमें
भी हम आगे बढ़ेंगे।

दूसरी बात उन्होंने कही कि 1977-
78 का जो वर्ष था वह शायद हाइस्ट एयर
ऑपरिजिनेटिंग टनेज का वर्ष था। ऐसा
उन्होंने बताया है। मैं कहता हूँ कि
शायद उसमें कुछ गलती हुई है। वास्त-
विकता तो यह है कि 1976-77 में
212.6 मिलियन टन हमने करी किया,
जब कि श्रीमती इंदिरा गांधी हिन्दुस्तान
की प्रधान मंत्री थीं, उस समय का यह
फिगर है, यह हाइस्ट फिगर था।

PROF. MADHU DANDAVATE:
Please correct your figure. We have
to measure the performance not only
in terms of tonnages moved, but in
tonne-kilometres and passenger-kilo-
metres. Please check up your figures.

श्री केदार पांडे: मैं टनेज की बात करता
हूँ स्ट किलो मीटर्स की बात नहीं कर रहा
हूँ स्ट किलो मीटर्स की बात नहीं कर रहा
फिगर था। यह इंडियन रेलवे के इतिहास
में हाइस्ट फिगर था, उस वक्त जबकि
आपा लोग पावर में नहीं थे। (अवधान)

मैं एक बात और कहना चाहता हूँ। जहां
तक पंचुएलिटी की बात है, कंटेनरिंग की
बात है, मैं खुद मानता हूँ कि अभी हमको
सफलता नहीं मिली है। मामनीय सदस्य
यहां बैठते हैं, इस सदन से बढ़कर कोई
सदन हिन्दुस्तान में नहीं है, इस सदन के

सामने बिलकुल सत्य बोलना चाहिए और
यह सत्य बात है कि अभी पंचुएलिटी और
कंटेनरिंग का काम, सफाई का काम अभी
तक ठीक से सुधारा नहीं है और मैं इस
हाउस को आश्वासन देता हूँ कि मैं इसको
करके रहूंगा और बहुत जल्दी करूंगा।

उसी तरह से आप कहते हैं जैसे कि श्री
बाजपेयी जी ने भी कहा कि आप तो कहते
हैं कि आप डीजलाइजेशन करेंगे, इले-
क्ट्रिफिकेशन करेंगे और तब भी कोयले की
खपत बढ़ती जा रही है। बात यह है कि
हमारे पास 7 हजार से अधिक स्टीम
इंजिन्स हैं। बहुत से ओवर एज हो चुके
हैं उनकी जरूरत आज के कांटेक्ट में नहीं
है। इस तरह से 500 इंजिन्स को आफ
द ट्रेक कर देंगे, उनके लिए एक ट्रेक बना
देंगे, जब भी हम डीजलाइजेशन करें,
इलेक्ट्रिफिकेशन करें, इसके संबंध में हमने
एक बात इसी सदन में बताई थी कि स्टीम
इंजिन चलता है स्टीम कोल से, कुकिंग
कोल से तो चलता नहीं। स्टीम कोल की
रिक्वायरमेंट है 3100 वैनस पर डे,
रेलवे में खपत है 1450 वैनस पर डे।
अब जब और इंजिन्स हटाएंगे तो कोयले
की खपत में और अधिक कमी आएगी।
छटी योजना में जब 2800 छट किलोमीटर्स
का इलेक्ट्रिफिकेशन कर देंगे तो बहुत से
इंजिन छूट जाएंगे।

श्री ज्योतिर्नय बसु: पहले तो आप
कौण्टव पावर्स... (अवधान)

श्री केदार पांडे: कौण्टव पावर्स की
बात हम करते हैं और आपका यह एक
अच्छा सुझाव है। हमें खुशी होती है।

एक बात और बाजपेयी जी ने कही कि
क्विल एण्ड एक्सल्स की क्या पोजीशन है?
अभी तक पोजीशन यह है कि क्विल एण्ड
एक्सला हम इंपोर्ट करते हैं। केवल
दुर्गापुर में इसकी इस्टाल्ड कौपीसिटी
40,000 क्विल एण्ड एक्सल्स की और
अभी 1981-82 में हम फोरकास्ट करते
हैं कि 22500 हमको चाहिए। इसके
लिए हम बंगलोर में भी एक फैक्ट्री बनाने
जा रहे हैं, लेकिन अभी तक हम ज्यादातर
इंपोर्ट पर आश्रित हैं। सरकार चाहती

[श्री कोदार पांडे]

है कि जहाँ तक हो सके इंपोर्ट न किया जाए और सारा सामान देश के अन्दर ही बनाया जाए और इस तरह कदम भी उठाए जा रहे हैं, क्योंकि धन उसी देश का बढ़ता है जिसका इंपोर्ट कम और एक्सपोर्ट अधिक हो। यही इकनामिक रूल है। हम भी वही चाहते हैं कि इंपोर्ट कम से कम करें और सब देश में बनाएं। इसलिए इसकी जरूरत हमें महसूस होती है।

श्रीमती सुशीला गोपालन ने एक बात कही है कि कन्फ्रंटेशन की नीति आपकी है।

SHRIMATI SUSEELA GOPALAN (Alleppey): I would like to know from the hon. Minister, when are you going to implement the 1973 agreement?

श्री कोदार पांडे : मैं भगडालू एक दम नहीं हूँ।

SHRIMATI SUSEELA GOPALAN: It is a confrontation because....Sir, I want your protection.

MR. SPEAKER: No.

श्री कोदार पांडे : मैं भगड़ा पसंद नहीं करता।

SHRIMATI SUSEELA GOPALAN: rose (Interruptions)**

MR. SPEAKER: Nothing to go on record without my permission. Nothing doing now.

श्री कोदार पांडे: मैं चाहता हूँ सब को साथ ले कर चलूँ। शास्त्री जी आपके साथ मैं कभी भगड़ता हूँ? आप तो मेरे परम मित्र हैं। हम दोनों पटना सिटी के हैं। यह बात दूसरी है कि आप उधर बैठे हैं और मैं इधर।

SHRI SAMAR MUKHERJEE rise (Interruptions)**

MR. SPEAKER: Not allowed. Mr. Mukherjee, please don't interrupt.

श्री कोदार पांडे: जब मैंने काम को सम्भाला तो कुछ सुधार करना भी शुरू किया। मैं क्या करूँ? लोगों रनिंग स्टाफ के लोग पांच जनवरी को हड़ताल पर चले गए। जब सुधार कर रहे हैं तब उन्होंने हड़ताल कर दी।

(Interruptions)**

MR. SPEAKER: No, Sir. Please sit down.

श्री कोदार पांडे : हम क्या करें? एज एन्. एम्प्लायर, हम ने एम्प्लायर के धर्म का पालन किया। जो हमें करना चाहिये था हम ने किया। आप लोग ही कहते हैं कि एड-मिनिस्ट्रेशन को चुस्त होना चाहिये। एड-मिनिस्ट्रेशन को मुझे चुस्त करना है तो इंडिसिप्लिन को तो मैं कतई बरदाश्त नहीं कर सकता हूँ।

SHRIMATI SUSEELA GOPALAN rose:

(Interruptions)

MR. SPEAKER: No question. Not allowed. Whatever is said without my permission, shall not go on record.

(Interruptions)**

श्री कोदार पांडे: रेलवे एम्प्लायीज हमारे हैं। अपने एम्प्लायीज के साथ हमारी मूहब्बत है। मैं रिवेजफुल आदमी नहीं हूँ। लेकिन जो इम्प्लायर का धर्म है उसको तो देखना ही पड़ता है। बुनियादी तौर से मैं ट्रेड यूनियनिस्ट हूँ, मजदूर कार्यकर्ता हूँ। आपकी हमदर्दी अगर मजदूर क्लास के साथ है तो मैं घातक नहीं बनूंगा। मैं एक कदम आगे चलने वाला हूँ। लेकिन रेलों को भी तो मुझे चलाना है, माल और पैसंजर्ज को भी तो खेना है। मैंने अपने धर्म का पालन किया है। मेरी बदले की भावना नहीं है। हर किसी को कांस्टीट्यूशनल तरीके से अपनी डि-मांड्स को रखना चाहिये, अपनी बात को रखना चाहिये।

कैम्ब्रिज लैबर का जहाँ तक टास्क है बाइस हजार को हम लोगों ने रेग्युलर एम्प्लायमेंट दे दिया है। चौबीस हजार को हम जल्दी ही यह बेंनिफिट देने जा रहे हैं। ग्रुप बी में जो लोग हैं या क्लास फोर हैं और बकशाप्स में जो काम करते हैं उनको भी हम लोग बेंनिफिट देंगे, कैंटीन स्टाफ जो है उसको भी रेग्युलर रेलवे परसनल स्टेट्स देंगे।

माननीय सदस्यों ने कहा कि इतने ज्यादा रेट बढ़ा दिए हैं और इस पर कुछ सोचा जाना चाहिये। आपकी बात का असर मुझ पर हुआ है। मैं कुछ कंसेशन दे रहा हूँ, थोड़ा सा दे रहा हूँ।

मैंने अपने बजट भाषण में कहा था कि तीन तरह की कम्पोजिटीज को, जो 15 परसेंट सरचार्ज है, उसे एग्जम्प्ट करते हैं। यह है साल्ट, तारकोल और फायर-बुडा मीडिसिन को भी मैंने इसमें जोड़ लिया है जिसके कारण 4 लाख रु. की हमको कमी होगी। अगर लोग खुश हों तो हमें इसको माफ करने में कोई एतराज नहीं है। उसके बाद सिलक को एग्जम्प्ट कर दिया। और जो बेंजिटीवल्स हैं उसमें पोटेटो, अनियन, इसको भी जब गुड्स ट्रीफिक करते हैं तो इसको 15 परसेंट से घटा कर 10 परसेंट कर दिया है। फिर बेंजिटीवल्स इनक्लूडिंग पोटेटो, अनियन, वीटल नट्स, पान, मीडिसिन ब्रूड एस पार्शल ट्रीफिक उस पर 5 परसेंट सरचार्ज करेंगे।

श्री श्री. एम. बनावाला (पान्नानी): पान के साथ साथ वाटल नट्स भी हैं?

श्री खेदार पांडे: अभी तो पान ही है। इसके आलावा बजट स्पीच में कहा था कि जो फिजिकली हैंडीकैप्ड हैं उनको 50 परसेंट कंसेशन मिलता है, लेकिन अब उसको मैंने बढ़ा कर 75 परसेंट कर दिया है।

श्री वीरभद्र सिंह (मंडी): एपिल्स के बारे में आपने क्या किया?

श्री खेदार पांडे: सुनिये। सेक्रेड क्लास के लिये सुपर फास्ट स्लीमिंगटरी चार्ज 3 रु. के बजाय 2 रु. रहेगा। स्लीपर चार्ज

जो बजट में 8 रु., 5 रु., 5 रु. थे उसको भी मैंने 5 रु., 5 रु. कर दिया है, यानी पहली नाइट का भी पांच और दूसरी नाइट का भी पांच रु. और तीसरी नाइट मुफ्त।

अब मैं कामन मैन की बात करता हूँ जिन की तादाद 92 परसेंट है। हमने कहा था कि 150 किलोमीटर के बाद 10 परसेंट होगा। अब इसको बढ़ाकर 200 किलोमीटर तक कर दिया है। यानी 200 किलोमीटर तक यात्रा करने पर कोई सरचार्ज नहीं। और 200 किलोमीटर के बाद सेक्रेड क्लास के लिये बजाय 10 परसेंट के 5 परसेंट कर दिया है। तो यह तो आप मानेंगे कि आप लोगों की बात का असर पड़ा है। इन कंसेशनों से मैं समझता हूँ आप सभी लोग खुश होंगे, सब के चेहरे हंसते हुए दिखाई पड़ते हैं। मुझे अगर आप माफा देंगे और अपना सहयोग देंगे ठीक से गुड्स ट्रेन चलाऊँ, पैसेंजर ट्रेन चलाऊँ और ज्यादा से ज्यादा पैसा कमा कर आगे की बात सोचूँ।

श्री तपेश्वर सिंह (विक्रमगंज): मंत्री जी, आरा और सासाराम लाइन का सर्वे जल्दी कराइये।

श्री खेदार पांडे: सुनिये, मुझे कहने दीजिये। मान्यवर, समाप्त करने से पहले मुझे एक बात और याद आ गई, और वह यह कि वज्रवज्र से नानकाना लाइन का सर्वे करा रहे हैं और प्लानिंग कमीशन के पास गया हूँ। उस पर भी ध्यान देंगे और उमका मैं कराने को कोशिश करूँगा।

अन्त में मैं यह कहना चाहता हूँ कि इस देश में जो हमारे रेलवे के कर्मचारी और अधिकारी हैं, उनके सहयोग से ही मैं काम करता हूँ। उनका पूरा सहयोग हमको मिला है और हमारे जो बोर्ड के चेयरमैन हैं, मॅम्बर्स हैं, कुछ लोगों ने उनको वहाइट एलीफेन्ट कहा, मैं समझता हूँ कि जो नया बोर्ड बना है, इसने कमाल का काम किया है और बहुत अच्छा काम किया है। रेलवे कर्मचारियों का पूरा सहयोग मुझे मिला है। मैं इसी नतीजे पर आया हूँ और उम्मीद करता हूँ कि आप भी मुझे पूरा सहयोग मिलता रहेगा।

12.42 hrs.

The Lok Sabha adjourned for Lunch till forty minutes past Fourteen of the Clock.

The Lok Sabha re-assembled after Lunch at forty-five minutes past Fourteen of the Clock.

[MR. DEPUTY-SPEAKER in the Chair.]

STATUTORY RESOLUTION RE.
DISAPPROVAL OF LIFE INSURANCE CORPORATION (AMENDMENT) ORDINANCE, 1981

AND

LIFE INSURANCE CORPORATION
(AMENDMENT) BILL

MR. DEPUTY-SPEAKER: Now, we take up items 11 and 12 together. The time allotted is 4 hours. Mr. Indrajit Gupta will move the Resolution.

SHRI INDRAJIT GUPTA (Basirhat): Sir, I beg to move the following Resolution:—

"This House disapproves of the Life Insurance Corporation (Amendment) Ordinance, 1981 (Ordinance No. 3 of 1981) promulgated by the President on the 31st January, 1981."

THE MINISTER OF FINANCE (SHRI R. VENKATARAMAN): Sir, I will move the Bill for consideration. Then we can have a complete debate.

I beg to move...

(Interruptions)

SHRI G. M. BANATWALLA (Ponnani): Sir, it is not the proper procedure. Mr. Indrajit Gupta has to speak first, and then the hon. Minister will move the Bill.

SHRI R. VENKATARAMAN: The debate is always common. I will move the Bill first and....

SHRI G. M. BANATWALLA: With all due respect, that is not the procedure.

MR. DEPUTY-SPEAKER: The procedure followed is that he will move the Resolution and speak and then you will move the Bill.

PROF. MADHU DANDAVATE (Rajapur): We have no objection. Normally, that is not the procedure. Always the person who moves the disapproval motion will speak.

SHRI R. VENKATARAMAN: I have no objection. I thought I could move the Bill and speak and he could reply.

SHRI INDRAJIT GUPTA: Sir, before I come to this ordinance, please allow me to make a brief recapitulation of the background of this Ordinance. It is very necessary to appreciate it.

Sir, by a settlement which was signed on the 24th January, 1974, an agreement was concluded between the Life Insurance Corporation and its employees with the full approval of the Government of India, I may point out that at the time of signing, the then Finance Minister and the then Labour Minister were both present on the occasion. By this agreement, Sir, in the part relating to bonus it was stated that only bonus amounting to 15 per cent the gross annual wages of the employees would be paid to them as bonus without any discrimination and without any ceiling. This agreement was in force till the Emergency came. During the Emergency the Government of India brought a Bill in this House and passed it nullifying this settlement of 1974. After the Emergency the employees went in appeal and on the 21st February, 1978 this Act which was passed during the Emergency was struck down by a 7-Judge Constitution Bench of the Supreme Court. I cannot quote the judgment now because it will take a lot of

time, but I will just summarise that in that Judgment, according to the then Chief Justice, Mr. Justice Beg, this Act passed during the Emergency constituted a violation of Article 14 of the Constitution which says that 'there shall be no discrimination and there will be equality in law between all citizens.' They considered this Bill as an act of discrimination against the LIC employees. Secondly, Mr. Justice Beg held that this Act was also against Article 43, that is about the Directive Principles, and he held that wages of workers cannot be arbitrarily reduced in the light of Article 43. He further held it is very important that this bonus was not a profit-sharing bonus, but it was a non-profit sharing bonus. He held that this bonus under article 31, as it was at that time, a settlement for non-profit sharing bonus, constitutes or has an element in it of property; it is a part of the wages and the wages of a worker are a part of his property, according to the interpretation of the honourable court and, therefore, this Act which arbitrarily reduces the bonus could not be sustained.

Faced with this judgment of a 7-Bench court, what did the LIC do then? They immediately issued certain notifications terminating altogether the settlement of 1974. Against these notifications, the employees again went to the court, the Allahabad High Court or rather the Lucknow Bench of the Allahabad High Court. These notifications were struck down again by the Allahabad High Court. Against that, the LIC again went in appeal. On the 10th November, 1980, the appeal which the LIC had filed against the Allahabad High Court or rather the Lucknow Bench of the Allahabad High Court was struck down by the Supreme Court. In the meantime, a review petition had been filed on behalf of the LIC and a contempt petition had been filed on behalf of the employees and both these petitions were pending at that time.

It is in the wake of this latest judgment of the 10th November, 1980 that we find that the Government has taken recourse to this Ordinance. As I had occasion to state earlier, when we were discussing the bill at its introduction stage, what it amounts to is that the employees of the LIC are being taken out of the purview of the Industrial Disputes Act. This matter was discussed and argued at length before the Supreme Court. I would just briefly remind the House what was said in the judgment by Mr. Justice Krishna Iyer. I quote:

"The only subject which has led to this litigation and which is the bone of contention between the parties is an industrial dispute between the Corporation and its workmen.....

AN HON. MEMBER: Even officials become workmen?

SHRI INDERAJIT GUPTA: He goes on to say:

"In the wake of the study which I have made, the conclusion that flows is that vis-a-vis "industrial disputes" at the termination of a settlement as between the workmen and the Corporation, the Industrial Disputes Act is a special legislation and the LIC Act is a general legislation.

An application of the generalia maxim as expounded by English textbooks and decisions leaves us in no doubt that ID Act being special law prevails over the LIC Act which is but general law."

Again, he has said at another place:

"I hold that the ID Act relates specially and specifically to industrial disputes between workmen and employers and the LIC Act is a general statute which is silent on workmen's disputes even though it may be a special regulation regulating the take-over of private insurance business".

(Shri Indrajit Gupta)

Further, he says:

"It is difficult for me to think that when the entire industrial field, even covering municipalities, universities, research councils and the like, is regulated in the critical area of industrial disputes by the Industrial Disputes Act, Parliament would have provided an oasis for the Corporation where labour demands can be unilaterally ignored."

So, the court's mind was very clear on this matter.

One more extract I must read:

"Whatever be the powers of regulation of conditions of service including payment or non-payment of bonus enjoyed by the employees of the Corporation under the LIC Act, subject to the directives of the Central Government, they stem from a general Act and cannot supplant, subvert or substitute the special legislation which specifically deals with industrial disputes between workmen and their employers."

In this view, other questions do not demand my discussion. The High Court was right in its conclusion and I affirm its judgment. I, therefore, direct the Corporation....."

This was the direction he gave to the Government:

"to fulfill its obligations in terms of 1974 settlements and start negotiations like a model employer for a fair settlement of the conditions of service between itself and its employees, having realistic and equitable regard to the prevailing conditions of life, principles of natural justice and the directives underlying Part IV of the Constitution."

Mr. Justice Pathak held the same view that the LIC Act cannot supplant the I. D. Act which has to prevail in this case.

It is not necessary for me to remind you, You are an old trade unionist.

MR. DEPUTY-SPEAKER: I was a trade unionist when I was very young.

SHRI INDRAJIT GUPTA: The definition of 'workman' in the Industrial Disputes Act Certainly relates to and covers the employees of the LIC. The definition of 'workman' in the Industrial Disputes Act under Article 1 is:

"A 'workman' means any person employed in any industry to do any skilled or unskilled, manual, supervisory, technical or clerical work for hire or reward whether the terms of employment be expressed or implied."

Now, in all fairness, I must point out that there is another provision under Section 9A of the Industrial Disputes Act which says:

"No employer who proposes to effect any change in the conditions of service applicable to any workman shall effect such change

(a) without giving to the workman likely to be affected by such change, a notice in the prescribed manner of the nature of the change proposed to be effected; or

(b) Within 21 days of giving such notice,

Here it says:

if it is of the opinion that the application of this Section 9A to any class of industrial establishment or any class of workman would have such serious repercussions on industries concerned and public interest, then, the Government may by notification direct that the provisions of this Section shall not apply to that class of industrial establishments or that class of workmen."

The Act is quite clear. The definition of 'workman' covers employees of the LIC and Government has not issued at any time either a notification saying that Section 9A does not apply to the employees of the LIC, nor have

they come forward with any Bill to amend the Industrial Disputes Act to the effect that nothing in this Industrial Disputes Act shall apply to the employees of the Life Insurance Corporation. They have not done anything of that kind. But, they have issued an Ordinance by which surreptitiously, by back-door and, completely illegally in view of what the Supreme Court has said, they are trying to take the employees of the LIC out of the purview of the Industrial Disputes Act which, I submit, they cannot do.

It is not a question mainly of what will be the effect of the reduction. Of course, the LIC employees are very agitated about it naturally, because their bonus, dearness allowance and all that are being reduced substantially.

This morning we had a discussion here as to exactly what is the rate of compensation of dearness allowance which is being given to them now as compared with that given in the Reserve Bank of India or the nationalised banks and so on. But, I am not concerned with that at the moment. The question is not that. The question is as to what is the procedure which the Government has adopted. That is important. That is of general application. That is not something which concerns the LIC people only. It concerns the LIC today. Tomorrow it can concern anybody, once this procedure is adopted by them.

15 hrs.

I would also submit that under Article 360 of the Constitution a provision is made for the declaration of economic emergency in this country. I don't think any such proclamation of economic emergency has come to this House yet. It is only if such a thing is done, if an economic emergency is declared in the country, then alone this Government can, by Executive Order, reduce the emoluments of any of its servants; otherwise I say that it cannot be done.

Let me just remind you, Sir, what Article 360 says:

"If the President is satisfied that a situation has arisen whereby the financial stability or credit of India or any part of the territory thereof is threatened, he may, by a proclamation make a declaration to that effect."

And then it says:

"During the period any such proclamation is in operation, the Executive Authority of the Union shall extend to the giving of directions to any State to observe such canons of financial propriety as may be specified in the directions."

"(b) It shall be competent for the President during the period any proclamation issued under this Article is in operation to issue directions for the reduction of salaries and allowances of all or any class of persons serving in connection with the affairs of the Union, including the Judges of the Supreme Court and the High Court."

Under this power of economic emergency, the President can issue directives reducing the emoluments, salaries, allowances, bonus or anything else of any class of employees who are serving the Union. But, without that, I submit what they have done here, what they are attempting to do, is a gross violation of the Constitution. If they want to do this, why don't they come forward with a proclamation of economic emergency?

—[Shri Indrajit Gupta]

This is what we have been saying and suspecting for a long time that without declaring an emergency—either an economic emergency or a general emergency—they are now, by other methods, trying, resorting to various practices and various subterfuge methods which constitute the essence of an emergency.

Sir, now, of course, the effect of this Ordinance—and if the Bill is passed then of the Act—will be that the binding judgment of the Supreme Court will be bypassed. Parliament is being excluded in favour of Presidential powers.

This Ordinance was promulgated only 15 or 16 days before Parliament was to meet and after the summons to Parliament to meet had been issued. They have to prove that there was an immediate necessity to make the President issue such an Ordinance. 'Immediate necessity' are the words used in the Constitution. Upto now, Sir, nothing they have said or done, has given them the credit of showing that there was an immediate necessity.

I do not refer in detail now to the fact that the Speaker has expressed his displeasure several times and publicly expressed his concern and disapproval of the increasing resort by this Government to such methods of proclamation of Ordinances just on the eve of the convening of Parliament. That is, I think some propriety and morality is also involved in those observations of the Speaker, but it seems to have not the slightest effect on this Government.

And what we are all concerned about is that it is clearing the way, it is meant to clear the way for bringing about wage reductions and imposing a sort of wage-freeze on the public Sector employees. Today it is the L.I.C. Sir, tomorrow it will be somebody else.

Now what actually happened. Mr. Venkataraman here in the House had said the other day that the Opposition

or the employees or the Union had mis understood the Order of the Supreme Court.

On the 23rd of February, Sir, Shri Venkataraman said in this House:

"He i.e. the Attorney-General never said at any time that he would pay bonus by the 15th of April.

If you have been misled, I am not responsible. If you read too much into it, it is your mistake."

He further said on the 13th of January:

"That is the date on which you said that the Attorney-General gave the undertaking that the he would pay the bonus.

Mark the word 'bonus', underscore the word bonus. He did not say that he would pay bonus. He said that he would comply with the direction of the Court before the 15th April 1981." This is what Mr. Venkataraman said here, as though complying with the direction of the Supreme Court need not necessarily mean paying bonus. This is the interpretation he sought to put out. Immediately the employees. . . .

SHRI SOMNATH CHATTERJEE (Jadavpur): I was present there, Sir. The court enquired, 'How much time do you want?', and the Attorney-General mentioned '15th April'. That was not for anything else but for payment. That was the issue.

THE MINISTER OF FINANCE (SHRI R. VENKATARAMAN): This is not correct.

SHRI SOMNATH CHATTERJEE: I was present.

SHRI INDRAJIT GUPTA: Now, let me complete.

SHRI R. VENKATARAMAN: I have the statement of the Attorney-General which the Court has accepted.

SHRI SOMNATH CHATTERJEE: The Court asked, "what time do you want?" (Interruptions) I am very sorry the Finance Minister—I have nothing against him personally—has been deliberately misled by the Department.

SHRI R. VENKATARAMAN: I will read all the orders of the Court.

SHRI INDRAJIT GUPTA: After your statement made on the floor of the House, Mr. Venkataraman, as you know very well, the employees went again to the Court to seek clarification. And what was the order which the Court gave on the 26th February? Please listen to what they say....

SHRI R. VENKATARAMAN: I have got a copy.

SHRI INDRAJIT GUPTA: When the learned Attorney General made the statement before us on behalf of the Life Insurance Corporation to the effect "that the order passed by this Court in its judgment dated the 10th November, 1980 shall be complied with before the 15th April 1981, we understood him to mean and convey to us that what will be complied with is that part of the judgment under which the Life Insurance Corporation is liable to pay bonus to its employees...."

SHRI SOMNATH CHATTERJEE: Everybody wrongly understood!

SHRI INDRAJIT GUPTA: Judges and everybody wrongly understood the Attorney-General! Then, they say further:

"It is undoubtedly true that the order passed by this Court on 10th November, 1980, gives to the Life Insurance Corporation the option either to have the settlement of 1974 superseded by a fresh settlement.."

That, they have not done.

"...or to obtain an industrial award on the subject...."

That, they have not done.

"...but the exercise of such option was not our understanding

of the Attorney-General's statement. Our understanding of the matter was, and we took the Attorney-General to mean that the payment part of the judgment dated the 10th November, 1980, will be complied with subject, of course, to the result of the review petition which was then pending."

This is really a very sad state of affairs....

SHRI R. VENKATARAMAN: Please read what the Court says over the Attorney-General. May I help you now?

SHRI INDRAJIT GUPTA: You will be replying.

Unfortunately, the Supreme Court in its wisdom felt that, beyond stating quite categorically what impression they had got from the Attorney-General, they could not give any relief at the moment. In the concluding paragraph of their order they have said—this is really pathetic:

"The matter must rest with this clarification...."

SHRI R. VENKATARAMAN: Please read the clarification.

SHRI INDRAJIT GUPTA: "...since beyond stating our understanding of the statement made by the learned Attorney-General and beyond recording what the Attorney-General says what he meant to convey to us by the aforesaid statement, no relief of the nature asked for can be granted. "This Court, we suppose, cannot correct the statement made by a Member of Parliament on the floor of the House."

The Member of Parliament happens to be the hon. Finance Minister of the Government of India who is responsible for this Life Insurance Corporation and who, five days ago, has presented his Budget before this House, he is not just a Member of Parliament. However, this is what the Supreme Court has felt.

[Shri Indrajeet Gupta]

Then I must point out also a matter which Mr. Venkataraman, I hope, knows that, when the judgment of 10th November was given by the Supreme Court—I have got a certified copy here of the actual order which they had passed....

PROF. MADHU DANDAVATE: It has the red star, Sir.

SHRI INDRAJIT GUPTA: This is the order which was passed.

"Hon. Mr. Justice V.R. Krishna Iyer and Hon. Mr. Justice R. S. Pathak delivered separate but concurring judgments dismissing the appeal and allowing the transfer case.

Hon. Mr. Justice A. D. Koshal delivered a separate dissenting judgment allowing the appeal and dismissing the transfer case.

The majority judgment dismissing the appeal with costs of the First, Second and the third respondents and allowing the transfer petition No. 1 of 1979 with costs to be paid to the petitioners by the Second respondent is placed on the file."

Judgments in both are placed on the file and the judgments and the orders are to be reported. The Court further passed the following order:

"An order has been passed by this court dated 22-11-1978 were the following direction has been given. . ."

And then, quoting from that order dated 22-11-1978:

"But, in case the petitioner fails in the appeal, the petitioner will pay the amount of bonus together with the interest at 12 per cent per annum from appellant since it is binding."

Then the further order is:

"This will be implemented by the appellant since it is binding.

SOME HON. MEMBERS: Since it is binding.

SHRI INDRAJIT GUPTA: On 11th November they have given this order. Subsequently, this petitioner has failed in his appeal. Here it is said:

"If he fails in his appeal, he has got to pay because this is binding."

Sir, faced with this irrefutable judgment, categorically given, they have resorted to this back-door method now. So I really do not know what to say, Mr. Venkataraman—really. Anyway, in the long run, it is a good thing. In the long run you are helping to unify the employees and the working classes of this country against you. I am glad for that....

AN HON. MEMBER: If the hon. Member....

SHRI INDRAJIT GUPTA: I do not yield..

AN HON. MEMBER: Have some courtesy.

SHRI INDRAJIT GUPTA: I do not have that courtesy. When your government shows some courtesy, I will show that courtesy... (Interruptions) I am not yielding. You want to shout me?... I am not yielding. You get your chance to speak. Then you speak.

Moreover, I would like to point out another thing. Mr. Venkataraman, may I remind you that on 16th February, 1981, on behalf of LIC, an affidavit was filed in the court and in this affidavit it is clearly stated that the statement of the learned Attorney-General merely related to the date by which the payment is to be made—not the question of payment or non-payment. He wanted time. He wanted a date. Therefore, the date of 15th April was given and the other side did not object. Now Mr. Venkataraman comes and says, 'He never said that they would pay.' Sir, here is the irrefutable evidence of how

the Supreme Court Judges understood it and how they have clarified.

All I want to say is that it is not a question primarily of the quantum of bonus or DA or anything. The question is that it is a gross misuse of the ordinance-making power. It is a flouting of the highest court in the land. I do not know with what face they are doing this when they are telling us everyday that democracy in this country is to rest on an independent judiciary and all that. But when the judiciary shows its independence in the sense that it gives a judgement against the government and in favour of the employees, then, of course, the independence of that judiciary is not to be respected. Then, of course, they must bypass that judiciary by resorting to this kind of ordinances. Of course, it is an attack on the right of collecting bargaining. It is an attack on the trade union right of collective bargaining which is recognised under the Industrial Disputes Act.

Of course, we will oppose this ordinance and the Bill, if it is passed, with all the strength at our command, not only in this House—because here you have got a brute majority, but it will have to be opposed outside also... (Interruptions) Yes, yes, outside. I am talking about the people only. Outside I do not go to you. We go to the people... (Interruptions)

MR. DEPUTY-SPEAKER: Order, order, please. Everyone of us will have to go to the people one day or other. Why do you dispute it?

SHRI SATYASADHAN CHAKRABORTY (Calcutta-South): Are they afraid of the people?... (Interruptions) You are afraid of the people.

SHRI INDRAJIT GUPTA: Finally, I want to deal with that part of the pseudo arguments which have been advanced in order to justify this ordinance—which is the so-called economic or financial consideration.

I know in this Explanatory Statement which has been circulated, there

is an indication of the circumstances which necessitated the legislation, by promulgation of this Ordinance. What Mr. Venkataraman says is :

‘Various agreements, settlements and contracts entered into by the Life Insurance Corporation of India with its employees over a period of time had led to serious distortions in their wage structure. This generated inter-organisational and intra-organisational anomalies in their terms and conditions of service.’

And so they are coming forward with such a wonderful uniform, integrated national wage policy which they suddenly want to bring about at the cost of the Life Insurance Corporation employees. “A situation arose where all classes of employees were making conflicting demands and the Corporation was being burdened with unjustified financial expenditure to the detriment of the policy-holders, the requirement of the situation demanded an immediate remedial action in the public interest”. They could have waited for 16 days till Parliament was convened.

This Bill begins by saying:

“Whereas for securing the interests of the Life Insurance Corporation of India and its policy-holders and to control the cost of administration, it is necessary that revision of the terms and conditions of service... be undertaken expeditiously”

The only thing I want to say is this. They have circulated a lot of material to us recently. There are reports of the Life Insurance Corporation and the working of the public sector enterprises—three bulky volumes. If you take some trouble to read these, you will find that they contain a lot of materials—these are all government materials and government statistics. (Interruptions)

PROF. K. K. TEWARY (Buxar):
Have you gone through them?

SHRI INDRAJIT GUPTA: Yes, I have gone through them. The total number of Class III employees employed in the Life Insurance Corporation is 36,389—these figures are taken from the Twenty-third Report of the Life Insurance Corporation of India. Please go and study this. Their number is 36,389; the others are class I Officers—4,000 and odd and 6,000 and odd are class II officers while 7,000 and odd are Class IV employees. The main bulk of them, as you can see numbering 36,389, comprise of Class III employees about whom it has been maliciously propagated in the country that they are new getting emoluments and salaries which are higher than those of the Joint Secretaries to the Government. (Interruptions) Every body says that this cannot be allowed. How can it be permitted when a clerk of the Life Insurance Corporation gets more than what a Joint Secretary of the Government gets? It is fantastic. These people are saying this. Naturally, the people will believe what the papers publish. These papers are made to publish these stories. So, Sir, I would just like to point out and I challenge anybody to disprove it. The average gross salary—not only the basic pay—of a Class III employee, not the salaries at the lowest level or at the highest level, works out to Rs. 1400 per mensem and not Rs. 3,400 as has been propagated widely namely that they are earning more than what a Joint Secretary gets. If they are earning Rs. 1400 per mensem as their gross salary is this not something monstrous to say that you will be saving the policy holders by this kind of a Bill? I would like to point out that these are very interesting things. One way in which the Life Insurance Corporation makes an assessment of its own working is to calculate the ratio of the salaries to the premium income and the ratio of the renewable expenditure to the premium income. In both these cases, you will find from the figures

which have been supplied to us that whereas in 1978-1979 the ratio of salaries to the premium income was 14.65 per cent, in 1979-80 it had come down to 13.64 per cent, from 14.65 to 13.64. So, the ratio of the salaries to the premium income is coming down. The ratio of the renewal expenses has also come down in these two years from 15.4 per cent to 13.01 per cent. Why should the LIC staff be punished when the expenses of the employees in the ratio to the total premium income is not going up but coming down and the renewal expenses are also coming down? Sir, what was the great necessity for which you want to carry out some measure of drastic economic reform in the LIC?

Now, let us take the employees share, i.e., including the salaries of the employees, the field staff, etc. to the total income of the LIC. In 1979-80 the total salary of the staff was Rs. 119.8 crores as compared to the total LIC income of Rs. 1,297.98 crores. This means that the salaries constitute only 9.23 per cent of the total income of the LIC. Therefore, Sir, all these bogus and pseudo arguments on the grounds of so-called economy and financial constraints which have been put forward have absolutely nothing to do with the matter. The real thing is that Government has decided to impose a policy of wage freeze beginning with the public sector. All this they could do under Article 360 of the Constitution. If they had the courage they should come before the country and declare that they are going to promulgate economic emergency. That they have not done. But stealthily and surreptitiously the effect of such an emergency is being carried out in practice by means of an Ordinance. This is a totally immoral Ordinance which flouts Parliament, flouts the Industrial Disputes Act and above all flouts the highest judiciary in the country, namely, the Supreme Court.

Finally, I would only say a nd I beg of the Government to understand

one thing. If they want the public sector to grow and to become strong then they should remember that there is a thing called industrial relations which is very important for the public sector. I am not talking about the workers' participation in management and all that high sounding tall claims that have been made for years together and nothing done so far. They have themselves admitted it. I am not talking about that. I am talking about day-to-day industrial relations, sanctity of agreements solemnly entered into, sanctity of awards, sanctity of collective agreements and the sanctity of High Court and Supreme Court judgements. If you are not willing to abide by anything of this then you have given a danger signal to the country and if widespread industrial unrest takes place then who will be to blame for that? Is it the way the public sector will prosper!

Sir, the working of this agreement does not show that as a result of this agreement which they entered into in 1974 the working of the LIC has been adversely affected or the income is coming down or renewal expenses are going up or the number of policy holders is shrinking. If it had been so then they could have argued their case but the truth is it is the other way round.

Sir, on every account this Ordinance is completely baseless, unfounded and without any kind of justification apart from being a standing provocation to industrial unrest. Therefore, I totally and unequivocally oppose this Ordinance and ask the House to disapprove of it and let them heed the wise words of the Supreme Court who have told them to behave like a model employer and go and negotiate with your employees, have a new agreement and behave within the established norms of a democratic industrial relations machinery and law. Don't

try to rule by the Law of Jungle which means that the strong must devour the weak. That is the law of the jungle; he who is strong will devour the weak; he who is weak must agree to be devoured by the strong. You are strong because the Government is in hands. So you want to devour the employees who are weak. Don't take to this law of the jungle, Mr. Venkataraman. Please respect the law as it is laid down by the Supreme Court and by your own other statutes. Don't take to this law of the jungle. I am warning you because the ultimate result of it will not be good at all. (Interruptions) If you want to have harmonious industrial relations in the public sector please stand by the agreements which you have entered into. Don't try to sabotage them in this way. I doubt if wisdom will dawn on you still. It only dawns on you sometimes when some trouble takes place in the country. If you want to avoid that I would respectfully request you to have second thoughts and withdraw this ill-advised and all fated Bill—in the long-run it is ill-fated, should say—because, the Working class will not tolerate it, I can assure you on that. Thank you.

MR. DEPUTY-SPEAKER: Resolution moved:

"This House disapproves of the Life Insurance Corporation (Amendment) Ordinance, 1981 (Ordinance No. 3 of 1981) promulgated by the President on the 31st January, 1981."

Now, Mr. Venkataraman.

THE MINISTER OF FINANCE (SHRI R. VENKATARAMAN): At the outset I should like to clarify some points. (Interruptions)

MR. DEPUTY-SPEAKER: You can move the consideration motion

SHRI R. VENKATARAMAN: have moved.

MR. DEPUTY-SPEAKER: You can move again.

SHRI R. VENKATARAMAN: I beg to move†:

"That the Bill further to amend the Life Insurance Corporation Act, 1956, be taken into consideration."

MR. DEPUTY-SPEAKER: Motion moved.

"That the Bill further to amend the Life Insurance Corporation Act, 1956, be taken into consideration."

PROF. MADHU DANDAVATE: Sir, I would like to know the procedure. In the past generally what happened is this: Any Member who gives the disapproval motion speaks first, then all others intervene in the debate. Finally the Finance Minister speaks.

MR. DEPUTY-SPEAKER: He has moved the Consideration Motion.

PROF. MADHU DANDAVATE: He will reply to the debate in the end.

SHRI R. VENKATARAMAN: I will answer all the points at the end.

MR. DEPUTY-SPEAKER: Now there are certain amendments to the Consideration Motion. These can be moved now.

SHRI SOMNATH CHATTERJEE: Sir, I beg to move:

"That the Bill be circulated for the purpose of eliciting opinion thereon by the 30th June, 1981" (1)

SHRI RAMAVATAR SHASTRI: I beg to move:

"That the Bill be circulated for the purpose of eliciting opinion thereon by the (10)"

MR. DEPUTY-SPEAKER: Both the Consideration Motion and these two amendments which have been moved are before the House. Mr. Sunil Maitra, 14 minutes to your party.

SHRI SOMNATH CHATTERJEE: Unusual time may be granted as this is an unusual Bill!

MR. DEPUTY-SPEAKER: You will see that when you are in the Chair!

SHRI JYOTIRMOY BOSU (Diamond Harbour): He represents the LIC union in the House.

(Interruptions)

MR. DEPUTY-SPEAKER: Mr. Jyotirmoy Bosu, I have known him longer than you.

SHRI SUNIL MAITRA (Calcutta North East): Sir, I was one of those persons who negotiated with the Management of the LIC in 1974. The end result of this negotiation was the settlement of 24th January 1974. The then Finance Minister Mr. Y. B. Chavan and the then Labour Minister Mr. Raghunatha Reddy participated in the discussion. After nearly 6 months of protracted negotiation between the management of the LIC on the one hand and LIC employees on the other, ultimately an agreement was signed. After the agreement was signed, the Board of Directors of the LIC approved the terms of Settlement. Subsequently the Finance Department of the Government of India approved of the Settlement arrived at.

15.30 hrs.

[SHRI HARINATH MISHRA in the Chair]

This agreement is being sabotaged by the introduction of this Bill moved by the Finance Minister. Now, in the first line of the Bill it is stated as follows:—

"Whereas for securing the interests of the Life Insurance Corporation of India and its policy-holders..." Therefore, this Bill is sought to be introduced. I would like to invite your attention to the Preamble of the 1974 Settlement.

The preamble of the 1974 settlement says as follows:

"...Whereas the Corporation has carried on negotiations with the said associations between the period

†Moved with the recommendation by the President.

July 1973 and January 1974 at which there has been free and frank exchange of views in regard to various matters including the obligations of the Corporation to the policyholders and the community. . . ."

Therefore, when the agreement was entered into, both the LIC Management and the employees' representatives took into consideration the interests of the policy-holders as well as the interests of the L.I.C. and only thereafter they entered into an agreement which subsequently was approved of by the Ministry of Finance, Government of India. Now, the paradox of the situation is that today in the same name of safeguarding the interests of the policy-holders and safeguarding the interests of the Life Insurance Corporation, the entire agreement is being sought to be destroyed. Actually when you say that you want to secure the interests of the L.I.C. and its policy holders through the introduction of this Bill, do you mean to say that because of the existence of this settlement the interests of the policy-holders were being jeopardised and affected? Now, if you look into the facts, actually the policy-holders' interests were taken care of as a result of this agreement.

Now, in 1957, one individual Class-III employee of the L.I.C. was to service 276 policy-holders. On 24th January, 1974, the agreement was signed. In 1974-75, one individual employee was to service 474 policy-holders. In 1979-80, one L.I.C. Class-III employee was servicing 607 policy-holders. That means the productivity of the Class-III employees has gone up. In 1957, the Class-III employee was servicing 276 policy-holders. In 1979-80, he was servicing 607 policy-holders. I would like to ask the hon. Finance Minister whether he would still like to argue that the interests of the L.I.C. and the interests of the policy-holders were not being looked after.

Now, the total number of policies in existence in 1974-75, when the agreement was signed, was 1,87,45,000. In 1979-80, the total number of policies in

force rose to 2,20,39,000. Can you say that the interests of the policy-holders were not being looked after? Now, the total number of Class-III employees in L.I.C. in 1974-75 were 37,974 and in 1979-80, the total number of Class-III employees had come down to 36,389. Even then the hon. Finance Minister would argue that the interests of the policy-holders were not being looked after by the employees and that is why the wages of the employees, their interests, their bonus, dearness allowance etc. have to be equated with those of the other Government of India employees through the introduction of this Bill. The Bill again says:

"to control the cost of administration it is necessary that revision of the terms and conditions of service applicable to the employees and agents of the Corporation should be undertaken expeditiously."

From this, naturally it follows that an impression is being sought to be created as if the cost effects of the L.I.C. were going up, as if the expenses were going up.

My esteemed friend, Shri Indrajit Gupta, gave some figures. I am also giving you certain other figures. The renewal expense ratio in 1974-75 when you arrived at a settlement with the employees was 18.97 per cent of the renewal premium income of the Life Insurance Corporation. In 1979-80, it has come down to 13.01 per cent. What does it mean? Was the cost going up? It was coming down. When you take the total expenses of the Life Insurance Corporation in relation to the total income, expenses only mean the commission you pay to the Life Insurance Corporation agents, the medical fee you pay to the medical practitioners for carrying out the medical examination of the insured persons, the amount spent towards postage stamps, telephone bills, conveyance etc. In 1974-75, the total expenses were 22.59 per cent of the total income of the Life Insurance Corporation. In 1979-80, this percentage came down to 16.54 per cent. And if you take the expenses on account of salary, in the year 1974-75, the year when we entered into an agreement with the LIC employees, the

[Shri Sunil Mahtta]

ratio of these expenses to the total income was 13.48 per cent. In subsequent years, expenses on this account came down to 12.97 per cent, 10.26 per cent, 10.57 per cent, 10.02 per cent and in the last year, that is, 1979-80, for which the figures are available, it came down to 9.20 per cent. Therefore, when you say that through this Bill your intention is to control the cost, I would like to know whether the cost was going up or whether it was coming down. If you take the figures for the last five years, even a layman would come to the conclusion that the costs were going down. In that case, in the first paragraph of the Statement of Objects and Reasons how do you say that in order to control the cost, you are bringing forward this Bill? There should be some sense in it. I, therefore, submit that the object of the Bill is not only misconstrued, but it says something which is not at all a fact.

When on the 31st January this Ordinance was promulgated, some stories were given by the Finance Ministry to the press reporters. One of the stories, which has been aptly replied to by Shri Indrajit Gupta, was that some Life Insurance Corporation Class III employees were getting Rs. 3412/- per month. And it was stated that this was in addition to the overtime allowance. I would like the Finance Minister to know from the bureaucrats who have been briefing him, how much overtime allowance you have been paying in the Life Insurance Corporation. Through the press etc. you have been creating an impression that this overtime would amount to Rs. 30, 40 or 50 crores annually, but nobody knows actually what the exact figure is. That is the campaign launched against the bank employees also. In respect of the employees of any institution if you say that this salary is in addition to the overtime, immediately the impression in the mind of the public would be as if the overtime must be in terms of Rs. 20, 30 or 50 crores. But how much have you paid actually? In 1974-75, when you arrived at a settlement with

the LIC employees, the total overtime bill was Rs. 1,15,81,755. On subsequent years, it came down to Rs. 47,74,710, Rs. 2,83,065, Rs. 2,83,065 and in 1978-79, it was Rs. 3,07,665 out of which Rs. 2,24,866 were paid to the Class IV staff, drivers etc. This is because of the Chairman, the Ministers, bureaucrats of the Finance Department, who go by plane and the drivers have to wait for them upto 1.00 or even upto 1 O'clock. It was incurred only because of you. It is not because of anyone else, but because of the high-ups in LIC, Ministers and the bureaucrats of the Finance Ministry. For you, Rs. 2 lakh-odd of overtime was paid. When Johnny from the Finance Ministry briefed the Press that Rs. 3412 was being paid to LIC employees in addition to over-time, he should have been kind enough to tell the Parliament and the country, as to what are the over-time amounts paid to LIC employees. There should be a limit to deception also. Neither it is moral nor ethical to deride and pull down the employees in the eyes of the people. Because the Press does not want to publicize the employees point of view, and because the employees are not in a position to defend themselves, is it fair to use any language against the employees?

The Bill is sought to be justified, as being necessary to safeguard the interests of the policy-holders. LIC is supposed to be the trustee of the money of the policy-holders; and Government is posing to be its watch-dog. What is the role of the Government? Take the settlement of claims. Let me quote the report of the Era Sezhiyan Committee appointed by the Government of India, on whose recommendation you are to-day breaking up the LIC. Era Sezhiyan Committee says:

"LIC has shown a considerable improvement in the matter of claims settlement during the last 10 years and its performance compares favourably with that of leading India companies before nationalization."

Mr. Barot, please note that in relation to settlement of claims, the Era

Sezhiyan Committee says that it compares favourably with that of leading Indian companies before nationalization—and even of the United States insurance companies to-day.

This is the performance of the LIC employees. So far as complaints against them are concerned, in the year 1974-75 for every, 1,000 policies they came to 2.65; in 1979-80 the figure has come down to 0.95. So goes the Era Sezhiyan Committee's report to the Government. In the year 1974-75 when we entered into the settlement, the Life Fund amounted to Rs. 3033.79 crores, in 1979-80 it was Rs. 5818.09 crores. Bonus to policy holders in 1974-75, i.e. for endowment policy, was Rs. 17.60; in 1979-80, LIC paid Rs. 24.80; and as from 1st January, 1980, a terminal bonus of Rs. 3/- per policy per thousand rupees, in addition to Rs. 24.80 has been announced. The lapsation ratio on 1974-75 was 5.4 per cent; in 1979-80 it has come down to 3.8 per cent. Premium income for LIC was Rs. 511.24 crores in 1974-75, which has gone up to Rs. 875.37 crores in 1979-80.

Then we come to the role of the Government. What is the total fund invested? They are talking of the cost. The question of cost comes only in the context of safeguarding the interests of the policy-holders. Is the policy of the Government of India serving the interests of the policy holders? The total funds of LIC, invested in 1974-75 amounted to Rs. 2803.20 crores; and in 1979-80, the figure was Rs. 5,747.51 crores. Out of this investment, on 31-3-1975, valuation surplus came to be Rs. 181.50 crores. On 31-3-79, valuation surplus came to Rs. 372.94, crores. Out of this valuation surplus, as per the Life Insurance Corporation Act, 95 per cent should go to policy holders, and 5 per cent should come to Government.

The Government invested Rs. 5 crores in the Life Insurance Corporation of India when it was formed on 1-9-1955. You see, Rs. 5 crores were invested;

ONE HON. MEMBER: Total? Is it the total amount invested?

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SHRI SUNIL MAITRA: Yes, total. And in the last two years the Government of India has taken away more Rs. 70 crores by way of valuation surplus. You have taken away Rs. 70 crores. (Interruptions).

SHRI SOMNATH CHATTERJEE: They are hungry.

SHRI SUNIL MAITRA: Let me put it before you. You say you safeguard the interests of the policy-holders. Why should the people invest in the Life Insurance Corporation of India? They can get as much as they get from LIC, by investing in banks, in Unit Trust or other investment companies. (Interruptions).

SHRI SOMNATH CHATTERJEE: By investing elsewhere.

SHRI SUNIL MAITRA: Then you say the Life Insurance Corporation of India is a social-oriented organisation. It is an institution, which has been formed by the Government of India to do service to the people, to the common people of India. I want to say it is a business organisation and it must be run on business principles. On the other hand your total investment has been Rs. 5,740 crores, i.e. you invested Rs. 7 crores in securities and public sector up to 74 per cent, on 31-3-1980 and the cooperative sector it was 14 per cent. What was the return? The return was 7 per cent, whereas in banks the return will be anywhere near 15 and 17 per cent. In LIC the return is only 7 per cent because 85 per cent of the total investment is going back for investment into government securities and other public sector units. Therefore, today, you shift the burden of looking after the interests of the policy-holders to the employees; I submit that the employees have been servicing the policy holders so far, but it is the Government of India who have been fleecing the policy-holders. The only thing is, coming to a... (Interruptions).

SHRI SOMNATH CHATTERJEE: Ask them to pay more salary. (Interruptions)

SHRI SUNIL MAITRA: I have already stated that the valuation surplus is more (*Interruption*). Now Mr. Venkataraman's submission on the 23rd when the Bill was introduced and the discussion that followed may be seen. Mr. Venkataraman made some observations. One was regarding the intention of the Attorney General giving an undertaking. That has been rightly dealt with by Indrajit Gupta. Therefore, I am not going into it. The second thing which was mentioned was about the Supreme Court asking them to pay the bonus. At that time, I said, that the Supreme Court did say: "pay bonus". (*Interruptions*).

SHRI SOMNATH CHATTERJEE: The words are "did say". (*Interruptions*).

SHRI SUNIL MAITRA: Two orders were issued by the Supreme Court in this connection. (*Interruptions*)

SHRI SOMNATH CHATTERJEE: Unless the English words have lost the meaning. (*Interruptions*)

SHRI SUNIL MAITRA: One order was given on the 10th of November.

SHRI SOMNATH CHATTERJEE: Last year I had told Mr. H. N. Patel that we would get such an order from the Supreme Court and we got it. This time also we will get it. (*Interruptions*)

AN. HON. MEMBER: You have lost. (*Interruptions*).

SHRI SOMNATH CHATTERJEE: No. We have not lost. Your Government has lost. (*Interruptions*)

MR. CHAIRMAN: Now, Mr. Maitra, you please complete. (*Interruptions*).

SHRI SUNIL MAITRA: I am completing. (*Interruptions*)

SHRI R. VENKATARAMAN: I have a complete answer for all. (*Interruptions*)

MR. CHAIRMAN: Mr. Chatterjee, have you taken it for granted that Mr.

Venkataraman will continue to be the Finance Minister for all time to come? (*Interruptions*)

SHRI SOMNATH CHATTERJEE: If his government remains, let him be the Finance Minister. He is a nice man. (*Interruptions*)

But we want that Government to go lock, stock and barrel.

SHRI SUNIL MAITRA: On 10th November, 1980, 2 orders were passed by the Supreme Court. The Finance Minister was kind enough to read out one order. But he conveniently forgot to read another order. That other order was specific—200 per cent specific—and that order not only asked the appellant, in that case the LIC, to pay bonus but it also asked the Corporation to pay bonus with 12 per cent interest per annum. Already bonus for two years has fallen due. The Bill has been brought and the Finance Minister made a statement on 23rd February. Today I am sure that in his reply he will again deny the Supreme Court order and his partymen will use the LIC as the whipping boy, as a scapegoat. For the benefit of Mr. Venkataraman I would quote from a paper published by the Tata Consultancy Services in 1978. I am not quoting from a communist journal or a journal of the opposition. It says:

"Government think that the LIC employees are jeopardising the interests of policy-holders."

Sir, it is too big; will not read it.

MR. CHAIRMAN: Give the gist of it, as you understand.

SHRI SUNIL MAITRA: They say, you are making the LIC employees whipping boys and the LIC a scapegoat. It should not be done. The LIC employees' salaries have not gone up in the way it is projected in the papers. What has been reported in the papers is against the employees. That is what the Tata Consultancy Service says. Therefore, I am coming to this point again. So far as DA is concerned, you asked, "why should the LIC employees be paid DA without ceiling?" You entered into an agreement with me on 24th January, 1974. You gave me

a grade Rs. 175—585. It is a 22 years grade, the base year being 1960. After 24 or 25 years, when I get Rs. 585, the value of Rs. 585 should be paid in terms of the 1960 base. If Rs. 100 of 1960 come to Rs. 411 last year, what will be quantum of money that will guarantee the value of Rs. 585 in terms of 1960 prices? Therefore, you have to pay me at least four times Rs. 585. Then only you will guarantee or safeguard the value of Rs. 585 in terms of the 1960 prices. You may argue and say, "I am not giving it to the Central Government employees or to the State Government employees or to others." Because it is possible for you to cheat the others and deprive the others, that is no logic and reason to deprive the LIC employees also.

So far as bonus is concerned, that day also I tried to point out to you. You said, "Why should the LIC employees be kept outside the purview of the Bonus Act? Why should employees drawing more than Rs. 1600 get bonus when in other departments they are not getting bonus?" Let me tell you. Take for example the Reserve Bank employees. They are being paid HRA at the rate of 12/12 per cent with a minimum of Rs. 60 and maximum of Rs. 150 per month, whereas LIC employees get only 10 per cent of their basic salary with a minimum of Rs. 22 and maximum of Rs. 28. Under the CGHS, against a nominal payment of Rs. 2.50 a month, you give medical care to the entire family of the Central Government employees. For LIC employees you pay Rs. 100/- for the entire year. So, when you are talking in terms of bonus, talk in terms of the entire agreement. Do not take up only bonus and dearness allowance and then try to project it in isolation to others. Justice Krishna Ayyar said in his judgment that the agreement should be viewed in its totality. The agreement is the product of a policy of give and take. We gave some concessions in terms of HRA, CCA and medical. You gave us concessions in terms of bonus and dearness allowance. That is how collective bargaining takes place. Mr. Barot once told me that he was a trade unionist. I know that Mr. Venka-

taraman was also a trade unionist. So, you know how to bargain. That is the way trade unions bargain. That is the way we bargained in 1974. To rob the LIC employees of this concession will be immoral and unethical. The LIC employees shall never take it lying down. In 1976 you tried but you failed. In 1978 Janta tried but it failed. In 1980 again you are trying and again you will fail. The LIC employees will be going on strike on 11th and 12th. They will continue fighting till the bitter end.

With these words, I oppose your Bill lock, stock and barrel and I support the Statutory Resolution moved by Shri Indrajit Gupta.

श्री मूलचन्द डागा (गाली): सभापति जी, मैं इस स्टेटमेंट रीजोल्यूशन का जो कि मूब किया गया है, विरोध करता हूँ और लाइफ इन्श्योरेंस कारपोरेशन गजट (अमैंडमेंट) बिल का हृदय से समर्थन करता हूँ।

सभापति जी, मैं एक बात चाहता था कि ये जो हमारे बड़े अच्छे नेता हैं जो कि आज 44 हजार आदिमियों की वकालत कर रहे हैं, ये जरा हिन्दुस्तान की 65-70 करोड़ जनता के सामने जा कर यह आवाज उठाते . . .

एक माननीय सदस्य: हम उठाते हैं।

श्री मूलचन्द डागा: अगर आपका भाषण इस बारे में बोट क्लब पर होता तो मैं बड़ा खुश होता। आप जो यहां बोले वाले लोग हैं, वे जरा हिन्दुस्तान की हाहत को समझ लेते। आज देश के अन्दर कितनी विसंगतियां हैं। उन विसंगतियों को दूर करने के लिए आपकी तरफ से आवाज उठनी चाहिए थी। आपकी आवाज उठनी चाहिए थी कि इस देश में वंज पालिसी बननी चाहिए।

जब यहां के फाइनेंस मिनिस्टर ने इस बारे में यहां भाषण दिया, एक स्टेटमेंट ले किया तो उसमें क्या कहा—

"The monthly emoluments of a Class III employee in the LIC and a Joint Secretary to the Government

of India, at the maximum of the grade are as indicated below:

Class III Employment of LIC Joint Secretary to the Govt. of India	Basic	DA	Bonus	January, 1981 Total
	920	2042	444	3406
	2750	450	—	3200

जो इंडिया का ज्वाइंट सेक्रेटरी है उसके पूरे एमोल्यूमेंट्स 3200 रुपये हैं और हमारे क्लास थी के जो एम्प्लॉयज लाइफ इश्योरेंस कारपोरेशन के हैं उनका महीने का एवरज 3,406 रुपये है। यह स्टेट-मेंट फाइनेंस मिनिस्टर साहब ने यहां रखा है।

जब सेन्ट्रल पे कमीशन की रिपोर्ट रखी गई, उसमें पेज 38 पर मैं आपको बतलाता हूँ कि उसका परपज क्या था—

"In India the number of salaried employees and wage earners is a much smaller percentage of the total economically active population, as compared with the corresponding figure for the other countries which are more advanced. Secondly, the number of Central Government employees in India is a significantly higher percentage of the total number of salaried employees and wage earners as compared to the corresponding percentage for other countries. The Government of India has a dual role, being responsible not only for the governance and development of the country as well as the uplift of the masses, but also for the contentment, efficiency and morale of its own employees where it functions in the role of an employer. The Government of India cannot formulate its wages and salaries policy obvious of its developmental role, and to the detriment of the masses. Much literature has recently come out indicating the depth and extent of poverty in India. It is to be expected, therefore, that the Government will proceed cautiously so as not to accentuate existing disparities and exacerbate social tensions."

This is from the Third Pay Commission Report, 1973, page 38.

हम लोगों को सोचना होगा। जब लाइफ

इश्योरेंस कारपोरेशन में काम करने वालों की तत्त्वाहों में और अन्य संस्थानों में काम करने वालों की तत्त्वाहों में और पब्लिक सेक्टर में काम करने वालों की तत्त्वाहों में विसंगतियां होंगी, अन्तर होगा तो आप समझ सकते हैं कि लोगों में अशांति और आक्रोश की भावना जागीगी।

16 hrs.

आज आप देखें कि पालिसी धारकों की क्या हालत है। सन् 1956 के अन्दर यह एक्ट फोर्स में आया और आज 18 गुना काम बढ़ गया है, लेकिन खर्चा वही 25 से 31 परसेंट चला आ रहा है। जब काम इतना बढ़ गया है तो खर्चा अब कम होना चाहिए।

हमारे विपक्ष के साथी कुछ लोगों को खुश करने के लिए यहां पर इस तरह की बातें करते हैं, लेकिन यह एक तालिजान कदम है, मजबूत कदम है, सही कदम है और इसकी हम सबको तारीफ करनी चाहिए। मैं यह चाहता था कि आप भी इसकी तारीफ करते। आपको पालिसी धारकों का कोई ध्यान नहीं है। हम लोगों का शोषण होता रहे, आपको कोई परवाह नहीं है।

हमारा प्रीमियम कब तय किया गया था? हमारा प्रीमियम तय किया गया था जब हमारी आसत एज 32 वर्ष थी, आज हमारी आसत एज 50 वर्ष है। एक तरफ तो आप कहते हैं कि गांवों की तरक्की होनी चाहिए और दूसरी तरफ आप इस तरह की बात कर रहे हैं।

एक बात जरूर है कि जिन लोगों ने मोशन मूव किया है, उन्हें चाहिए कि सुप्रीम कोर्ट में अपने वकील की ब्रीफिंग कर दें उनको जो बताना था उन्होंने बता दिया है। लेकिन 1974 में जो डिजिजन हुआ था वह क्या था यह मैं आपको बतलाना चाहता हूँ।

SHRI SOMNATH CHATTERJEE:
Who has given you all this information?

SHRI MOOL CHAND DAGA: I have got my own papers.

SHRI SOMNATH CHATTERJEE: Not the Finance Minister.

SHRI MOOL CHAND DAGA: Never I do to any Minister.

MR. CHAIRMAN: Mr. Daga is an Advocate himself.

SHRI MOOL CHAND DAGA: I quote:

"There was a bonus agreement between the employees and the corporation which had been upheld by the Supreme Court and, which, in fact, had directed the LIC in last November to pay bonus according to the terms. . . . The Supreme Court had then held that the 1974 settlement should continue until it was superseded by a fresh settlement, award or suitable legislation."

वित्त मंत्री जी ने देश की हालत को पहचान कर, देश की नब्ज को पहचान कर, समय की आवाज को पहचान कर इस बिल को रखा है और आपको इसका स्वागत करना चाहिए। आप टूडे यूनिनियन है। पब्लिक में जाकर आप क्या कहेंगे? यह कहेंगे कि 44 हजार लोगों की वकालत करने की आपने हिम्मत दिखाई है और जो करोड़ों की तादाद में गरीब देश में हैं उनकी चिन्ता आपको नहीं है? पॉलिसी होल्डर्स के शोषण को भी आपको देखना चाहिये। आर्डिनेंस जब आया तो आपने इलाहाबाद वगैरह में रिट दायर कर दी। सुप्रीम कोर्ट में रिट दायर कर दी। ऐसा आपने क्यों किया? आप देखें कि प्रापर्टी राइट तो जनता पार्टी ने खत्म कर दिया है। जब वह राइट खत्म हो गया तो दोनस पर जो राइट था वह भी खत्म हो गया उस रूप में। जब आर्टिकल 31 खत्म हो गया तो यह भी खत्म हो गया। इंडस्ट्रियल डिस्प्यूट्स एक्ट को नीचे आप सुप्रीम कोर्ट में जा रहे हैं। भरपेट आप वहाँ इन लोगों की वकालत कर लें, थर्ड और फोर्थ क्लास की वकालत कर लें लेकिन अन्त में आप इसी नतीजे पर पहुँचेंगे कि देश बड़ा है, ये 44000 लोग देश से बड़े नहीं हैं। भारत के लोगों की

हालत को आप देखें। जितने हमारे ये प्रतिष्ठान हैं इनकी हालत को आप देखें। छंटे से दायरे में ही आप अपने आपको सीमित न कर लें—एल. आई. सी. में खर्चा बढ़ गया है, काम उसका अच्छा नहीं है। एरा संजियन कमेटी की रिपोर्ट है उसको आप देखें। जो काम किया गया है वह मेरी राय में सही है। अगर शास्त्री जी को शक हो तो वह भूख हड़ताल करके देख लें और देख लें कि कितने लोग उनके साथ आते हैं।

सभापति महोदय : शास्त्री जी इनके दुबले पतले हैं और आपको उन पर दया करनी चाहिये।

श्री रामावतार शास्त्री (पटना): 20-20 और 25-25 दिन तक मैंने अंग्रेजों के जमाने में भूख हड़ताल की है। कांग्रेस के राज्य में भी मैंने 1948 में भूख हड़ताल की है।

श्री मूल चन्द डागा: मैं आपको सामने पेपर्स के कमेंट्स भी रखना चाहता हूँ। टिब्यून ने यह लिखा था:

"The LIC's mounting wage bill is not the concern of the institution alone but has to be viewed in terms of the implicit financial burden on the community and the resultant denial of the long-awaited benefits to the policy-holders who have even greater claim on the corporation than the staff."

Government is a servant of the people; the servant gets more protective rights than the master.

जिन्होंने यह स्टेटूटरी रजोल्यूशन मन्त्रि कक्षा है वह बोलने के लिए तो बोल गए हैं लेकिन रात को जब सोचेंगे और विचार करेंगे तो इसी नतीजे पर पहुँचेंगे कि उन्होंने गुनाह किया है। गवर्नमेंट का कदम बिल्कुल सही है और मैं इसकी तारीफ़ करता हूँ। सही वक्त पर उठाया गया यह कदम है। पिछड़े हुए लोगों की तरफ, खेतियार मजदूरों की तरफ, बाँडिड लेबर की तरफ भी हमको ध्यान देना होगा। उनकी तन-स्वाहों को भी हमको देखना होगा। केवल

[श्री मूल चन्द डागा]

इन्हीं की तनख्वाहों को हमें नहीं देबना है।

इन शब्दों के साथ मैं इस स्टैंडबोर्ड रजोल्यूशन का विरोध करता हूँ और इस बिल का समर्थन करता हूँ।

श्री जार्ज फर्नान्डो (मुजफ्फरपुर): सभापति महोदय, हमने श्री डागा का भाषण बड़े गौर से सुना और उन्होंने अपने भाषण को समाप्त करते हुए यह कहा कि सरकार का कदम सही है और उसका समर्थन होना चाहिये। सबसे पहले वित्त मंत्री को और श्री डागा को दोनों को मैं याद दिलाना चाहता हूँ कि जो एल. आई. सी. कर्मचारियों के साथ समझौता हुआ था, जिसका आप अध्यादेश के द्वारा समाप्त करना चाहते हैं, वह समझौता भी आपकी ही सरकार ने किया था। तो मैं जानना चाहता हूँ कि सरकार क्या उस समझौते को करते समय जिसमें वेतन बढ़ गया, मंहगाई भत्ता बढ़ गया, वॉनेस का फैसला हो गया, अलग-अलग चीजों के फैसले हो गये, लगातार 15, 20 साल की कलेक्टिव बारगेनिंग के चलते हुए वह फैसले हैं जिनको आज मिटाने का काम आप कर रहे हैं, और खास तौर पर जिस मुद्दे को आज मिटाने के लिये इस अध्यादेश को लाकर अपने निर्णयों का ऐलान किया है, वह तो आपने ही मंजूर किया था। आपकी सरकार के वित्त मंत्री उसमें थे, श्रम मंत्री थे, एल. आई. सी. के चेयरमैन संबंधित अफसर उसमें बैठे थे और अन्त में सम्पूर्ण मंत्रिमंडल द्वारा स्वीकार करने के बाद यह समझौता कर्मचारियों के संगठनों के साथ किया था। और फिर आज हम सुन रहे हैं कि सरकार ने जो कदम उठाया है वह बिलकूल ही सही है। यानी वकालत जरूर हो जाय। मगर यह भी तो समझ लीजिये कि जो कह रहे हैं खुद के ही विरोध में कह रहे हैं, क्योंकि आज अगर यह जो सरकार कर रही है वह सही है तो आप यह कह रहे हैं कि पहले जो किया था वह गलत था, वह मूर्खता थी। उस समय बिना सोचे, बिना समझे अपनी समस्याओं को वगैर अंदाज किये हुए आप समझौता करने के लिये गये थे। तो इसलिये सबसे पहले मैं यह कहना चाहता हूँ कि सरकार आज जो अध्यादेश लायी है उसके समर्थन में हमारे

मित्र श्री डागा चाहे जो कुछ कहें और वित्त मंत्री चाहे जो जवाब देने का प्रयास करें, मगर हकीकत यह है कि सिर्फ एल. आई. सी. का वेतन क्या है, उसकी स्थिति क्या है इसके साथ जुड़ा हुआ मामला नहीं है बल्कि इस देश के श्रमिकों के बारे में एक नई नीति को देश के सामने आज पेश करने का आप काम कर रहे हैं।

कम से कम हमारे जैसे लोगों के मन में कोई गलत फहमी नहीं होनी चाहिये क्योंकि पिछले तीन महीनों का, उसके पहले का नहीं, पिछले तीन महीनों का इतिहास देखें। एक तरफ अध्यादेश लाये एल. आई. सी. कर्मचारियों के बारे में, उधर अपने लोको कर्मचारियों को पहले संघर्ष में डकैल देने का काम किया और उसके बाद तोड़ने का काम किया। इस पर कोई गलत फहमी नहीं होनी चाहिये, इस मामले पर हमने बहुत कोशिश की। उन कर्मचारियों ने अपने संघर्ष को वापस लेने का काम तो जरूर किया है, लेकिन अगर उसकी समूची परिस्थिति का अध्ययन कोई भी करने के लिये बैठे तो यह बात स्पष्ट हो जायेगी कि पिछले 3 महीने में देश के रेलवे के उन लोगों कर्मचारियों को पहले संघर्ष में डकैल देने का काम सरकार की ओर से हो गया और उसके बाद उनको भार भार कर खदेड़ने का और सैकड़ों लोगों को नेशनल सेक्यूरिटी ऐक्ट के अंतर्गत गिरफ्तार करने का काम हुआ। असत्य इसमें कोई बात नहीं है क्योंकि सदन में मंत्री लोग कह चुके हैं कि हमने गिरफ्तार किया है, मंत्री लोग कह चुके हैं कि हमने कर्मचारियों को नौकरी से हटाने का काम किया है। जैसे फरवरी में कितने लोगों को गिरफ्तार किया, कितनों को हटाया गया इसकी जानकारी है। तो एक तो वहां पर अपने काम किया।

बंगलौर में क्या हो रहा है, उसको हम देखे ही रहे हैं। यहां जब वित्त मंत्री जी अपनी बात को रखेंगे (व्यवधान) हां, हां, बंगलौर की चर्चा करने में तकलीफ आपको होगी, लेकिन ऐसी अद्भुत चीज वहां हो रही है, अद्भुत घटना घट रही है जिसका कुछ अन्दाज हमें नहीं हो सकता है। आज की स्थिति में हमारे दोस्त श्री इन्द्रजीत गुप्ता ने कहा कि एमर्जेन्सी की

वरकृत नहीं है, बिना एमर्जेन्सी आप ऐसे कामों को आज कर रहे हैं जो पहले एमर्जेन्सी के माध्यम से करते थे।

बंगलौर में कर्मचारियों ने शहर में अपनी एक आम-सभा करने के लिये इजाजत मांगी चिक लाल बाग में लेकिन उनको यह इजाजत नहीं मिली। आपको आश्चर्य होगा कि कल शाम को समूचे चिक लाल बाग को वारवड वायर से बन्द करने का काम हो चुका है ताकि कोई अन्दर न घुस सके। यह काम बंगलौर में हो चुका है। कल शाम 7 बजे से लेकर आज सुबह 7 बजे तक बंगलौर की पुलिस, पी. डब्लू. डी. और अन्य ठेकेदार के कर्मचारियों को लगाकर उस मैदान को वारवड वायर से ऐसे करा जा रहा है जिससे वहां कोई मीटिंग करने के लिये जा न सके।

वहां 71 दिन से हड़ताल चल रही है और वहां कर्मचारियों की और पब्लिक सैक्टर की जो स्थिति है, उससे 150 करोड़ का प्रोडक्शन समाप्त हो गया, 35 करोड़ कर्मचारियों का वेतन नष्ट हो गया, लेकिन सरकार की दमन नीति का सामना आज वह कर्मचारी कर रहे हैं। उनके वेतन के बारे में यह नहीं हो सकता है, जो एल. आई. सी. कर्मचारियों के बारे में किया गया है, लेकिन वहां आज दमन चल रहा है।

इसलिये जब एल. आई. सी. के अध्यादेश की चर्चा हो रहा है तो सिर्फ इस अध्यादेश को एल. आई. सी. कर्मचारियों के वेतन तक ही नहीं रखना चाहिये। हम तो पिछली बार जब इस कानून को पेश करने का काम कर रहे थे, तो हम विरोध कर रहे थे। आपका ज्वायन्ट सैन्टेटरी आज इतना परेशान है कि वह सोचता है कि एल. आई. सी. के बाबू को ज्यादा वेतना मिलता है। मेरा कहना है कि अगर एल. आई. सी. के बाबू को ज्यादा वेतन मिलता है, तो वह अपनी नौकरी छोड़े और जाय एल. आई. सी. में। यहां काहे के लिये भक मार रहा है। छोड़े नौकरी और जाय एल. आई. सी. में और एच. एम. टी. में भर्ती हो, क्यों यहां ज्वायन्ट सैन्टेटरी बना है? लेकिन अबबारों के माध्यम से और रेडियो के माध्यम से एक

ऐसा माहौल बनाने का काम करेंगे कि ज्वायन्ट सैन्टेटरी को कम वेतन मिलता है और एल. आई. सी. के बाबू को ज्यादा मिलता है। हमने पिछले बार आंकड़े रखे थे कि कुल 35 हजार कर्मचारियों में से 600 के बारे में आप जो बात कहते हैं, वह सिद्धान्ततः लागू हो सकती है, लेकिन असल में यह सिर्फ 4 लोगों के लिये लागू है, इन चार लोगों वाली बात को लेकर आप 21 हजार कर्मचारियों को बदनाम करने का काम कर रहे हैं और ज्वायन्ट सैन्टेटरी की इज्जत भी घटाने का काम आप कर रहे हैं। उसकी इज्जत को इतना मत घटाओ, उसको ज्वायन्ट सैन्टेटरी बना रहने दो, एल. आई. सी. में बाबू बनने के लिये प्रेरित मत करो। आप हकीकत को क्यों छोड़े जा रहे हैं? गलत बातों को सही बनाकर यहां पर क्यों रखते हैं?

सवाल आज मुख्यतः सरकार की मजदूर संबंधी नीतियों का है। सरकार के दमन को कहां तक लोग बर्दाश्त करने के लिये तैयार हैं, कहां तक बर्दाश्त की गई लोगों की तरफ से, कब और कहां पर मुकाबला हो जायेगा, इसको आज यह सरकार आहिस्ता-आहिस्ता जांच करने के प्रयास में लगी हुई है और मजदूरों के बारे में यह नीति बहुत ही स्पष्ट हो चुकी है। आप उन मुद्दों की चर्चा करेंगे जिस पर पिछली बार कार्पोरल लम्बी बात हो चुकी है हमारे दो साथी उन मुद्दों पर बोल चुके हैं।

जहां तक आंकड़े का सवाल है, मैं एक बात पूछना चाहता हूँ कि अगर मंत्री महोदय का यह कहना है कि एल. आई. सी. में खर्चा बहुत हो गया और इस पर रोक लगाने की बात है तो फिर एक एल. आई. सी. की जगह 5 एल. आई. सी. करने का क्या कारण है?

एक माननीय सदस्य: काम ठीक नहीं है।

श्री जार्ज फर्नान्डिस: काम ठीक नहीं है? मैं कारण बताता हूँ। एक चेयरमैन-मैन-जिंग डायरेक्टर की जगह 5 लोगों को काम मिलेगा 5 बड़े लोगों को, 10 लोग जो बोर्ड आफ डायरेक्टर्स हैं, उनकी जगह

[श्री जार्ज फर्नान्डीस]

50 का इंतजाम किया जायेगा। 100-150 जो बड़े अफसर हैं सीनियर एग्जीक्यूटिव हैं, उनको जगह पर 5 गुना लोगों की और संख्या बढ़ेगी और जो ज्यूनियर सैफ्टेरी आज बड़ी चिन्ता में हैं, उनको दो-दो लोगों का बोर्ड में जगह मिलेगी। इसका कारण बहुत सीधा है : हिन्दुस्तान में उनके स्थान पर बैठे हुए, व्यवस्था को चलाने वाले लोग यह अच्छी तरह से जानते हैं कि अपने आग को कैसे बनाये रखना है।

सभापति महोदय : इसका उद्देश्य डी-सेंट्रलाइजेशन भी तो हो सकता है।

श्री जार्ज फर्नान्डीस : यह डी-सेंट्रलाइजेशन नहीं है, यह तो प्रालीफरेशन है।

It has nothing to do with decentralisation. This is bureaucracy, and the establishment of this country has a tremendous capacity for self-proliferation. That is what they are upto now.

PROF. MADHU DANDAVATE: Parkinson's Law.

श्री जार्ज फर्नान्डीस : जहां तक ऊपर के लोगों का सम्बन्ध है, एक की जगह पांच का इंतजाम हो जायेगा। मगर वित्त मंत्री बतायें कि क्या नीचे के कर्मचारियों की संख्या बढ़ेगी। नहीं बढ़ेगी। जितने चपरासी हैं, उतने ही रहेंगे। घितने बाबू हैं उतने ही रहेंगे। क्लास फोर, क्लास थ्री और क्लास टू के जितने लोग हैं, उतने ही रहेंगे। लेकिन जिन मूठ्ठी भर लोगों को व्यवस्था का आधार माना जाता है, इस निर्णय को द्वारा उनको लिए पांच गुना ज्यादा जगह हो जायेगी।

पैसा ज्यादा खर्च होगा या कम ? मैं मंत्री महोदय से यह जानना चाहता हूँ कि जब वह पांच कम्पनियां बनायेंगे, तो कर्मचारियों पर ज्यादा खर्च होगा या बड़े लोगों पर ज्यादा खर्च होगा। अभी हमारे मित्र, श्री सुनील मंधा, ने बताया है कि कैसे ओवरटाइम का पैसा बनाया जाता है। कार चलाने वाले लोग कलकत्ता, बम्बई जैसे स्थानों पर पहुंच गये—डायरेक्टर, जॉयंट सैफ्टेरी और मंत्री महोदय पहुंच गये। यह ओवरटाइम का हिसाब है। मंत्री

महोदय याद रखें कि अगले साल ओवर-टाइम ज्यादा देना पड़ेगा क्योंकि अब ज्यादा बोर्ड आफ डायरेक्टर के लोग, ज्यादा चैयरमैन ज्यादा मैनेजिंग डायरेक्टर और ज्यादा जॉयंट सैफ्टेरी घूमेंगे।

सभापति महोदय : वे सुपरवाइज करने के लिए जाते होंगे।

श्री जार्ज फर्नान्डीस : यह हिस्सा-भास् व्यवस्था है। उसमें उनके स्तर पर जो लोग बैठे हुये हैं, उनके द्वारा अपना हिस्सा मारने का काम होता है। इस लिए पैसा मारनी का काम होता है। इस लिए पैसा रिस्ता नहीं है, यह बात मैं यूथ कांग्रेस के वायोवर्द्धा सदस्यों को बड़े अदब के साथ कहना चाहता हूँ। (व्यवधान)

हम लोग आपसे मैं कहस कर सकते हैं कि हिन्दुस्तान में एक वेतन नीति होनी चाहिए या नहीं। हम भी इस सरकार में रहे हैं। श्री मधु दंडवते और मैं सरकार में रहे हैं। उस सरकार में रहते हुये हम लोगों ने भी इस बात पर चर्चा छोड़ी कि एक वेतन नीति देश में होनी चाहिए। एक कमेटी भी बनी थी, जिस पर बड़ा हल्ला भी हुआ था। भूतलिंगम कमेटी उस का नाम था। उस कमेटी की तरफ से कुछ बातें हुई थीं।

सभापति महोदय : वृथीलिंगम या भूतलिंगम ?

श्री जार्ज फर्नान्डीस : जैसा भी आप समझें इस मामले में आपकी राय को मैं स्वीकार कर लूंगा।

मुझे मालूम है कि मंत्री महोदय या शायद हमारे युनियन मिनिस्टर इस पर बोलेंगे। ये लोग बड़े गुस्से और जोश के साथ बोलते हैं—पता नहीं दिल से बोलते हैं या गले से बोलते हैं। भूतलिंगम कमेटी ने यह चर्चा जरूर की कि कुछ लोगों का वेतन बहुत कम हो, इस स्थिति को खत्म करना चाहिए। मगर उस कमेटी ने बहुत ही स्पष्ट शब्दों में कहा है कि इस स्थिति को खत्म करने का यह तरीका नहीं है कि ऊपर के लोगों के वेतन को नीचे लाने का काम किया जाये, बच-कट किया जाये।

THE DEPUTY MINISTER IN THE MINISTRY OF FINANCE (SHRI MAGANBHAI BAROT): You did not implement it. That was for you to implement.

श्री जार्ज फर्नान्डीस: हम कितना कर पाये, - कितना नहीं कर पाये, यह आप के साथ एक बलग बहस का विषय है। उसपर हम लोग बहस कर सकते हैं।

आज देश भर में यह गलतफहमी फैलाई जा रही है कि कुछ कर्मचारियों के हाथ में बहुत पैसा है, गांवों के बारे में क्यों नहीं सोचते हैं। लोग हाई वेज आइलैंड्स की बात कहते हैं। लेकिन हमारे जैसे लोग जब इस प्रश्न पर चर्चा करते हैं, तो वे न सिर्फ वेतन में बराबरी की बात कहते हैं, बल्कि सारी अर्थ-व्यवस्था और सामाजिक अवस्था में गैर-बराबरी को समाप्त करने की भी बात कहते हैं।

(व्यवधान)

हां, भाई, काहे को आप टाटा से इतनी मुहब्बत रखते हैं... (व्यवधान)... चाहे जिस पर जाकर पड़े न, काहे के लिए हम से मुंह लगाने की बात करते हो। आप के बस का नहीं है हम से मुंह लागाना... (व्यवधान)... उन को छोड़ो, वहां बैठे हुए लोगों को छोड़ो। आप के बस का नहीं है। हम से बहस करना आप के बस का नहीं है। काहे के लिए उबझना चाहते हो?

(व्यवधान)

सभापति महोदय, अगर आप को वेतन की चर्चा करनी है, कुछ लोगों का अधिक वेतन है, कुछ लोगों का कम है, वेतन में बराबरी की अगर चर्चा करनी है तो एक राष्ट्रीय वेतन नीति पर आप चर्चा कीजिए। मैं वित्त मंत्री से कहूंगा, काबिल आदमी है, हम उन की इज्जत करते हैं। मैं उन से आज यह प्रार्थना करूंगा कि वह राष्ट्रीय वेतन नीति पर चर्चा करने के लिए सामने आ जायें।... (व्यवधान)... उस पर बहस हो जाय। जब राष्ट्रीय वेतन नीति पर आप बहस करेंगे तो उस में सिर्फ वेतन पर ही नहीं बल्कि समूचे खर्च की भी नीति पर आप को चर्चा करनी होगी।

सभापति महोदय: अभी तो सीमित क्षेत्र है।

श्री जार्ज फर्नान्डीस: नहीं, सभापति महोदय, यह तो राष्ट्रीय की उभाम समस्याओं को देखने का सवाल है, उस को देखने का दुंग है और वेतन का मामला, कर्मचारियों का मामला, किसानों का मामला, गरीबों का मामला, इन सारे मामलों पर आप चर्चा करेंगे तो इस को कुल राष्ट्रीय नीतियों के साथ जोड़े तब आप कभी चर्चा नहीं कर सकते हैं... (व्यवधान)...

सभापति महोदय: यह तो सब लिंकड है।

PROF MADHU DANDAVATE: They are also literate, Sir.

श्री जार्ज फर्नान्डीस: मैं तो यहां तक कहना चाहता हूँ मंत्री जी जो ये विधेयक लाये हैं इन विधेयकों के पीछे और जो श्रमिकों के ऊपर इस देश में एक हल्ला चल रहा है, शोषित लोगों पर जो एक बड़ा हल्ला चल रहा है, इन हल्लों के पीछे पैसा जहां जहां से सरकार के हाथ में लेने का काम हो सकता है वह लेने का प्रयास है लेकिन उसे खर्च कहां करेंगे? 700 करोड़ रुपया खर्च करेंगे एशियन गेम्स पर। जुटाएंगे कहां से? एल आइ सी कर्मचारियों के बारे में फिक्र है मगर दिल्ली में एयर कंडीशंड स्विमिंग पूल बनेगा, एयर कंडीशंड स्टोडियम बनेगा। यह सारा जो सिलसिला होगा क्या इस पर... (व्यवधान)...

सभापति महोदय, एक बात यह है कि कुछ लोग आदत के बहुत ही बिगड़े हैं... (व्यवधान)

आचार्य भगवान दश (अजमेर): जब यह स्वयं मंत्री थे... (व्यवधान)...

श्री जार्ज फर्नान्डीस: सभापति महोदय इन माननीय सदस्य को अगर कोई शास परेशानी है तो एक बार हमारे साथ उनकी बहस करवा दीजिए। लेकिन यह नहीं हो सकता कि हर बार और बार बार इस माननीय सदन में एक सदस्य हमेशा बहस छेड़ने का प्रयास करे... (व्यवधान)

एक माननीय सदस्य: क्यों न करें?

16.28 hrs.

[MR. SPEAKER in the Chair]

श्री जार्ज फर्नांडीस : अध्यक्ष महोदय, एक बार इस व्यक्ति को आप समझाइए।

MR. SPEAKER: Please don't interrupt.

श्री जार्ज फर्नांडीस : नहीं वह सिर्फ इंटरप्शन की बात नहीं है।

I am prepared for any amount of interruption. It is not a question of interruption. There is something called—decency. There is something called—decorum. If there are hon. Members, I can identify one who is not capable of it.

MR. SPEAKER: No interruption, please.

SHRI GEORGE FERNANDES: There is a limit. I have been put with this for a long time. But there is a limit. But I shall not allow them to go on attacking me like this.

इसलिए मैं माननीय मंत्री जी से यह बात कह रहा था कि पैसे जुटाने का काम आपको करना है और पैसा बचाने का और तरीका वह खोज रहे हैं लेकिन कहां इस पैसे को वह डालेंगे? एक तो वह पैसा आप का जायेगा 700 करोड़, उसके लिए पैसा जुटाए और फिर बात करेंगे हाइवेज आइलैंड्स की अगर उसकी बात करनी है तो भू जो अन्वीनि एंड वल्गर एक्सप्लोडिचर के आइलैंड्स है, जो फाइव स्टार होटल का आपका क्लब है, 595 रुपये सिंगिल रूम टैरिफ और 24 रुपये फार ए कप आफ टी, यह जो आप का सारा सिलसिला है इस पर भी आप को हल्ला करना होगा। इस पर हल्ला नहीं करेंगे, इसको और बढ़ाने के लिए, इस शहर में शायद दस और फाइव स्टार होटल खड़े करने के लिए जगह देने का और उस की लिए पैसे देने का काम वह करेंगे और कर्मचारियों के वेतन के बारे में बहुत छेड़ेंगे, तो बड़े अदब के साथ मैं कहना चाहता हूँ वह बात चल नहीं पाएगी, उसमें कामयाबी हो नहीं पाएगी।

इसके साथ साथ वह जो अध्यादेश के माध्यम से और जब जाने वाले कानून के माध्यम से कर्मचारियों के बुनियादी हकों पर कर्मचारियों के बुनियादी अधिकारों पर

सरकार ने हल्ला बोला है, उन पर कुठाराघात किया है, उसके सिलसिले से मैं सरकार को इशारा करना चाहूंगा—मैं बाधा करता हूँ और कोई इसको समझे न समझे लेकिन वित्त मंत्री जी जरूर समझ पायेंगे—जैसा कि श्री इन्द्रजीत गुप्त ने भी कहा है कि अगर आप इस कुठाराघात से हिन्दुस्तान के तमाम मजदूरों के आन्दोलन को तोड़ने या मिटाने का खयाल लेकर चले हैं तो इसमें आपको कभी कामयाबी नहीं मिलेगी। हिन्दुस्तान के तमाम मजदूरों का आन्दोलन आगे और भी मजबूत होगा। अगर हिन्दुस्तान के श्रमिकों और शोषित लोगों को जुटाने का ऐतिहासिक काम आप करना चाहें तो हम आपका स्वागत करेंगे लेकिन यह जो आपकी चुनौती है यह सिर्फ एल आई सी की कर्मचारियों के लिए ही नहीं है बल्कि हिन्दुस्तान के समूचे श्रमिकों के लिए है। आपकी इस चुनौती को स्वीकार करके न सिर्फ आपकी इस विधेयक का विरोध और श्री इन्द्रजीत गुप्त जी के प्रस्ताव का हम समर्थन करते हैं बल्कि हम आपको चेतावनी भी देना चाहते हैं कि इस अध्यादेश और विधेयक के विरोध में इस सदन में जो लड़ाई होगी वह तो शान्दिक लड़ाई ही होगी, यहां पर हम इसका विरोध करेंगे ही साथ ही इस सदन के बाहर भी लड़ाई तीव्रता के साथ लड़ी जाएगी और वह आपको भारी पड़ेगी जिससे आप उठ नहीं पायेंगे।

यही इशारा देकर मैं इस विधेयक का विरोध करता हूँ और श्री गुप्त के प्रस्ताव का समर्थन करता हूँ।

PROF. MADHU DANDAVATE (Rajapur): Mr. Speaker, Sir, I would very much like that this important burning problem before the country should be fully solved. There are many aspects of the problems which can be connected with the employees of the Life Insurance Corporation. But, they have got wider ramifications and I would request, through you, hon. Minister for Finance that he should take into account all assessment of the problem which is of a wider nature.

I am one among those who feel that we must try to evolve a rational, integrated, wage policy in this country about those who are in the working

class movement and those who are working in the business movement. There is no difference of opinion at all. But, after all there are methods and methods of evolving a rational and integrated wage structure policy in the country. You cannot evolve an integrated wage structure in this country unless you try to have a dialogue, a debate or consultation with the organised working class in the country, the peasantry in the country. Unless you are able to do that, the disparities in this country cannot be bridged. Therefore, a very constructive approach to the solution is necessary. You are in the Chair and you may recall that only two days back, the Government of India issued a stamp in the name of late Shri Mavalankar who was the first Speaker of the Lok Sabha whom Pandit Nehru described as the Father of the Lok Sabha.

SHRI R. L. BHATIA (Amritsar): Sir, the President of the Federal Republic of Germany is here. We should welcome him.

PROF. MADHU DANDAVATE: There are very few occasions on which we fully agree with the Treasury Benches. This is one such occasion.

MR. SPEAKER: At least we have such occasions.

PROF. MADHU DANDAVATE: I wish you occasionally invite them.

MR. SPEAKER: Sure.

PROF. MADHU DANDAVATE: I was trying to point out that if an integrated wage structure policy is to be arrived at, in that case, a wider consent is absolutely necessary. In the Bill, certain laudable objectives have been stated in order to control the cost of administration in the interest of the Life Insurance Corporation of India and the policy holders whose premium income in the Corporation is held as a trust etc.

So, in the interest of the policy holders, that has to be safe-guarded. I would like to draw your attention

to the fact that as early as 1974, when a bilateral agreement was arrived at, there was a certain preamble to the agreement. That preamble to the agreement is in tune with the objective which you profess. Only your method of implementing that objective is wrong. In the 1974 settlement, agreement it was stated that:

"Whereas the Corporation has carried on negotiations with the said associations between the period, July 1973 and January, 1974, at which there has been free and frank exchange of views in regard to various matters including the obligations of the Corporation to the policy holders and the community."

Sir, with this Preamble actually the Agreement had been arrived at. What was the hurry in bringing forward the ordinance when the Parliament was already meeting and it is exactly here that I remember, the Father of the Lok Sabha, the late Speaker, Shri Mavalankar. He was very allergic to Ordinances. Sir, you are also allergic to Ordinances. On more than one occasion you have already passed observation that it is not proper on the part of the Government when the Session is already going to be there to move forward a number of Ordinances. Therefore, Sir, there was no need to bring forward such an Ordinance at all.

Sir, this particular Preamble to the Agreement in 1974 clearly indicates that already the interests of the policy holders were behind the mind of the unions and associations and also the Government. With that background the Agreement was arrived at. As far as this Bill is concerned it will break the tradition of 25 years in LIC. What has been the tradition? The tradition is to sit round the table and have bilateral agreements. Now, this tradition is sought to be destroyed and when you seek to destroy this tradition you try to destroy the fundamental right gua-

[Prof. Madhu Dandavate]

guaranteed by the Constitution. It is not merely the collective bargaining power that is being destroyed. After all collective bargaining is done through the unions. Our Constitution gives to all people in the country the right to have free associations and free unions in the country. Even in a country like Poland workers had come on the streets to defend the right of the unions. The unions and associations are formed to have bargaining power. They are not formed as festival clubs. They are bargaining agents in the country and if your Constitution guarantees the right to organised free unions and associations then their functioning and the right of collective bargaining cannot be destroyed through the Ordinance. The Bill which the hon. Minister is seeking to bring before the House tries to destroy the right of collective bargaining and to that extent you are trying to destroy even the fundamental right of organising free unions and free associations. That is the point that has to be borne in mind.

Sir, in the Agreement that was arrived at it was made very clear in 1974 that it is going to be a package deal and when the Bonus Agreement was arrived at all these aspects were taken into consideration. It was made very clear that it is going to be a package deal. Certain benefits the workers will be prepared to surrender in lieu of their right to bonus and, therefore, it is to be treated as a package. Unfortunately, this particular spirit of the package deal is sought to be destroyed in the Bill that is brought over here.

Sir, Shri Indrajit Gupta made it clear that there was an aspect of non-profit sharing bonus at the rate of 15 per cent. This is not the first time that they are bringing an Ordinance of this type. Sir, you remember the days of the Emergency when the freedom of the country was being destroyed and the rights of the working class were destroyed. At that time

also they attempted a similar exercise and they tried to see that all the agreement arrived at were destroyed. Then the matter went to the Supreme Court at a later stage and they said that you are trying to cross the limits of the Industrial Disputes Act. You are trying to have something which is *ultra vires* of the Constitution and as a result of that you have to face a defeat in the Supreme Court but even the defeat in a free judiciary does not deter this Government. It only talks about free judiciary but when it comes to the practice it exactly acts the other way. The Allahabad High Court gave a judgment which went against you. You went to the Supreme Court.

THE DEPUTY MINISTER IN THE MINISTRY OF FINANCE (SHRI MAGANBHAI BAROT): You went. You went in appeal.

PROF. MADHU DANDAVATE: You went to the Supreme Court. You wanted that the decision may be reversed. But what happened? The Supreme Court gave decision in favour of the workers, in favour of the employees. You went in for a Review petition. You said that because some one has done in for a contempt proceedings therefore you are forced to go in for a Review petition. If you are convinced that we must respect the judgment of the judiciary, in that case you cannot make the contempt proceedings an excuse for going in for the Review petition. (Interruptions). There is one more aspect. I would like to draw your attention to this. They have been saying about 'high-wage island' and they say that the wage structure has to be rationalised and so on.

I would like to bring one fact to the attention of the hon. Minister and it is this. Please look at the progress achieved during the period when this settlement was being worked out. You will find this position from 31-3-75 to 31-3-80. The Corporation's new business increased from Rs. 3100 crores to Rs. 7906 crores.

If your mathematics is not weak—and Finance Minister's mathematics can never be weak—if you calculate the percentage, it works out to 255 per cent. So even after having this settlement, even after offering these conditions of work, even after offering the bonus, even before bringing the Ordinance you will find that new business increased to the tune of 255 per cent. It goes to the credit of the entire machinery, to all the LIC employees, that they have been able to secure such a business. Therefore, your argument that in the interest of the policyholders you are bringing forward this measure is not correct.

Sir the Sezhiyan Committee has made certain recommendations and certain concrete proposals are alternative suggestions. It has been suggested to you how it will be possible for you to safeguard the interest of the policyholders. Therefore kindly go through all these suggestions. Kindly sit with the trade union organisations and the representatives of the unions; have the representatives of the Government with you. If you have such a meeting, such a tripartite meeting, you will be able to find out ways and means by which the recommendations of the Sezhiyan Committee could be implemented. On the one hand the interest of the workers may be safeguarded. On the other hand the interest of the policy holders can also be safeguarded. Unfortunately while you are trying to profess the interest of the policyholders you are trying to do it at the cost of the LIC employees. That is an anti-working class attitude. One dangerous potential of this Bill is that you are trying to set altogether new precedents. You are trying to take the LIC employees out of the jurisdiction of the Industrial Disputes Act. You are trying to change the entire jurisdiction of the Industrial Disputes Act. And if you do it the entire basis of the working class movement will be knocked off. Bipartite discussions and bilateral discussions are the accepted practices followed in international policies as well as in trade union movements. Therefore, as you always say that our foreign policy has to be

a bipartite policy, similarly, so far as the working class movement is concerned so far as an integrated wage policy is concerned, this has to be discussed across the table with the representatives of the workers and with the leaders of the working class. Such bilateral discussion alone will be able to give you the results which are proper and just. And therefore, that is the policy that you have to follow if proper results are to be obtained.

And lastly, one thing I wish to stress. There is one danger looming large in the horizon of the working class movement. Our working class comrades think in this way. If you allow this ordinance to go through, if you allow the Bill to become an Act, today it is the LIC, but tomorrow it may be the other sectors of the public sector units which may be covered by these types of measures. Therefore, I would like to tell the Government: Please take away these repressive measures which will damage your already damaged vision. Try to brighten your image. It is not in your interest to suppress the working class movement. Instead of following the path of dialogue and discussion and debate if you follow the path of confrontation, you will not be able to solve any problem. From one problem you will be creating hundreds of other problems. You will be only creating more and more new problems in the path of the development of the country than what you are able to solve. I wish that the Government will not take to such a stupid path which will ultimately ruin the economy of the country. Various heads of Departments and various heads of the public sector undertakings have said that they want to carry on the administration not in confrontation with the working class but in cooperation with the working class. But what you have brought forward here in this House, is not act of cooperation but an act of confrontation. Therefore, I would warn the Government not to pursue a path of confrontation, but pursue the path of co-operation. If an assu-

[Shri Madhu Dandavate]

rance to follow a path of cooperation is given, on behalf of the Opposition, on behalf of the Trade Unions I can assure you that the workers and the peasantry and other trade organisations will always give a hand of co-operation to see that the problems of wage structures are amicably settled without allowing the economy to be destroyed.

SHRI XAVIER ARAKAL (Ernakulam): Sir, I support the Bill moved by the hon. Finance Minister. On 23rd February 1981, at the stage of introduction of this Bill, the same arguments were put forward by the hon. Members on the Opposition side. Sir, I was listening to the speeches of some of the hon. Members this afternoon. I have come to know that no new points were raised by them. Earlier, while replying to the debate, the hon. Finance Minister had categorically answered all the points. Even then if the Opposition Members are not satisfied, the other course left to them is to go out of this House.

Sir, I see Mr. Somnath Chatterjee leaving the House. I would request him to please sit for five minutes because I want to bring to the notice of the House some very important point. I would therefore request him to please sit down and hear me.

11.48 hrs.

[**SHRI SOMNATH CHATTERJEE** in the Chair]

Mr. Chairman, I am very happy to know that you are now occupying the Chair. Sir, I was referring to an agreement entered into between the Electricity employees of Kerala State and the State Government of Kerala. As per the agreement the State Government is supposed to give over Rs. 1.0 crore to the employees. The Chief Minister of Kerala now says that he cannot comply with the agreement entered into because they have to pay that amount from the State Government Treasury. Now I ask them what sanctity and morality they have to challenge this Bill here in this House. None of the Opposition Mem-

bers has any right whether moral or legal, to challenge this Bill in this House. I have been demanding consistently to have discipline in the labour sector, industrial sectors of the entire economy. I am proud to say that I am the first person to suggestion this House to introduce total ban on the strikes and lock-outs. Sir, I am happy to see that to have a parity on wages among the employees of different sectors a Bill of this kind has been brought forward in this House. Now, don't you think that it is high time that we had a parity on wages and income of the employees in different sectors in this country. Now, if you are opposing this Bill, how can you expect to have a leftist-oriented ideology?

MR. CHAIRMAN: Please do not get distracted go on.

SHRI XAVIER ARAKAL: Sir, none of them has so far said anything sensible. You profess an ideology and say that there should be no disparity in the wage structure, income and profits, but you come here and say why we are passing this Bill. I can understand the ideology, but it is very difficult to understand what you profess and what you say outside. Here, I stand up and say that the opposition is very weak and they do not know what they are talking about.

A lot of things have been said about the independence of judiciary. May I ask Shri Madhu Dandavate, if we have not amended our Constitution itself on the basis of the Supreme Court decisions? We have done that, for example, the Land Reforms Act, was passed because of that. There are many judgements on the basis of which, our Constitution and many statutes have been amended. It is the prerogative and paramount duty of this Parliament to amend the law, if necessary, and nobody can stop it. The other two wings of the Government, executive and the judiciary, have to comply with the will of the House. And that is what we are doing here.

AN HON. MEMBER: Irrespective of the fact whether it is good or bad.

SHRI KAVIER ARAKAL: People have decided and voted thinking carefully what is good for this country and you know, you do not have a chance to go to them.

On all accounts, this Bill is imperative for a disciplined economic system in our country and a wage system in our country and, therefore, I support this Bill.

SHRI HARIKESH BAHADUR (Gorakhpur): Mr. Chairman, Sir, this is an anti-labour Bill and the Government very shortly just before that this manner which is contrary to the norms of all social justice and justice to labour. From the very beginning, a wrong path had been adopted. As Prof. Madhu Dandavate has pointed out, when Parliament was going to meet very shortly, just before that this Ordinance was promulgated. In fact, it was against all parliamentary norms, but the Government has nothing to do with the parliamentary norms and other such things. Simply, they go on talking of democracy, but in fact, they are trying to destroy the entire democratic structure and completely subvert it.

Who had told the Government to give those benefits which had been given to the LIC workers earlier? It was the Congress Government itself which provided all those benefits and the employees had been getting those for a long time. Now, you are trying to withdraw them. It is only because you wanted some political benefit out of that at that time and you gave the workers those benefits. Now, you are trying to justify the whole thing in a different way. In actual practice, you are now denying justice which must be given to the LIC workers. LIC workers have been working with great dedication and they have served this country with a sense of devotion and our economy has got strengthened by their work and deeds. Now, the injustice which is going to be done by the Government to these employees is certainly a very wrong thing and

it is must be opposed and every sensible person will oppose that. Those who are not opposing are not sensible. Everybody is pleading for a rational wage structure. But Government is not going to do that. Benefit should be provided to other sections of labour also. At several places, labour is demanding justice, but they are not being given. In Bangalore, employees of many major public sector undertakings are agitating. They are not getting justice. If you want to give benefits, you must give them; but you should not withdraw those benefits which have already been given.

I would like to say that unless inflation and price rise are curbed, and unless some control is exercised to see that inflation does not take place, labour will not get proper benefits, because ultimately it is the price rise which is creating this kind of trouble. As a result, people want that their wages and salaries should be increased. But in this respect, Government is a complete failure. Every day, prices are increasing. So, every section of the society is agitating for increases in salaries and wages. If you don't want to give bouns etc., you should at least see that prices don't rise, and inflation is not there. At the same time, you should see that labour is provided housing, medical, educational and other facilities. Without giving facilities, you should not withdraw whatever benefits they are getting because of their hard labour. Therefore, I oppose this Bill, and request the hon. Finance Minister to withdraw it, and not pursue it. This Bill does serious injustice to the LIC employees.

श्री शिव कुमार सिंह ठाकुर (बंदा) :
माननीय इंद्रीत गुप्त द्वारा रखे गए प्रस्ताव का मैं विरोध करता हूँ और जीवन बीमा नियम संशोधन विधेयक 1981 का समर्थन करता हूँ। जीवन बीमा हमारे जीवन में एक आवश्यक वस्तु हो गई है और उसी तरह से हो गई है जिस प्रकार से छोटी कपड़ा और मकान है। जादवी सोचता है बढ़ावे में उसको इसकी राशि

[श्री शिव कुमार सिंह ठाकुर]

मिल जाए या मृत्यु के पश्चात् उसके परिवार को कुछ मिल जाए। इस वास्ते वह कुछ न कुछ बचा कर इसमें लगाता है और इस प्रकार से आने वाले भविष्य का सामना करने को वह कोशिश करता है।

17.00 hrs.

मैं विरोधी दल के माननीय सदस्यों के भाषणों को सुन रहा था। श्री इन्द्रजीत गुप्त और श्री जार्ज फर्नान्डीज बहुत जोरों से कह रहे थे कि संसद के साथ-साथ बाहर भी हम निपट लेंगे। डागा जी ने ठीक कहा वो और मैं भी दोहराता हूँ कि इनको हिम्मत नहीं है कि ये भारत के करोड़ों लोगों के साथ सड़कों पर निपट सकें यह करोड़ों पालिसी होल्डर इस ओर निगाह लगाए बैठे हैं कि कब उनकी पालिसियां पकती हैं और कब उनको पैसा मिलता है और कब वे अपने परिवार के लोगों के काम में उस पैसे को लाते हैं। उनके सामने आप जरूर हार जाएंगे। भाषणों के बल पर ही आपको टिकना नहीं चाहिए और विरोध के लिए विरोध की जो भावना है इसको त्याग देना चाहिये। मेरी उनसे बड़ी विनम्र प्रार्थना है कि राष्ट्रीय महत्व के बहुत से प्रश्न हैं जिन पर हम सब को एक हो कर विचार करना चाहिए और एक मत से काम करना चाहिए। देश एक संकट में से हो कर गुजर रहा है। आर्थिक संकट भी हमारे देश पर है। इसका एक कारण यह है कि पेट्रोलियम प्रोडक्ट्स को आयात करने में हमारा बहुत सा पैसा बाहर चला जाता है। इनफ्लेशन पर भी हमको काबू पाना है। इनफ्लेशन और बहुत सा पैसा बाहर जाने के कारण आम आदमी को आज बहुत ज्यादा कठिनाइयों का सामना करना पड़ रहा है और ये बढ़ती जा रही है। इस वास्ते विरोधी दलों से मेरी विनम्र प्रार्थना है कि कम से कम ऐसे कदम जो उठाए जा रहे हैं, इनका तो इनको विरोध नहीं करना चाहिये और इनका तो समर्थन करना चाहिये। जीवन बीमा का राष्ट्रीयकरण 1 सितम्बर 1956 को हुआ। उसकी चार प्रमुख आशाएं और लक्ष्य निर्धारित किये गये थे। पहला देश में बिखरे हुए वित्तीय साधनों को पंचवर्षीय योजना के

लिए एकत्र किया जाये और इस दृष्टि से बीमा व्यवस्था का यथा सम्भव प्रचार हो। दूसरा नवीन जीवन व्यवसाय में गुणात्मक सुधार किया जाना, तीसरा बीमा व्यवसाय में सुक्ष्मता लाया जाना और चौथा पालिसी धारियों को बेहतर सुविधाएँ उपलब्ध हों। आज हम जीवन बीमा निगम के रजत जयन्ती वर्ष में विचार कर रहे हैं। बहुत से लोगों ने कहा ऐसी क्या जल्दी थी जो यह बिल लाना पड़ा कानून का रूप देने के लिये? मैं कहना चाहता हूँ कि रजत जयन्ती वर्ष में हम अपने कार्यों का मूल्यांकन करते हैं और वही आदमी सफल होता है जो अपनी गलतियों और कठिनाइयों का मूल्यांकन करे। वही पार्टी सफल होती है जो जनता को दिये गये वायदों का मूल्यांकन करे। हम देखें कि जीवन बीमा के राष्ट्रीयकरण के बाद इस देश की जनता ने एल. आई. सी. से क्या पाया और उसके माध्यम से देश की सरकार जनता को क्या देना चाहती है। इस बात का मूल्यांकन होना बहुत आवश्यक है। ईरा सेभियन कमेटी ने जो भारी भ्रम रिपोर्ट दी है उसमें कहा है कि 1956 से राष्ट्रीयकरण के बाद निगम में जो लाभ हुआ वह कर्मचारियों की वतन वृद्धि से बराबर हो गया। उसी रिपोर्ट में कहा है कि भारतीय जीवन बीमा निगम के कर्मचारियों की संख्या आवश्यकता से बहुत अधिक है, तथा 1960 से 1977-78 तक प्रति व्यक्ति वतन लागत उपभोक्ता मूल्य सूची की तुलना में 80 प्रतिशत से अधिक है। कर्मचारियों की संख्या मुख्यतः तृतीय और चतुर्थ श्रेणी की अधिक है। जीवन बीमा महंगी और अकुशल पंचकांड प्रणाली का प्रयोग करता है जिसे विश्व के अन्य सभी देशों ने त्याग दिया है। कर्मचारियों का इन पिछले वर्षों में वतन निरन्तर बढ़ता रहा और प्रबन्ध में कुल काम इसका भाग 1961 में जहाँ 37.51 प्रतिशत था 1977-78 में बढ़ कर 45.21 प्रतिशत हो गया। समिति ने यह भी सुझाव दिया है कि यदि लोगों को बीमा पालिसियों से इधर क्षेत्रों में अपना धन बचाने से रोकना है, तो नियम की सख्ती क्रियाप्रणाली में भारी परिवर्तन होना चाहिये। उसमें यह भी है कि जो इतना बड़ा वतन एल. आई. सी.

कर्मचारियों को देते हैं, जो देश के करोड़ों लोगों की बहुत बड़ी बचत की दृष्टिगत ट्रस्टी के रूप में करते हैं, उसका दायित्व होता है कि उसके पास आ सम्पत्ति है उसका कुशलता से संरक्षण करे और बढ़ाये। परन्तु हम देखते हैं कि आज एल. आई. सी. से बहुत से लोग हटते जा रहे हैं, और आज यह बड़े हुए बेटनों के कारण और दबाव की राजनीति के कारण पॉलिसी होल्डर्स परेशान हैं। यूनिवर्सल और एसोसियेशन्स और उनके नेताओं द्वारा जैसे माननीय जार्ज फर्नान्डीज और इन्दुजीत गुप्ता जी कह रहे थे कि हम बाहर निपट लेंगे, यही कारण है कि पॉलिसी होल्डर्स परेशान हैं, जब कि उनको आशा थी कि नेशनलाइजेशन के बाद उनकी मृत्यु के बाद उसके परिवार को काफी पैसा मिलेगा। किन्तु राजनीति के चक्कर में आज एल. आई. सी. बा गई है, इसलिए भेरा निवेदन है कि राजनीति की दुकानदारी को दूर रखिये और देश के पॉलिसी होल्डर्स को जो अपेक्षाएँ थीं उनको मिलने दीजिये। आज कोई अगर 5,000 रु. की पॉलिसी 15 साल के लिए लेता है तो उसको 6,000 रु. का प्रीमियम चुकाना पड़ता है और उतना ही उसको मॅच्योरिटी पर मिलता है। जब कि यदि एफ. डी. आर. में या नेशनल सेविंग्स सर्टिफिकेट्स कोई खरीदता है तो सात साल में उसका पैसा डबल हो जाता है। आज एल. आई. सी. के जो शहरी बेटन भोगी लोग हैं या टैक्स की बचत करने वाले व्यवसायी लोग हैं केवल इन्हीं दो वर्गों का इसमें इन्टरेस्ट रह गया है। बाकी आम आदमी, दूसरे आदमी एल. आई. सी. से दूर भागने लगे हैं, आल पॉलिसी होल्डर को बचत नहीं है, कुछ नहीं मिलता है। बहुत से प्रगतिशील देशों में इन्फ्लेशन के कारण पुनर्मूल्यांकन होता है और जब पॉलिसी होल्डर को पैसा रिटर्न होने वाला होता है, तब इन्फ्लेशन के अनुसार पैसा मिलता है, परन्तु हमारे यहां वह बात नहीं है।

मैं वित्त मंत्री महोदय से निवेदन करूंगा कि भले ही आज नहीं, तो कल इस तरह वह जरूर विचार करें कि जिस प्रकार इन्फ-

लेशन बढ़ता है, उसी तरह से पॉलिसी होल्डर्स के हित और लाभ भी बढ़ते जाएं।

जो बिल आज लाया गया है, इसमें दो बातें हैं। एक तरफ तो कर्मचारियों के बेटन का प्रश्न है दूसरी ओर एजेंट। अभी श्री जार्ज फर्नान्डीज बड़े जोर से बोल रहे थे, उनको भाषण की कला आती है, वह लेबर लीडर रहे हैं, परन्तु वास्तविकता को इस प्रकार से जोर से कहकर भटला नहीं सकते हैं कि एक तरफ तृतीय श्रेणी के कर्मचारी को जब वह अधिकतम उंचाई पर जाता है तो उसको बराबर 3400 रुपये मिलता है और दूसरी ओर हमारे ज्वायन्ट सैक्रेटरी को...

श्री सुनील मंत्री (कलकत्ता उत्तर पूर्व) : 3400 रुपये कैसे मिलता है ?

श्री शिवकुमार सिंह ठाकुर : तृतीय श्रेणी के कर्मचारियों को मिलता है, कैसे मिलता है, यह मैं बताता हूँ। 920 रुपये मूल बेटन मिलता है, 2042 रुपये मंहगाई भत्ता मिलता है, 450 रुपये बोनस मिलता है और इस प्रकार से 3412 रुपये बेटन उसको मिलता है और इससे ज्यादा ही मिलता है। दूसरे हमारे ज्वायन्ट सैक्रेटरी को... (व्यवधान)... आपके बोलने से कुछ नहीं होगा, जी सत्य है वह सत्य होगा।

मैंडिकल की ओर दूसरी सुविधाओं की मैं गिनती नहीं करता। हाँ, एक आक्रोश हो गया है, देश के पब्लिक सेक्टर में काम करने वाले कर्मचारियों में फरस्ट्रेशन हो गया है। प्राइवेट सेक्टर में काम करने वाले कर्मचारी भी हैं, उनमें एक तरह का फरस्ट्रेशन, असन्तुलन बढ़ गया है। एक तरफ कर्मचारी अपनी एसोसियेशन, राजनीति और दुकानदारी की मारफ्त अपने जोर पर आप अपनी तनख्वाह बढ़ाते जा रहे हैं, बराबर आप बढ़ाते ही जा रहे हैं, हर बार बढ़ाते जा रहे हैं, लेकिन अभी भी आपको संतोष नहीं है। कानिना साल ऐसा गया है, जब आपने आन्दोलन न किया हो ? 1956 से लेकर आज तक कानिना साल ऐसा गया है ?

श्री सुनील मेन्ना : करेंगे ।

श्री शिव कुमार सिंह ठाकुर : करेंगे तो पेटिंग भी, जनता माफ नहीं करेगी । इस बिल में दूसरी तरफ एजेंट की बात भी कही गई है । एल. आई. सी. के एजेंट को पहले प्रीमियम पर 25 प्रतिशत कमीशन मिलती है । यह कितनी बड़ी राशि होती है, परन्तु क्या होता है ? इसका आपको भी अनुभव होगा, मुझे भी अनुभव है और एल. आई. सी. के आफिसर्स की भी इसका अनुभव है कि वह 25 प्रतिशत पहला कमीशन वह एजेंट खुद नहीं लेता है वह पालिसी होल्डर को लालच देता है कि वह 25 प्रतिशत कमीशन तुम ले लो और पालिसी करा लो चाहे उसकी कैपेसिटी उतना प्रीमियम देने की हो या न हो । इस तरह से कितनी पालिसी लैप्स होता है, यह मैं बताता हूँ -

सन् 1958 में 5.1 परसेंट,

सन् 1964 में 8.2 परसेंट,

सन् 1974-75 में 30.1 परसेंट
और

सन् 1975-76 में 29.2 परसेंट
और

सन् 1976 में 10 अरब 7 करोड़ की पालिसी लैप्स हुई । इस तरह से पालिसी होल्डर्स का पैसा बेकार जाता है जो अपनी मेहनत की कमाई में से बचत करता है ।

श्री सुनील मेन्ना : परसेन्टेंज बताओ ? किस के कारण हुआ ?

श्री शिव कुमार सिंह ठाकुर : यह एजेंट के कारण हुआ है । एजेंट पालिसी लेने वाले को लालच देते हैं, तुम बीमा करवा लो। वह लालच में बीमा करवा लेता है और किश्तें भर नहीं सकता है ।
(व्यवधान)

इन पालिसीज के लैप्स होने का सब से बड़ा जिम्मेदार एजेंट है, जो अपना कमीशन पालिसी-होल्डर को देकर बीमा करता है । जब कि पालिसी-होल्डर बाब में प्रीमियम की अदायगी नहीं कर पाता है । मंत्री महोदय से मेरा निवेदन है कि

जिन एजेंट्स द्वारा कराई गई पालिसीज लैप्स होती हैं, उन्हें बंद करना चाहिए, उन पर कुछ जुर्माना करना चाहिए और उनसे पैसा वसूल करना चाहिए, क्योंकि वे आम लोगों को फसला कर धोखा करते हैं, जो बाद में पेमेंट नहीं करते हैं ।
(व्यवधान)

माननीय सदस्य ग्रामीणों, छोटे लोगों, मजदूरों और किसानों की बात करते हैं, लेकिन क्या वे यह सोचने के लिए तैयार हैं कि बीमाधारियों को बीमे पर क्या रिटर्न मिलता है ? वे सिर्फ उन चालीस हजार कर्मचारियों की बात सोचते हैं, ताकि वे उनकी नेतागिरी कर सकें । हिन्दुस्तान की जनता ने श्रीमती इन्दिरा गांधी को चुन कर यहाँ भेजा है । विपक्ष के लोग सिर्फ सरकार की आलोचना करने की गली ढूँढ़ रहे हैं, माँका खाँज रहे हैं । जार्ज फर्नान्डीज ने कभी भी किसानों के हित की बात नहीं की है । किसानों का आन्दोलन हुआ, तो ये लोग रेल के पटरों पर बैठ गये । लेकिन इना बातों से इन्हें कोई लाभ नहीं होने वाला है । हिन्दुस्तान की जनता अब इनके भुलावे में नहीं आयेगी । एक बार वह आ गई थी, लेकिन अब इन की पोल खुल चुकी है ।

एल. आई. सी. के एडमिनिस्ट्रेटिव एक्सपेंसिज बहुत ज्यादा बढ़ गये हैं । 1956 में वे 31.8 परसेंट थे और 1974-75 में 30.48 परसेंट । जब सितम्बर, 1956 को नेशनलाइजेशन हुआ तो उस वक्त 245 कम्पनियाँ थी । जब एल. आई. सी. के रूप में एक संस्था बनी, तो एडमिनिस्ट्रेटिव एक्सपेंसिज का होने चाहिए थे । लेकिन वे इतने ज्यादा हो गया कि आम आदमी की बर्दाश्त के बाहर हो गये । इस स्थिति को सुधारने के लिए इस बिल को लाना अत्यन्त आवश्यक है ।

निरन्तर साँदेबाजी के कारण बीमा कर्मचारियों को लाभ हो रहा है । हम कोई कर्मचारियों के खिलाफ नहीं हैं । कर्मचारी भी श्रीमती इन्दिरा गांधी के साथ हैं । यह समझना विपक्षी दलों की भूल है कि यदि वे जोर से बोलेंगे, तो कर्मचारी उनके साथ हो जायेंगे । कर्मचारी हमारे साथ हैं । हम उनकी वाजिब माँगों

के लिए लड़ने के लिए तैयार हूँ। मुझे की बात यह है कि ये लोग हम पर आरोप लगाते हैं और विरोध के लिए बेतन नीति बनाने की बात करते हैं। हिन्दुस्तान की जनता ने इन्हें टाइट दिया था, लेकिन वे कुछ नहीं कर सके। वे सिर्फ बहस के लिए बहस करते हैं, कोई ठोस काम नहीं करना चाहते हैं।

श्रीमती इन्दिरा गांधी चाहती हैं कि हिन्दुस्तान के लोगों की आर्थिक दशा को सुधारने के लिए समाज के सब से निचले असंगठित वर्ग के लोगों की तरफ ध्यान दिया जाये। आज हिन्दुस्तान के पालिसी-होल्डर्स असंगठित हैं। उनकी कोई यूनियन नहीं है। और व्यापारियों, अधिकारियों तथा अन्य लोगों की तरह उनकी भी कोई यूनियन या एसोसियेशन होती तो माननीय सदस्यों को इस बिल का विरोध करने की हिम्मत न होती। आज चूंकि एक एसोसिएशन आपके हाथ में है, इस कारण आप उस का नाजायज फायदा उठा रहे हैं। आज देश बहुत आर्थिक संकट में है। इस संकट के समय त्याग की भावना ही सबके अन्दर होनी चाहिए चाहे वह हम हों चाहे एल. आई. सी. के वक़्क़र हों। मैं आप के माध्यम से विरोधी दल के सदस्यों से कहना चाहूंगा कि इस समय वे भगड़ों की दात को छोड़ें, कन्फ्रंटेशन की बात का छोड़ें और जो लक्ष्य हमने देश की जनता के लिए निर्धारित किए हैं उनको प्राप्त करने में वह हथार साथ सहयोग करें। इन्हीं शब्दों के साथ मैं प्रसाद की कुछ पंक्तियां थी वेंकटरमन जी के लिए कहते हुए अपनी बात समाप्त करूंगा :

असंख्य कीर्ति रश्मियां विकीर्ण दिव्य
दाह सी ।

सपूत मातृभूमि के रुको न शूर
साहसी ।।

अराति सैन्य सिन्धु में सूबाड़वाग्नि
से जलो ।

प्रवीर हो जयी बनों बढ़े चलो
बढ़े चलो ।।

SHRI CHITTA BASU (Barasat):
Sir, I rise to support the motion for

disapproval moved by esteemed comrade, Indrajit Gupta, and naturally, I have to oppose the Bill.

Of course, in the Bill the hon. Finance Minister has stated certain specific objectives for the Bill. The objectives as explained by the hon. Finance Minister are to streamline the wage structure of the LIC, to control the expenses of the management of the LIC and lastly, to safeguard the interest of the policy-holders.

Sir, at this stage I would only confine myself to the remark that the other two objectives, viz, to control the expenses of the management and to safeguard the interest of the policy-holders, are merely placed on the paper. There is no sincerity and there are no adequate policy measures to really fulfil these objectives. But the main objective is to streamline the wage structure of the LIC. I would not have joined the issue had the question been related only to the question of restructuring or rationalising the wage structure of the LIC men. Sir, with it we involved various other important issues confronting the working class of our country as a whole.

Before entering into that area of discussion, I would try to identify the primary objectives of the Bill which are not explicit, but which are implicit. The primary objective of the Bill is to nullify the direction of the Supreme Court of India. At the introduction stage of the Bill I discussed some constitutional aspects and stated that the Supreme Court Judgment has been nullified by this Ordinance.

While I was opposing the introduction, the hon. Finance Minister was very pleased and kind to me by observing that I was not really reproducing or quoting the exact directive of the Supreme Court Judgment. Now, today I want to oblige him. I think he would accept this. He said only on the 23rd February while replying to our points raised during the introduction stage, and I quote him:

[Shri Chitta Basu]

"The direction of the Court did not say, 'pay bonus'. They only said, the agreement would prevail unless it is modified by an agreement, adjudication or legislation."

He made a simple meaning of the Supreme Court judgment, that is, bonus or legislation, bonus or award of adjudication, bonus or a new settlement. That is the simple meaning which he read in the judgement of the Supreme Court.

What did he do? He did not wait for another settlement; he did not wait for another award of adjudication. Simply because of the fact that he has got a brute majority on that side of the House, simply because of the fact that there are certain** setting over there....

THE MINISTER OF FINANCE (SHRI R. VENKATARAMAN): I object. He cannot use the word.**

(Interruptions)

SHRI CHITTA BASU: ** I think, you are not. The word** is not unparliamentary.

MR. CHAIRMAN: I will look into. It is indecent. Why do you use it?

SHRI CHITTA BASU: It is not a question of advice; it is a question of the right of the hon. Member. Can you say that ** is an unparliamentary word?

MR. CHAIRMAN: Why do you take pride in using such words?

SHRI R. VENKATARAMAN: It is derogatory of the member. (Interruptions).

SHRI INDRAJIT GUPTA: You consult the dictionary.

SHRI CHITTA BASU: You cannot strike it out.

Therefore, he chose an easy path of bringing forward first an Ordinance and then a Bill.

SHRI INDRAJIT GUPTA: This Bill will not do; they must amend the Industrial Disputes Act.

SHRI CHITTA BASU: He has not chosen that.

He did not really quote and really inform the House of the meaning of the judgment of the Supreme Court. It has already been quoted. For his benefit, I want to quote again the Supreme Court direction, that second order of 22.11.80. I quote:

"But in case the petitioner fails in the appeal, the petitioner will pay the amount of bonus together with interest at the rate of 12 per cent per annum from the date it becomes due. This will be implemented by the appellant since it is binding."

Therefore, I say, he did not properly inform the House; he did not read the real meaning of the judgment of the Supreme Court.

SHRI INDRAJIT GUPTA: He read it.

SHRI CHITTA BASU: Then, I will have to use a stronger word. He wanted to mislead the House.

SHRI INDRAJIT GUPTA: Mr. Venkataraman reads everything.

SHRI CHITTA BASU: Therefore, with cleverness, he wants to play a trick on us.

SHRI R. VENKATARAMAN: please wait to hear my reply.

SHRI CHITTA BASU: The Supreme Court itself has also given the meaning. I quote:

"In his order of February 26, the Chief Justice recorded:

"When the learned Attorney General made the aforesaid statement before us on behalf of the Life Insurance Corporation to the effect that the order passed by this Court in its judgment dated November 10, 1980, we understood him to mean and convey to us that what will be complied with before April 15, 1981. is that part of the judgment..."

**Expunged as ordered by the Chair.

—not the legislation, not adjudication award, not another settlement—

“...under which the Life Insurance Corporation is liable to pay bonus to its employees.”

This is the meaning?

SHRI R. VENKATARAMAN: Why don't you read further?

SHRI CHITTA BASU: What is further to read? Is it not sufficient? Is it not adequate?

SHRI R. VENKATARAMAN: You leave it to me to read further.

SHRI CHITTA BASU: Is it not adequate to read the meaning of the order that the Supreme Court delivered? Therefore, the primary object is to nullify the judgment of the Supreme Court.

The stance he has taken is very dangerous. From this stance flow, two very major trends for the working class. The trends are very clear and sharp. The trends are that the Government is bent upon negating the principle of collective bargaining.

I was just now saying that the Government is determined to destroy the very foundation of Industrial Disputes Act. Sir, in plain words I have to say that the Government has chosen the path of confrontation to the working class of our country.

This is the real meaning of the stance which he has taken. Of course, he has to speak on behalf of the Government. Personally speaking, I have nothing to say against him. This is the policy of the Government, the policy of confrontation of the entire working class of our country today.

You can understand the implications of it. The implications are that it is not required by the Government to honour the Supreme Court judgment. It is not required by the Government to honour any settlement or any adjudication award. The Government, since they have got the majority, can nullify any supreme court judgment, any award of the tribunal and any settlement which is bilaterally agreed

upon. The Government wants to follow a policy not only of wage freeze but a policy of wage cut. The main question before the working class is that the Government has taken to the path of wage cuts and wage freeze and in order to achieve that objective, the Government can dishonour and will dishonour, all the agreements at the bipartite level, all Supreme Court judgments and all adjudication awards. This is the trend. This trend is dangerous for the entire working class.

Not only that. For the working class the Supreme Court judgment has got no meaning. It cannot defend them. If the working class cannot avail of the opportunity of a bilateral agreement, if the working class cannot avail of the opportunity of any adjudication award, then, what is the last resort for the working class to defend their interests, to protect their interests and to settle their interests? The working class has got the last resort. The last resort is the strike and, therefore, the Government is leading the entire working class to take to the last weapon, the weapon of strike.

You also know the Government also wants to suppress that right of the working class, that is, to take resort to the last weapon, namely, strike. There is the National Security Act. Many State Governments had already condemned strikes by enactment and some of the Members here, I remember, Mr. Arakal, he was very much eloquent in demanding the total ban on the strike. Therefore, the trend is such. The set trend is “Attack the working class”. The trend is to neglect the fundamental right of collective principle. Neglect or destroy the very fundamental basis of Industrial Disputes Act on which the entire edifice of our industrial relations stand today.

Therefore, this is a dangerous move on the part of the Government.

The Prime Minister when asked to comment on the significance of the LIC amendment ordinance on February the 2nd at Bangalore said that there is nothing significant in this ordinance.

[Shri Chitta Basu]

Yes, there is nothing significant from her side. There is nothing from your end. But, it is very significant, it is potentially significant, it is potentially dangerous, it is potentially sinister, from our side. You should know it, because she and her Government have chosen the path of confrontation. She and her Government are determined, are set on the path to destroy the working class movement. Therefore, for her and her Government it has got no significance at all. But for us on this side of the people, this side of the House, it is very significant, it is potentially dangerous, it is sinister and it is to be opposed and combated by all means here and outside. Therefore, I would appeal even at this late stage good sense would prevail so that you will see that industrial relations are not further destroyed and a necessary climate for larger production and productivity is created and there is a necessary climate in our country to see that the cooperation of the working class is made available to the Government's policy for larger production and productivity. So, I oppose the Bill and support this Adjournment Motion.

MR. SPEAKER: Mr. Dhandapani will speak for two-three minutes.

PROF. MADHU DANDAVATE: Sir, he wants to remain neutral on this issue.

SHRI C. T. DHANDAPANI (Pol-lachi): Mr. Chairman Sir, would like to make some observations for a while on the importance of this Bill. Sir, there are three elements involved in this issue. One is the interest of the labour; the second is interest of the public; the third is interest of the Government also. So, as far as we in the developing country are concerned, we have to give more importance first to the Government, second to the people. Therefore, Sir, the Bill with some amendments incorporated in this Bill, that is the Government is to become trustee of the people, it is a welcome measure Sir. As far as L.I.C. is concerned, it is a financial institution con-

trolled by the Government; of course financed by the public. The Government as got more responsibility to see that the public money is being managed in a proper way, that too in a way which will help development activities.

Sir, here our friends have stalled many points. I do not want to touch all those points because many here are technical points. But as far as I am concerned, I am very concerned about the issues facing the public any other thing. But, Sir, the most important thing highlighted here was the judgment of the Court. In this very same House, as I said previously, on many occasions we have discussed (the question), which is supreme—Parliament is supreme or the Judiciary is supreme? We should not have argument to our convenience, but have arguments according to the principles and convictions. We must say whether Court is supreme or Judiciary is supreme or Parliament is supreme.

AN. HON. MEMBER: Mrs. Indira Gandhi is supreme.

AN HON. MEMBER: Parliament is supreme.

SHRI C. T. DHANDAPANI: Sir, as far as the working class is concerned, our Hon. Minister, he was himself a trade union leader once. He was the first person who nationalised the transport undertakings in Tamil Nadu. So he knows the difficulties of the workers as well as the management. That is the reason why as Mr. Era Sezhiyan gave his findings in his Report about many things to be introduced for the better service of the L.I.C., it has been split into five regions, which I welcome Sir.

Sir, as far as the working force is concerned, working force is different. Non-a-days even lower strata workers are there.

There are unorganized sectors like casual labourers, apprentices, and so on; there are millions of such workers. For example, the E.D. employees in the Postal Department are getting only

Rs. 100 per month. Not only that, in the Postal Department itself there are employees who are doing some work of insurance, but they are getting lesser payment. This kind of disparity should not be there. Our State Government is also demanding from the Central Government that there should be parity in salaries between Central Government employees and State Government employees. The State Government employees should be given the same salaries as the Central Government employees are given. In the same way, the other States also have been asking.

But, nowadays, these workers who are in the bottom of the society are not getting much benefits either from the employers or from the Government because many trade union leaders do not go to the workers who are in the bottom level of the society as, for example, the casual labourers. Nobody is going to organize them. This is the position. Only the organized sectors like the LIC and Banks get benefits from the trade union leaders.

I want to quote one of the articles written by one of the important trade union leaders because, nowadays, trade union is becoming a service agency. It is quoted here. I am quoting from the *Sunday* of 27th July, 1980:

PROF. MADHU DANDAVATE: Can you quote *Sunday* on Thursday?

SHRI C. T. DHANDAPANI: I quote:

"Gone are the days when a fight for workers was equivalent to a fight for human values. The concept of Union as champions of workers has given way to the concept of Unions as service agencies."

This has been said by none else than a former Minister of the Centre and a trade union leader, Mr. George Fernandes. I would like to submit message to our trade union leaders.

MR. CHAIRMAN: Please conclude.

SHRI C. T. DHANDAPANI: Before I conclude, I want to say only one thing. As far as this Bill is concerned, I want to emphasize one thing. If Government

wants to rationalise the entire pay or wage structure, it should be done in respect of all the categories, including the officers who are on the top. I am glad, and thankful to the hon. Minister, that he has not touched adversely the Class IV employees.

With these words, I welcome the Bill moved by the hon. Minister.

SHRI R. VENKATARAMAN: Mr. Chairman, Sir, much of the debate has gone on the previous occasion. A large gone on the same lines on which it had gone on the previous occasion. A large number of talented orators have taken part in this debate, start-esteemed friend, Prof. Madhu Dandavate with Shri Indrajit Gupta, my vate, Shri George Fernandes who spoke to the gallery, Shri Chitta Bagu, and I would not forget my friend, Shri Daga....

SHRI INDRAJIT GUPTA: He also spoke to the gallery.

PROF. MADHU DANDAVATE: We spoke on salary.

SHRI R. VENKATARAMAN: The main thrust of the argument was that Government had done something in violation of the undertaking given to the Supreme Court. In the Supreme Court, on the 10th November, 1980, this was the order passed; I do not think there is any dispute about that order.

That is:

"That the writ petition stands allowed in so far as that a writ will issue to the Life Insurance Corporation directing it to give effect to the terms of the settlement of 1974 relating to bonus until superseded by a fresh settlement, industrial award or relevant legislation."

This is the order of Supreme Court. Whatever a Judge might have said in the course of a judgment is not the decree of that court.

SHRI INDRAJIT GUPTA: What about the second order?

SHRI R. VENKATARAMAN: I will deal with everyone of them. Because

[Shri R. Venkataraman]

you are not a lawyer, you have not understood it.

Mr. Indrajit Gupta relied on certain observations made by Mr Justice V. R. Krishna Iyer. We are also equally aware of the other observations of the third Judge who dissented. It is not necessary and it is not even proper to go on looking into what several judges have said so long as you have a final and formal order. And the final and formal order was that the settlement relating to bonus will remain in force until superseded by a fresh settlement, industrial award or relevant legislation. This is the final position and not only this, it has been said by any Judge nowhere...

SHRI ATAL BIHARI VAJPEE (New Delhi): Ordinance is no legislation.

SHRI R. VENKATARAMAN: Ordinance is no legislation? Please read the Constitution.

SHRI INDRAJIT GUPTA: 'Fresh legislation' does not mean this. It means amending the Industrial Disputes Act.

SHRI R. VENKATARAMAN: Whatever you may say, this is the text. I am placing the text before you.

SHRI CHITTA BASU: What about the second order?

SHRI INDRAJIT GUPTA: I have got a certified copy here.

SHRI R. VENKATARAMAN: Whatever the Judge might have said, this is the final position.

Then we come to the second order of 13th January.

SHRI SUNIL MAITRA: On 11th November there were a second order

SHRI INDRAJIT GUPTA: Shall I lay it on the Table? Sir, he does not seem to have it.

MR. CHAIRMAN: He is referring to that.

SHRI R. VENKATARAMAN: I will deal with it in my own way. Then.

Sir, on the 13th January, what the final and formal order of the court says is this:

"The learned Attorney-General who appears on behalf of the Life Insurance Corporation of India has made a statement before us that the order passed by the Court in its judgment dated November 10, 1980 shall be complied with before 15th April, 1981."

Sir, this is the relevant portion of the order and the order which I have said is the order of 11th November 80.

There are certain proceedings known in the Supreme Court as 'A Record of Proceedings in the Supreme Court'. They are not judgments of the Supreme Court. They are not decrees of the Supreme Court. They are not orders of the Supreme Court. My friend, Mr. Somnath Chatterjee, an eminent practitioner in the Supreme Court, knows that there is what is known as 'A Record of Proceedings of the Supreme Court'. In the Record of Proceedings, the Clerk who is called the Court-Master, put in a statement. The statement is to this effect:

"An order has been passed by this court dated 22-11-78 where the following direction has been given:

"In case the petitioner fails in the appeal, the petitioner will pay the amount of bonus together with the interest at 12 per cent per annum from the date when it becomes due. This will be implemented by the appellant since it is binding."

So, Sir, this is not an order of the Supreme Court....

SHRI SUNIL MAITRA: Yes, it is an order of the Supreme Court.

SHRI INDRAJIT GUPTA: Please allow me to lay* this on the Table, Sir.

SHRI R. VENKATARAMAN: Please lay it. I have got a photostat copy. I am going to use it.

*The speaker not having subsequently accorded the necessary permission, the paper was not treated as laid on the Table.

SHRI SOMNATH CHATTERJEE: This is a certified copy.... (Interruptions). Sir, it is not a question of mere record of the proceedings. About the Supreme Court order some interpretation has been given.

SHRI R. VENKATARAMAN: Please look at the heading. 'Record of the Proceedings of the Supreme Court' signed by the Clerk.

SHRI SOMNATH CHATTERJEE: It does not contain the entire judgment. It contains only the order portion.

SHRI R. VENKATARAMAN: Yes, signed by the Court-Master or the Clerk. I will also explain why.... (Interruptions) I must also explain how this mistake arose. Apparently, the judges thought as they have said on the 26th February when this matter came before them in the Supreme Court. On the 26th February, the learned Attorney General made the aforesaid statement that he will comply with the order of the Court before the 15th of April, he did not say anything except that he would comply with the order of the court before 15th of April on behalf of the Life Insurance Corporation of India to the effect that the order passed by this court in its judgment dated 10th November 1980 shall be complied with before the 15th April, 1981. We understood to mean that this was their understanding. (Interruptions) I hear Shri Somnath Chatterjee as saying that he also understood this to mean like this.

SHRI SOMNATH CHATTERJEE: May I seek a clarification I know what he is going to say.

SHRI R. VENKATARAMAN: Why don't you wait till I say what I want to say. Why do you want a clarification?

The point is that the Supreme Court understood it. This is what they say. Shri Chatterjee also understood this. Therefore, he is in the great company of the Supreme Court judges and he is entitled to be there in their company. (Interruptions).

It is not possible for everybody to be in my company. In fact, Mr. Chatterjee, if I have not strayed into the politics, I might have also been in someone's company. (Interruptions).

SHRI SOMNATH CHATTERJEE: Just a minute. That order of the 13th February was passed on a contempt petition by the employees asking for an order of the contempt petition. Because the LIC was not paying. That was the bone of contention of the contempt petition. The L.I.C. has sought a review application and asked for the stay of the operation of the judgment of the Supreme Court. Both of them came in the list. The Supreme Court has made an order on the contempt application. What also could it be except the compliance of their order. On paper an order was asked for. The petition of the L.I.C. was rejected.

SHRI R. VENKATARAMAN: He wanted a clarification. But he is delivering a speech.

SHRI SOMNATH CHATTERJEE: I am saying that the order was passed on the contempt petition.

SHRI R. VENKATARAMAN: I go on to say this. They would not read the latter half. In fact I asked them to read the other portion but they said 'No'. I will read it out. As I said, the Supreme Court, in its order, dated 26th February, stated that 'it is undoubtedly true that the order was passed by this Court on November 10, 1980'. The L.I.C. had the option either to have this settlement of 1974 superseded by a fresh settlement or obtain an industrial award on the subject (Interruptions). They have said in the first Order that it can be by another agreement, another industrial award or by a relevant legislation. But the exercise of such an option was not our understanding of the administration. So, there was an understanding of the Court. The court thought that it was a different thing. But, the Attorney General stated differently.

[Shri R. Venkataraman]

When you come to what the Attorney-General stated, this is what the Attorney-General says. And this is what the Supreme Court says:

"Then the learned Attorney General made this particular statement in January 13, 1981 on behalf of the Life Insurance Corporation, what he had in mind was that the bonus, as directed by the judgment of November 1980, will be paid to the employees before 15th April 1981, subject to the qualifications that the quantification of the amount will be made in the manner contemplated in the order and in accordance with the decision on the review petition which was to be taken."

Therefore, it was in contemplation. In pursuance of this order of November 10, 1980, it was either by another settlement or negotiation or adjudication or a relevant legislation.

Now, Sir, Shri George contests this decision, this finding, of the Supreme Court. We cannot accept that the Attorney General has no right in saying to-day as to what he really intended to convey to us on January 13, 1981. Therefore, the Supreme Court said that. What the Attorney General now says is that he intended to conform to the order of 10th November, 1980 namely, in one of these things, if he says that it is what he meant—, we cannot deny it; we cannot refuse it. Therefore, Sir, where is that we have said. It is possible in a court there are misunderstandings. I have the highest regard for the Supreme Court. They might have thought—in the surroundings they might have thought—that the Attorney General had said that he will pay. The Attorney General when he was briefed by his party and his instructions he might have said that he only meant to comply with the order before 15th. The compliance will be in various ways as in this case it happens we may come forward with a legislation with particular quantum and we may pay it

before 15th and it will still be compliance with the order of Supreme Court. Therefore, to say that we have done something which is nullifying the decision of the Supreme Court or going contrary to the Supreme Court is trying to create some sort of an impression that there is a conflict between the Supreme Court and the Executive which I very stoutly deny. On a reading of this it can be argued in any court of law, A.G.'s statement having been accepted by the Supreme Court there is no question of the Government having nullified the undertaking before the Supreme Court. We are well within our right to bring the legislation. This relates so far as legal position is concerned.

Then I will come to the question of the emoluments. I have said in the Statement of Objects and Reasons that the cost of administration is going up. I will give some figures. In 1959 the cost of administration per policy was Rs. 12.45; in 1969-70 it went up to Rs. 23.57 and in 1978-79 the cost of administration per policy became Rs. 42.03. Now, you can easily see how the administrative cost has gone up. I say it again it is the administrative cost which has gone up.

Then, my friend said that the wages have not kept pace with the rise of cost of living index. I will also deal with it. In 1960 the cost of living..

PROF. MADHU DANDAVATE: When you are on the administration level, I would like to say that as far as renewal expense ratio is concerned it has come down.

SHRI R. VENKATARAMAN: May be in respect of renewal it has come down but in cost of procurement it might have gone up. You will have to take the total administrative cost of servicing a policy. Let us come to the question of the salaries. The cost of consumer price index from 1960-61 to 1978-79 has increased from 100 to 332 whereas the salary of the class III employees from 1960-61 at

100 has increased to 640 in 1978-79. Could you say that it has not kept pace with the rise in the cost of living. I will make a comparative statement of the wages. A person in LIC at the entry level will get Rs. 1567. At the Nationalised Bank at entry level, in respect of the same class, he will get Rs. 1204. The Central Government IAS officer will get Rs. 1144.

SHRI SUNIL MAITRA: Again you are doing the same thing. I am challenging it. (Interruptions).

SHRI R VENKATARAMAN: Two-thirds they will get. (Interruptions). This is proof that truth hurts. In IOC it is 1138. In BHEL it is 1095. I have got the other figures. I will not go into them.

17.57 hrs.

[MR. DEPUTY SPEAKER in the Chair]

I will finish in the minutes. A very eminent trade union leader wrote this in the Annual Number of the *Mainstream*. He was saying that high-wage islands and pockets are developing. And he said:

"The unskilled worker in the Khadi and Village Industries Commission where the files get pushed is getting over Rs. 300 per month and as trade unionists we are keen on getting bonus for the employees of the Khadi and Village Industries Commission while the Khadi worker's claim for a better deal will never figure in our thinking."

SHRI RAMAVATAR SHASTRI: Who is the trade union leader?

SHRI R. VENKATARAMAN: You ask: Who is the trade union leader?

—Mr. George Fernandes.

I request that the Motion may be adopted by the House.

MR. DEPUTY-SPEAKER: Mr Indrajit Gupta. You may start; you may continue tomorrow. You start your reply. You may take 2 minutes. You can continue tomorrow.

SHRI INDRAJIT GUPTA: Sir, I have listened carefully to the Finance Minister's reply which he has been promising us for such a long time, that

he was going to produce something absolutely devastating. I must say that his reply came as a bit of anticlimax because all he has done is to put his own interpretation on the same judgements and orders which we had been referring to the whole of this afternoon.

And I would like to ask him how it was that these eminent judges of the Supreme Court, all of them, got such a wrong impression from what the Attorney General had told them,—are all of them so unimaginative and stupid that they could not understand what the Attorney General was saying? And, Sir, in the Affidavit filed on behalf of the LIC on 16th February it is clearly stated that the only matter which is in dispute is the question of fixing a date, not the question of payment. This is in the Affidavit of the 16th February. If that is not the intention I cannot understand why was he so much worried about the date.

MR. DEPUTY-SPEAKER: Indrajit Gupta, you may please continue tomorrow.

Now Papers to be laid, Shri Barot.

17.59 hrs.

PAPER LAID ON THE TABLE

NOTIFICATION UNDER CUSTOMS ACT

THE MINISTER OF FINANCE (SHRI R. VENKATARAMAN): Sir, on behalf of Shri Maganbhai Barot, I beg to lay on the Table a copy of Notification No. 22-Customs [G.S.R. 169E.] (Hindi and English version published in Gazette of India dated the 5th March, 1981 together with an explanatory memorandum regarding exemption to dead burnt magnesite from basic customs duty in excess of 40 per cent *ad valorem* under section 159 of the Customs Act, 1962. [Placed in Library. See No. LT-2040/81].

MR. DEPUTY-SPEAKER: We go to the next item—Discussion under Rule 193.....

SHRI ATAL BIHARI VAJPAHEY (New Delhi): Before you take up the discussion under Rule 193 on Gujarat

[Shri Atal Bihari Vajpayee]

I would like to draw your attention to the report which I have received that there was a lathi charge on peaceful students in Dhaula Kuan.

MR. DEPUTY-SPEAKER: You have not given in writing.

SHRI ATAL BIHARI VAJPAYEE: How can I give in writing? You can ask the Home Minister.

MR. DEPUTY-SPEAKER: Now we have to take up Discussion under Rule 193.

PROOF. MADHU DANDAVATE (Rajapur): Lathi charge also, they do not give in writing!

SHRI ATAL BIHARI VAJPAYEE: You are going to discuss about Gujarat. What about Delhi? We don't have a State Assembly for the territory. It is a Union Territory.

MR. DEPUTY-SPEAKER: Discussion under Rule 193. Shri Rajda.

18.02 hrs.

DISCUSSION ON STATEMENT BY MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS Re LAW AND ORDER SITUATION IN GUJARAT

SHRI RATANSINH RAJDA (Bombay South): Sir, it is with a very heavy heart that I rise to speak on a matter of urgent public importance, namely, the grave situation that has arisen in Gujarat.

Sir, the other day the entire Opposition requested you and demanded from you that the situation is so grave that the entire House cannot be a silent spectator and should address itself to the very serious and dangerous situation that has taken place in Gujarat. Unfortunately, Sir, at that time forty precious minutes of this august House were lost because the Government took forty minutes to decide whether this problem should be discussed or not.

Sir, as the highest legislature of the country and as the responsible elected representatives of the country we cannot be silent spectators if a part of India is burning, if there is arson, looting, violence day in and day out and if very precious young lives are lost. Since the month of December the situation in Gujarat has taken a very serious turn. The question—started on an innocent note concerning reservation of seats in postgraduate medical course in B J Medical College, Ahmedabad. There were two seats in Ophthalmological course there and when the students went there for admission they were told that both these seats are reserved and they cannot be offered to them. Now, had the situation at the very beginning been tackled tactfully this entire conflagration which is engulfing the entire State and threatening to spill-over to other States would not have arisen. Unfortunately, nobody took the situation very seriously and now the communal overtones have engulfed the entire State of Gujarat. All the patriotic elements in this country and all the people who owe allegiance to the Constitution and democratic norms are quite aware of the historical background of this question of reservations. There is a Constitutional provision which is engrained in our Directive Principles and it was the dream of the Father of the Nation to wipe out every tear from every eye. It was he who fought a grim battle to safeguard the rights of scheduled castes and scheduled tribes. He even staked his whole life and went on a fast at Poona for 21 days on this very question.

Everyone of us knows how the Father of the Nation was concerned about granting protection and safeguarding the interests of the weaker sections of society, especially Harijans and Adivasis. When this matter started in Gujarat on a very innocent note at that time it was not in the minds of the students of Gujarat and not even in the minds of the Harijans to create such violence....But I am sorry to say that there was much to be desired the way the situation was

handled. Had the State Government shown some tactfulness, some imagination, some resourcefulness, this situation would not have arisen. What are the demands of those students? In the beginning, the students came out with some formulas. Those formulas were also not against the reservation. A feeling of insecurity was created in the minds of the students: "Though we have got merits, we are denied certain rights; we do not get admission in the medical college though we are highly qualified." If any leader from Gujarat had taken pains to persuade the students, who are our kiths and kin and explained to them that this was our article of faith and we cannot go back on the protection and reservation that has been granted to the scheduled castes, scheduled tribes, advasis etc. and that it is our national policy, the situation would not have gone so far. If someone would have told them: "We are prepared to sit with you and find out some way out and some solution, so that the merits are acknowledged and at the same time our basic principle of granting reservations for the scheduled castes and scheduled tribes in the post-graduate college is also not sacrificed, let us sit down together on the negotiating table and come to some conclusion", and initiated this right in the beginning, I would very humbly submit that the situation would not have taken a very ugly turn. Unfortunately, that was not done.

Thereafter, we demanded that a statement should be made by the Home Minister here. I have got a copy of the statement made by the Home Minister here. Day in and day out statements are made by the Government demanding cooperation from the opposition parties in this House as also in Gujarat. What are the observations made in this statement by Shri Venkatasubbaiah? An allegation was made in the Gujarat the situation has arisen because some political parties and disgruntled anti-social elements are whipping up the sentiments of the misguided students in the matter of abolition of reservations etc. This

is not the way to create a congenial atmosphere. We say that this is a national crisis and a national problem, this is not the way to go on accusing all the opposition parties and go on pointing an accusing finger of the opposition benches and then seek their cooperation. I would beseech the Government that at least at this stage, they should rise up to the occasion, appeal to all sections of society, and should take sincere cooperation from the members of the opposition and all the opposition parties.

In Gujarat things have gone beyond the control of the political parties. People on both the sides are highly worked up and they are not prepared to hear the political leaders. Unfortunately, in Gujarat, there is no political leader of that stature, who can ask or advise the students on both the sides.

SHRI CHITTA BASU (Barasat): Mr. Makwana is there.

AN HON. MEMBER: What about Shri Morarji Desai? (Interruptions)

SHRI RATANSINH RAJDA: Unfortunately, in Gujarat there is no leadership of that stature, whose voice will be heard by all the sections of society. It is highly distressing that Gujarat which had great traditions of tolerance, the Gujarat of Mahatma Gandhi, Gujarat where tolerance always pervaded the socio-economic fabric, this entire State is now plunged in arson, loot and violence; and young, precious lives have been lost. As far as the latest figures go, more than 30 precious lives have been lost.

How do we tackle the situation? You will be surprised to know that when this agitation started, instead of persuading the students, instead of inviting them for negotiations, an advertisement was given by the Government of Gujarat in the newspapers calling upon other backward classes to demand more reser-

[Shri Ratan Singh Rajda]

ervations. Such things always add fuel to the fire. The principle of reservation is accepted. No sane element will be against it. I would say it repeatedly. As far as my Janata Party is concerned, umpteen times it has said that it will stand and fall by the principle of reservation. We want that the interests of minorities should be safeguarded. (Interruption). Please hear the voice of sanity. We have to rise beyond partisan feelings. This matter is beyond party considerations. I am not addressing you from the partisan viewpoint. I am making the stand of the Janata Party very clear. We have declared umpteen times that the reservation principle which is enshrined in the Constitution, has to be followed, and the rights of SCs and STs have got to be protected.

Having said this, I would like to submit that with regard to these 2 seats in the Ophthalmology Department, the students were told that they were reserved seats, and hence they could not be offered to the other students. Therefore, the situation was handled tactlessly. From that, bad blood was created. There was no caste or communal over-tone. The students approached the authorities, and went to the Chief Minister; and they demanded certain clarifications. In good faith, they said: "We want that there must be a uniform policy as far as these reservations are concerned, in the postgraduate medical course."

We are all aware, and I think most of my hon. Members on this side are also aware, that only in 9 States in India reservations for postgraduate medical students exist. It is not followed all over India. In the rest of the States, there is no such reservation. Let us get the facts as they are, and then analyse the situation. These students were demanding in the beginning: "We would like to have a uniform policy. Let it be there on the part of the

Government." Even in these 9 States, the provisions relating to reservation are not similar, or uniform. There are contradictions even. Because of this, the students demanded that there must be a uniform policy. Next, they stated: "We are not against reservation but we are against the manner in which the policy of reservation is implemented." Everybody knows that the leaders of the ruling party, and every one right from the volunteer up to the hon. Members of this House, always parade as the Messiahs of SCs and STs.

They always parade as Messiahs of the Scheduled Castes and Scheduled Tribes. They think that all the other people are against the Scheduled Castes and they have no right to representor to talk about Scheduled Castes and Scheduled Tribes. The Prime Minister from the roof tops every now and then would make statements which are made out of political designs and to earn political advantage for the party and this is also one of the root causes, going on repeating, going on repeating. (Interruptions)

MR. DEPUTY-SPEAKER: Order, order, please. Everybody will have an opportunity to speak. (Interruptions)

SHRI RATANSINH RAJDA: I am merely dispassionately analysing the situation as it is. If it is not palatable to you, I cannot help. (Interruptions) When we talk of one section of the society, one sections of the political party, one particular party,—they claim as Messiahs that they have the monopoly to talk about the Scheduled Castes and Scheduled Tribes, they try to utilise that propaganda for the benefit of the political party, then the entire connotations that are there enshrined in our Constitution for safeguarding the interests of the Scheduled Castes and Scheduled Tribes always are at stake and it is this atmosphere which has been created by this attitude of the ruling party which has already vitiated the atmosphere.

Now, I would like to demand, and I would like to know from the hon. Home

Minister that the students came out with four demands and there was a four-point formula which they presented before the Government. While making a statement there, allegations were made, motives were imputed against the leaders of the Opposition, against the Opposition political parties but they did not inform the House what was the four-point formula which was brought forth by the student leaders. Nobody has told that. This House is entitled to know what that formula was. What happened to that? (Interruptions)

MR. DEPUTY-SPEAKER: Come to the formula. (Interruptions)

SHRI RATANSINH RAJDA: How far have you proceeded? Negotiations were going on. We were not informed. This House was never taken into confidence as far as the four-point formula was concerned. (Interruptions).

MR. DEPUTY-SPEAKER: Order, order; please.

SHRI RATANSINH RAJDA: Now they wanted, as I stated, that uniform policy must be there. It is implemented only in nine States. That was one. Secondly, they opposed the method of implementation of reservation rather than the reservation as such. In some states grace marks were given and in some States grace marks were not given. Then they talked about the political overtones to which they were opposed.

(Interruptions)

This is what I have come to know. If it is not true, I will stand corrected. As far as I am concerned, nothing was told (Interruptions)

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS AND DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI R. VENKATASUBBAIAH): You stated that the method in which they are implemented was opposed. What is that method? You please tell us. Please enlighten about that in this House. (Interruptions).

SHRI G. M. BANATWALLA (Pon-nami): He will find out and tell you.

SHRI RATANSINH RAJDA: When I said, "manner in which it is implemented", first of all when you make political capital, I have already elaborated on that word. The Prime Minister and all the leaders of the ruling Party they are only creating bad blood between the Scheduled Castes and the non-Scheduled Castes people. That is how you are implementing. (Interruptions)

MR. DEPUTY-SPEAKER: Order, order.

SHRI RATANSINH RAJDA: The spirit of the safeguards that are made in the Constitution in the purest form for Scheduled Castes and Scheduled Tribes, how you are utilising it to implement it, the way you are making political capital out of it, that is my charge. And that is the wrong manner of doing things and because of that wrong manner bad blood is has been created between Savarnas and those Harijans and no responsible leader or the society should do it. (Interruptions)

Would you kindly hear me (Interruptions).

MR. DEPUTY-SPEAKER: If you deal with the issue only without going into personalities, your speech will be good.

SHRI RATANSINGH RAJDA: I have never named any personalities.

MR. DEPUTY-SPEAKER: I would like every one of you only to deal with the issue.

SHRI P. VENKATASUBBAIAH: what is the solution he has in mind?

DR. SUBRAMANIAM SWAMY (Bombay North-East): You are in the Government and you have to produce a solution. That is not our job. (Interruptions)

श्री मनीराम बागड़ी: अगर आप पहले हमारी बात मान लेंगे, इस पर डिस्कशन करवा देंगे, तो इतनी आग न लगती।

MR. DEPUTY-SPEAKER: Our discussion should find a solution. It should not deteriorate the conditions already there. I would like that every hon. member speaks in such a manner that the situation is not more deteriorated. I would like that emotions should be avoided. Emotional speech is not necessary. There are no two sides in this issue. The House as a whole should discuss it. Let us not bring in personalities and politics into this issue.

(Interruptions)

SHRI RATANSINH RAJDA: The situation would not have deteriorated if right from the beginning the Government had clearly addressed themselves to the law and order situation in Gujarat. They did not tackle it with some imagination. Now because of that when the doctors and lawyers took out a procession, two thousand doctors and lawyers were arrested, when these leaders of society leaders of public opinion were arrested, when there was mass arrest, immediately all those people who had no sympathy towards this agitation also were dragged into the agitation. The police force was there—SRP, CRP etc. and firing took place. Innocent lives were lost. Because of the death of innocent young people, many people who had no sympathy towards this agitation also started getting dragged into this agitation and it has become a great conflagration now.

Now the situation is such that the Government cannot tackle it on their own. If the Government are very serious, they shall have to see that all those sections of people in Ahmedabad—Harijans, scheduled castes and scheduled tribes, medical students, Members of the All India Medical Council, leaders of the Medical Council—all these people are brought to the negotiating table. Unless that is done, the solution could not be found. Along with this, Government in all sincerity shall have to seek the cooperation of all the political parties. All the political parties are here not to

fan trouble, not to whip up violence but to extend their cooperation very sincerely. It is for the Government not to accuse them but to sit with them sincerely and find out a solution.

MR. DEPUTY SPEAKER: Both of you should not do that.

SHRI RATANSINH RAJDA: It is reciprocal. But in the Government we hear two voices. When the situation in Assam was there, Giani Zail Singh went to meet our elder statesman, Shri Morarji Desai. Now, Mr. Makwana in the same breath started condemning Morarjibhai and issued statements. That is not the way how Ministers of the Government should function. The very root cause of this is everybody knows it and in this House we have discussed and I had pointed out once that there is internecine quarrel between Mr. Makwana and the Chief Minister of Gujarat. (Interruptions).

MR. DEPUTY-SPEAKER: That is why I said—don't bring in personalities.

SHRI RATANSINH RAJDA: This is one of the major factors because of which the entire trouble has been whipped up and fanned. (Interruptions). I will not be cowed down by shouting. Mr. Makwana made certain statements in Gujarat. (Interruptions).

MR. DEPUTY-SPEAKER: That is his view. Let him say it. The Minister will reply.

SHRI RATANSINH RAJDA: Why do you bother? Your Minister is competent enough to reply.

Mr. Makwana made certain statements about Gujarat. Now, the first duty of the Prime Minister would be to see that Shri Makwana and Shri Madhavsingh Solanki are brought together on the negotiating table. They must sit together not for the sake of Gujarat but for the sake of the entire nation because this fire may spread to the entire country.

MR. DEPUTY-SPEAKER: How are you interested in this? That is their inner party affair.

SHRI RATANSINH RAJDA: Gujarat is burning. The ruling party like Nero is fiddling here when Gujarat is burning. The Prime Minister and Giani Zail Singh should not fiddle like Nero in Delhi and they should not issue statements. That is why, in all earnestness I have said that. We have nothing to do with their inter-party business. Since this pertains to the entire policy of the Government which affects the situation in Gujarat, they must sit together and speak with one voice. If that is done, the situation would improve immediately. At least, let them learn how to speak with one voice. From this view point I have said that. A way out shall have to be found where the sense of insecurity on both sides shall have to be removed. It is a crisis of confidence which shall have to be removed to solve the entire problem. A national commission should be appointed by the Government to review the entire situation as far as the point of reservation is concerned. If such a national commission is appointed, it would go into all the merits of the case. (Interruptions)

SHRI G. M. BANATWALLA: May I seek a clarification? He has asked for a national commission. He should better clarify whether he wants national commission to consider the advisability of the policy of reservation or whether he wants national commission to consider the manner of its implementation.

SHRI RATANSINH RAJDA: As far as the reservation point is concerned, I made it explicitly clear. I have already stated that we are committed to reservations both for scheduled castes and Scheduled Tribes. There is no doubt about it.

Having said this, I would appeal to all sections of the House to stand united, to speak with one voice, to come to the rescue of their brethren in Gujarat see that the conflagration is put an end

to, a consensus is created among the people of Gujarat and feeling of insecurity which is prevailing there, is removed. If that is done, I think the people of Gujarat and the entire country would bless us.

श्री मोहन लाल सुखाडिया (उदयपुर): उपाध्यक्ष महोदय, गुजरात के मामले पर यहां गंभीर चर्चा सदन करने जा रहा है। इस मौके को किसी राजनीतिक लाभ उठाने का या आक्षेप-प्रत्याक्षेप करने का न मान कर, मैं समझता हूँ कि अगर इस सदन के अन्दर बहस इस प्रकार की हो कि जिस बहस का प्रभाव गुजरात के अन्दर अच्छा हो, और जो आन्दोलन चल रहा है वह रुके और वहां शांति से सारी समस्या का हल हो तब तो इस सदन के अन्दर इस बहस करने का, मैं समझता हूँ अच्छा परिणाम निकलेगा।

आज कोई भी इस बात से इंकार कर के नहीं चलता है कि हमारे विधान बनने से भी पहले जब देश की आजादी की लड़ाई लड़ी जा रही थी उस मौके पर हम लोगों ने पूज्य बापू के नेतृत्व में शेड्यूल्ड कास्ट्स और शेड्यूल्ड ट्राइब्स के जीवन स्तर को उंचा उठाने के कदम उठाने की प्रतिज्ञा की थी और इसीलिए आगे विधान में हमने रिजर्वेशन का प्रावधान किया है। विधान में जो रिजर्वेशन का प्रावधान किया गया है उस के अनुसार एक प्रदेश में ही नहीं, करीब करीब सभी प्रदेशों के अन्दर, इस गर अमल किया जा रहा है। एक जगह और दूसरी जगह के बीच में कुछ भेद हो सकते हैं लेकिन जहां तक रिजर्वेशन की नीति का प्रश्न है, उसके बारे में, मैं समझता हूँ कि कोई भी राष्ट्रीय विचारधारा का व्यक्ति और खास तौर से वे व्यक्ति जो देश के अन्दर राष्ट्रीय आन्दोलन हुए, उनसे सम्बन्धित रहे हैं, इंकार कर के नहीं चल सकते।

गुजरात सरकार के समक्ष जब यह बात सामने आयी तो सन से पहले यह सबाल उठाया गया कि बेकलांग को भी रिजर्वेशन के साथ में जोड़ दिया जाता है, उसी से ज्यादा दिक्कतों पैदा होती है। मेरी जानकारी के अनुसार, 14 जनवरी, 1961 को वहां की सरकार ने फैसला किया कि बेकलांग वाली बात को हटा दिया जायेगा।

[श्री मोहन लाल सुबाषिया]

लॉकन रिजर्वेशन के सम्बन्ध में कोई भी समझौता कर के नहीं चला जा सकता है। विद्यार्थियों की तरफ से कुछ और बातें उठायी गयीं जैसे

Introduction of residence system, abolition of M. Sc. medical courses, extension of hostel facilities;

इन चीजों के बारे में सरकार ने एक कमेटी स्थापित की यह विश्वास दिलाया कि हम इन मसलों को इस कमेटी को सौंपते हैं और कमेटी इन मामलों पर जो कुछ रिजर्वेशन करेगी उनके उत्तर गंभीर रूप से विचार करके इनका रास्ता निकाला जायेगा। इसी प्रकार गुजरात सरकार को तरफ से इस बात की भी बराबर कोशिश की गयी कि कोई ऐसा रास्ता निकल सके कि जिससे शांति स्थापित हो सके। फिर 25 जनवरी को राज, जो एक एक्शन कमेटी थी, उसके साथ समझौता किया गया और उसमें यह फौसला किया गया कि

the formula was to create additional seats for meritorious students to the extent of utilisation or reserved seats for SC, ST and other backward classes.

जिससे मेरिटोरियस विद्यार्थियों को अगर नुकसान होता हो तो उसको भी बेलेंस करने की कोशिश की गयी। लेकिन बाद में उसको भी रिजर्वेट कर दिया गया और उसको भी मान्यता नहीं दी गयी।

उपाध्यक्ष जी, जैसा कि आप पत्रों में पढ़ते हैं, उस से यह बात मालूम पड़ती है कि रिजर्वेशन के मूल सिद्धान्त पर तो कोई समझौता करके गुजरात सरकार नहीं चल सकती और उस पर समझौता करने का प्रश्न ही खड़ा नहीं होता। अगर रिजर्वेशन के सवाल को छोड़ कर और कोई ऐसा प्रश्न हो तो उस पर समझौता करने की गुजरात सरकार ने हमेशा पहल की है और किसी भी प्रश्न पर ना कर के नहीं चली है।

मैं ऐसा समझता हूँ कि जो प्रश्न आज वहीं पर खड़ा हुआ है, जिसकी वजह से वहां पर आगजनी, लूटपाट हुई है और

करीब 25 लाख रुपये की प्रापटी समाप्त हो गयी है, 28 के करीब भग्नों के अन्दर जाने लगी हैं, आज कोई भी इस बात को नहीं चाहेगा और हास तौर से, मैं यह समझता हूँ कि गुजरात प्रदेश जहाँ हमारे देश के रहनुमा पूज्य बापू ने जन्म लिया, जहाँ इन संस्कारों को प्रतिष्ठाहन मिला, जहाँ पर यह समझा जाता रहा कि यह गांधीवादी सिद्धान्तों पर चलने वाला प्रदेश है, जहाँ पर, जब कि दूसरी जगहों पर राष्ट्रपति, प्राइम मिनिस्टर, गवर्नर्स उद्घाटन करने के लिए गए; वहाँ गांधी जी के अन्य भक्त रजिंद्रकांत महाराज जी से उद्घाटन कराया गया और यह आशा की गयी कि यह प्रदेश गांधी जी के मार्ग पर चलने की बात कर के चलेगा, वहाँ पर ऐसी कल्पना नहीं की जा सकती। चाहे प्राइमिनिस्टर की पालिसी हो, चाहे और दूसरी बातें हों, चाहे कोई भी वहाँ पर गवर्नमेंट आयी हो, सभी यह प्रयत्न कर के चली हैं कि बापू के सिद्धान्तों पर चला जाए। लेकिन जो कुछ आज गुजरात के अन्दर हो रहा है, मैं समझता हूँ कि किसी भी राजनीतिक पार्टी, जैसा कि पिछली बार यहाँ पर मैंने कहा भी था, के लिए इस प्रश्न पर सोचने का सवाल नहीं उठता है। अन्दर की कुछ भावनाएँ हैं, कुछ कारणों से ये समस्याएँ सामने आई हैं और उन्होंने एक भयानक रूप धारण किया है और एक क्लास-वार की भयंकर स्थिति पैदा हो गई है। मैं समझता हूँ कि उसको जल्दी से जल्दी शांत करना, एकता और शांति के मूल सिद्धान्त और जो चीजें हमने तय की हैं, उनके लिए अत्यंत आवश्यक है इन सिद्धान्तों का ध्यान में रखते हुए ही कोई बात करनी चाहिए। जो राष्ट्रीय हित को ध्यान में रखने वाले व्यक्ति हैं वे इन परिस्थितियों से लाभ उठाने की बात नहीं करते। अगर इन परिस्थितियों से लाभ उठाने की कोशिश की जाएगी तो आज एक जगह ऐसी बात है कल दूसरी जगह है तो इस तरह से हम देश की एकता को समाप्त कर देंगे, इसका अन्त नहीं है। पहले ही हमारे देश में सांप्रदायिकता, जातिवाद और कई ऐसी चीजें दुर्योधनक पंदा हो गई हैं, जिनका रोक जाना अत्यंत आवश्यक है। इनके

कारण देश में बिस्तराव की स्थिति पैदा हो गई है। कहीं एक प्रदेश के रहने वालों और दूसरे प्रदेश के लोगों के बीच, कहीं शेरदुल कास्ट-शेरदुल ट्राइब्स और अन्य जातियों के बीच इस तरह की बातें पैदा हो गई हैं। इन चीजों को रोकने के लिए सस्ती से, समझदारी से, मेलजोल से कदम उठाने की आवश्यकता होगी।

उपाध्यक्ष महोदय, यह कहा जा रहा है कि सरकार की तरफ से दिलाई बरती जा रही है, इन चीजों को प्रोत्साहन दिया जा रहा है। मुझे से पहले बोलने वाले वक्ता मुझे माफ करें, मुझे सुनकर अफसोस हुआ। मैं पहले समझ रहा था कि वे दर-असल में इस बात को हासतौर से कहना चाहते हैं, लेकिन आपने ये कमीशन बैठाने की बात कह दी। (अवधान)

SHRI RATANSINH RAJDA: I wanted....

(Interruptions)

MR. DEPUTY-SPEAKER: He is not yielding. Therefore you cannot speak.

श्री मोहन लाल सुखाड़िया: माननीय उपाध्यक्ष महोदय, इसी तरह से कहीं मकवाना जी और मुख्य मंत्री के बीच क्या रिश्ते हैं इसका जिक्र किया मैं यह उम्मीद करके चलता था कि इस विषय को गंभीरता से लिया जाएगा और कल जो पत्रों में आया उससे यह लगेंगा कि सारा सदन एक मत से यह चाहता है कि वहाँ पर शांति स्थापित हो। एक दूसरे पर कीचड़ उछालने से उन लोगों पर क्या असर पड़ेगा। मैं समझता हूँ कि इन सब चीजों को ध्यान में रखकर बात करना सबसे महत्वपूर्ण है बा-मुकाबला इसके कि हम छोटी-मोटी बातों का लाभ उठाने की कोशिश करें।

उपाध्यक्ष महोदय, कुछ माननीय सदस्यों ने कहा कि गुजरात के अन्दर कोई बड़े नेता नहीं हैं। मैं समझता हूँ कि ऐसा नहीं है। वहाँ पर मोरारजी भाई हैं, हीरा भाई हैं, बाबू भाई हैं, कई लोग वहाँ पर हैं। इसलिए यह नहीं कहा जा सकता कि गुजरात में नेतृत्व की कमी है।

वाज आवश्यकता इस बात की है कि ऐसे कठिन मौकों पर नेतृत्व का साफ कहना चाहिए, उसमें साफ कहने की हिम्मत होनी चाहिए। (अवधान)

उपाध्यक्ष महोदय, आजादी के समय जब देश जल रहा था, नौवावाली में आप लगी हुई थी, उधर अलवर और भरतपुर जल रहा था। ऐसे समय में महात्मा गांधी आजादी के जेलियों को छोड़कर नौवावाली चले गए और विनोबा भावे जी दूसरे स्थानों पर चले गए। मेरा कहने का तात्पर्य यह है कि यह समय नहीं है कि मकवाना जी मुख्य मंत्री जी के क्या रिश्ते हैं इसकी चर्चा की जाए। आपकी पार्टी के पास वहाँ इन चीजों का संभालने के लिए नेतृत्व मौजूद है और आप सब मिलकर उन हालातों को सुधारें, इसको आज आवश्यकता है।

उपाध्यक्ष महोदय, मैं ऐसा नहीं मानता कि सरकार की तरफ से किसी भी वर्ग-विशेष को प्रोत्साहन दिया जा रहा है। कोई भी व्यक्ति या कोई भी तंत्र या कोई भी सरकार लाठी बरसाना या गोली चलाना नहीं चाहती। केवल मजबूरी की हालत में ही यह करना पड़ता है और जो हालात आज पैदा हो रहे हैं उनको रोकना आज सबके लिए अत्यंत आवश्यक है और उस लिहाज से इन प्रश्नों के ऊपर विचार करके हम कोई रास्ता निकालें।

उपाध्यक्ष महोदय, इस पर कोई लंबा-चौड़ा भाषण देना नहीं चाहता। मैं चाहता हूँ कि यह सदन इस प्रकार की स्थिति बनाए, जिससे यह मालूम हो कि यह सदन वहाँ पर शांति चाहता है और वहाँ पर सबसे पहले अपील करता है कि वे इन चीजों को समाप्त करें अगर कोई छोटी-मोटी बातें हैं तो उनको आपस में बैठकर हल करने का प्रयत्न करें, जिससे शांति का वातावरण पैदा हो।

MR. DEPUTY-SPEAKER: Shri Somnath Chatterjee.

SHRI RATANSINH RAJDA: On a point of clarification. The hon. member who spoke just now has twisted what I had said. What I said was that in

[Shri Ratan Singh Rajda]

commission of inquiry be appointed to inquire into the police excesses and atrocities committed by the police, C.R.P., etc. against weaker sections of the people.

SHRI SOMNATH CHATTERJEE (Jadavpur): Mr. Deputy-Speaker, Sir, on behalf of my party, I rise to take part in this debate with all the seriousness that the issue demands and I have no doubt that all right thinking sections of this House will consider and discuss this issue taking it as one of the major national issues facing the country today. It is a very sensitive issue and it has affected almost the whole of the State of Gujarat. As the hon. Minister, Mr. P. Venkatasubbaiah said the other day, I believe, except one, all the districts of Gujarat are affected.

On a question which has resulted now almost in a vertical division of the people of the State, and, not only in that State, but it has the potential of a cancerous development and, unless this is checked by saner elements of the society and the Government taking real and effective steps, it would be a very serious issue for the country as a whole. Therefore, when we find that a question which has affected the unity of the democratic masses and has almost resulted in total dis-organisation of the social and economic life in the State, we treat the matter with utmost seriousness. I wish to make it absolutely clear and, I am sure, nobody even in his dream will think otherwise that my party is fully in support of the maintenance of the reservation provisions not only in the Constitution but in the laws of the country.

Now, if we consider the situation that was prevailing when the founding fathers were considering that Constitution that was to be framed, the organic law of the country, they necessarily took note of the situation prevailing wherein a very large section of the people of this country were not only kept economically in a downtrodden position, were being economically exploited, but also a system of casteism

had developed over the years which was eating into the vitals of our country, keeping divisions amongst the people on caste considerations. Unfortunately, very large sections of the people, described as Scheduled Castes and Scheduled Tribes, were being kept much below the poverty line as a result of the policies adopted by the imperialists in this country which had sustained a feudal set-up. It was realised that certain minimum protection had to be given to our unfortunate brothers and sisters of this country who were being denied not only the economic benefits but even the normal human civilised behaviour. Therefore, it was quite meet and proper that article 16 (4) of the Constitution provided that at least in the matter of Government jobs, the Government and the Parliament was entitled to enact laws for the purpose of making reservation for them because, without an economic upliftment, and the Government being the biggest provider of jobs and was contemplated to be the biggest provider of jobs in this country, there must be some reservation for these economically weaker sections of people, Harijans, Scheduled Castes and Scheduled Tribes and so on and so forth.

There is one provision of the Constitution which is relied on, if I may say without being misunderstood, by detractors of this principle, namely, article 335 of the Constitution. It says that the efficiency of the administration must be borne in mind in the case of application of this reservation theory. On the plea that the efficiency of the administration has to be maintained, certain demands have been made; if I may say, again without being misunderstood, in some interested quarters saying, you cannot have efficiency in the administration if you maintain reservation the category of promotions. That is one of the petty objections to this. But, I shall come to it a little later.

I was referring to the illuminating judgment of the Supreme Court which probably many of the Hon. Members have not had the time or the inclination to go through. I will only draw

the attention of the Hon. Members to it.

But, we must realise one point here and now. Do not think that I am saying this only for the sake of criticism. I am putting forth the facts. Today's situation is that even 30 years to reservation has not been able to make any serious dent in the problem. We have had reservations. We have had this attempt to give them some jobs here and there. But, are we sincere? Can we say that we have solved the problem? Can any Hon. Member on the other side—I do not wish to take it as a partisan dispute—sincerely say that he has solved the problem of Harijans or the scheduled tribes or the backward sections of the people? Unfortunately, the problem is increasing. That is the reality of the situation.

Therefore, what is the solution? It was thought by our founding-fathers that this reservation may not have to be perennial. You remember, when the question of representation in the House of People in the State Legislatures was considered, it was initially for 10 years that the reservation was given. Now, it has increased to 30 years. Then, it is increased to 40 years. We are increasing the period of reservation every ten years. Why? Because the situation has aggravated instead of getting resolved.

There is a solution. We have to bring about some fundamental changes in our socio-economic set-up in this country. Otherwise, there cannot be any emancipation to these people. They are very much our flesh and blood. You cannot, solely by reservation, bring about their emancipation for all times to come. If you do not bring about fundamental changes in the socio-economic set-up in this country, you cannot solve this problem. We know that you cannot do even that. The difficulties are there. For 30 years, a certain socio-economic system in this country has been developed, nurtured and sustained. It has deepened among the people. It has widened the disparities among the people. That is the position today.

At the moment, I am not on that specific issue. I am saying lot there be no illusions although you are fully in support of these reservations. We shall continue to support any decision taken by anybody to maintain the special privileges, certain privileges I would call, certain minimum privileges, which the citizens of this country, a section of the citizens of this country, deserve. At the same time, I wish to point out that if there is to be a real radical change in the situation, we have to bring about a change in the present social-economic system that is existing all these years. Until that is brought about, I know that this reservation has to continue.

The solution lies in providing a few jobs. Questions are being raised. The Hon. Member Shri Sukhadia referred to it. There is the problem of what is called "carry forward", for one year, if this required percentage of scheduled castes and scheduled tribes candidates are not available. Then, the 'carry-forward' principle has been followed. For one year, if adequate number of candidates is not available, it is carried forward to next year. It has happened sometimes. Sometimes it was 45 per cent, sometimes it was 50 per cent and also 55 per cent. In one year, there is recruitment kept reserved for scheduled castes and scheduled tribes etc. because suitable candidates were not available.

Then the question is whether the reservation quota should be maintained only at the recruitment stage or at the promotion stage. This is a very vital question. We feel that in the case of promotion also, because there has been total denial of opportunity to these people of our country, it is necessary to keep the reservation at the promotional stage also. If there are difficulties in the way of doing it let us sit across the table and try to sort out. But that principle has to be followed as also the principle of carry-forward, that it will deprive the other sections of the people from getting jobs because this carry forward principle is there, there has to be accumulation of the arrears as it were—accumulation of the reser-

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ation, that theory which is propounded; therefore other sections of the people are going to suffer, Sir, I wish to tell all, not only to my esteemed colleagues here, but also to the people outside, that let us not suffer from mirage. It is a mirage to think that if the reservation is not there all the unemployed people in this country will get job. They will never get jobs in adequate number, because there are more and more people running after lesser and lesser jobs. Therefore, even if these reservations are there, the unemployed people in this country will not get adequate jobs. Therefore, our duty is those who have been denied, those who have been exploited, oppressed for centuries together, they should be provided with these minimum rights.

Sir, in a recent decision of the Supreme Court of India, a very very eminent Judge and I am very sorry that he has retired recently—in answer to a question that so far as higher posts are concerned—that was a case of a Railway reservation. I hope the hon. Minister knows of this judgment.

Sir, Justice Krishna Iyer said:

"the higher echelons are the real controllerates, not the menial levels, hierarchically structured as our society is. Obviously, Article 18(4) was not designed to get more harijans into government as scavengers and sweepers, but as Officers and bosses, so that administrative power may become the common property of the high and low, homogenised and integrated into one community."

Sir, this is our submission. Therefore, saying well you have got the largest number of Safaiwalas in the Railways in the Class IV among the Scheduled Castes, that is not the solution of the problem. Therefore, Sir, our submission is, that these Members have to be maintained and see that it is properly implemented.

Sir, it is being said that there have been disproportionate induction into the services. Sir, Justice Krishna Iyer in his Judgment for getting the figures collected at one place has referred to the figures which the Government supplied in connection with that case. It says,

"The table furnished by the Central Government as in 1978 shows that the Scheduled Castes have in Class I around 7 per cent representation, in Class II 9.5 per cent, in Class III 11.1 per cent and even in Class IV (excluding Safaiwalas) only 18 per cent from Harijans and other communities consider such jobs as infrading. So, there is 83 per cent representation of the Scheduled castes among Safaiwalas. This is not because of representation because no one else is forthcoming for such untouchable jobs."

And it is to be stated that the learned Judge has further quoted figures and commented:

"The facts in the statement we have digested from the Reports of the Commissioner for Scheduled Castes and Scheduled Tribes, conclusively show the long distance to travel before the Scheduled Caste and Scheduled Tribe members in the Civil Services can be said to have had a fair or at least a proportional deal. Class II and Class III for the whole of the central services have a range of 3.84 per cent to 7.37 per cent and 9.27 per cent to 12.55 per cent for Scheduled Castes and 0.37 per cent to 1.03 per cent and 1.47 per cent to 3.11 per cent for Scheduled Tribes,

". while their eligibility is of the order of 15 per cent and 7-1/2 per cent respectively. What a grievous beeway after 33 long years may be the acid comment of the victim sector (i.e., the harijans and the girijans)."

This is the agony and anguish expressed by our highest court in this country: when this question came up before the Court for a decision whether the 50 per cent reservation was to be upheld under our Constitutional framework or not, it was upheld, and this is the grave agony and anguish expressed by our judges.

So far as Gujarat is concerned. I have been trying to find out; I shall stand corrected if my figures are wrong. Against the 25 per cent reservation in the post-graduate medical courses, the actual utilisation during the last six years has been about five per cent only or even slightly less than that. I got the figures from some publication. That is why I have said that I shall stand corrected if my figures are wrong. Out of 737 posts of Professors, Assistant Professors, teachers, etc., only 22 posts were filled by Scheduled Castes and Scheduled Tribes whereas their quota is 25 per cent. This is the abominable situation prevailing there. And what is the good of saying that there are over-representations in the case of Scheduled Castes and Scheduled Tribes in the post-graduate medical classes? Therefore, this agitation started. Now, what is happening? What was initially thought to be some agitation by the medical students of a particular College with regard to the post-graduate course has now engulfed the entire State. Although the Chief Minister of Gujarat tried to meet the leaders of the agitation and the medical students and also some political leaders, this was what had happened—I am quoting from today's Statesman:

"While the meeting was still in progress, the Gujarat Anti-Reservation Committee, demanding abolition of reservation from every sphere of activity, declared in a Press release that it would continue its struggle even if the medicos reached an agreement with the Government and suspended their agitation."

This is the seriousness of the situation. Now, what has been witnessed? Our leader, Shri Samar Mukherjee,

went to Ahmedabad. He is unfortunately away now on a very important engagement previously fixed up; that is why he is not here. I have learnt from him that there have been widespread attacks and tortures on the Harijans; even in areas where this question was not involved, there have been deliberate attacks; it seems to be an organized attack on the Harijans and the other weaker sections of the people. There have been police atrocities on the Harijans. Nowadays we are seeing this in this country. You are aware, Sir, of what happened in Moradabad, about the role of the police. They also get divided. What happened in Tripura? We found that there also. The police, the law-maintaining forces, get divided on parochial issues, on partisan issues, on a communal basis. And where there is preponderance of one section of the people in the police force, the other section becomes the victim; and that has also happened in Gujarat. There are serious complaints and charges against the police because they have chosen to victimise the oppressed people more.

MR. DEPUTY-SPEAKER: Normally, a Short Duration discussion takes place for one hour. I would like to ascertain the sense of the House. I want to fix the time.

SOME HON. MEMBERS: Upto 9 O' Clock.

MR. DEPUTY-SPEAKER: Beyond 9 O' Clock, we are not sitting. If every Member takes not more than ten minutes, then we can complete it.

19 hrs.

SHRI SOMNATH CHATTERJEE: Here the Government has a big role to play. Government is in control of the police. The Opposition parties are not in control of the police. I am not trying to score here a political point. But Government cannot deny or disclaim its responsibility to see that there is proper maintenance of law and order there.

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I know, Sir, here we cannot ordinarily discuss the question of law and order situation in a State. But the hon. Speaker has been kind enough to allow this discussion and we are discussing not on the question of the general law and order situation which is a routine matter in every State, but out of a specific question arising out of the agitation which is going on there. If the Police takes up sides, that is a very serious matter. Therefore, in view of the fact that we have had such experiences in the past in other parts of the country where the Police are dividing on caste lines and communal lines, here also that situation has arisen, and in such a situation where it started as agitation by the medical students, it has now degenerated into a general agitation of anti-reservation demand as, the government must take firm steps... (Interruptions) This is Parliament of India, Sir... (Interruptions)

MR. DEPUTY-SPEAKER: All these things will not go on record. We are hearing a very serious speech. ... Please go on.

SHRI SOMNATH CHATTERJEE: When an hon. Member of the ruling Party is behaving in this manner, we start entertaining doubts about their bona fides. Sir, if the Treasury Benches cannot control their Members and if they react in this matter on a matter like this, it shows what importance they attach to this matter....

SHRI P. VENKATASUBBAIAH: Sir, we want this debate to be carried on in all seriousness and with all the dignity and decorum.

SHRI SOMNATH CHATTERJEE: Sir, I was going to finish. ... I also request the hon. Ministers—all of them are present here—to impress upon the government there that mere indiscriminate use of the detention laws will not help unless the people get feeling

that the law enforcement machinery will hold the balance in even hands and that there will be no victimisation and no atrocity because the weaker sections of the people are facing the music or more and more they are being harassed. I am not saying that no atrocity or no difficulties have been created for those who are not Scheduled Castes or Scheduled Tribes. If there are any genuine grievances, that must be looked into. But it is essential to see that the partisan attitude is not taken by the Police or by the government or by the administrative machinery.

Those who have suffered in this case—in this case, the Harijans—should be given proper protection together with the necessary amount of compensation for the losses they have sustained. And it is essential that such an announcement should be made by the Central Government. I request instead of nibbling here and there as other States, you also search your own heart. Kindly do that. If it had happened in any other State—in a State run by any other political party, what would have happened? therefore it is a matter of shame that in a State which has given to the country Mahatma Gandhi this is happening. You should also feel ashamed that this is happening in a State which you are ruling. Do they feel that sense of shame? Sir, we are deeply concerned. We are not here to score debating points.

Therefore, I demand, Sir, that an announcement should be made for the payment of compensation. There is a feeling also that unfortunately the Press, the Fourth Estate, have been lately, what I may, say indulging in sensation-mongering. There is a feeling that was the complaint my leader has received—that there has been sensationalism in the Press—in certain sections of the Press—I am not saying the national press but in certain section of the press that has been done. Therefore, an appeal should go from the House—not from me alone or from my party—to everybody in this country

to all saner elements that let us create an atmosphere where we bring in normalcy, where we bring in the people across the discussion table and not settle the issue like this on the street on the basis of the violence arson or looting. That is our appeal, I hope Shri Makwana may not misunderstand me. He is of course a little sensitive on this issue. Mr. Rajya has pointed out that the Minister of State for Home, Shri Makwana is acting as an alter ego there.

You follow what is meant by this. It is this which is creating also a problem there.

MR. DEPUTY-SPEAKER: Is it a legal term?

SHRI SOMNATH CHATTERJEE: Legal term applied legally.

I did not mention any name since you have the honour of sitting over there. There is a feeling because every newspaper says this. Since the agitation started, what happened was this. There was a public statement made by respected Members of Legislatures who are belonging to the same party calling the Chief Minister as unfit and incompetent. Now this had the effect.

MR. DEPUTY-SPEAKER: Mr. Chatterjee, you just now said there is some sensationalism in the local press. This may also be due to that.

SHRI SOMNATH CHATTERJEE: Let him say that. But, he cannot afford to repudiate the facts. We feel there is difficulty in their party and that also is creating a problem. I have got one memorandum or note which shows that since the 30th December, some demands were presented to the Chief Minister. It appeared that within 9th January almost all the demands were conceded. Now the difficulty is that the carry-forward system was abolished on the 9th of January. Inter-changeability or unutilised reserved seat was abolished or it was demanded to be abolished. That was accepted on the 9th of January. Additional seats had to be created. If necessary these had to be

created. But you did not consult the other sections of the people. All soon as these medical students made four demands, the Government forthwith accepted them. That has created serious doubts in the minds of the people. As soon as the students came with their demands, the Government conceded within fifteen days. You did not consult the scheduled castes and tribes people to give up the reservation or give the carryforward.

Is this a solution? We are not saying this. I know that when the passions are rising high, the saner elements cannot operate there. It seems that there are some sections of the people who want to take advantage by fanning this agitation; there are some political parties or some groups or may be some who want to thrive by dividing the people. May be, there are some people even in the ruling party who want to get some temporary advantage out of displacing somebody and getting into their places. May be these things are operating. That is why the people are apprehensive. It is very serious. In a situation like this, unless you tackle it firmly, you cannot solve this problem. An ex-Member of Parliament has issued a memorandum wherein this is what he says. I am quoting:

"The medical students met the Chief Minister of Gujarat and gave a statement for abolition of the reserved seats in the post-graduate courses. He is reported to have said that 'your demands are just and proper; our heart is also pinching. But, what can we do? The reservation quota was fixed as per the reservation rules that were framed by the Janata Government. You suffer due to the Janata Government's on hearing this the Ex. Chief Minister, Shri Babubhai Patel issued a statement to the effect that the reservation policy was adopted during Government rule in 1975.

When the Medical students met the Chief Minister he patted them on the back. Further it says:

"Harijan representatives went to the Health and Supply Minister,

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Shri Manoharsinh Jadeja and opposed the steps taken by him to cancel carry forward seats. He retorted "I am Jadeja Rajput—Darbar Prince. My words would not be changed." Thereafter Harijan leaders and medical students went to the Chief Minister Shri Madhav Sinh Solanki to request him to withdraw the Government orders cancelling carry forward seats. He said "there is neither serious movement nor agitation from your side. What can I do? I am forced to hear and obey the agitation from the other side. Without agitation no one could get better prospect."

This is the position. I was not present at the interview but I am reading from the memorandum which I took from a responsible ex-Member of Parliament. Sir, I would like to appeal to the students and all those who are taking part in the agitation in Gujarat. I take it on this issue there is no difference of opinion.

On behalf of all political parties I request the persons over there—whoever they may be—to suspend and withdraw the agitation immediately and start dialogue. I believe the Chief Minister had invited all the political parties. Some political parties did attend and some did not.

SHRI P. VENKATASUBBAIAH: By quoting from this memorandum you are not helping to resolve the situation. I thought you were going to make a restrained speech but the words which have been used will not help to ease the situation.

SHRI SOMNATH CHATTERJEE: This is being circulated very widely and under the signature of an ex-Member of Parliament. Therefore, don't think it is not known to others. It is an occasion for you to repudiate this if it is not correct. I am giving you that opportunity.

Sir, I request everybody to sit across the table. There may be need for adjustments to be made here and there. We have to arrive at the consensus while keeping the reservation policy intact whether there has to be carry-forward or not, whether there has to be accumulation or creation of new seats or not. This has to be solved. Let this appeal go out from this Parliament and I request the Government to give this matter the utmost seriousness that it deserves.

I will conclude, with your permission, by reading a few lines from Justice Iyer's judgement. This will be helpful to all of us.

"The economically backward and the socio-economically backward truly belong to the 'have-not' camp and must jointly act to bring about a transformation of the economic order by putting sufficient pressure and make Article 38 a living reality. Estrangement between the two categories weakens the military of a joint operation to inject social justice in the current economic order. The truth is that the employment market is distressingly a musical chair business and when starvation faces men, their sympathy for their far weaker brethren vanishes. The true solution for the country's problems, as reflected in these writ petitions, is in developmental expansion involving the millions, rather than denial to the weakest sector of Indian life the morsel to which it is justly entitled. Even Administration will do well to remember that Indian despair, after infinite patience, may augur danger unless the sorry scheme of things entire is remoulded nearer to Article 38."

Sir, I join the esteemed judge and I say that until that is done, let us try to resolve the problem as best as we can and as fast as we can. Thank you.

श्री उत्तम भाई एच. पटेल (बलार):
अध्यक्ष महोदय, गुजरात में नारंगन को नाम पर बांध को बांधलेन बल रहा है वह

हमारे देश और समस्त मानव जाति के लिए खोजने और धर्मनाक है। सर्वस ने इसकी जो निंदा की है, वह उचित ही है।

आज गांधी जी के गुजरात में जो हिंसा का तांडव हो रहा है, उसको यदि बुद्धि-मानी से रोक नहीं गया तो, तो वह सारे देश को वर्ग संघर्ष की ओर ले जायेगा। क्या हमें इस प्रकार की परिस्थिति पैदा करने में दिलचस्पी होगी?

मैं सभी राजनीतिक दलों से निवेदन करता हूँ कि वे इस प्रकार की संकुचित मनोवृत्ति वाले आन्दोलनों के प्रत्यक्ष या पराक्ष रूप से साक्ष्यदार न बनें और अपनी नीति को स्पष्ट करें। हाथी के दांतों की तरह करनी और कथनी में भेदभाव न बरतें।

आज देश की एकता सुद्ध करने की तथा गरीबी से लड़ने की विशेष आवश्यकता है। ऐसे समय में हमें अपनी बुद्धि और बल के इस प्रकार के उल्टे प्रदर्शन करने की क्या आवश्यकता है?

अध्यक्ष महोदय, निम्नलिखित आंकड़ों से यह स्पष्ट हो जाता है कि गुजरात में चल रहे इस उरन्दोलन में कितना क्या तथ्य है:

1. मेडिकल कालिजों में प्रोफेसर्स के 106 पद हैं। इनमें से अनुसूचित जनजाति को एक हो पद दिया गया है।

2. एसोसिएट प्रोफेसर्स के 101 पदों में से अनुसूचित जाति को एक पद दिया गया है।

3. असिस्टेंट प्रोफेसर्स के 293 पदों में से अनुसूचित जाति को 5 पद दिए गए हैं।

4. ट्यूटर 237 हैं, जिनमें से अनुसूचित जाति का 15 तथा अनुसूचित जन जाति के 2 हैं कुल 737 स्थानों में से अनुसूचित जाति को 22 और अनुसूचित जनजाति को 2 स्थान प्राप्त हैं।

इन आंकड़ों से आँखें बूझ जाती हैं। इस हालत में गुजरात सरकार का बारम्बार को

व्यवस्था जारी रखने का फैसला कितना उचित है। वह आप जान सकेंगे। इसके अलावा सरकार ने और भी जो अन्य उदारता व्यक्त की है, वह सराहनीय है।

इतिहास बताता है कि भूतकाल में कथित सज्जन ने एकलव्य भील होने के कारण उसका अंगूठा काट लिया था। क्या इस युग में ऐसी भूल कोई करेगा?

श्री सुरज भाव (अम्बाला): उपाध्यक्ष महोदय, एक बहुत बड़ी कन्झर्वसी की बात है। लोग बाल्मीकि को डाकू कहते हैं, हम इसके लिए एतराज करते हैं। महर-बानी करके ऐसी बात मत कीजिए।

श्री उत्तम भाई एच. पटेल: आप समझे नहीं हैं। मैं गुजराती में "वालिया भील" बोला हूँ।

कहा जाता है कि कम नम्बर वाला व्यक्ति डाक्टर कैसे बन सकेगा? लेकिन मैं याद दिलाना चाहता हूँ कि एक "वालियो" भील बाल्मीकि ऋषि बन सकता है और रामायण भी लिख सकता है। इस बात को भी हमें याद रखना होगा।

जब हम स्वयं शीशे के मकान में रह रहे हों तो क्या उस समय दूसरे के घर पर पत्थर फेंकना हमारे लिए उचित माना जायेगा?

मैं आंदोलनकारियों से यह अपील करूँगा कि कृपया वे इस सोते सांप को जगाकर कोषित करने की भूल न करें।

अमजीवियों के सहयोग के बिना केवल बुद्धि और धन से उन्नति नहीं हो सकती।

अध्यक्ष महोदय, मैं माननीय सदस्यों से पूछना चाहूँगा कि क्या अव्यवस्था, बाग-जनी, पथराव करना, निर्बोषों की पिटाई करना, हत्याएं करना यह सब अच्छे लोक-तंत्र के लक्षण हैं? इस समय सरकार को अपनी जिम्मेवारी का निर्वाह करना ही होगा। गुजरात ने भी इसके बारे में उचित रवैया अपनाया है।

बाहिर में मैं आशा करूँगा कि हमारी प्रधान मंत्री के अनुरोध का ध्यान में रखकर तथा गुजरात के मुख्यमंत्री की उदारता को

[श्री उत्तम भाई एच. पटेल]

बैठते हुए गुजरात की बुद्धिमान जनता तथा वहाँ का छात्र वर्ग अपना आन्दोलन वापस ले लेंगे।

बाहिर में मैं इस सदन के सभी दलों से भी निवेदन करूँगा कि वे सब आम सहमति से आन्दोलनकारियों को अपना हिंसक आन्दोलन वापस लेने की अपील करें। धन्यवाद।

इंसबर अल्ला तेरे नाम,

सब को सम्मति दो भगवान।

MR. DEPUTY-SPEAKER: Each hon. Member shall not take more than 10 minutes.

श्री राम विलास पासवान (हाजीपुर): जी नहीं, अभी आधा घंटे बोले हैं दूसरे माननीय सदस्य।

MR. DEPUTY-SPEAKER: We have extended the time of the House only up to 9 O' clock. I will not allow any Member to speak more than 10 minutes. I must give a chance to all the Members. If you do not end your speech within 10 minutes, I will call the next Member.

श्री मनी राम बागड़ी: 10 बजे तक बैठ जाएं।

श्री राम विलास पासवान: आप पहले सुनते जाइए। आप हिन्दी तो समझते नहीं हैं।

We can sit up to 12 O' clock.

MR. DEPUTY-SPEAKER: I am following your Hindi. But we have decided that we will not sit beyond 9 O' clock.

श्री राम विलास पासवान: उपाध्यक्ष महोदय, अभी हमारे एक साथी ने दिया है कि गुजरात में शेड्यूल्ड कास्ट्स और शेड्यूल्ड ट्राइब्स के जो प्रोफेसर हैं, उन की कितनी संख्या है। वहाँ पर जो रिजर्वेशन की पालिसी है, आप के माध्यम से मैं

सदन को बतला दूँ कि वहाँ पर बिजली पसप्लेशन है, उस में मात्र 7 पर सेंट शेड्यूल्ड कास्ट्स हैं और उस के लिए शेड्यूल्ड कास्ट्स की सीटें केवल 7 पर सेंट रिजर्वड हैं, 14 पर सेंट रिजर्वड हैं शेड्यूल्ड ट्राइब्स के लिए और 10 पर सेंट सीटें ब्रेकवर्ड क्लासेज के लिए रिजर्वड हैं। इस तरह से कुल मिला कर 31 पर सेंट सीटें रिजर्वड हैं और नि 31 पर सेंट सीटों में से, जैसा कि अभी हमारे एक साथी ने कहा है, केवल 5 पर सेंट अभी तक पूरी हो पाई है। 31 पर सेंट में केवल 5 पर सेंट हुई है यानी 26 पर सेंट सीटें बकाया पड़ी हैं।

इस आन्दोलन की शुरुआत कैसे हुई? यदि इस आन्दोलन की पृष्ठभूमि में आप जाएं और कहानी के रूप में उस के तथ्यों को पढ़ लें, तो मंशा साफ भलक जाएगी कि इस आन्दोलन के पीछे कौन तत्व हैं और किन का हाथ इस आन्दोलन के पीछे है। आन्दोलन की शुरुआत 8 जनवरी से पहले होती है लेकिन आन्दोलन असली शेष लेता है 8 जनवरी को। 8 जनवरी, 1981 को मेडिकल कालेज के छात्र गुजरात के स्वास्थ्य मंत्री को मेमोरेण्डम देते हैं और यह धमकी देते हैं कि अगर हमारी मांगें नहीं मानी गई, तो हिंसा पर उतारू हो जाएंगे। गुजरात के स्वास्थ्य मंत्री को 8-1-81 को मेमोरेण्डम दिया गया और 9-1-81 को "केरी फारवर्ड" की पालिसी को खत्म कर दिया बिना सोचे समझे। आन्दोलनकारियों का इस से मन बढ़ा और जब मन बढ़ा तो मेडिकल कालेज के छात्रों ने मुख्य मंत्री को 14-1-81 को मेमोरेण्डम दिया और 14-1-81 के मेमोरेण्डम के सामने मुख्य मंत्री झुक गये और मुख्य मंत्री ने शेड्यूल्ड कास्ट्स और शेड्यूल्ड ट्राइब्स की रिजर्व पोस्टों में जो इन्टरचेंज होता था, उस को भी खत्म कर दिया। इस तरह से आन्दोलनकारियों ने जब दो दो किले फतह कर लिये, तो फिर वे जागे बड़े। 4 किलों में से जब दो किले फतह हो गये, तो उस के बाद मुख्य मंत्री ने, जैसा हमारे साथी बतला रहे थे, चटर्जी साहब बतला रहे थे, उन को शाखाधीन दी और कहा, बाहू बहादुरों, एक दम बढ़ते चलो, प्रबंधन को कोई बात नहीं है।

श्री अहमद मोहम्मद पटेल (भड़ान) : उन्होंने मेमोरेण्डम में से कोट किया है जो गलत भी साबित हो सकता है ।

श्री राम विलास पासवान : जब आप का मौका जाएगा, तो आप कहियेगा, सारी बात कहियेगा लेकिन अभी हमारी बात सुनिये । यहां पर कोल शेड्यूलड कास्ट्स का मामला ही नहीं है, शेड्यूलड ट्राइव्स का मामला भी है, बैंकवर्ड कम्प्यूनिटीज का भी मामला है सब का मामला जुड़ा हुआ है और निशाना हरिजनों को लगाया है लेकिन कहां तक मामला बढ़ेगा, वह भी बतलाउंगा, आप शान्तिपूर्वक सुनिये । मुख्य मंत्री जी ने उन को शबासी दी और उस के बाद मीडिकल कालेज के छात्रों ने 26-1-81 को सभा की और उस दिन के बाद से हरिजनों के घरों को आग लगाना शुरू हो जाता है । यह बात सही है कि वहां का जो एक लोकल पेपर, स्थानीय पेपर था, उस ने बजाय यह कहने कि मीडिकल छात्रों ने हरिजनों के घर में आग लगाई, और पुलिस वहां चूपचाप देखती रही, इस के बजाय उसने उलटा प्रचार करना शुरू कर दिया कि हरिजन लोगों ने अटके किया और उसके बाद फायरिंग हुई, लाठीचार्ज हुआ और पुलिस ने गोली चलाना शुरू किया ।

आप उपाध्यक्ष महोदय, समझ सकते हैं कि सारे देश में हरिजनों की पापलेशन सात परसेंट है । जिनकी संख्या इतनी हो और किसी भी गांव में हरिजनों के दो-चार घर मिलेंगे, क्या वे किसी पर अटके करने की हिम्मत करेंगे, क्या वह हिंसा करने की कार्यवाही करने की हिम्मत करेंगे ? यहां पर तरह तरह की बातें कह दी जाती हैं कि हमारा डिपार्टमेंट भी सही हो सकता है, एडमिनिस्ट्रेशन भी सही हो सकता और पुलिस भी सही हो सकती है । आप बोलिये कि इतनी कम संख्या में होने वाले लोग और और यह जानते हुए कि वे कम संख्या में हैं, क्या वे ऐसी हिम्मत कर सकते हैं ? हमारे मकवाना जी, ज्ञानी जील सिंह जी यहां पर भाषण दे रहे लेकिन हमारी प्रधान मंत्री हाथी पर चढ़ कर बेलछी चली गयीं लेकिन वे बुबरात क्यों नहीं गयीं । (अवधान) आप सब लोग टाईलिंग बजा रहे हैं, लेकिन मैं स्पष्ट कह रहा हूँ ।

SHRI P. VENKATASUBBALAH: Again, you are making certain allegations that will provoke our Members...

(Interruptions)

श्री राम विलास पासवान : विरोधी दल के लोगों की बातों का जवाब देने का आपको काफी मौका मिलेगा । बाद में आपके गृह मंत्री जी बोलेंगे और आप भी काफी लोग बोलेंगे । इसलिए मैं आपके माध्यम से कहता हूँ कि शांति से मेरी बातों को सुनें मैं सिर्फ इतना ही कहता हूँ कि बेलछी में जब घटना घटी थी तो हम लोगों ने अपने गृह मंत्री और प्रधान मंत्री के ऊपर अटके किया था और कांग्रेस के लोगों ने भी किया था । लेकिन उसके बावजूद भी हम लोगों पर यह तोहमत लगायी गयी । वर्तमान प्रधान मंत्री जी वहां पर हाथी पर चढ़ कर गयीं और अभी अहमदाबाद में . . . (अवधान)

SHRI P. VENKATASUBBALAH: He is only accusing the ruling party and not making any useful contribution to the debate.

श्री राम विलास पासवान : क्या हम प्रधान मंत्री के बारे में नहीं बोल सकते हैं ? अगर मैं गलत बात कह रहा हूँ तो आप बोलिये । मैंने इतना ही कहा है कि पिंपरा में घटना घटी, उसमें 18 हरिजनों को जिंदा जला दिया गया, कफलता में 16 हरिजन जला दिये गये, सिंहभूमि जिले के गुहा में 15 आदिवासी जला दिये गये । करसुआ में 6 हरिजन जला दिये गये । यहीं बोट क्लब पर बोलते हुए पिछली सभा में मैंने इस प्रश्न को उठाया था और इस सदन में भी उठाया था ।

वाचार्थ भगवान बरे (अजमेर) : ये गुजरात के ऊपर बात करें । इनकी गाड़ी पटरों से उतरती जा रही है ।

श्री राम विलास पासवान : उनके पास इंजिन ही नहीं तो गाड़ी कैसे चले ।

भाषार्थ भगवान् देव : वापकी चाड़ी तो पटरी से उतर गयी है । (व्यवधान)

श्री राम विनास पासवान : उपाध्यक्ष महोदय, मैं यह कहना चाहूंगा कि बहुत से लोग सदन के बाहर जोड़-बंद हो रहे हैं लेकिन सदन में हम लोग कम से कम जोड़-बंद लेबर नहीं बनते हैं । (व्यवधान)

उपाध्यक्ष महोदय, मैं यह कह रहा था कि इतनी बड़ी घटना घटने के बाद प्रधान मंत्री जी को वहां जाना चाहिये था । अगर कोई सदस्य कहें कि नहीं जाना चाहिए था तो यह उनकी राय हो सकती है । लेकिन बारक्षण का मामला उठे, उस पर इतना काइसिस हो और प्रधान मंत्री जी नहीं जाएं तो क्या कहा जा सकता है ।**

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH): This is too much for any hon. Member to say. I take serious objection to what he has said in the later part of his speech.

SHRI P. VENKATASUBBAIAH: I take strong objection to this. It is an insinuation against the Prime Minister. These words should be expunged. (Interruptions).

MR. DEPUTY-SPEAKER: I will go through the proceedings and decide.

SHRI P. VENKATASUBBAIAH: This debate was to be held on a high pedestal. He is accusing the ruling party and the Prime Minister only. He is not helping to resolve the situation.... (Interruptions).

SHRI BUTA SINGH: There is a limit to everything and there is a limit to also.... (Interruptions). He must be very serious of what he says.... (Interruptions).

MR. DEPUTY-SPEAKER: Rule 353 clearly states that no allegation of a defamatory or incriminatory nature shall be made by a member. I will go through the proceedings and if any

allegation, defamatory or incriminatory, has been made, I shall take care of it.

SHRI SOMNATH CHATTERJEE: On a point of order. (Interruptions)

MR. DEPUTY-SPEAKER: Mr. Paswan, please.... He is on a point of order.

SHRI SOMNATH CHATTERJEE: (Interruptions) is unparliamentary. 'Non-sensical' is parliamentary. So, Mr. Buta Singh should correct himself.

SHRI BUTA SINGH: There is a limit to everything. The later part of the hon. Member's remarks is quite non-sensical. So, it should be expunged.

(Interruptions)

SHRI P. VENKATASUBBAIAH: It is not *** it is amounting to ***

श्री मनीराम बागड़ी : मैं सदन से प्रार्थना करता हूँ कि इस विषय को गंभीरता से लिया जाए। मैं माननीय सदस्य से भी प्रार्थना करता हूँ कि वे टूट्टी प्वाइंट बोलें । इस विषय को हंसी में लेना उचित नहीं है, इसको गंभीरता से लिया जाए ।

श्री रामविनास पासवान : उपाध्यक्ष जी, मैं बड़ी गंभीरता से विषय को ले रहा हूँ और मैं सभी माननीय सदस्यों की, माननीय बूटा सिंह जी की व अन्य सदस्यों की इज्जत करता हूँ . . . (व्यवधान)

MR. DEPUTY-SPEAKER: Please sit down.

भाषार्थ भगवान् देव : **

श्री मनी राम बागड़ी : **

श्री राम विनास पासवान : **

MR. DEPUTY-SPEAKER: Nothing will go on record.

(Interruptions)

MR. DEPUTY-SPEAKER: Nothing will go on record.

**Not recorded.

***Expunged as ordered by he Chair.

SHRI P. VENKATASUBBAIAH: I give utmost respect to Bagri Ji. He is trying to control his colleagues, and also going to introduce an element of seriousness. (Interruptions) But the unfortunate part of it is that his colleagues would not listen to him. That is the whole trouble.

श्री रामविलास पासवान : उपाध्यक्ष जी, मैं कह रहा था कि इस मामले पर गंभीरता पूर्वक विचार किया जाए। मैंने मकवाना जी का भाषण भी राज्य सभा में सुना है। आप कहते हैं कि पॉलिटिकल पार्टी का हाथ है। हम कहते हैं कि किसी का भी हाथ हो, लेकिन जब सरकार आपकी है, स्टेट में भी आपकी सरकार है तो जवाबदारी भी आपकी है और आपकी ड्यूटी है कि ऐसी बातें नहीं होनी चाहिए।

उपाध्यक्ष महोदय, पिछले दिनों बांट-क्लब में आमरण-अनशन किया गया, रिजर्वेशन के खिलाफ। मैंने पिछली लोक सभा में यही प्रश्न उठाया था और कहा था कि यह मामला बढ़ने वाला है। यहीं आप इसको रोकें। लेकिन रोका नहीं गया। उसके बाद एस. टी. सी. एक डिपार्टमेंट है। वहां लोग बिल्ले बांध कर गए जिन पर यह लिखा था कि वह हरिजन है, वह आदिवासी है, जाति के आधार पर यह चमार है या दाल्मीक है। उन लोगों को लेकर मैं मकवाना जी के पास गया था। मैंने उन्हें कहा था कि यह बीमारी दिल्ली में फैल रही है इसको आप रोकें। उन्होंने वहां के चयरमैन चटर्जी या कौन थे उनको फोन किया था, आई जी को भी किया था। मेरा कहने का मतलब यह है कि यह शुरुआत है और इस तरह की चीजें व्यापक पैमाने पर चल रही हैं। गुजरात में भी यही हुआ है। गुजरात के मुख्य मंत्री का दायित्व था कि इसको रोकते। स्वास्थ्य मंत्री के सम्बन्ध में उन्होंने कुछ कहा है। मैं नहीं कहना चाहता कि वह सही है या गलत है। लेकिन यह ठीक है कि पुलिस का इन हरिजनों की प्रति-रोध रहा है वह बिल्कुल गलत रहा है। पुलिस ने जिन्होंने इन लोगों पर जुल्म किया है, उनका साथ दिया है।

मैं सुभाष देवा चाहता हूँ पुलिस फोर्स जो प्रोटेक्शन देता है शैबूल्ड कास्ट्स, डाइब्लू और वीकर सर्वसाज को उस में यदि इन के लोग की पोस्ट्स पर नहीं बिठाए जाएं जैसा आपने कहा भी है तो किसी भी दिन इस तरह के घटनाएं और भी तेजी से होने लग सकती हैं। अगर क्लास और लोअर क्लास में तो यह चीज बाद में होगी लेकिन जो प्रशासन में बैठे हुए हैं वे दगावत करवा देंगे। इसके उदाहरण आपको मिल भी रहे हैं। जगह जगह रायट्स हो रहे हैं, आरक्षण विरोधी आन्दोलन चल रहे हैं। इस वास्ते इस चीज को आप गंभीरता से लें। यह मामला आरक्षण का नहीं है, संरक्षण का है। देश में मूठठी भर लोग जो जीवन के प्रत्येक क्षेत्र में अपना कब्जा जमाए बैठे हैं उनके चंगुल से देश को किस तरह से मुक्त कराया जा सकता है यह आपको साचना होगा। यहीं से यह मामला शुरू होता है। जानी जी जिस कम्युनिटी से आए हैं भीतर से वह यह सब जानते हैं। बूटा सिंह जी, मकवाना जी, शंकरानंद जी, शिक शंकर जी मैं समझता हूँ सब इस वास्तविकता को मंजूर करते हैं। किस तरह की धारा आप बहाना चाहते हैं इसके बारे में आपको साफ होना होगा—

MR. DEPUTY-SPEAKER: What type of thing do you want?

SHRI RAM VILAS PASWAN: I want this type of thing.

श्री राम विलास पासवान : मैं चाहता हूँ कि जिस जाति की जितनी संख्या है उसके मुताबिक उसके वास्ते रिजर्वेशन कर दिया जाए, जिस की दो प्रतिशत है, उसके वास्ते दो, जिस की दस प्रतिशत है उसके वास्ते पांच और जिस की दस प्रतिशत है उसके वास्ते दस प्रतिशत का रिजर्वेशन कर दिया जाए। जाति के मुताबिक यह हो जाना चाहिये। मैंने जब मेरी अपनी सरकार थी तब भी यहाँ पर यह कहा था कि जो जमीन के अंदर रूम पदार्थ हैं यदि उनको खनन निकाल कर जमीन को उन से मुक्त नहीं किया गया तो एक दिन ज्वालामुखी फटेगा और तब कोई भी नहीं बच सकेगा। हरिजनों को आप इतना कमजोर न समझें।

[श्री राम विलास पासवान]

अगर उनकी जायज मांगों को नहीं माना गया तो एक दिन वे लोग यह मांग करना शुरू कर देंगे कि जो झुठो भर ऊंची जाति के लोग हैं उनके लिए आरक्षण कर दिया जाए और तब आप उनको नहीं रोक सकेंगे। यह चीज नहीं चल सकती है।

इस वास्ते आप समस्या को गंभीरतापूर्वक लें। डिवाइड एंड रूल की पालिसी आपको नहीं अपनानी चाहिये। कोई तत्व अपनाता है तो आप उस पर कंकुश लगाएं। पहले हरिजन को गोली मारें, फिर आदिवासी को और फिर पिछड़ों को, यह जो नीति है इसके आप छोड़ें।

यह तर्क दिया जाता है कि हम सूटबेल नहीं हैं। जब कांग्रेस यहाँ थे तब कितने लोग सूटबेल थे। आप कहते हैं कि मैं बहुत क्वालिफाइड हूँ, योग्य हूँ लेकिन तब आप मैं से एक पुलिस इन्स्पेक्टर के पद के लिए भी योग्य नहीं था। अंग्रेज चले गए तो रातोंरात सब योग्य हो गए आई जी, सैक्रेटरी, पुलिस कमिशनर, चीफ सैक्रेटरी आदि सब पदों के लिए। आप देखें कि हम लोगों को आपने जहाँ कार्यभार सौंपा है क्या हम उसको बखूबी जवाब नहीं कर रहे हैं? कहां हम सूटबेल नहीं रहे हैं? हर काम को हम लोगों ने एफिशेंटली संभाला है। पहले हमें कहा जाता था कि उपलब्ध नहीं हैं और अब कहा जाता है कि सूटबेल नहीं हैं। मैं चाहता हूँ कि ये जो शब्द हैं, योग्य, उपलब्ध या सूटबेल इनको डिक्शनरी में से निकाल दिया जाए, कब तक हम पिसते रहेंगे? एडमिनिस्ट्रेशन की डिक्शनरी में से इनको निकाल दिया जाना चाहिये।

बिहार में भी इस लड़ाई की शुरुआत हुई थी। एक तरफ बंदूक राइफल वाले और दूसरी तरफ निहत्थे हरिजन और आदिवासी लोग, यह लड़ाई इस देश में चलने वाली नहीं है। हमने तो कहा था कि हरिजनों, आदिवासियों को आप आर्म्स की ट्रेनिंग दीजिये, हथियार उनको दीजिये और कंस्टेबल, फौज में सैनिक बनाइये, तब जाकर के उनका प्रोटेक्शन होगा।

आपने समझाता क्यों किया? क्यों आपने मांगें मानी मीडिकल छात्रों की? क्यों आप कह रहे हैं कि उनकी जायज मांगों

को मानने को तैयार हैं? कोई अगर कहता है कि कंस्टिट्यूशन जला दो तो क्या उसको मान लेंगे? चार मांगें थीं छात्रों की आपके ट्यूशन जला दो तो क्या आप उसको मान एडमिनिस्ट्रेशन को आदेश देना चाहिये था कि यदि यह गड़बड़ फैलाये तो उनसे अच्छी तरह तुम निपटो। लेकिन ऐसा न कर के स्वास्थ्य मंत्री राज्य के आये और उनकी मांगें मान लेते हैं, मुख्य मंत्री मान लेते हैं। और जब ऐसा हुआ तो उनका मन बढ़ता चला गया। आज गुजरात में है कल को दूसरी जगह भी ऐसा ही होगा। 60 परसेंट हरिजनों, जनजातियों के लोगों को गोली मारी जाय। मैं पूछती हूँ कि क्या उन 60 परसेंट लोगों के मां बाप नहीं हैं, उनके बीबी बच्चे नहीं हैं। इसलिये इस प्रश्न को आप गंभीरता से लीजिये। आज हमारी लाइफ असुरक्षित है, ट्रैजरी बैंक के सदस्यों के घर पर पथराव होता है। माननीय ज्ञानी जी आप गृह मंत्री हैं, आपके राज्य मंत्री उसी प्रदेश के हैं और वहाँ इस तरह की घटना घटें। मैं कहता हूँ कि आपको इसी मसले पर वहाँ की सरकार को तुरन्त बर्खास्त कर देना चाहिये। और अगर ऐसा नहीं करेंगे तो आपका आंतरिक भगड़ा कितना भी हो, यह महामारी दूसरी जगह भी फैलेगी। आप इस बीमारी को फैलने से रोकिये। चाहें किसी की गलती हो लेकिन जवाब देही तो आपके ऊपर है क्योंकि आपका प्रशासन है, सरकार है। आप उस सरकार को एकदम बर्खास्त कीजिये।

MR. DEPUTY-SPEAKER: There are many members to speak even from the opposition.

SHRI RAM VILAS PASWAN: I am going to conclude. Why are you interfering?

MR. DEPUTY-SPEAKER: I can control you. You cannot take more time.

श्री राम विलास पासवान: मैं समाप्त कर रहा हूँ।

उपाध्यक्ष जी, मैं आपकी मध्यस्थ से कहूंगा इधर उधर माननीय मकवावा जी और गृह मंत्री पर न छोड़ें, बल्कि प्रश्न

मंत्री वहाँ जायें, जिससे बाढ़ करनी हो बात करे। और अविलम्ब सरकार बाज इस सदन में घोषणा करे कि रिजर्वेशन के इष्ट पर, अनुसूचित और जनजाती के सवाल पर किसी भी तरह से किसी के साथ सम-भौता नहीं होगा। स्पष्ट रूप से बाज बतलाइये।

यह सारा का सारा मामला क्यों फैला? अपने वैक्वड क्लासेज कमीशन बनाया लेकिन उसकी रिपोर्ट सदन में नहीं रख रहे हैं। बाज हरिजन, आदिवासियों और पिछड़े हुए लोगों के रिजर्वेशन की पॉलिसी पूरे राष्ट्रीय स्तर पर तैयार कीजिये। और अगर नहीं करेंगे तो मैं कहता हूँ कि हरिजन, पिछड़े और कमजोर वर्ग के लोग अब सोये हुए नहीं हैं। एक समय आयेगा जब वह कहेंगे जो मट्ठी भर लोग हैं तुम गोल हो जाओ, नहीं तो हमको गोल करा। इसलिए इस पर गम्भीरतापूर्वक सोचिए। और यह समस्या जितनी दूर तक बढ़ चुकी है उसके प्रति सभी माननीय सदस्यों की हमदर्दी है, चाहे वह किसी भी पक्ष के क्यों न हों, कोई नहीं चाहता कि यह स्थिति और विस्फोटक बने। इसलिए आप इस में हस्तक्षेप करें।

श्री हरीश चन्द्र सिंह रावत (अल्मोड़ा): उपाध्यक्ष जी, अभी इस सम्मानित सदन में अपने देश की गम्भीरतम समस्या के संदर्भ में कई विद्वान सदस्यों की बातें सुनी। मैं अपने संवर्ध में बड़ा शंकावान हूँ कि इस गम्भीरतम विषय पर क्या योगदान दे पाऊंगा। लेकिन आज से कुछ दिन पहले अब्बारों में एक खबर छपी थी कि एक उच्च महिला ने एक जाति विशेष के कई लोगों को गोली से भून दिया। और इसी तरीके की कई खबरें छुटपुट ढंग से हमारे सामने आती हैं कि कहीं जाति के आधार पर और कहीं धर्म के आधार पर लोग लड़ते हैं और आज जो गुजरात में हो रहा है, मेरी मनाधारणा है, मेरी मान्यता है कि ऐसा उनके गलत और भ्रामक तौर पर सोचने के तरीकेकी एक परम इतिमी है। मुझे तो आश्चर्य होता है कि क्या हमारा भारत वह भारत है जहाँ महावीर ने जीव-दया का सिद्धान्त, बुद्ध ने परम सहिष्णुता का

सिद्धान्त, महात्मा गांधी ने खरिद नारायण और हरिजन उद्धार की बात कही थी?

यह एक कटु सत्य है कि बाज जो हमारे समाज की व्यवस्था है वह बरसों से घोषण पर आधारित रही है और एक ऐसी वर्ण-व्यवस्था पर आधारित रही है जिसका मूल उद्देश्य कुछ लोगों को दबाकर कुछ को मजबूत करने का था। जब तक हम अपने समाज की इस अतीत की मूल धारा को बदलने की कोशिश नहीं करेंगे, तब तक हम लाख अपने संविधान में, अपने देश की आजादी के बाद जो हमने संकल्प किया है कि हम सामाजिक न्याय देंगे, समता और प्रजातंत्र के आदर्श को पृथ्वी पर उतारेंगे, उसको हम सार्थक रूप में धरती पर नहीं उतार सकते।

बाज जो कुछ गुजरात में हो रहा है, उसको अगर राजनीतिक परिप्रेक्ष्य में सोचेंगे, जिस तरीके से हमारे मित्र ने अपनी बातों में उसको जाहिर करने की कोशिश की है तो मैं समझता हूँ कि हम इस समस्या के साथ न्याय नहीं करेंगे और उन लोगों के साथ भी जो इस समस्या से पीड़ित हैं।

हमें चाहिये कि हम देशों और इस बात को सोचें कि जो लोग आज रिजर्वेशन के सवाल को उठा रहे हैं, जो लोग आज हरि-जननों को मार-पीट रहे हैं, वह अपने साथ भी न्याय नहीं कर रहे हैं। वह हरिजननों को दबाकर अधिक दिनों तक इस सामाजिक व्यवस्था को नहीं चला सकेंगे और समाज को एकीकृत नहीं कर सकते, इस देश को एक नहीं कर सकते हैं। यह तो एक ऐसे जंगल की आग है जो आज एक भाग को जला रही है, कल सारे हिन्दुस्तान को जलायेगी। जो लोग आज समाज के एक वर्ग को पीड़ित कर रहे हैं, तो कल दूसरे को भी करेंगे। यदि आज हरिजन पीड़ित हैं तो कल बड़ी जाति के लोग भी पीड़ित होंगे। आज मुसलमान पीड़ित हैं तो कल हिन्दु भी इससे नहीं बच सकते हैं।

मेरी निवेदन है कि जिस तरीके से हमारे परम विद्वान सदस्य हमारे बड़े नेता श्री सुभाषिदा जी ने कहा है कि जकरत

[श्री हरीश चन्द्र सिंह रावत]

इस बात की है कि हम सब लोग, यह सदन उन लोगों से, जो लोग गलतियों से या भ्रमवश इस आग को फैला रहे हैं, इस घृणा की लहर को ताकत दे रहे हैं, उनसे अपील करें कि उनमें सबूद्धि आ जाये। हमारे सम्मानित सदस्य ने जिन्होंने बहस की शुरुआत की, उन्होंने बड़े अच्छे तरीके से बहस प्रारम्भ की लेकिन कुछ राजनीतिक लाभ लेने का लोभ जहाँ उनके मन में आया तो उन्होंने कुछ प्रश्नों को यहाँ पर रखा। उसी में वह अपने रास्ते से भटक गये।

मैं उन्हीं से एक सवाल पूछना चाहता हूँ कि उन्होंने हमसे जो पूछा कि क्या गुजरात में कोई नेता नहीं रह गया है, आज से कुछ साल पहले गुजरात में एक छोटा सा आन्दोलन चला, लेकिन उसी को दहाना बनाकर वहाँ के एक गांधीवादी नेता ने कहा कि अहिंसात्मक तरीके से आमरण अनशन कर के जब तक वहाँ की विधान-सभा भंग नहीं की जायेगी, तब तक मैं अपने जीवन की आहुति दे दूँगा, लेकिन उठूँगा नहीं। बाद में विधान-सभा भंग भी की गई, लेकिन आज वह गांधीवादी नेता कहाँ है, मैं राजदां जी से पूछना चाहता हूँ कि वहाँ उनके गांधीवादी नेता सो गये हैं, क्या उनको आज अपना गांधीवाद याद नहीं आ रहा है, जब गांधी जी का घर गुजरात जल रहा है? बजाये हमसे सवाल पूछने के अगर राजदां जी अपने परम नेता से पूछ लें तो मैं समझता हूँ कि उनकी बात का उत्तर उनका स्वयं मिल जाता ? (व्यवधान)

सम्मानित सदस्य जादवपुर ने इस बात को कहा कि कांग्रेस के 30 साल के शासन-काल में हरिजनों के लिए कुछ नहीं हुआ। मैं उनकी इस बात से सहमत नहीं हूँ। ऐसी बात नहीं है। इन पिछले सालों में कुछ ऐसा करने की कोशिश की गई कि आज उसी का परिणाम है कि हरिजन अपनी सामाजिक परिभाषाओं व मान्यताओं को बदलने के लिए कर्म कसकर उठ खड़ा हुआ है।

आज आप देखते हैं कि हरिजन का जो मनोबल बढ़ा है, उसका श्रेय मैं नहीं लेना चाहता, मैं कहना नहीं चाहता था, लेकिन

यदि किसी को वह श्रेय जाता है तो वह कांग्रेस को जाता है क्योंकि कांग्रेस ने स्वतंत्रता से पहले भी और बाद में भी, चाहे नेहरु जी के नेतृत्व में, चाहे इंदिरा जी के नेतृत्व में या लालबहादुर जी के नेतृत्व में इस बात को रखा व कड़ाई से इस सिद्धान्त पर अमल करवाया।

श्री मनोराम बागड़ी : महात्मा गांधी ने तो नहीं किया ?

श्री हरीश चन्द्र सिंह रावत : हमने हरिजनों और कमजोर वर्ग को सहारा देने की नीति और उन्हें आगे बढ़ाने की नीति को अपनाया। इस लिए नहीं कि हम उनके वोट प्राप्त करना चाहते हैं, बल्कि इस लिए कि हम समझते हैं, हमारी बढ़ा धारणा है, हमारी पार्टी का सिद्धान्त है कि जब तक समाज में कुछ लोग दबे हुए और पिछड़े हुए रहेंगे, तब तक यह राष्ट्र आगे नहीं बढ़ सकता है, यह राष्ट्र मजबूत नहीं हो सकता है, यह प्रजातंत्र समृद्धिवादी नहीं हो सकता है।

जब हम देखते हैं कि जगह-जगह कहीं साम्प्रदायिक दंगे और कहीं जातिगत दंगे हो रहे हैं, तो मुझे ऐसा लगता है कि न केवल इसमें हमारे देश के कुछ भटक रहे लोगों का हाथ है, बल्कि कुछ ऐसे भी तत्व हो सकते हैं, जिनका हित हिन्दुस्तान का समृद्ध देखने में नहीं है। हमें इन तत्वों के बारे में भी सोचना है।

कुछ दिन पहले मैंने सी जी के रेड्डी साहब की एक किताब पढ़ी थी। उन्होंने यह लिखा है कि जनता पार्टी में बहुत दिनों तक एक सज्जन मंत्री रहे, मैंने उनके इशारे पर कई विदेशी एजेंसीज के साथ बातचीत की और उनके जरिये बहुत सा पैसा और बहुत से साधन हम यहाँ लाये और हमने बहुत सी ऐसी एजेंसीज को उनके जरिये से मदद दी, जो कांग्रेस को सत्ता को पलट सकते हैं। उन्होंने तो अपनी तारीफ में इस बात को कहा, लेकिन मुझे शंका होती है कि जैसे आसाम के विषय में गांधी पीस फाउंडेशन के विषय में लोगों को शंका है, उसकी क्रिया-कलाप के विषय में शंका है, उसी तरह

की बहुत सी ऐसी एजेंसीज हो सकती हैं, जो जगह-जगह इस तरह के जातिगत और साम्प्रदायिक संगठनों को, और इस तरह के काम करने वाले लोगों को, पनाह दे रही हों। हो सकता है कि उनके इशारे पर और उनके पैसे के बल पर गुजरात सरीखा आन्दोलन हो रहा है।

मैं यह बात आरोप के रूप में नहीं कह रहा हूँ। आज हम लोग सत्ता में हैं, इस लिए यदि मेरा आरोप है, तो मेरे अपने आप पर है। सरकार को दड़ता के साथ पता लगाना चाहिए, खोजना चाहिए, कि कहीं इस तरह की एजेंसीज तो आपरेट नहीं कर रही हैं। यदि इस तरह की एजेंसीज को कुछ राजनीतिक दलों का प्रश्रय मिल रहा हो, या कुछ लोगों का सहयोग उनको मिल रहा हो, तो हम को देश की जनता के सामने उन लोगों को लाना चाहिए। हमें उनको बचाने की कोशिश नहीं करना चाहिए। हमें सीधे तौर पर देश के लोगों को बताना चाहिए कि किस तरह की कार्य-वाहियां ये लोग कर रहे हैं।

एक दो बातें मैं इस आन्दोलन के संदर्भ में कहना चाहता हूँ। मैं नहीं समझता कि मेरी इस बात से सभी लोग सहमत होंगे, लेकिन पहले यह मेरी अपनी व्यक्तिगत राय भी थी कि प्रमोशन में जो रिजर्वेशन है, एक तो उस पालिसी से ज्यादा लाभ नहीं होता है। लेकिन... (व्यवधान)

श्री राम बिलास पासवान: कैसे? (व्यवधान)

श्री हरीश चन्द्र सिंह रावत: जो लोग हरिजन को दबाना चाहते हैं, जो लोग हरिजन को उसका ड्यू शेर नहीं देना चाहते हैं, यह व्यवस्था उनको ताकत दे रही है, क्योंकि हम तर्क के आधार पर उसको सिद्ध करने में उतने मजबूत नहीं हैं, जितने नौकरियों में प्रवेश के संदर्भ में हैं। (व्यवधान)

पेट्रोलियम, रसायन और उर्वरक मंत्रालय में राज्य मंत्री (श्री बलदेव सिंह): यह कांग्रेस की पालिसी नहीं है। (व्यवधान)

श्री हरीश चन्द्र सिंह रावत: मेरी अपनी व्यक्तिगत राय थी, ऐसा कहा है।

THE DEPUTY MINISTER IN THE
MINISTRY OF FINANCE (SHRI
MAGANBHAI BAROT): Harish, stop
this.

DR. SUBRAMANIAM SWAMY
(Bombay North-East): Don't invite a
breach of privilege.

श्री हरीश चन्द्र रावत : मैंने कहा है कि मैं व्यक्तिगत तरीके से महसूस करता था, (व्यवधान) मुझे पूरी बात तो कहने दीजिए।

मैंने पहले कहा है कि जिस बात को मैं महसूस करता था, मैं उस बात को यहाँ पर रख रहा हूँ। इस बात के प्रोजेक्ट कान्फ्रेंस पर गंभीरता के साथ दिचार करने के बाद ही मैं इस नतीजे पर पहुँचा हूँ। मैं अपने तौर पर सोचता था, मेरे व्यक्तिगत विचार थे कि प्रमोशन में रिजर्वेशन नहीं होना चाहिए, क्योंकि हम तर्क के आधार पर उसको उतना सिद्ध नहीं कर सकते हैं। (व्यवधान) लेकिन आज जिस तरीके से कुछ तत्व स्थिति का फायदा उठाने को आमादा हैं, जिस तरीके से कुछ लोग आज सिचुएशन को एक्सप्लायट करना चाहते हैं, यदि कहीं मेरी यह बात जो पहले मेरे मन में थी, इस को सरकार मानती तो हो सकता है कि उन लोगों का जो गलत दिशा में सोचते हैं जो हरिजनों को दबाना चाहते हैं, उनका उससे मनोबल बढ़ता। लेकिन मैं तो इस बात के लिए सरकार को साधु-वाद दूंगा कि जिस तरीके से एंटी के संदर्भ में रिजर्वेशन की पालिसी स्ट्रिक्टली सरकार लागू करती है, वैसे ही उस ने प्रमोशन के संदर्भ में भी रिजर्वेशन की पालिसी रखी है और इस को स्ट्रिक्टली लागू करना चाहिए क्योंकि यही एक तरीका उन तत्वों को दबाने का है। ... (व्यवधान)

... मैं यह नहीं समझता कि माननीय सदस्य हंस क्यों रहे हैं? माननीय सदस्य बागड़ी जी ने बड़ी अजीब सी कसम हम लोगों को दी है, इसलिए मैं अपने सम्मानित प्रतिपक्ष के साथियों के साथ हंस नहीं सकता हूँ। मैं यहीं पर इन्हीं शब्दों के साथ अपनी बात समाप्त करूँगा कि किसी तरीके से भी हो इस स्थिति को समाप्त करें। जो राजनीतिक दल किन्हीं अजब

[श्री हरीश चन्द्र सिंह रावत]

कारणों से इस स्थिति से फायदा उठाना चाहते हैं वह भी न राष्ट्र के हित में और समाज के हित में इससे अपने को अलग करे और सम्मानित सदस्यों से भी मेरी व्यक्तिगत अपील है कि जो वर्तमान स्थिति गुजरात के अंदर है वह अकेले किसी सरकार के कंट्रोल करने की बात नहीं है, सब लोग उसमें सक्रिय रूप से कन्धा से कन्धा मिलाकर उस स्थिति को शान्त करने में सहयोग जब तक नहीं देंगे तब तक स्थिति शान्त नहीं हो सकेगी। इसलिए सभी का इस में सहयोग होना चाहिए। इसीमें हमारा राष्ट्र का और हमारा सब का कल्याण है।

SHRI P. VENKATASUBBAIAH: I want to make it clear on behalf of the Government that whatever the hon. Member has expressed is only a private opinion. This opinion is not of the Government.

MR. DEPUTY-SPEAKER: He has already said that it is his personal view.

(Interruptions)

MR. DEPUTY-SPEAKER: Mr. Venkatasubbaiah said that it is his personal view.

SHRI C. T. DHANDAPANI (Pollachi): Mr. Deputy-Speaker, Sir, with pain and agony I would like to take part in this discussion. On behalf of my Party, the DMK, I would like to spell out the policy of my Party with regard to the reservations and the upliftment of Scheduled Castes, Scheduled Tribes and backward classes.

Sir, I must thank the mover for bringing this resolution, but at the same time he helped to understand the policy of the Janata Party.

DR. SUBRAMANIAM SWAMY: You understand from me?

SHRI C. T. DHANDAPANI: From the mover.

MR. DEPUTY-SPEAKER: You are not the mover.

SHRI C. T. DHANDAPANI: I understand the Janata Party's oscillating position in the matter of reservations. It seems the Party has no policy at all and at the same time different members have got different opinions in the matter of reservations. I am very sorry to say all these things. At the same time I would like to say about the Gujarat agitation. The Gujarat agitation is not the agitation which erupted all of a sudden. A calculated conspiracy is going on against the Harijans and the adivasis in this country. Some vested interests are against the Harijans. They are behind this movement. Even on the previous occasions some political parties made up their mind and came out with statements against the interests of Harijans particularly in regard to reservations. When the Janata Party was ruling—our friends should accept the realities—the U.P. Government withdrew the reservations protesting that a Lok Dal leader of the Lok Dal group in Madhya Pradesh, resigned from his post. This has been reported in the press

20 hrs.

Again the BJP Convener of Simla district, Mr. Radha Raman Shastri, MLA, openly came out with a statement saying, "He urges the Government...."

SHRI ATAL BIHARI VAJPAYEE (New Delhi): Which Government?

SHRI C. T. DHANDAPANI: "... not to make reservations in Government service on caste basis."

SHRI ATAL BIHARI VAJPAYEE: There is no Convener. We have committees duly elected by the people. The press report is not correct.

SHRI C. T. DHANDAPANI: This is from Tribune dated 8th August, 1980. Further, the RSS leader, the General Secretary of that party, Mr. Rajendra Singh, has pleaded "for a review of the policy of reservation of

jobs for SC/ST and backward classes." This has been reported in *Hindustan Times* dated 16th February 1981.

So, these political parties, vested interests, are calculatively campaigning a movement against Harijans and Adivasis.

I want to say another important thing with pain and agony. There a movie in Andhra Pradesh. I happened to come across a movie called "Nagnasatyam, "the naked truth". The object of the film was to oppose the policy of reservation. This was screened. At the same time, I am so painful and sorry to say that this movie was awarded the President's Award. The Government should look into this matter and see that the film is withdrawn.

As far as this issue is concerned, I must congratulate the Government for having taken interest to settle this issue. Many people here, even some of my friends here, said many things about reservations, promotions on merit, etc. "Merit" and "efficiency" are only objectives in life. They are not somebody's property. Many times, I have requested the Government to come forward with an amendment of the Constitution in regard to article 335. Article 335 reads:

"The claims of members of the Scheduled Castes and the Scheduled Tribes shall be taken into consideration, consistently with the maintenance of efficiency of administration, in the making of appointments to services and posts in connection with the affairs of the Union or of a State."

So, by just using the words "consistently with the maintenance of efficiency of administration", many SC & ST meritorious people have been denied of jobs and other rights. I would like the Government to make amendment to this. Our friends and the mover have already made a mention of this. They have already made it clear that it has happened just because two students went to Gujarat

and they asked for two seats. Besides, I would like to say that the Principal of B. J. Medical College ought not have said like that. The simple reason is this. The total number of seats allowed for the medical college for postgraduates is only 22. Out of 22 seats, only one application was received from a scheduled caste candidate for one seat. The Principal should not have refused admission to this candidate because it is a question of only one seat. But, it happened because of some other extraneous considerations. The principal cooked up some plea or the other to refuse admission. I know that some people have gone there. But, even then, the principal refused. Then, this agitation started.

Our friends and Shri Somnath Chatterjee have talked about the demand 'carry forward'. That has been abolished by the Gujarat Government. Gujarat Government ought not have done that. That is why, the medical students, so-called doctors have taken law and order in their own hands. Now, the State Government is trying to pacify the agitators. The State Government has conceded some of their demands. But, some other demands of the students are refused. Some demands are conceded and some demands are refused, one and at the same time. This sorry state of affairs prevail and the agitations are continuing. The adjustment of unutilised seats in the Departments and in the colleges is made by the Government. It has also been demanded that they should not go to Harijans. That was accepted by the Government. The agitators were not satisfied with this decision.

The non-Harijan students demanded that meritorious students should not be thrown out. I want to ask you this question: Suppose, there are 100 seats. Some 1,000 meritorious students apply. What would be the position? You can select only 100 people. How can you accommodate 1,000 candidates? Where is the provision for these 1,000 candidates? Therefore, I fail to understand how

[Shri C. T. Dandapani]

the promise is given to the doctors in Gujarat that meritorious students will be given admission. How can the Government do it? This assurance has also given rise to agitation.

In the same way, the choice of subjects. What is the nonsense, I like to ask, of the choice of subjects?

AN HON. MEMBER: It is unparliamentary.

SHRI C. T. DANDAPANI: It is parliamentary. Even if it is unparliamentary, I stand by it. It is nonsense. What is this choice of subjects? Only non-scheduled people are entitled to the choice of subjects. It is not open to Harijans. The net result is that Harijans are completely thrown out of the colleges. The non-Harijans, the so-called higher caste people, have been inducted. This is the position. As you said, only one student applied to one seat out of the 22 seats. Even that one student was not allowed. What is the motive of the agitation? They want to eliminate the entire Harijan community from the State. There are many people behind this agitation.

Somebody mentioned Mr. Makwana. I do not think so. Even if it is there, they belong to one party and they can settle the matter. They are not responsible.

Some forces are there. They are responsible for these agitations. I already stated that there are some forces which are indulging in these agitations against Harijans. I have to say that this is not an ordinary matter.

Before I conclude, I say, Sir, this is not an ordinary matter. It is not a thing that every citizen of the country should feel about. Even in USA there is a reservation. My friend has said there should be limit, there should be economic forward development, some jugglery efforts are there. That is not correct. As long

as this caste system exists this system should continue. This is my demand, Sir. But at the same time in the minds of Harijans even from my State, all over the State, there is a confidence nowadays. In those days Harijans had apprehension. Therefore, Harijans, voted for this Government. There had been apprehension in the minds of the Harijans. No there is confidence. There is a leader who listens to us. Even today I am telling. If the Harijans do not get justice from the present leadership, no power, no leader can render justice to the Harijan community. Therefore, by saying this as far as this problem is concerned, I would like that all the six demands submitted by the agitators be conceded/accepted by the Government. At this juncture, those doctors, so-called agitators, should withdraw their agitation and cooperate with the State Government and see that there should not be any misunderstanding or quarrel or struggle, killing or anything. There should not be any. I would request the Government to look into the matter immediately.

SHRI JAIDEEP SINGH (Godhra): Mr. Deputy-Speaker, Sir, I have been listening attentively to the debate we are having about Gujarat State and the situation prevailing there. It is a grave situation and I think it is a good thing that we are deliberating this matter here today because it is now time that in this country we decide once and for all how we want to come about this particular question.

However, Sir, before I come to that, I would like to point out that Mr. Rajda, who moved the Resolution, could have been a little more informed about the fact that he used, because it was wholly distorted and it seems that whatever information he had derived was not authentic at all. First and foremost, the agitation started because the students made a demand of a certain type. They wanted that the Reservation in the Post Graduate section of the Medical Col-

lege be removed. They were told in no uncertain terms that the reservation just cannot be removed, but if some other relaxations, some other facilities or things that could be provided to them, could be considered, with the result that they had a round of discussions. And during those discussions, the question of this carry forward and the question of exchangeable reservations was discussed. I was very surprised to hear an hon. Member say why did the Government concede to any demand at all? After all a Government has to be reasonable. Whatever Government it is, if it feels that the down-trodden, the backward people need consideration, they need help, it also has to think that wherever other deserving people are suffering, due to this reason, something must be done to relieve them also. After all, they cannot be made to suffer because some reservation has been made. If there is some such contradiction, it is in the right of the Government and within its right to come to some sort of a decision about these questions. Therefore, it made this very small concession which, it thought, was reasonably demanded, and I do not know why the authority of the Government in this particular aspect has been challenged. It is not a matter of being anti-Harijan at all. On the contrary, it is being alleged all over India that the Congress Party is leaning too much towards the backward classes, is helping the backward classes only and nobody else. So, I do not think that that sort of a charge can be levelled against us. Of course, it is invariably done by people who are otherwise disgruntled and turn to take political advantage of the situation

What has really happened is this. I do not even agree with the statement that it is a very widespread agitation in the whole of Gujarat. It started initially in many districts, but at the moment it is contained in an area between Ahmedabad and Baroda and some surrounding areas. It is only

in this area where the question was of the medical students. May I know from the gentlemen who are sitting here and who are leading their parties in Gujarat as to why now the other people are joining the agitation and what they expect to get out of it? For example, the hank people joined it the other day; the LIC people have threatened to join it; the other government servants also threatened to join that. How are they going to help the medicos by this? Their plan is, perhaps, much deeper and diabolical, a plan where, if this concession is yielded to by the Government, in future even in those services in the other spheres like the LIC, Banks and other such services where reservations are there, they want to press for removing the reservation. It is a very grave question which, I think, all of us will have to consider in the light of the fact that this is concerning something that the country will have to consider in the long run, and not Gujarat alone, because it is a question which is going to affect finally everybody.

Today, a speech was given—fiery, undoubtedly—by the hon. Member Shir Paswan. I do not think that such a speech will help ease the situation at all. It can certainly be commended as a fiery speech. But I do not think that a fiery speech is required at the moment. What is required is a speech to pacify and soothe the people, not to let them fight any more.. (Interruptions).

MR. DEPUT-SPEAKER: That is his usual way of speaking. (Interruptions).

SHRI JAIDEEP SINGH: After all, how can anybody blame the Government? If you had the Lok Dal Government or the BJP Government there, it would have done the same thing because, if a group of people come and begin to loot a shop or burn a house down and do not listen to anybody, what else is the Government

[Shri Jaideep Singh]

supposed to do except firing shots. But the point is, why are they doing it and how are we going to stop them from doing it. Government has to maintain the law and order. If we did not do all that I am quite sure that in this very House a hue and cry would be raised that law and order is not being maintained and people are pillaging at will and are doing whatever they like: and at that stage what answer could we give? So, that I do not think, is a matter which really needs any consideration. Government is doing its duty, its job. That is exactly how we should take it.

I would like to say one thing. In Gujarat and elsewhere in India, there is certainly a situation which we must face, and that is this. A lot of people who are not getting the benefit of backward classes are feeling left out; they are feeling that they have got the competence and yet they are not able to get their due share. So, some thought will have to be given to this matter without disturbing the reservations that we have given, apart from that, the Government of Gujarat, as far as I remember, has made it absolutely clear that it is not prepared, it is not open, to discuss removal or reducing of the reservation at all. So, the question of doing that does not arise. But the unreasonableness of it is here. When meetings were held subsequently, all the time Government and all other agencies had been pressing these people to reduce the tension so that when the tension is reduced, the atmosphere would be better to sit and talk and discuss and thrash these matters out. Eventually only two days ago, a Citizens' Committee consisting of people who are wholly non-political have called a meeting of the leading country and citizens of Ahmedabad and these agitators came and they pleaded with them to accept certain things which would do well for the time being and that the other things could be discussed with them.

They also pleaded with them that they should stop the agitation and if that was not possible, at least suspend it for 3 or 4 months so that discussions could be held in a peaceful atmosphere. But they did not agree to that.

What I want to say is this—rather unwillingly, as I do not want to involve myself in an argument, that political parties are involved in this agitation. It is a fact that there are political parties which want to get a foothold in that State and they are exploiting every single instance to try and establish themselves there. This is where they come in because initially through the agitation started very innocently about the students wanting to raise their demand, finally other parties find a nice opportunity and an emotional upheaval and they want to make use of it by coming in and, therefore, this is a result of that. But it is going to solve the question of Medical College students. I am quite sure it is not going to solve this problem. This problem is going to be solved only if the leaders of the political parties in India decide that they are not going to fan such feelings, they are in favour of putting an end to such agitations and they will not allow and encourage people to fight a class war.

Mr. Rajda said that there were only 9 States where reservation has been existing. I am very much surprised that he made the statement... (Interruptions). Of course you are right. The point is that Gujarat is also a progressive State. It has done and is doing things not only in the field of reservation but in so many other fields which other States have not done. But are we supposed to take a retrograde step and go backward? Are we supposed to wait for others to come and join us? To-day it is a question of what is right and what is not right. We have agreed that this is right and that is what we are doing.

Lastly, I would like to suggest—as everybody would always demand—a solution, the way to a solution.. ..

DR. SUBRAMANIAM SWAMY: A formula.

SHRI JAIDEEP SINGH: It is not. A straight solution, a very simple one, right from my shoulder. That is that if Mr. Atal Bihari Vajpayee would agree, the whole problem would be over in Gujarat. (Interruptions).

SHRI ATAL BIHARI VAJPAYEE: Am I that powerful?

SHRI JAIDEEP SINGH: You are.

SHRI ATAL BIHARI VAJPAYEE: It is a tall order.

SHRI JAIDEEP SINGH: Let me praise you. Why should you praise yourself? The point is this. There are two very prominent people there, who are his lieutenants and they are the people who are fanning this agitation—more than anybody else. If he could just send a word to Mr. Ashok Bhatt, half the problem will be over..

SHRI ATAL BIHARI VAJPAYEE: I am sorry, Sir, that names are being mentioned and allegations are levelled. This is highly unjustified. I had been to Ahmedabad. Sir, we have made a clear statement and we are committed to reservations.

SHRI K. LAKKAPPA (Tumkur): Why did you go?

SHRI ATAL BIHARI VAJPAYEE: Are there no Congress(I) members in the Action Committee?

SOME HON. MEMBER: No... (Interruptions)

SHRI ATAL BIHARI VAJPAYEE: Don't bring in party politics. (Interruptions)

MR. DEPUTY-SPEAKER: Order, please.

SHRI SATYASADHAM CHAKRAVARTY (Calcutta South): Sitting in glass houses. You should not throw stones at others.

MR. DEPUTY-SPEAKER: You have finished? Yes Mr. Suraj Bhan,

श्री सुरजभान (अंबाला): उपाध्यक्ष महोदय, किलवनमनी नाम के गांव, जिला तंजौर, तमिलनाडु से चलकर बेलची, धर्मपुरा, पिपरा, कफालटा और भराठवाड़ा होते हुए आज हम गुजरात में खड़े हैं। पिछले हफ्ते माननीय अटल बिहारी वाजपेयी और श्री अडवानी जी के साथ मुझे वहां जाने का मौका मिला है। उपाध्यक्ष महोदय, मैंने हरिजनों की उजाड़ बस्तियां देखी हैं जो घरों में ताला लगाकर बाहर चले गए हैं। मुहल्ले और बाजार कर्फ्यू के कारण सुनसान हैं। . . . (अवधान)

उपाध्यक्ष महोदय, मैं उन गली कूचों में गया हूँ जहां इंसानी खून के निशान अभी तक कायम हैं। उपाध्यक्ष महोदय अहमदाबाद की दीवारों पर और दरवाजों पर गोलियों के निशान अभी भी कायम हैं और अस्पताल में जाकर उन जख्मी लोगों की चीखें मैंने सुनी हैं, जिनके हाथों पर पट्टियां बंधी हैं और जिन्हें तोजाब फेंक कर अंधा कर दिया गया है। वहां की पूरी खून की होली देखने के बाद मेरी जवान से एक बात निकलती है—

बरतरी के सुबूत की खातिर खून बहाना ही क्या जरूरी है,

घर की तारीकियां मिटाने को घर जलाना ही क्या जरूरी है।

उपाध्यक्ष महोदय, यह एजीटेशन क्यों शुरू हुआ, कब शुरू हुआ, इसके बारे में जो चीजें कही गई हैं मैं उन चीजों को दोहराना नहीं चाहूंगा। 25 दिसंबर को जतलपुर गांव में एक हरिजन नौजवान पर चोरी का झूठा इल्जाम लगाया गया और उसे ज़िन्दा जला दिया गया। उसके बाद अगर मकवाना जी वहां पर एक पब्लिक मीटिंग में कहते हैं कि गुजरात की हुकूमत वहां के हरिजनों की हिफाजत करने के नाकाबल है तो मैं समझता हूँ कि कोई ज्यादाती नहीं है, लेकिन उसके बाद वहां के मुख्य मंत्री कहते हैं कि मकवाना साहब यह इसलिए कह रहे हैं कि मैंने उनकी बीबी को मंत्री नहीं बनाया, इसलिए वे ऐसा कहते हैं। यह बात अखबारों में छपी है। (अवधान)

[श्री सुरज भाग]

उपाध्यक्ष महोदय, शुरूआत किस ढंग से हुई थी। मकवाना साहब और सोलंकी साहब की सींचा-तानी थी, लेकिन वह सींचा-तानी तो वहीं रह गई और कुछ और मामले बीच में आ गए हैं। शुरूआत वहां से हो सकती है और हुई भी है। लेकिन आज चीज बहुत आगे बढ़ गई है। मैं बताना चाहता हूँ कि जल्म कितने-कितने हुए हैं। मैं गुजरात में देखकर आया हूँ, शंकर सिंह लीवा, जो कि भारतीय जनता पार्टी के म्यूनिसिपल कमिटी के चुनाव में उम्मीदवार थे, उनको दिन में छुरा मार दिया गया और कत्ल कर दिया गया और उसके पास की बस्ती 22 फरवरी को ही पूरी हरिजन बस्ती फूलचन्द की चाल जिसमें 225 घर हैं, खाली हो गई। पुलिस ने आज तक उनको प्रोटेक्शन नहीं दी। वे दूसरों के घरों में जाकर बैठे हैं। उनकी शिकायत पुलिस के खिलाफ है। वहां के हरिजन लोग वकील और सरकारी कर्मचारी मरे पास आए तो मैंने कहा कि आप मुख्य मंत्री के पास क्यों नहीं जाते। उन्होंने बड़े दुखी मन से जवाब दिया कि मुख्य मंत्री कहते हैं कि :—
Go to Makwana. This is the advice he gave.

(व्यवधान)

फूलचन्द की चाल, प्रीतम पुरा, गरादे नगर, राजपुरा, गामेती पुर, इन तमाम जगहों में हरिजनों पर अत्याचार हुए हैं। हरिजन पुलिस से तंग आए हुए हैं। दोनों पुलिस की शिकायत करते हैं। एक पुलिस इन्स्पेक्टर मिस्टर रावल है जो एक हरिजन नौजवान को छत पर गोली मारता है वह जवान मर जाता है, लोग उसके पीछे भागते हैं, वह हवाई फायर करता है। वह पुलिस इन्स्पेक्टर अपनी जान बचाने के लिए पुलिस अफसरों से कहता है कि हरिजनों ने एक जैन टैंपल पर हमला कर दिया। कोई हमला नहीं हुआ। अफसरों ने बहुत कोशिश की, कुछ पता नहीं चला। कोई ईंट पत्थर नहीं फेंका गया। उसके बाद वहां के पुलिस कमिशनर श्री एम. एम. शाह ने एक हूड आउट इसू किया। उसमें यह कहा गया कि हरिजनों ने एक जैन मंदिर पर हमला करने की नाकामयाब

कोशिश की। इस हूड आउट की काफी मर्ते पास है। आमतौर पर कहीं भी दंगे होते हैं तो यह नहीं कहा जाता कि मुसलमानों ने हिन्दुओं पर हमला किया या हिन्दुओं ने मुसलमानों पर हमला किया। इस हूड आउट पर वहां के पुलिस कमिशनर के दस्तखत हैं। यह फोटो स्टेट काफी है। मैं मांग करता हूँ कि उसको सस्पेंड किया जाए, उसके खिलाफ कार्यवाही को जाए।

केवल अखबारों का कसूर नहीं है। हमारे डीलिंगेशन ने अखबार के एडिटर से पूछा कि कैसे ऐसी बातें छपी हैं तो उन्होंने यह फोटो स्टेट काफी हमें दे दी। इस में लिखा हुआ है कि हरिजनों ने हमला किया एक अमीर पर, एक मंदिर पर। मैं पूछना चाहता हूँ कि क्या जरूरत थी यह लिखने की? लेकिन लोगों का वहां भड़काया गया है। गुजरात गवर्नमेंट सबसे ज्यादा जिम्मेदार है भड़काने के लिए। गुजरात गवर्नमेंट की तरफ से यह एक पैम्फलेट छपा है। इस में स्टेटेस्कोफ को दिखाया गया है और उसके अंदर छुरा दिखाया गया है, वस्त्रों और घरों में आग जलती हुई दिखाई गई है भड़काने के लिए लोगों को। यह गुजरात गवर्नमेंट का पैम्फलेट है। पब्लिक रिलेशन्स डिपार्टमेंट का है। इजाजत हो तो मैं इसको टेबल पर रखने के लिए भी तैयार हूँ।

श्री मनी राम बार्गड़ी : इसको रखने की इजाजत दी जानी चाहिये।

PROF. MADHU DANDAVATE (Rajapur): Since he has quoted, it should be laid on the Table of the House.

MR. DEPUTY-SPEAKER: It will be examined.

श्री सुरज भाग: नड़ांरा एक मूहल्ला है। वहां हम गए थे। वहां गली के लोगों ने लोहे का दरवाजा लगा रखा था पुलिस ने जीप से ठोकरें मार मार कर उस दरवाजे को तोड़ा। एक नौजवान सामने आया, उसको लिटा दिया गया और चार सिपाही उसके हाथों और जिस्म पर सबे हो गए और उसकी पिटाई करनी शुरू कर दी। अब उसने चीखना शुरू किया हाय बाप, हाय मां, तो उसके आगे माइक रख दिया गया ताकि उसकी चीखें और उसकी चिल्लाहट सारा मूहल्ला सुन सके। इस तरह से वहां

पर टैरर फैलाने की कोशिश की गई । एजीटेशन को खत्म करने और शांति-लाने का क्या यही तरीका है ?

हरिजनों पर हमले होते हैं कुछ दिन तक। लेकिन शेड्यूल्ड ट्राइब्ज भी तो हैं जिन के लिए रिजर्वेशन है और वे बेचारे कैसे बचे रह सकते थे। 27 फरवरी को आदि-वासियों के छात्रावास पर जहां बच्चे पढ़ते हैं, हमला किया गया। सरदारनगर एक मुहल्ला है। वहां पर कोई हरिजनों की समस्या नहीं है, रिजर्वेशन की या उसके खिलाफ कुछ आवाज नहीं थी, केवल सिन्धी लोग रहते हैं। एक इस्पेक्टर पुलिस नेगी खुद एक दुकान को आग लगाता है और डाकखाना जलाने की कोशिश करता है। उनको पीटता है भूठे कोस चलाता है।

एक और गांव है जिस का नाम शायद मजरिया है। वहां शराब के नशे में पुलिस के आदमी रात के साढ़े नौ बजे गोली चलाते हैं, दो आदमी मर जाते हैं, दो जख्मी हो जाते हैं और यह सब विदाउट एनी प्रावां-केशन के किया जाता है और उसके बाद उसको कवर अप करने के लिए रात के बारह बजे पुलिस के आदमी एक खोखे में आग लगाते हैं और आग लगाते हुए स्कूल का एक प्रिंसिपल वहां का.... (अवधान)

MR. DEPUTY-SPEAKER: You may please now conclude.

श्री सुरज भाग: वहां इस रिजर्वेशन का है। इस इसू को हल करने के लिए वहां बहुत गलत तरीके निकाले गए हैं। कहा गया है कि हरिजन प्रोफेसर बन जाएगा तो किस को पढ़ाएगा और क्या पढ़ाएगा? उसको कुछ आता ही नहीं है। 117 प्रोफेसर वहां हैं जिन में से एक हरिजन है और उस एक हरिजन की कहानी भी यह है कि वहां गुजरात में उसको फेल कर दिया गया था और वह इंग्लैंड जा कर वहां से पास हो कर आया तब उसको प्रोफेसर बनाया गया। तब भी उसको नाकाबिल कहा जाता है।

वहां 65 सीटें हैं। इस साल उस में से केवल सात दी गई हैं या मिल सकी हैं।

कैडीट भी ज्यादा नहीं थे। लेकिन इन सात के खिलाफ भी उनको शिकायत है। कैरी फारवर्ड के सिद्धान्त को भी वहां तिलांजलि दे दी गई है, इंटरचेंजबिलिटी को खत्म कर दिया गया है, कल कर दिया गया और रोस्टर को भी खत्म कर दिया गया है मुख्य मंत्री के द्वारा और दलील यह दी है कि 65 की 65 मीरिट से ले लो और सात एजीशनल पोस्ट्स हरिजनों के लिए क्रियेट कर दोते हैं लेकिन इससे भी वे सीट्सफाइंड नहीं हैं। वह कहते हैं कि मीरिट के हिसाब से ही लो, वर्ना न लो। इससे मैं सीट्सफाइंड नहीं हूँ और मैं एक सवाल माननीय गृह मंत्री जी से जानना चाहता हूँ कि जो तरीका गुजरात में आपने शुरू किया है उनको सीट्सफाई करने के लिए क्या इसको तमाम भारत में शुरू करना चाहते हैं? क्या कैरी फारवर्ड, इंटरचेंज-बिलिटी और रोस्टर सिस्टम को तमाम हिन्दुस्तान की सर्वसेज में खत्म करेंगे? हम तो पहले आर्टिकल 335 से तंग थे। Subject to maintenance of efficiency. अब तो उसके साथ साथ प्रधान मंत्री जी ने एक और चीज जोड़ दी है। 25 तारीख को उन्होंने राज्य सभा में कहा:

We have moral as well as constitutional responsibility to advance the interests of the weaker sections. We are trying to help the Scheduled Castes and the Scheduled Tribes. But, naturally, we must ensure that merit does not suffer and no section feels that it is being discriminated against.

मैं पूछना चाहता हूँ कि हम तो पहले ही आर्टिकल 335 से तंग थे, उसके कारण पहले ही आदमी नहीं लिये जाते थे। कैरी फारवर्ड होती थी, इंटरचेंजबिलिटी होती थी। लेकिन अब तो मीरिट भी जोड़ दी गई। मैं गृह मंत्री जी को उस हाउस में सुन रहा था, उन्होंने कहा कि दौनों चीजें मुमकिन हैं, रिजर्वेशन भी चलेगा और मीरिट भी चलेगी। कैसे चलेगी, मेरी समझ में नहीं आता? कौन सा फारमूला है? गुजरात वाला तो बिलकुल गलत है। यह जो खुनी होली चली है रिजर्वेशन को खत्म करने के लिए यह पहला मामला नहीं है। आज से 15 साल पहले एक सटल और

[श्री सूरज भाग]

रिफाइनड तरीके से रिजर्वेशन को खत्म करने की कोशिश की गई। श्री एन. के. बोस, एक सीनियर आफिसर ने गोहाटी में बयान दिया कि रिजर्वेशन हमबग है, इसको रोकना चाहिए। माननीय डी. बसुमतारी ने 1966 में इस हाउस में इसको रोज किया कि इस अफसर के खिलाफ कार्यवाही की जाय। लेकिन वैसे न कर के उस अफसर को शेड्यूल्ड कास्ट्स और शेड्यूल्ड ट्राइब्स कमिशनर बनाया गया। अगर किसी ने कंस्टीट्यूट असम्बली की डिबेट पढ़ी हो तो पायेंगे उसमें लिखा था कि रिजर्वेशन 10 साल के लिये क्यों किया गया है? उन्होंने कहा हमने एक अफसर रखा है जो 10 साल बाद रिपोर्ट देगा और फिर सोचा जायगा। फिर उस अफसर श्री एन. के. बोस, ने 1968 में श्रीनगर में हुई नेशनल इंटरगैरेशन कोउन्सिल की मीटिंग में वंडरफुल रिकमन्डेशन दे दी, जिनको सीक्रेट रखा गया। पहली रिकमन्डेशन यह दी कि हरिजन, आदिवासी को दसवीं जमात से आगे बढ़ने नहीं देना चाहिए। दूसरी यह दी कि हरिजन आदिवासियों के लिए रिजर्वेशन तुरन्त खत्म करना चाहिए। जब यह फैक्ट्स और रिकमन्डेशनस मुझे मुश्किल से मिली तो मैंने तमाम शेड्यूल्ड कास्ट्स और ट्राइब्स एस. पी. ज. से जिनकी तादात 80 थी 1969 में दस्तखत करा कर प्रधान मंत्री से प्रार्थना की कि इस आदमी को हटाया जाय, यह एंटी शेड्यूल्ड कास्ट्स और ट्राइब्स है। लेकिन उसको हटाने के बजाय उसका एक साल का एक्सेटेशन दिया गया। यह बहुत सीरियस कंसिपिरेंसी है जो हरिजनों और आदिवासियों के खिलाफ चलायी जा रही है।

जब एक बहुत वंडरफुल रिकमन्डेशन दी है डा. गोपाल सिंह ने कि जो क्लास 1 के अफसर हो गये हैं शेड्यूल्ड कास्ट्स और ट्राइब्स के लोग या जो एम. पी. हो गये हैं उनके बच्चों को कोई कंसेशन नहीं मिलना चाहिए। जो थोड़े बहुत लड़के जाने लग गये हैं सर्विस में पहले तो यह शिकायत थी कि सूटीबल नहीं है, अब जब सूटीबल हो गये हैं तो क्लास 1 और एम. पी. ज. के लड़कों को कंसेशन देना बन्द कर दिया जाय।

एक और होम मिनिस्ट्री में प्रोपोजल एग्जामिन हो रहा है कि रिजर्वड कंस्टीट्यूट्स का रोट कर दिया जाय बिना किसी प्रिंसिपल के। अभी यह है कि जहां शेड्यूल्ड कास्ट्स और शेड्यूल्ड ट्राइब्स की पोपुलेशन अधिक है वहां कास्टाट्यूट्स रिजर्वड होनी चाहिए। गृह मंत्री जी जवाब दें कि क्या अब आप यह चाहते हैं कि इसको रद्द कर दिया जाय और जहां उनकी पोपुलेशन कुछ भी न हो वहां भी वह चुनाव लड़े? आपको इस बात की जानकारी होगी कि सेंपरेट इलेक्टरेट ने मानते हुए भी यह रिजर्वेशन किया गया था कि आप इस रिजर्वेशन को भी खत्म करना चाहते हैं।

एक तलख चीज मैं और कहना चाहता हूँ जिसमें पॉलिटिक्स का सम्बन्ध नहीं है। और पॉलिटिशियन का सम्बन्ध भी नहीं है। 1971 में जब सुप्रीम कोर्ट का जजमेंट हुआ तो 1972 में गवर्नमेंट का इंस्ट्रक्शन हुआ There should be reservation in promotion.

वह लंगड़ी इंस्ट्रक्शन इसू हुई, उसमें कहा गया

Excepting Senior Class I Services और उस एक्सेप्टिंग सीनियर क्लास-1 सर्विस के बारे में सन् 77 में जनता रिजीम में लोगों ने मांग की कि Why not in Senior Class I Services? क्योंकि सीनियर क्लास-1 सर्विस में ही सारी आग लगाई हुई है। उन लोगों को डर था कि अगर यह मूवमेंट उभरती है तो हमारे ऊपर भी यह रिजर्वेशन का कल्हाड़ा चलेंगा। रिजर्वेशन की यह आग सीनियर क्लास-1 अफसरों में लग चुकी है।

गुजरात में जो कुछ हुआ है, उसके लिए हाई पावरड इन्क्वायरी कमीशन बैठाना चाहिये कि किस को क्या नुकसान हुआ है, कौन जिम्मेदार है, कितना नुकसान हुआ है और क्या कुछ हुआ है, इसकी इन्क्वायरी हो और उनको कम्पेंसेशन दिया जाय।

कुछ भाइयों ने यहां से कहा था कि कांग्रेस पार्टी जिम्मेदार नहीं है। मैं यह नहीं कहना चाहता, लेकिन शानी जी से रिक्वेस्ट करना चाहता हूँ कि जिनके नाम मैं ले रहा हूँ, उनके खिलाफ कार्यवाही

कीजिये। ये कांग्रेस के आदमी हैं जो गुजरात की सारी एक्शन कमेटी चला रहे हैं, उसके मेंबर हैं डा. पी. एल. शाह जो कांग्रेस (आई) के असम्बली के कैंडीडेट थे वहाँ की एलिस बिज कांस्टीट्यूएन्सी से, इलक्शन लड़े हैं। एक डा. के. के. शाह हैं जो सैक्रेटरी इंडियन मीडिकल एसोसियेशन के हैं और कांग्रेस (आई) के कैंडीडेट थे फ्राम पालड़ी बोर्ड म्यूनिसिपल इलक्शन। एक डा. रंजननावावती हैं जो अहमदाबाद के हैं और एक डा. इन्द्रवदन शाह हैं जो कि कांग्रेस (आई) के सिटिंग कार्पोरेटर हैं कार्पोरेशन के। एक डा. अमृत पारख हैं।

यह शायद किसी को यकीन नहीं होगा, मैं "नई दिल्ली" मैगजीन से क्वोट कर रहा हूँ। आदरणीय मकवाना जी की मिसेज क्या कह रही हैं—

"Shantaben, however, admitted that members of the ruling party had also whipped up the caste feelings. 'Take Dr. K. K. Shah for instance', she said: 'He is opposing the party directive and supporting the medical students. Unfortunately, we have communal factions in the Congress. (I) too'"

उपाध्यक्ष महोदय, देखना होगा कि यहाँ बैठे हुए कितने रावत साहब हैं और कितने जगदीप सिंह हैं? मैंने वह हालत वहाँ के देखे हैं। एक 25 साल के हरिजन नाजवान पर तंजाब फँका गया और वह आँख से अंधा हो गया। वह तड़प रहा था।

दूसरी बात मैं यह कहना चाहता हूँ कि रिजर्वेशन का पीरियड तो बढ़ता जाता है, गलतफहमी फैलती जाती है कि रिजर्वेशन बढ़ती जायेगी।

MR. DEPUTY-SPEAKER: You are for reservation for them, but you do not want other people to speak.

श्री सुरज भाव: उपाध्यक्ष महोदय, मैं कन्क्लुड कर रहा हूँ।

मैं यह कह रहा हूँ कि आप जांत-पांत खत्म कर दीजिये।
We won't want reservation even for a single minute.

रहा इस बात का सवाल, बँकटा-सुब्बैया जी ने कहा है कि आप इम्पलीमेंटेशन कैसे करेंगे? मैं एक तरीका बताना चाहता हूँ, लेकिन गवर्नमेंट मानेगी नहीं। अगर रिजर्वेशन को इमानदारी से इम्पलीमेंट करना है, तो कानून बनाइये कि सर्विसेज में इम्पलीमेंटेशन हो।
Simply there is a provision in the Constitution, but there is nobody to take action against the defaulters.

अगर स्टेट गवर्नमेंट कानून बना सकती है, उड़ीसा और मणिपुर ने बनाया है, वेस्ट बंगाल ने बनाकर तो पीनल क्लाज भी रख दिया है, अगर कोई इसको इम्पलीमेंट नहीं करेगा, तो उसके खिलाफ कार्यवाही होगी। अगर आप इन सर्विसेज में वास्तव में इसे इम्पलीमेंट करना चाहते हैं तो कानून बनाइये, वरना यह बात ऐसे ही चलती रहेगी।

दूसरी बात मैं यह कहना चाहता हूँ कि इस रिजर्वेशन के इश्यू पर बहुत गड़बड़ इम्पलीमेंटेशन के तरीके पर कर रही है। मंगा कहना है कि इस गड़बड़ को खत्म करने के लिये एक आल पार्टी मीटिंग बुलाई जाये, किसी के मन में शक न रहे, इसके लिये भी आप एक मीटिंग बुलायें।

मैंने कुछ बातें कहीं हैं, मैं इतनी उम्मीद रखूंगा जानी जी से कि वे इन बातों का ठीक जवाब देंगे कि इस मसले को हल करने के लिये वे क्या चाहते हैं?
(इति)

PROF. N. G. RANGA (Guntur): Are we sitting after 9 O'clock?

AN HON. MEMBER: No.

MR. DEPUTY-SPEAKER: Now, Prof. Ranga has asked whether we are sitting after 9 O'clock.

AN HON. MEMBER: No.

MR. DEPUTY-SPEAKER: I want to know the senses of the House.

श्री मनीराम बागड़ी: अगर समय नहीं मिलेगा तो बैठेंगे कैसे नहीं? चाहे सारी रात यह बैठक चले।

MR. DEPUTY-SPEAKER: Everyone should stick to the time.

श्री राम स्वरूप राम (गया) : उपाध्यक्ष महोदय, आज सदन ऐसे गंभीर विषय को लिये हुए है। (व्यवधान)

SHRI ATAL BIHARI VAJPAYEE: I have a suggestion to make. We would like to hear all the Members who are interested to speak. Let the debate continue after 6 O'clock tomorrow.

SHRI P. VENKATASUBBAIAH: No, Sir.

MR. DEPUTY-SPEAKER: It has to be concluded today.

SHRI P. VENKATASUBBAIAH: As the sense of the House is, it should be completed today and after Ramswaroop Ram finishes his speech, you may kindly call the Home Minister.

SHRI RAMAVTAR SHASTRI: (Patna): No, Sir. CPI has also not spoken.

MR. DEPUTY-SPEAKER: I said that every hon. Member would take only ten minutes, but nobody adheres to that. That take twenty minutes or even more.... (Interruptions)** When I am speaking, how can you speak? Please sit down. This will not go on record. You must stop them, when they go on speaking.

SHRI RAMAVTAR SHASTRI: How can I? I am not Deputy-Speaker.

श्री राम स्वरूप राम : उपाध्यक्ष महोदय, आज यह सदन एक गंभीर मसले को लेकर

PROF. N. G. RANGA: Why not he continues tomorrow?

SHI YESHWANTRAO CHAVAN (Satara): The debate which is going on in the House is of national importance. The time should not be the consideration to stop it. We decided to sit upto 9 O'clock and we thought that we might be able to conclude by that time. But some most important Members have not yet spoken. Shri Jag-

jivan Ram from my party also wants to speak on this and the country wants to know the views of the different parties on this. This is the most important issue before the nation. Let us continue tomorrow after 6 O'clock without disturbing anyone. I hope they will accept this suggestion.

PROF. MADHU DANDAVATE: This is a good suggestion.

श्री मनीराम डिंगड़ी : यह एक अच्छा सजेशन है।

MR. DEPUTY-SPEAKER: Let Shri Ramswaroop Ram continue. In the meantime, you may let us know, Mr. Venkatasubbaiah.

श्री राम स्वरूप राम : उपाध्यक्ष महोदय, आज यह सम्मानित सदस्य एक बहुत ही गंभीर मसले पर विचार कर रहा है। यह मसला सिर्फ गुजरात का ही नहीं है। आज एक ऐसे मसले पर विचार हो रहा है, जो एक राष्ट्रीय महत्व का मसला है। हमारे सम्मानित सदस्य, श्री मोहन लाल सुखाड़िया, ने प्रतिपक्ष के लोगों से निवेदन किया था कि इस मसले को राजनैतिक क्लर न दिया जाये, बल्कि शुद्ध राष्ट्रीयता की भावना से इस मसले को निपटाया जाये। लेकिन प्रतिपक्ष के माननीय सदस्यों ने स्वाह-म-स्वाह इसमें राजनैतिक दांव-पेंच शुरू कर दिया है।

हम कहना चाहते हैं कि हरिजन-आदिवासियों के लिए जो रिजर्वेशन रखा गया है, उसका अधिकार हमारे संविधान द्वारा दिया गया है। हमारी आबादी देश की आबादी का 20 परसेंट है। इस लिए हरिजनों को तो और ज्यादा रिजर्वेशन मिलना चाहिए था। लेकिन कांग्रेस की हुकूमत ने, जिसके नेतृत्व में यह देश चल रहा है, रिजर्वेशन की व्यवस्था की थी। यह हमारा मुद्दा है। उसके विरोध का मुद्दा तो उन लोगों का है। (व्यवधान) हम श्री सोमनाथ चटर्जी के बड़े शुकृगुजार हैं, हम भारतीय कम्युनिस्ट पार्टी के भी शुकृगुजार हैं कि इतने बड़े कांड पर भी उन्होंने कहा कि नहीं, रिजर्वेशन हरिजन आदिवासियों का जन्मसिद्ध अधिकार है। तब तक यह चलता

रहेगा जब तक हिन्दुस्तान में जाति पांत रहेगी। हम आप से बड़े अदब से कहना चाहते हैं कि भारतीय लोक दल के कुछ नेता चाहें वह हमारे राम विलास जी हों चाहें मनोराम बागड़ी जी हों जो बराबर कहते हैं कि मैं तो केवल किसी का गला ही दबाता हूँ, ये लोग और हमारे माननीय वाजपेयी जी हैं, ये सब लोग स्वामिन्नाह उस में राजनीति के दांवपेंच लगा रहे हैं हम यह पूछना चाहते हैं कि बापू की भूमि गुजरात जहाँ पर हरिजनोद्धार का कार्यक्रम सबसे पहले शुरू किया गया था वहाँ पर हरिजनों को इंसानियत की जिन्दगी देने की बात शुरू की गई थी और बापू ने अपने नेक इरादों से हिन्दुस्तान के तमाम आदिवासियों को, तमाम हरिजनों को कहा कि सुनो, हिन्दुस्तान में जब तक हरिजन और आदिवासियों का उद्धार नहीं होगा तब तक हम देश का उद्धार नहीं कर सकते। हिन्दुस्तान की गरीबी का मतलब आज हरिजन और आदिवासी हैं। लेकिन जब जब कांग्रेस की हुकूमत हरिजन और आदिवासियों के हित में कोई कार्यक्रम शुरू करती है तब तब प्रतिपक्ष में बैठे हुए ये लोग सरकार के अटेंशन को डाइवर्ट करने की कोशिश करते हैं। 1974 में श्रीमती इंदिरा गांधी के नेतृत्व में लैंड रिकार्म का कार्यक्रम शुरू किया गया था जिसमें तमाम हरिजनों को और आदिवासियों को जमीन देने की बात की गई थी। लेकिन 1974 में प्रतिपक्ष में बैठे हुए लोगों ने चाहे वह चरण सिंह जी हों या अटल बिहारी वाजपेयी जी हों, उन्होंने कहा कि हरिजनों को जमीन बांट देंगे, यह कैसे होगा? तब उस के खिलाफ उन्होंने कार्यक्रम चलाया था कि विधान सभा भंग करो, गुजरात असेम्बली को भंग करो और दूसरी विधान सभाओं को भंग करो। यह जब जब हरिजनों के लिए कोई कार्यक्रम चलता है तब तक प्रतिपक्ष में बैठे हुए हमारे साथी चाहे वाजपेयी जी हों चाहे चरण सिंह हों ये सब लोग मिल कर कांस-पिरसेरी करते हैं कि कैसे सरकार का अटेंशन डाइवर्ट किया जाये।

यह रिजर्वेशन हमारा चलाया हुआ है, कांग्रेस की हुकूमत ने इसे चलाया है। हर कीमत पर हमें इस को लागू करना होगा। इस के लिए जितनी भी कुर्बानी देनी पड़ेगी

वह दी जाएगी लेकिन रिजर्वेशन हरिजन आदिवासियों के लिए बरकरार रहेगा।

मैं कुछ सुभाव देना चाहता हूँ। मैं यह नहीं कहता हूँ कि किस का इस में दोष है किसका नहीं है मैंने शुरू में कहा कि यह सवाल राजनीति का नहीं है यह शुद्ध मानवता का सवाल है, हरिजन और आदिवासियों के उद्धार का सवाल है। लेकिन मैं चन्द उदाहरण देना चाहता हूँ। छात्र समिति के संयोजक हैं एक भास्कर भट्ट, वह कांग्रेस (आई) के विधायकों का घेराव करवाने की धमकी देते हैं। 1974 में बिहार में क्या हुआ था? यही तमाम प्रतिपक्ष में बैठने वाले लोग हम लोगों को घेराव करते थे और कहते थे कि इस्तीफा दो। क्यों इस्तीफा दो? क्योंकि इंदिरा गांधी की हुकूमत देश के हरिजनों में यह भावना पैदा कर रही थी कि तुम कमजोर नहीं हो, सारी हुकूमत तुम्हारे पीछे है, तुम्हारी नीतियों के लिए है, जनकल्याण योजनाओं के लिए है। लेकिन इन लोगों ने सरकार के सारे नेक इरादों को हमेशा डिस्टर्ब करने की कोशिश की।

एक चीज और कहना चाहता हूँ। 28 फरवरी के हिन्दुस्तान में निकला है कि अहमदाबाद में जनता कर्फ्यू। यह जनता कर्फ्यू क्या है? किस का एनीटेशन है? यह तो कांग्रेस वालों ने कभी नहीं किया कि जनता कर्फ्यू चलाए या पैरलल गवर्नमेंट चलाएं। पैरलल गवर्नमेंट की भावना तो जयप्रकाश नारायण ने पैदा की। बिहार में उन्होंने यह भावना पैदा की और आप के गुजरात में किसी और ने की थी। यह जनता कर्फ्यू क्या चला रहे हैं। बिहार में जब इसी तरह का आन्दोलन चला था तो असामाजिक तत्व जाकर वाइस चांसलर की कुर्सी पर बैठ गए थे और वाइस चांसलर बन गए थे, पैरलल गवर्नमेंट चला रहे थे। मैं बड़े अदब से कहना चाहता हूँ इसके साथ राजनैतिक सादेबाजी न करें, बहुत गंभीरता से इस को लें। हरिजन आप को बरगलाने में आने वाले नहीं हैं क्योंकि वे जानते हैं कि कांग्रेस पार्टी का दिया हुआ यह रिजर्वेशन है जो हरिजन और आदिवासियों को मिला है। आज आप वहाँ पर हरिजनों को मारने की बात उठाते हैं लेकिन

[श्री राम स्वरूप राम]

मैं पूछना चाहता हूँ कि हरिजनों को मारने की आदत किसने डाली? आपने डाली। (अवधान) मैं आपसे यह चीज पूछना चाहता हूँ कि हरिजनों को जलाने की, हरिजनों को मारने की आदत हिन्दुस्तान में किसने लगाई? यह आदत आपने लगाई और बाजपेयी जी ने लगाई। आज आप यहां पर हरिजनों के मसीहा बने हुए हैं। लेकिन मैं कहना चाहता हूँ आप हरिजनों के मसीहा कभी नहीं बन सकते हैं। हरिजनों के मसीहा बनने वाले बाबू जी आज प्रतिपक्ष में बैठे हैं, मैं आपको बताना चाहता हूँ श्री चरण सिंह ने कहा था कि मैं मोरारजी की सरकार में दूसरे नम्बर का मंत्री बनूंगा, बाबू जगजीवन राम की सरकार में नहीं। (अवधान) हरिजनों की हिफाजत करने वाला अगर इस देश में कोई है तो वह केवल कांग्रेस की हुकूमत ही है।

MR. DEPUTY-SPEAKER: Mr. Ramswaroop Ram, please sit down.

SHRI P. VENKATASUBBAIAH: Mr. Deputy-Speaker, Sir we do not want to bar anybody from taking part in the debate. We want all political groups and their representatives be called upon to speak. May I request, through you, that the Home Minister be called upon to reply at 10 O'clock? (Interruptions)

MR. DEPUTY-SPEAKER: Yes, Yes. (Interruptions)

MR. DEPUTY-SPEAKER: I accept his proposal. (Interruptions)

MR. DEPUTY-SPEAKER: Have you accepted this proposal?

SOME HON. MEMBERS: No. No. We are not accepting. (Interruptions)

PROF. MADHU DANDAVATE: One request to the hon. Minister. In view of the importance of the subject, what is the technical difficulty if we sit after the Private Members' Business tomorrow at 6 p.m.?

AN HON. MEMBER: It will not be acceptable.

PROF. MADHU DANDAVATE:

I am not asking you. (Interruptions). I want to know from the hon. Minister, what the technical difficulty is. (Interruptions)

SHRI P. VENKATASUBBAIAH:

I appeal to the Deputy-Speaker. He can give a chance to all members. Our Members will forego their chance and let the Home Minister conclude by 10 O'clock and Mr. Deputy-Speaker, you can give chance to all the political groups who have not participated. And from our side we will. (Interruptions)

PROF. MADHU DANDAVATE:

What is the technical difficulty if we sit at 6 O'clock tomorrow? (Interruptions)

SHRI P. VENKATASUBBAIAH:

You will recall that in the Business Advisory Committee meeting also the Speaker has said that this resolution should be concluded today whatever may be the time. That was the consensus arrived at the Business Advisory Committee. I can only reiterate that Mr. Deputy Speaker can give chance to all of them and our Home Minister will reply. (Interruptions)

MR. DEPUTY-SPEAKER: Nobody will go. Everybody will be given a chance. Yes, Yes. (Interruptions)

SHRI P. VENKATASUBBAIAH:

That does not matter. Even after 10 O'clock people will sit. (Interruptions)

MR. DEPUTY-SPEAKER: Mr. Ramswaroop Ram, you continue.

श्री राम स्वरूप राम : उपाध्यक्ष महोदय, मैं कहना चाहता हूँ कि यह कोई राजनीतिक विषय नहीं है और होना तो यह चाहिए कि हमारे तमाम अपोजीशन के लोगों और हमारी सरकार के लोगों को एक जगह बैठकर इतने गम्भीर मसले पर विचार करना चाहिए।

उपाध्यक्ष महोदय, मैं आपके माध्यम से कुछ सुझाव देना चाहता हूँ। सुझाव यह है कि कैरी-फारवर्ड का जो सरकार ने एबोलिशन किया है, वहाँ से हटाया है, उसको अविलम्ब शुरू किया जाये। दूसरी चीज यह है कि रिजर्वेशन का कांटा न सिर्फ गुजरात बल्कि सारे हिन्दुस्तान में जब तक रिजर्वेशन का कांटा पूरा न हो, तब तक उसको बहाल किया जाए -- चाहे वह बिहार हो, चाहे गुजरात हो, चाहे उत्तर प्रदेश हो। जब तक हरिजनों को कांटा चाहे वह चपरासी का कांटा हो, आई. ए. एस. हो, आई. सी. एम. हो, इन्जीनियरिंग में हो, पूरा न हो दूसरी बहालियाँ रोक ली जायें। गुजरात का आन्दोलन आन्दोलन ही नहीं बल्कि अराजकता है और वह अराजकता फैलाने वाली दो ही पॉलिटिकल पार्टियाँ हैं--- एक लोकदल और दूसरे वाजपेईजी जी। मैं उपाध्यक्ष महोदय आपके माध्यम से कहना चाहता हूँ कि वे कम से कम जाति-भावना मत फैलावें, काम्यूनलिज्म मत फैलावें, हरिजनों और आदिवासियों की हिन्दुस्तान में सेवा करना तो भगवान की सेवा करना है।

इन शब्दों के साथ मैं, उपाध्यक्ष महोदय, आपको धन्यवाद देता हूँ कि आपने मुझे ऐसे गम्भीर मामले पर बोलने के लिए समय दिया।

श्री जगजीवन राम (सासाराम) : उपाध्यक्ष जी, यह ऐसा गम्भीर मामला है कि इस को राजनीतिक दल से ऊपर उठकर सोचने की जरूरत है। आरक्षण के संबंध में मैं बहुत कहना नहीं चाहूंगा। आज गुजरात में जो हो रहा है, उससे खतरा यह लगने लगा है कि हिन्दुस्तान में अनुसूचित जातियाँ बचेंगी या नहीं बचेंगी। जैसे जानो-साइड को आज खतरा हो गया है, आरक्षण का खतरा नहीं रह गया है। मैं इस संबंध में विवरण नहीं देना चाहता हूँ। मेरे पास तार और चिट्ठियाँ आती हैं। मैंने प्रधान-मंत्री जी को वे चिट्ठियाँ और तार भेजी हैं कि इस तरह की घटनाएँ हो रही हैं। कई एक सौ लोग कई-एक हजार लोग अपने घरों को छोड़कर दूसरी जगहों पर पहुँच चुके हैं और उनके खिलाने पिलाने का काम

सरकार की तरफ से कुछ भी नहीं हो रहा है। उनकी बिरादरी के ही लोग चन्दा इकट्ठा करके खिला रहे हैं—क्या यह सरकार के लिए चिन्ता की बात नहीं है? दो महीने होने को आ रहे हैं, लेकिन आन्दोलन चल रहा है, घर जलाए जा रहे हैं, लोग मारे जा रहे हैं। अनुसूचित जाति के नेताओं ने लिख-लिख कर मुख्य मंत्री को, गृह मंत्री को दिया है कि किन-किन अफसरों ने किस तरफ से अत्याचारियों के साथ मिलकर अत्याचार किया है, लेकिन उनके खिलाफ कोई एक्शन नहीं लिया गया। अगर यह साम्प्रदायिक दंगा होता, तो हिन्दुस्तान में दो महीने चलने नहीं दिया जाता, लेकिन यह चल रहा है। इसीलिए कि एक धर्म के समझे जाने वाले लोगों में भगड़ा हो रहा है, नहीं तो हिन्दुस्तान के बड़े-बड़े नेता वहाँ पहुँच जाते। राजदा जी ने कहा कि गुजरात में नेता कहाँ हैं, कौन हैं, तो क्या रविशंकर महाराज को निद्रा आ गई है और मोरारजी भाई गुजरात से बाहिष्कृत हैं? यह स्थिति वहाँ पैदा हो गई है। आरक्षण के संबंध में कहा जाता है कि कुछ लोग पैदा-इसी कुशल होते हैं और कुछ पैदा-इसी अकुशल होते हैं। मैं चाहूंगा कि गृह मंत्रालय एक कमीशन जारी करे और उस कमीशन में इस दक्षता की जांच की जाए—रेलवे की जितनी दुर्घटनाएँ हुई हैं, वे आरक्षण वालों की वजह से हुई हैं या दूसरी वजह से हुई हैं। बँकों में जितने गबन के केसेज हुए हैं, उनको आरक्षण वालों ने किया है या दूसरों ने किया है। कस्टम और दूसरी जगह जो स्मगलिंग हो रही है, वह आरक्षण वालों ने किया है या दूसरों ने किया है। इसकी जांच होनी चाहिए। अस्पताल में चौर-फाड़ से जितने लोग मरे हैं, उनमें से आरक्षण वालों से कितने मरे हैं और दूसरों से कितने मरे हैं—इसकी जांच होनी चाहिए। कहा जाता है कि यहाँ तो आरक्षण के कारण अकलूता आ जाएगी, यह सवाल इन्सान की जिन्दगी का है।

21.03 hrs.

[SHRI CHINTAMANI PANIGRAHI in the Chair]

[श्री जगजीवन राम]

मैं सरकार से पूछना चाहूंगा—क्या कभी आपने यह जांच की है कि एक व्यक्ति पोस्ट-ग्रेजुएट में लिया गया जिस के 80 प्रतिशत मार्क्स थे और एक दूसरा व्यक्ति लिया गया जिसके 50 प्रतिशत मार्क्स थे, क्या पोस्ट ग्रेजुएट परीक्षा में 80 प्रतिशत मार्क्स वाला 50 प्रतिशत मार्क्स वाले से सर्वदा आगे रहता है। ऐसा नहीं होता है। क्या इस से यह नतीजा नहीं निकलता है कि डिविजन से आदमी पीछे नहीं हो जाता है। इस में काम करने में अकुशलता की बात कहाँ आती है, मरीज के जीवन में खतरे की बात कहाँ आती है? क्या कहाँ यह इन्तजाम कर रहा है कि पोस्ट-ग्रेजुएट की जो परीक्षा होगी उस में हरिजन या आदिवासी या पिछड़ी जातियों के लोगों के लिए मार्क्स कम रखे जायेंगे? अगर मार्क्स कम रखे जायेंगे तो मैं इस का विरोध करूंगा। कहाँ ऐसा नहीं है तब फिर अकुशलता और लोगों के जीवन के खतरे की तोहमत इन लोगों पर क्यों लगाई जा रही है?

मैं एक बात और कहूंगा—जिस को अभी सूरजभान जी ने कहा है और कुछ समय पहले मैंने भी कहा था। गुजरात में जो कुछ हो रहा है—7 प्रतिशत के ऊपर यदि 90 प्रतिशत लोगों का आक्रमण शुरू हो जाये, तो उस के बचने की गुंजाइश कहाँ है? अखबार वालों की तारीफ यह है—पथराव हरिजनों पर हो रहा है लेकिन लिख रहे हैं कि हरिजन पथराव कर रहे हैं। क्या किसी भी समझदार व्यक्ति के दिमाग में यह बात आ सकती है—जिस की आबादी 7 प्रतिशत है, वह पहले आक्रमण करेगा? यह समझने की बात है। इसकी भी जांच होनी चाहिये और न्यायिक जांच होनी चाहिये कि गुजरात के इस उपद्रव में कितने लोग मरे हैं, कितनों के घर जलाये गये हैं? आज कौन इस का देखता है? यह केवल अहमदाबाद की बात नहीं है, आज गांवों में क्या हो रहा है? कितने घर जला दिये गये हैं—इसके बांकड़ें कौन इक्कट्टे करेगा? वहाँ की पुलिस और शासन पर लोगों को भरोसा नहीं रह गया है। मैंने वहाँ के मुख्य मंत्री को टेली-

फोन किया था कि हमारे पास शिकायत आ रही है कि आप के पुलिस वाले आक्रमणकारियों से मिल गये हैं, उनके ऊपर से लोगों का भरोसा उठ गया है, इसलिए आप बी. एस. एफ., सी. आर. पी. या आर्मी के लोगों को उन हरिजन मुहल्लों में लगाइये जो चारों तरफ से दूसरों से घिरे हुए हैं। उन्होंने कहा—कुछ तो मैं कर रहा हूँ, लेकिन देहातों में भोजना ज्यादा जरूरी है। इस का क्या नतीजा हुआ? अहमदाबाद शहर में कितने लोग अपने घरों को छोड़ कर दूसरी कोबापरेटिव सोसाइटियों में चले गये। क्या किसी भी सभ्य सरकार के लिये यह चिन्ता और निन्दा का विषय नहीं है? किसी भी सभ्य समाज में यह नहीं होता है कि किसी भी मुहल्ले से हजारों की तादाद में लोग निकाल दिये जायें, उनको अपने घरों को छोड़ कर जाना पड़े और आप का शासन उन को कोई संरक्षण न दे सके। मैं इसमें राजनीति नहीं लाना चाहता था, और न ही लाना चाहूंगा—लेकिन क्या आप के अन्दर बुद्ध इस बात के लिए चिन्ता पैदा नहीं होती है कि यह आप की सरकार की अकुशलता है? हजारों लोगों को अपने घरों को छोड़ कर दूसरी जगह जाने के लिये विवश होना पड़ा—वहाँ की सरकार क्या कर रही थी—यह आपके विचार करने के लिये मैं कह रहा हूँ। मैं बहस में गमी नहीं लाना चाहता हूँ। मुझे आज आरक्षण की भी कोई चिन्ता नहीं है, चिन्ता केवल इस बात की है कि हमारा जीवन कैसे बचेगा? फिर इस तरह की बातें हो रही हैं—अखबारों में पढ़ने को मिलता है, अहमदाबाद में यह निश्चय किया गया है कि इन लोगों को यानि हरिजन, आदिवासी और पिछड़ों को संगठित होने नहीं देंगे। मैंने उस दिन भी कहा था और आज फिर दोहराना चाहता हूँ—गुजरात में अनुसूचित जातियों के लिये 7 प्रतिशत, जनजातियों के लिये 14 प्रतिशत और पिछड़े हुए लोगों के लिए जिन में इसाई और मुसलमान भी शामिल हैं—10 प्रतिशत, इस तरह से आरक्षण है, लेकिन आज शिकार कौन हो रहा है—जिस के लिए 7 प्रतिशत है। यह समझने की बात है,

खावद आप ने समझने की कोशिश की हो?
यदि की है तो कुछ रोशनी डालिये ।

लेकिन जो बात मैं कह रहा था वह यह थी कि एक बार दक्षता और कुशलता की जांच हो जानी चाहिये, इसके बारे में तय हो जाना चाहिये और यह तभी होगा जब इस के लिए एक न्यायिक कमीशन बैठाया जाय—जिसमें सुप्रीम कोर्ट के जज हों, तीन जज हों जिन में एक हिन्दू हो, एक मुसलमान हो और एक ईसाई हो । आज हमारी दक्षता का निर्णय कौन करता है—जो हम को नहीं चाहता है । आरक्षण प्राप्त उम्मीदवारों और कर्मचारियों की दक्षता का निर्णय वही करता है, जो शुरू से ही उन्हें नहीं चाहता । उसी का हाथ है उनकी दक्षता का फैसला करने में । मैं दावे के साथ कहना चाहता हूँ कि अनुसूचित जातियों और अनुसूचित जनजातियों के लोगों को अवसर आप दीजिए, वे किसी क्षेत्र में किसी से पीछे रहने वाले नहीं हैं और जब जब अवसर आया है, उन्होंने ऐसा साबित किया है । मैं सिर्फ अवसर की समानता चाहता हूँ । जानी जी, मैं आप को बताना चाहता हूँ कि मैं एक दिन के लिए भी संरक्षण नहीं चाहूँगा, आप अवसर की समानता दे दीजिए सब को । हमें अपने युवकों के ऊपर भरोसा है । आप ने समानता कहाँ दी है । आप छात्रवृत्ति देते हैं और हमारे ऊपर अहसान भी करते हैं लेकिन छात्रवृत्ति भी आप इतनी देते हैं, जिससे पूरा पेट न भर सके, आधा पेट ही भरे । एक के पैरों को बांध कर रखा है और दूसरे के पैर की मालिश कराई और एक दिन बंधे हुए पैरों को खोला और कहा कि दोनों दौड़ो हमारे यहां फेयर कम्पीटीशन है । यही फेयर कम्पीटीशन हमारे यहां चल रहा है और मैं भी इस में रहा हूँ, उस दोष से अपने को अलग नहीं समझ सकता हालांकि आज यह है कि आरक्षण को लेकर दिन में बहुतों के पीड़ा है लेकिन लाज-लिहाज से कहते नहीं हैं । इसलिए वे मरुसे पछते हैं कि आखिर ब्राह्मण क्या करते हैं ? मैं कहना चाहता हूँ कि यह संरक्षण का प्रश्न नहीं है, आर्थिक प्रश्न नहीं है, एम्प्लायमेंट का प्रश्न नहीं है बल्कि प्रश्न यह है कि मूलक की हकूमत में आप मूलक

के सभी लोगों की शिरकत चाहते हैं या नहीं? वह जमाना खद गया है जब कुछ लोग यह समझते थे कि शासन करना उन का काम है और कुछ लोगों का काम है शासित होने का । यह बात अब नहीं चलेगी । इसलिए आज चाहे वह अनुसूचित जाति हो, अनुसूचित जनजाति हो, पिछड़ा वर्ग हो, मुसलमान हो या ईसाई हो, सभी को आप को शासन में शिरकत देने की सुविधा बनानी पड़ेगी और नहीं बनाएंगे, तो इतिहास इस बात का सा है कि यहां पर ब्राह्मण बहुत चतुर थे, क्षेत्रीय बड़े बहादुर थे लेकिन फिर भी देशे गुलाम हुआ । आप उस इतिहास की पुनरावृत्ति करने की तरफ मत जाइए और इतना मैं जरूर कहूँगा कि इन लोगों के इंपेसीपेशन के माइने अगर आप यह समझते हैं कि गुजरात में जो कुछ हो रहा है, वह है और इंपेसीपेशन के माइने एलिमिनेशन है, तो इन लोगों का एलिमिनेशन होने में कुछ समय लगेगा, जानी जी, और संभव है कि हमारे एलिमिनेशन के साथ कुछ और लोगों का भी एलिमिनेशन हो । उस तरफ आप को नहीं चलना चाहिए । मैं दोबारा कहना चाहता हूँ कि क्या आप ने बैठ कर कभी अपने कमरे में यह नहीं सोचा और गुजरात में आगुनी, मारकाट, चरों में लूटपाट और औरतों की बे इज्जती को दो महीने तक चलने दिया । इसीलिए न कि हम उपद्रव करने वाले थे सहधर्मी हैं, और दूसरा क्या कारण था ? नहीं तो दो महीने तक आप इस को न चलने देते और इस को खत्म कर देते ।

जो आंकड़े सूरज भान जी ने दिये हैं, मेरे पास भी सभी हैं जिस परिपत्र का जिक्र सोमनाथ चटर्जी ने किया है, मैं नाम खोल देना चाहता हूँ । श्री दया भाई परमार एक्स एम. पी. द्वारा वह लिखा गया है और जितना उन्होंने लिखा है उसकी प्रतियां गुजरात की सरकार के मुख्य मंत्री व अन्य मंत्रियों को भेज दिया गया है, आप की सरकार को भेजा गया है । आज से करीब 3 सप्ताह पहले पत्रकारों को दिया जा चुका था । उसमें वहां के मंत्रियों पर आरोप लगाये गये हैं और आज तक उन का खंडन नहीं हुआ है । इसलिए मैं मानता हूँ कि श्री दया भाई

[श्री जगजीवन राम]

परमार ने जो कुछ कहा है, वह सत्य है। वह चिन्ता का विषय हो जाता है कि आप का मुख्य मंत्री कहे कि रिजर्वेशन से मुझे भी चाँट लगती है। यह सोचने का विषय है। यह क्या चिन्ता का विषय नहीं है कि वहाँ का एक मंत्री कहे कि मैं राजपूत हूँ और राजपूत की जवान से जो निकल गया, वह टल नहीं सकता। इस का खंडन नहीं हुआ है, इसलिए मैं इसको दोहरा रहा हूँ। दिल्ली में जब प्रेस कांफ्रेंस हुई थी, तो उस में श्री दया भाई परमार ने एक मेमोरैंडम दिया था। उसी में ये चीजें हैं जो चिन्ता का विषय बन जाती हैं। आप दो कमीशन जरूर बनाइए।

एक न्यायिक कमीशन द्वारा इस बात की जांच होनी चाहिए। गुजरात में जो कुछ हुआ, स्वर्ण हिन्दुओं द्वारा जितना अत्याचार किया गया, इसमें शासन के और पुलिस के अधिकारियों की कितनी साजिस रही है इस सब की जांच होनी चाहिए। यह जांच मैं इसलिए कर रहा हूँ कि गुजरात में जो कुछ हो रहा है वह सारे भारत के लिए खतरा पैदा कर रहा है। आप इस बात को याद रखिये कि चींटी और हाथी में कोई मुकाबला नहीं होता है। एक हाथी हजारों चींटियों को रौंद सकता है लेकिन अगर एक चींटी भी हाथी की सूँड में घुस जाए तो वह हाथी को कितना विवश बना सकती है। मैं इतना ही कहना चाहता हूँ।

सभी राजनीतिक पार्टियाँ कह रही हैं कि आरक्षण रहना चाहिए। सभी लोग भी यही सोचते हैं लेकिन यह बात दिल से कितनी आ रही है और मन से कितनी आ रही है यह मैं आपलोगों पर छोड़ देना चाहता हूँ। किसी पर तोहमत लगाने की मेरी मंशा नहीं है। लेकिन क्या आपने कभी यह सोचा है कि तीस वर्षों में प्रथम श्रेणी के सिर्फ चार प्रतिशत ही स्थान इन लोगों को मिले हैं? क्या आप उनको उनका स्थान देने के लिए पूरी क्षताब्दी लगाना चाहते हैं? क्या आप यह समझते हैं कि ये एक क्षताब्दी तक धीरज रख सकेंगे? जब आदमी परेशान होता है तो उसके धीरज की सीमा भी खत्म हो जाती है

और वह मरने तक के लिए विवश हो जाता है। आप क्यों विवश करना चाहते हैं कि वे मरने के लिए तैयार हों। इसको आपको देखना चाहिए।

क्लास फोर में भी अनुसूचित जाति और जनजाति के लोगों को पूरा स्थान नहीं मिलता है। वहाँ भी ब्राह्मण रहता है और इसलिए रहता है कि जरूरत पड़ने पर खाना भी पका देगा। दक्षिण में तो ब्राह्मण चाँधे दर्जे में नहीं आता है लेकिन उत्तर प्रदेश और बिहार में तो उसकी मोनोपली बन जाती है। जब उससे बचता है तो दूसरों को दिया जाता है। हम ज्यादा नहीं चाहते। या एक स्कॉर्जर, सफाई मजदूरी में भी और में भी 18 परसेंट ही इन्हें दे दीजिए बाकी दूसरों को दे दीजिए। (जबबधान)

श्री बूटा सिंह घबरा रहे हैं। सोच रहे होंगे कि एक बालमीकि की दुकान चांदनी चौक में क्यों नहीं हो सकती? आप हम को समान दर्जा दीजिए जो कि आज 32 वर्षों तक हम प्राप्त नहीं कर सके हैं। आज 32 वर्षों तक हम हिन्दु समाज के निकट नहीं आ पा रहे हैं। मैं पछना चाहता हूँ कि क्या कोई कुशल से कुशल मुसलमान भाई चांदनी चौक में जलबी की दुकान कर सकता है, या खोल सकता है? क्या कोई कुशल से कुशल हरिजन रसाइया, खाना बनाने वाला चांदनी चौक में होटल चला सकता है? आज तक जितने दरवाजे हमारे लिए बंद थे वे इन 32 वर्षों में भी पूरे खुले नहीं हैं। आप कहते हैं कि हमने बहुत कुछ कर दिया। हाँ हमारा कंठ कुछ खुला है। जितना कंठ हमारा खुला है, उसी से लोग परेशान हो रहे हैं। अभी तो हमारी थोड़ी ही आवाज बुलंदी है उस पर भी यह सब हो रहा है। हमें तो इस बात पर आश्चर्य हुआ कि गुजरात तो गांधी का प्रदेश है, वह तो सरदार पटेल का देश है जिसकी वजह से संविधान में अनुसूचित जातियों और जनजातियों को संरक्षण किया गया। आज उन्ही के देश में लोग उनकी मूर्ति पर खून का टीका लगायें। यह टीका कब लगाया गया तब लगाया गया जबकि वहाँ दफा 144 लागू थी, कर्फ्यू लगा हुआ था, पुलिस

किसी को बाहर जाने नहीं देती थी, उस समय सरदार पटेल की मूर्ति के सिर पर खून का टीका लगाया गया और शपथ ली गयी कि जब तक आरक्षण खत्म नहीं होगा, हम आन्दोलन चलाते रहेंगे। इस तरह से कर के वहाँ सरदार पटेल का तो अपमान हुआ था हुआ लेकिन क्या इस से आपकी वहाँ की सरकार का अपमान नहीं हुआ और ऐसी चीजें वहाँ पर हुई जहाँ पर कि कर्फ्यू लगा हुआ था। कितने ही लोग मारे गये। पुलिस का उसमें हाथ नहीं था तो फिर कैसे इतने लोग मारे गये ?

क्या आप इस सब के लिए शासन की जांच नहीं कराएंगे? क्या वहाँ आपके शासन की स्वच्छता के लिए यह जरूरी नहीं हो गया है कि आप गुजरात की घटनाओं की जांच करने के बारे में कमीशन बिठायें? एक कमीशन इस बात की जांच करने के लिए बनाएँ कि अनुसूचित जाति और अनुसूचित जनजाति के सरकारी मुलाजिमों में कितनी दक्षता है। इन पर तुलनात्मक रूप से दक्षता कम होने का आरोप लगाया जाता है। इसकी भी एक न्यायिक कमीशन जांच करे कि ये कितने दक्ष हैं और दूसरे लोग कितने दक्ष हैं। मैं आपको बताना चाहता हूँ कि ये लोग किसी से दक्षता कम नहीं हैं। मैं अधिक समय नहीं लेना चाहता, लेकिन एक बार फिर दोहराना चाहूँगा कि गुजरात की समस्या अब गुजरात की नहीं रह गई है। आज गुजरात के लोग मुझे लिखते हैं कि अगर यह चीज अगर मुसलमानों के साथ होती तो क्या सरकार 2 महीने तक इसको चलने देती। मैं अधिक समय नहीं लूँगा और फिर दोहराना चाहूँगा कि इन दो न्यायिक जांचों को आप करें ताकि सारी बात की सफाई हो जाए।

श्री आरक्षण राय (घोसी): माननीय सभापति महोदय, आज गुजरात की स्थिति बहुत गंभीर है जितना भी अभी तक वहाँ पर कहा जा चुका है, वह सुनने के बाद किसी को भी अब भ्रम नहीं रह गया है कि आज गुजरात की स्थिति सिविल वार सी हो चुकी है और भारत के पूर्वांचल से जो हालात चलें वे आज भारत के पश्चिमी भाग में पहुंच चुके हैं। अभी हम सब और

सरकार मिलकर आसाम और उसके आस-पास के क्षेत्रों में अपेक्षित शांति स्थापित नहीं कर सकें थे, समझौतों के द्वारा हल नहीं हो सका और हमारे सामाने गुजरात का प्रश्न आ गया। ऐसी स्थिति में हमें भी यह सोचना होगा कि यह क्यों हो रहा है।

सभापति महोदय, हमारे देश में जहाँ-जहाँ और जब-जब आंदोलन हुए हैं चाहे वे मंहगाई के खिलाफ हों, बंकारी, बेरोजगारी, भ्रष्टाचार और गरीबी-गरीब के बीच बढ़ती खाई के खिलाफ हों, तब-तब जनता के दिमाग को उस तरफ से डायवर्ट करने के लिए इस तरह के आंदोलनों को शुरूआत कर दी जाती है। यही आसाम में हुआ है और यही बात गुजरात में हो रही है। ऊपर से नाचे तक, अधिकारी और कर्मचारी, सशस्त्र बल और पुलिस तक, सभी आज दो हिस्सों में बंट गए हैं—आरक्षण और गैर आरक्षण। जनवादी आंदोलन को समाप्त करने के लिए यह एक सुनियोजित षडयंत्र है। इन आंदोलनों को बाहर से भी सहायता मिल रही है पिछले गुजरात के आंदोलन में, अभी के आंदोलन में, जो गलत है इसमें सब यही बातें नजर आ रही हैं। इसी तरह हिन्दुस्तान के दूसरे कोनों में भी किया जाएगा। आज जनवादी शक्तियाँ धर्म निर्पेक्ष और समाजवादी शक्तियों को मिलकर इसका मुकाबला करने की जरूरत है। आज यह हमारा राष्ट्रीय कर्तव्य हो गया है।

माननीय सभापति महोदय, यहीं की सरकार के बयान से यह स्पष्ट है कि मामला पूरे गुजरात में फैल चुका है, लेकिन इसके दो मुख्य केन्द्र हैं। अहमदाबाद, महसाणा जिला जहाँ ज्यादा आंदोलन हुआ है। इस बात की भी जांच होनी चाहिए कि क्षेत्र में यह आंदोलन मजबूत है और ज्यादा उग्र है, ज्यादा हिंसात्मक है, ज्यादा आग-जनी और लूटपाट और गोली चालन के वाक्ये कहाँ हो रहे हैं, वहाँ कानूनी शक्तियाँ मजबूत हैं, इन सब चीजों की जांच होनी चाहिए।

कांग्रेस का जो आन्तरिक भगड़ा है हो सकता है उसने कुछ क्रांतीबूट किया हो लेकिन मैं इसको मुख्य शक्ति नहीं मानता। जैसा जगजीवन राम जी ने कहा है हमारे देश में

[श्री भारद्वाज राय]

मुख्य सवाल यह है कि हरिजन समुदाय या दूसरे दबे कुचले लोग जो क्षताब्दियों से दबे हुए हैं जिन्दा भी रह पाएंगे या नहीं, यह मुख्य प्रश्न है। मैं समझता हूँ कि यह मसला ऐसा नहीं है जिस को हल न किया जा सकता हो। सुभाव के रूप में मैं कहना चाहता हूँ कि रिजर्वेशन तो रहना चाहिये। यह सिद्धान्त की बात है। जब तक पिछड़े व्यक्तियों या व्यक्तियों के समूह की स्थिति ऐसी न हो जाए कि समाज के दूसरे लोगों के स्तर तक वे पहुँच सकें और प्रगति के मार्ग पर बढ़ सकें तब कि आरक्षण रहना चाहिए। इस में समय का कोई प्रश्न नहीं है। इस समस्या का हल सम्भव है। गुजरात सरकार के आखिरी प्रस्ताव और मंडीकल स्टुडेंट्स की मांग और छिप छिप कर उनकी बातों जो हैं, इन दोनों में बहुत अन्तर नहीं है। अगर सरकार, मंडीकल स्टुडेंट्स और विरोधी पक्ष के लोग राष्ट्रीय और प्रादेशिक स्तर पर बैठ कर इसका हल निकालना चाहें तो जरूर हल निकल सकता है।

हमारे भूपेश गुप्त जी और समर मुखर्जी जी गए थे। दौरा करके आए हैं। उन्होंने जो रिपोर्ट दी है, सूचना दी है उससे मुझे विश्वास हो गया है कि सल्यूशन निकाला जा सकता है। एक स्वर से हम आवाहन करें कि बिना शर्त एजिटेशन को वापिस ले लिया जाए और शान्तिपूर्ण वातावरण बनाया जाए ताकि त्रिपक्षीयार्ता सम्भव हो सके और शान्तिपूर्ण समाधान निकाला जा सके। हमारे साथियों ने डाक्टरों से, मुख्य मंत्री से, सरकार के विभिन्न अधिकारियों से बात की है, समाज के हर क्षेत्र के लोगों से बात की है और वे इस परिणाम पर पहुँचे हैं कि समझौता हो सकता है अगर भारत सरकार छुट्टा के साथ साथ, सोलंकी जी और स्वास्थ्य मंत्री के विचारों की पृष्ठभूमि को देखते हुए विपक्षियों के साथ मिल कर एक नेशनल कर्सेसस तैयार करने की कोशिश करें। अगर इस तरह से रास्ता निकालने की कोशिश की जाए तो रास्ता निकल सकता है।

इस विषय को गम्भीरता से लिया जाए। मैं फिर कहना चाहता हूँ कि डाइवर्सनरी टैक्टिक्स अपना करके आन्दोलन को गलत रास्ते पर मोड़ा जा रहा है। चाहे असम का मामला हो या गुजरात का या देश के किसी अन्य भाग का, यह चीज है यह बहुत खतरनाक है। जनवादी आन्दोलन कोई नहीं चल पाएगा जब तक जातिवादी आन्दोलन चलते रहेंगे, आरक्षण सम्बन्धी आन्दोलन चलते रहेंगे। आर्थिक सामाजिक परिवर्तन जो बुनियादी परिवर्तन हैं जब तक ये नहीं हो जाते हैं तब तक इस तरह के आन्दोलन चलते रहेंगे।

PROF. MADHU DANDAVATE: (Rajapur): Mr. Chairman, Sir, I would like to be extremely brief. I only like to tell the House of some of the experiences which I myself possess in relation to the scheduled caste students. I have the experience of teaching post-graduate students and also conducting post-graduate-examinations. I would like to confirm what Babuji said. Even if students are admitted on the basis of certain percentage of reservations, when we the teachers examine the papers, we are not informed of the names of the candidates, not to talk of the caste of the candidates, not to talk of any further influences. The students enter the examination. The papers are examined. It is purely on the basis of merit that the students pass the examination, no matter whether they belong to the scheduled caste or to the Hindu caste or to the Muslim caste. Therefore, irrespective of the reservation, the examination are conducted on the basis of merit always. And therefore I fully confirm what Babu Jagjivan Ramji has said that even when you keep the reservations, the examinations are never conducted on the basis of caste, and therefore, once they get through this particular examination certain sections i.e. certain sensitive sections will be allowed reservations. In this connection I want to bring to your notice another

fact. Though you come from the affluent section of society, is it not a fact that irrespective of their merit they pay the capitation fee and they are able to get entries at various medical colleges, even third class students? Sir, I am ashamed to say that some of the third class students, who happened to be my students, got entry into certain institutions in the South after paying one lakh one and a half lakh rupees to the institution. So if this continues and if the argument is made that such students who pay fees or grants to such institutions get admission, when they become doctors, what will happen about the patients. If such students are admitted sometimes if they have not got merit, they will repeatedly fail, and so far University has not made any such arrangement that if one fails three times or four times he should be declared as passed. No such system has been evolved and therefore, unnecessarily extraneous element of merit is brought into the picture.

Sir, as far as Gujarat is concerned, my friend has quoted percentages and I will give additional fact. Right from the year the reservation system was introduced in the State of Gujarat, 857 students were eligible for getting admitted under reservation, and out of that how many got admission in reality it is only 37. One of my friends has written a very fine article in 'Maharashtra Times' yesterday. She is a lady coming from Gujarat. She has written a fine article and she has given citywise what exactly was the reservation available and what is the reservation that was actually made available. And here we find that out of 857, only 37 were able to secure admission. This is the state of affairs.

One more point I would like to stress. I don't want to repeat the arguments, but Sir, we are living in an Indian feudal society in which merely class is not important. The

tragedy of our country is that some people suffer not because they lack merit, but because they belong to a particular caste, because they are supposed to have committed the sin of having been born in a particular caste. That is why for centuries together they suffer. And here the question is asked when will be equality of opportunity. I go a step further.

In a stratified society even equality of opportunity will not be available to the advantage of those who have suffered for centuries together and I shall give only one illustration. Even in the field of sports, suppose some students come to the first year class and they have a Tennis match. In the Tennis match, if one, because of his cultural background has gone abroad has played test matches, and as a result has become professional player and someone else is an amateur player, there is something like a handicap match. One starts with a score minus 10, the second one starts with a score plus 10. It may appear that it is an equality, but knowingly it is a handicap race, because one player suffers from handicap. That is why in the field of sports there is handicap race. Similarly, those who have been handicapped for centuries together cannot rely only on equality of opportunity. They have to be given preferential opportunity, and that is why this particular reservation is necessary. Sir, that is the philosophy of preferential opportunity. I fully support that and my Janata Party 100 per cent stands by the philosophy of preferential opportunity to the oppressed sections of society. So long as that is not given, our society will not be able to progress and the Revolution will not be total in the true sense of the word. And that is why a man like Jayaprakash Narayan also said that mere equality of opportunity will not bring about total revolution. It is only preferential opportunity for the oppressed and the suppressed

[Prof. Madhu Dandavate]

sections of society that will make the Revolution totti. We want that revolution, we want this to be total and that is the reason why at this particular time the discussion is taking place. I do not want to report all the points that have already been placed before the House. That is why I have briefly put forward my point of view. I thank you for giving me the opportunity. My Party was already represented, but I wanted to make some additional points. That is why I asked for your permission and you have been kind enough to give me the permission.

श्री मनी राम बागड़ी (हिसार): सभापति महोदय, मैं सबसे पहले प्रायश्चित्त करने के लिए सारे राष्ट्र को और सब जिम्मेदार लोगों को चाहूंगा, उससे मैं भी मुजरिम हूँ, कि अगर झुम्क की हत्या हो, अत-लीक का अंगूठा कटे, गुजरात में कल्लेआम हो, इस कड़ी को तोड़ना पड़ेगा। मैं मुबारिकबाद देता हूँ श्री हीरालाल परमार को, जिनके कारण आज इस देश के उन शहीद लोगों के बारे में आप सब लोगों को बात करने का मौका मिला। अच्छा होता, कि यह सदन इस बात को पहले विचार करता और इससे कुछ न कुछ इस देश को लाभ मिलता।

यह मानकर चलना पड़ेगा, अगर दोषों में जायेंगे मैं बहुत अच्छा उसे पसन्द नहीं करता, कभी यहाँ ऐसा होता नहीं, अगर हो जाये तो मुझे बड़ी खुशी होगी, हमारी सरकार या आपकी सरकार या अगली सरकार, अगर और मैं कोई हरिजन मर जाये उस सवाल पर अगर सरकार बदल जाये, गुजरात में हरिजनों पर हमले के मामले में सरकार बदल जाये तो भी किस्मत खुले इस देश की और कहीं पर भी हरिजन पर अकालियत पर या माइनॉरिटी पर गरीब पर कहीं भी ज़ुल्म हो और वहाँ उस देश की सरकार इस सवाल पर बदलने लग जाये तो यह देश की किस्मत होती है, देश इससे शक्तिशाली होता है कमजोर नहीं होता है।

मैं अर्ज करता हूँ कि इसमें पक्ष विपक्ष की बात न लें, यह देखें कि कोन है जिसने इस सवाल को यहाँ उठाया। वह तो शेर नीचे बैठा था बेचारा, शेर के मुँह के नीचे बैठने वाले कांग्रेस के श्री हीरालाल परमार ने यहाँ इस सवाल को उठाया। आप नाराज न हों, मैं अपोजिशन वालों को भी और कांग्रेस वालों के लिये भी कहता हूँ कि आप लोग जिन्होंने हीरालाल परमार के मुँह को दबाच रखा था और हम वह थे जो उसके मुँह को उठाकर बात को चला रहे थे।

एक माननीय सदस्य: आप अपनी बात कहिये।

श्री मनी राम बागड़ी: सारी कहूंगा, छोड़ूंगा नहीं। आप चिन्ता मत करो। मैं आपसे फिर एक बात कहता हूँ कि कितनी चालाक है हिन्दुस्तान के समाज की यह वर्ण व्यवस्था और जाति व्यवस्था, मैं बाह्मण का दुश्मन नहीं हूँ लेकिन बाह्मणवाद का दुश्मन हूँ। यह मत समझना कि सिर्फ मवहब की बात आती है, धर्म की बात आती है, मैं कहता हूँ कि यह बाह्मणवाद पाप है।

एक माननीय सदस्य: एक जाति को गाली मत दीजिये।

श्री मनीराम बागड़ी: मैंने बाह्मणवाद कहा है, बाह्मण नहीं कहा है। मैं बाह्मण का पक्षपाती हूँ लेकिन बाह्मणवाद का दुश्मन हूँ और हर हिन्दुस्तानी को बाह्मण को रज्जा करनी चाहिये। भारतीय नहीं है वह अगर बाह्मणवाद को इस देश में बर्दाश्त करता रहे। जो हिन्दुस्तानी बाह्मणवाद को बर्दाश्त करता है, वह गाँडेस है और गांधी का हत्यारा है। इस देश में गांधी जी की हत्या गाँडेस ने उस वक्त की, और आज बाह्मणवाद या जातिवाद गुजरात के अन्दर गांधी के सिद्धान्तों की हत्या कर रहा है।

मैं अर्ज करूंगा कि आप जरा दारौकियों को सोचें। आपको पार्टी के अन्दर से कौन मंत्री बने, कौन मुख्यमंत्री बने हमें इससे क्या फर्क पड़ता है, लेकिन एक तरफ चालाकी से अखबार बयान देता है, रीडियो, आकाशवाणी से हमने कॉमिशन

की बारबार कहा लेकिन बयान जाता है कि हिंसा के आन्दोलन के खिलाफ हैं। हिंसा के आन्दोलन के खिलाफ ही नहीं, मैं कहता हूँ कि मैं और मेरी पार्टी गुजरात में जो आन्दोलन है, यह तो हिंसा का है, अगर इस आधार पर अहिंसा का आन्दोलन भी हो तो मैं उस आन्दोलन को आन्दोलन नहीं, देशद्रोहिता मानता हूँ। लेकिन इसको अभी तक कंडम नहीं किया। यह आकाशवाणी, चाहे शर्मा हों, त्रिपाठी हों या एक तरफ जोशी जी बैठे हैं, बहुत अच्छा चेहरा इनका टी. वी. पर आ जाता है, यह राजी हो जाती है। लेकिन वह बात जिसकी निन्दा की जानी चाहिये निर्भयता के साथ, यह आकाशवाणी के लोग या आपके दूरदर्शन के लोग या अखबार के लोग, कहीं न कहीं बाहुमणवाद का पाप बैठा है, वह ही छात्रों की आड़ में लोगों की हत्या करवा रहा है और देश में आग लगा रहा है। इस दार में जांच की जानी चाहिए।

कई लोग कहते हैं कि श्री मकवाना और मुख्य मंत्री दोनों इस्तीफा दे दें। अगर अपने बच्चों की दुर्दशा देख कर किसी बेचारे हरिजन की आत्मा दुखी हो और वह कुछ करने की हिम्मत करे, अगर कानून मंत्री, मकवाना साहब या ज्ञानी जी जैसे लोग कोई सच्ची बात कहने की हिम्मत करें, तो उन्हें कहा जाता है कि वह रास्ता छोड़ कर चले जायें।

इस सदन में जो शोषित और हरिजन हैं, मैं उनसे कहना चाहता हूँ कि वे न घबरायें, वे डा. अम्बेडकर, गांधी और डा. लोहिया को न भूलें, क्योंकि वे उन लोगों की बदौलत ही इस जगह पर बैठे हैं। अगर हरिजनों का कल-आम होता हो, उन लोगों के घर जलाये जाते हों, उनकी बहु-बेटियों की इज्जत लुटती हो, तो उनमें शक्ति के साथ बोलने की हिम्मत होनी चाहिए। अखिर उनका क्या बिगड़ने वाला है? समूचे हिन्दुस्तान में विपक्ष वाले अकड़ कर चलते हैं, लेकिन मैं श्री हीरालाल परमार को बहादुर समझता हूँ, जिन्होंने यह बात उठाई।

मैं चाहता हूँ कि जिन लोगों का नुकसान हुआ है, सरकार उनकी क्षतिपूर्ति

करे। मरने वालों के परिवारों को कम से कम एक लाख रुपये का मुआवजा दिया जाये और उनको आबाद किया जाये। इसके अलावा आकाशवाणी और दूरदर्शन से वाय-लैस या तशद्द की नहीं, बल्कि इस एजी-टेशन की धोर निन्दा करनी चाहिए। आसाम के मामले को इससे नहीं मिलाना चाहिये। आसाम के बारे में बहुत सी पाटियों में मतभेद है, लेकिन इस मसले पर किसी पार्टी का मतभेद नहीं है, और अगर है, तो वह अन्दर ही अन्दर है, वह बाहर खुल कर नहीं आता है, बाहर तो सब मगरमच्छ के आंसू बहाते हैं।

जोशी जी का चेहरा जरूर टीलीविजन पर नजर आये, लेकिन वह शर्मा वर्मा को भी समझा दें कि हरिजनों की बात भी खुल कर सामने आये। अगर मेरा बस चले, तो आकाशवाणी और दूरदर्शन से जो अपने नाम के आगे शर्मा लगा कर ऐलान करते हैं, मैं उनका "शर्मा" फौरन काट कर "बे-शर्मा" बना दूँ। जैसे पहले कुछ जातियों के लिए वेद का पढ़ना निषिद्ध था, ऐन उसी तरह आज आकाशवाणी और दूरदर्शन हिन्दुस्तान के अछूतों, अकलियतों, शोषितों और पीड़ित लोगों को पिछड़ा रखने का एक कारण है और वहां पर सब तरफ बाहुमणवाद का दिमाग चल रहा है। मैं बाहुमण के खिलाफ नहीं हूँ, बाहुमणवाद के खिलाफ हूँ।

ज्ञानी जी से मैं एक बात कहूँगा। वह अपने आदिमियों, और खासकर ऊंची जाति के लोगों को समझायें : खेती के लिए खाद भी चाहिए और बीज भी चाहिए: हजारों सालों से उन्होंने शोषितों को खाद बनाया और खुद बीज बने, अब कुछ साल के लिए वे खुद खाद बन जायें और बेचारे मकवाना साहब, बूटा सिंह और दलवीर सिंह को बीज बनने दें।

एक माननीय सक्षय: बाबूजी को भूले गये थे। (अवधान)

श्री मनीराम बागड़ी: मैं मजाक नहीं कर रहा हूँ। गुजरात देश से बाहर नहीं है। जो लोग वह कहते हैं कि यह गुजरात का मसला है, गुजरात के लोग मरे हैं, वे देश को भूल रहे हैं। यह भारत का मसला है। भारत के लोग मरे हैं, गांधी की आत्मा मरी है। मैं फिर चेतावनी

[श्री मनी राम बागड़ी]

बोता हूँ गांधी जी की आत्मा आज सिसक रही है, मर रही है। अब इस देश में गांधी नहीं है, इस देश के अन्दर कोई जय प्रकाश नारायण नहीं है, कोई लोहिया नहीं है जो वहाँ चला जाय और जा कर कुछ काम करे। अब आप को कुछ करना है। शासन वालों से एक बात मैं कहता हूँ, इस शासन पर बहुत निर्भर मत करना जानी जी, यह हमारे लोग भी बहुत घमंड करते थे लेकिन क्या नतीजा निकला? इंदिरा जी बेलछी गईं तो क्या हुआ? अच्छा किया, जाना चाहिए था। उन्होंने अच्छा काम किया और मैं कहता हूँ बाबू जगजीवन राम को गुजरात जाना चाहिए, सब पार्टियों के नेताओं को जाना चाहिए। और कब जाएंगे? आज जब गुजरात जल रहा है तब अगर हम बैठे हैं तो फिर कब जाएंगे? अभी जाना चाहिए और तमाम पार्टियों को आकाशवाणी से एलान करना चाहिए कि वे इस की घोर निन्दा करते हैं। यह नहीं कि वायलेंस की निन्दा करते हैं, वायलेंस की क्या निन्दा करते हैं? इस एजिटेशन की निन्दा करते हैं। मकदाना को मैं शाबासी देता हूँ बहुत अच्छा है, डा. अम्बेडकर का कहीं तो नाम आ रहा है।

SHRI CHITTA BASU (Barasat): Sir, the problem in Gujarat is to be understood in the right perspective. Since I have got no time to describe the factor which has led to the present situation, I would only limit or confine myself to this remark that there should not be any illusion about the fact that what we witness in Gujarat today is nothing short of a bloody caste-conflict and this caste-conflict is a danger for the unity of the country and for the national integration which is the objective of nation as a whole. There is no doubt about this fact that there has been an atrocity let loose on the harijans during these eight week's agitation. There should not be any mincing of words.

SHRI SANTOSH MOHAN DEV (Silchar): How long are we to sit? Our children will be worried.

SHRI CHITTA BASU: I think we should be a little bit serious. (Interruptions) I say there should not be any mincing of words.

The agitation against the reservation, that is, anti-reservationist agitation started by the Medicos and junior doctors of Gujarat is unjustified. It is to be told that silence on the issue would be a sin. There is no ground on the basis of which there can be an agitation for the abolition of the reservation system as a whole. Even in regard to reservations in the post-graduate medical section or department, facts have already been placed by which it has been ably proved by Prof. Danadavate-I have also got with me the facts—that no injustice has been done by this system of reservation in the post-graduate department for the harijans including the carry-forward system. But, the whole movement is not being directed against the abolition of the reservation system as a whole. I think the Parliament as a whole should rise unitedly and say that it is not the question of a party, it is not the question of myself or my party or by anybody else; Parliament as a whole is committed to maintain that system of reservation and any section of the people who goes against that very basic article of faith is not to be regarded that they are leading a justified agitation.

Sir, I am sorry to say that there are section outside and also in this House who have sought to justify the agitation of the medicos. I want to be clear on this point that the movement is not a democratic one and is not justified. It is prejudicial to the interests of national unity and integrity. Therefore, Parliament as a whole should say without any ambiguity and hesitation that the movement is not justified. While doing so in the interest of peace and return of normalcy we would urge those misled sections of the students to withdraw the movement immediately. Further, I would suggest to

the Government of India that they should immediately take necessary steps to convene a conference of all parties and to see that effective steps are taken unitedly to bring back normalcy in that State and evolve a pragmatic solution to this problem which has arisen out of this unjustified agitation.

श्री आर. एन. राकेश (चैल): सभापति जी, अभी माननीय बाबूजी ने पूरे हिन्दुस्तान का नक्शा ही सदन में नहीं रखा है बल्कि देश के दलितों की आवाज भी यहां रखी है। मैं इतिहास के पन्नों की ओर आपका ध्यान आकर्षित करना चाहता हूँ। "विदेशियों भारत छोड़ो" का नारा जब गांधी जी ने दिया था तो चर्चिल ने जवाब दिया था कि अंग्रेजों के पहले भारत में कास्ट हिन्दूज विदेशी हैं और गांधी जी ने उसके उत्तर में कहा था कि कास्ट हिन्दूज भारतवासियों में उसी तरह से मिल गए हैं जैसे एक नदी का पानी दूसरी नदी के पानी से मिल जाता है, लेकिन अंग्रेज मिक्स नहीं हुए। उस समय हमने गांधी जी की बात को सही माना था। लेकिन इन 30-32 वर्षों का जो कटु अनुभव है, जो आज गुजरात में हो रहा है, जो कफाल्टा में हुआ, जो पिंपरा में हुआ और जो हिन्दुस्तान के कोने कोने में हरिजनों की इज्जत आवरू पर डकैती और पेट पर लात मारी जा रही है, वह मुझे यह कहने के लिए मजबूर कर दे रहा है कि गांधी जी का कहना बेबुनियाद था, चर्चिल का कहना ही यथार्थ था।

सभापति महोदय : आपका टाइम पांच मिनट ही है।

श्री आर. एन. राकेश : आज गुजरात में जो कुछ हो रहा है उससे ऐसा लगता है कि गांधी जी चले गए तो भारत की धरती से गांधी का गांधीवाद भी चला गया। अगर कहीं कुछ बचा है तो गांधी के तीनों बन्दर हैं जिनके आँख, कान और मुँह बन्द हैं जिसका मतलब है कि बुरा नहीं सुनेंगे, बुरा नहीं देखेंगे और बुरा नहीं कहेंगे। सचमुच हरिजनों पर अत्याचार और जुल्म हो रहा है तो बुरा है न। गुजरात में आरक्षण-विरोधियों की हरिजन आदिवासियों के खिलाफ लड़ाई जारी

है यह सब बुरा है न। चाहे सरकार इधर की हो या उधर की न हों सुनेगी, नहीं कुछ देखेगी और न ही कुछ मुँह से कहेगी। यही कारण है कि सत्ता पक्ष के ही एम पी श्री हीरा भाई परमार ने भी जब हरिजनों की आवाज और दलितों पर गुजरात में जो कुछ हो रहा है, उसको उठाने की कोशिश की तो उनकी आवाज को दबा ही नहीं दिया गया बल्कि पिटाई भी की गई और आज भी उनको बोलने नहीं दिया जा रहा है।

सभापति जी, आरक्षण के बारे में यहां पर तमाम बातें कही गयी हैं उसे दुहराना नहीं चाहता और रिजर्वेशन को कोर्ट के बारे में भी तमाम बातें कही गयी हैं। मैं इतना ही कहना चाहता हूँ कि गुजरात का संघर्ष वर्ग-संघर्ष नहीं जाति संघर्ष है। यह चाहे मकवाना और सोलंकी जी के बीच का भगड़ा हो या कुछ और पर यह एक पोलिटिकल एबोर्शन है। सरकार की नीति और नीयत आरक्षण के पीछे नक नही है। 1980 में प्रधानमंत्री पद का चुनाव था, जिसमें हरिजनों के नुमाइन्दे, पिछड़ी जातियों के नुमाइन्दे और स्वर्णों के नुमाइन्दे चुनाव मैदान में थे और स्वर्णों के नुमाइन्दे ने प्रधानमंत्री पद को जीत लिया। आज बदले की भावना से हरिजन पिछड़ी जातियों को सताया जाता है।

दूसरी तरफ मैं सरकार से यह भी कहना चाहता हूँ कि जनता पार्टी ने अपने शासनकाल में पिछड़ी जातियों को आरक्षण देने के लिए मंडल कमीशन का गठन किया था और आज जब मंडल कमीशन की रिपोर्ट गृह मंत्रालय में पहुँच चुकी है तो सरकार उस को लागू नहीं करना चाहती है अतएव गुजरात में जो कुछ हो रहा है सरकार उससे आरक्षण विरोधी माहौल बनाना चाहती है। मैं कहना चाहता हूँ कि जो लोग यह कहते हैं कि हरिजन-आदिवासियों को आरक्षण नहीं मिलना चाहिए, जो हरिजन-आदिवासियों के आरक्षण का विरोध करना चाहते हैं, मैं उनको बता देना चाहता हूँ कि इस देश का हरिजन आदिवासी यदि अरक्षण ले रहा है, तो वह संविधान के आधार पर ले रहा है, लेकिन किसी की दया पर नहीं।

[श्री आर. एन. राकेश]

आज जब हरिजन आदिवासियों की पदोन्नति और नियुक्ति का सवाल आता है तो लोग कहते हैं कि उपयुक्त उम्मीदवार नहीं हैं। मैं कहता हूँ कि जब इस देश के संविधान को बना सकते हैं, तो तुम से बेहतर इस शासन को चला सकते हैं। मैं इतना ही कहना चाहता हूँ हरिजन-आदिवासियों के आरक्षण का सवाल, हरिजन-आदिवासियों के संरक्षण का सवाल—उनका संविधानिक अधिकार जरूर है पर यह तो केवल ब्याज है कतई मूलधन नहीं है। अगर लड़ाई लम्बी हुई तो आरक्षण हम नहीं लेंगे, आरक्षण उनको दैवे जो आरक्षण का विरोध कर रहे हैं। जिनकी संख्या देश में मात्र 20 प्रतिशत है—वे समझ लें। उन्होंने मन के संविधान से ही सामाजिक आरक्षण ले लिया है, मरनी से करनी तक उनका आरक्षण है। यदि देश को तोड़ने की कोशिश की तो उनकी इतनी बड़ी संख्या है कि उन्हें अण्डमान निकोबार से अधिक कुछ भी नहीं मिलने वाला है। आज जब हरिजनों के जिन्दा रहने, आदिवासियों के जिन्दा रहने, शोषित वर्ग के जिन्दा रहने, पिछड़ी जातियों के जिन्दा रहने, अल्प-संख्यकों के जिन्दा रहने का सवाल उठता है तो लोग ऐसी नाक-भौं सिकोड़ते हैं जैसे भारत केवल उनका है। मैं इस सदन के माध्यम से जानी जैल सिंह और मकवाना जी से पूछता हूँ—क्या नारायणपुर की घटना के मुकाबले गुजरात की घटना बड़ी नहीं है। नारायणपुर की घटना को लेकर यदि उत्तर प्रदेश की सरकार को बरखास्त किया जा सकता था तो फिर गुजरात की सरकार को बरखास्त क्यों नहीं किया जा सकता? क्या इस लिये कि वहाँ आप की पार्टी की सरकार है?

22 hrs.

मेरा आप से अनुरोध है—आप पिछड़ी जातियों के नुमाइन्दे के रूप में गृह मंत्री हैं, हरिजन-आदिवासियों के नुमाइन्दे के रूप में गृह मंत्री हैं, अगर आप हरिजनों की लड़ाई को सही रूप में नहीं लड़ सकते, हमारे आरक्षण की रक्षा नहीं कर सकते, हमारे संवैधानिक संरक्षण की रक्षा नहीं कर सकते तो फिर

यह 20 प्रतिशत का आरक्षण उन को दे दो जो कास्ट हिन्दूज कहलाते हैं और बाकी स्थान दूसरों के लिये छोड़ दो। हमारा इस देश की धरती और धन में पूरा हक है। यदि हमारे साथ न्याय नहीं किया गया तो गांधी का वह सपना कि देश की एकता बरकरार रहे, खंडित हो जायेगा। डा. अम्बेदकर की वह शंका कि इस देश की जाति-भेद की व्यवस्था इस देश को टुकड़े-टुकड़े कर देगी—सही दिखलाई पड़ने लगी है। इस लिये मैं कहना चाहता हूँ—जब वह समय आ गया है, यदि गम्भीरता पूर्वक इस पर विचार नहीं किया गया तो इस देश को टुकड़े-टुकड़े में बांटना पड़ेगा।

श्री हीराजील आर. परमार (पाटन) : सभापति महोदय, मैं आपका ज्यादा समय नहीं लेना चाहता हूँ, केवल थोड़ी सी बात कहना चाहता हूँ। मैं बहुत दुखी हूँ—आज गुजरात में जो आन्दोलन चल रहा है, वह अहमदाबाद से ज्यादा मेरे डिस्ट्रिक्ट में है। मुझे इस सदन को उल्लेखित करने की कोई इच्छा नहीं है, लेकिन मैं आप को बतलाना चाहता हूँ—मैं डिस्ट्रिक्ट प्लेसमें रहता हूँ जिस का हेडक्वार्टर मंहासा है, जहाँ एक लाख की आबादी है, कलेक्टर है, डी.एस.पी. है और 3 हजार रिजर्व पुलिस भी है। वहाँ मेरे नाम को लेकर लिखा गया कि परमार की दुकान, मकान और दफ्तर को जलाना है। मैं खुद यहाँ पर था। मेरे परिवार और हमारे समाज के बहुत से लोग क्लेक्टर के पास गये, डी, एस.पी. के पास गये और कहा कि परमार का दफ्तर, दुकान और मकान जलाने की बात शुरु हो गई है, आप इस को बचा लो। तीन दिन तक कोई सुविधा नहीं दी गई, कोई संरक्षण नहीं मिला, मेरी दुकान, मेरा दफ्तर, मेरा सब कुछ जला दिया गया। मैं चाहता हूँ कि इस के बारे में उस क्लेक्टर और डी.एस.पी. से तपास किया जाय। इस में दल का सवाल नहीं है गर्वमेन्ट का सवाल नहीं है, आरक्षण या आन्दोलन का सवाल नहीं है—सवाल है कास्ट हिन्दूज का और इस सवाल पर सब दलों के लोग मेरे खिलाफ हैं। गुजरात के हरिजनों की हत्या करने में

सब दलों के लोगों का हाथ है, कोई दल बाकी नहीं है। मैं आशा करता हूँ—यह सदन, यह संसद गुजरात के हरिजनों, देश के हरिजनों को बचायेगी। मेरी आप से अपील है हमारे इन लोगों को सहारा दें, इन को बचायें।

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI YOGENDRA MAKWANA): Sir, I do not want to intervene in the debate. But I have to rise on a point of explanation and I will take only one minute. Some hon. Members tried to make political capital out of this agitation and they tried to bring me in the picture. They said that there was a dispute between me and Shri Madhav Singh Solanki, the Chief Minister of Gujarat, and because of that the agitation is there. Sir, there is no strength in this. The hon. Member, Shri Suraj Bhan, attributed to one speech in my name which I never made and in the name of my wife. May I mention in this connection that even the speeches made on the floor of the Assembly were misquoted by the newspapers in Gujarat. That was done in the case of my wife, and, therefore, she is now not participating in the debate. In my case many statements are attributed to me which I never made. On the contrary, after Jetalpur, it was only I who made statements which pacified the situation. Everybody, even the culprits, appreciated that I pacified the situation. Even then, some political parties, let me tell you very frankly, have tried to malign me and it is done here also. I therefore, wanted to put the record straight and have risen on a point of explanation.

I want to bring it to your notice that only yesterday one constructive worker, Gandhian worker of Gujarat, Shri Babulbhai Mehta, invited all the political parties, social workers of Gujarat as also the Government to discuss and settle this point. Do you know, Sir, who were present? The Chief Minister of Gujarat was present, the two other Ministers were present and all the political parties were represented except the two political parties, one was Bhartiya

Janta Party and the other was Lok Dal. . . (Interruptions).

SHRI RAM VILAS PASWAN: Who is Mehta? Where was the Chief Minister?

मुख्य मंत्री ने क्यों नहीं बुलाया ?

SHRI YOGENDRA MAKWANA: Shri Babulbhai Mehta is a recognised and well known social worker of Gujarat. He invited all the political parties. All the political parties including Congress (I), Congress (U), Janta Party, CPI, CPM as also leaders of the students, Dr. Mukesh and Dr. Amrit Shah were present, in that meeting. The only two political parties, I may tell you, are behind this agitation, they are fanning it and, therefore, they did not remain present in this meeting.

Shri Suraj Bhan named Dr. P. L. Shah of my party who was an assembly candidate. May I inform this august House that it was only Shri Panna Lal Shah who stood up in the meeting of the medicos and said that he was for reservation. His name is also mentioned here that he is for the agitation. He is not participating in the agitation. On the contrary, he tried to pacify the medicos and he is against the agitation and he is for reservation.

SHRI RAM VILAS PASWAN: What about K. K. Shah? (Interruptions). . .

गृह मंत्री (श्री जैल सिंह): आनरेबल चैंबरमैन साहब, इस डिबेट में तकरीबन 14, 15 मंखर आफ पार्लियामेंट ने हिस्सा लिया है और मैं चाहता था कि हर एक प्वाइन्ट पर अपने विचार रख सकूँ लेकिन समय बहुत कम है और कुछ प्वाइन्ट्स ऐसे भी हैं जो बिल्कुल एक दूसरे से मिलते-जुलते हैं। इसलिए हाउस का टाइम नहीं लेना चाहता। जिन मंखरों ने डिबेट में हिस्सा लिया है, वे हैं श्री रतन सिंह राजदा, श्री मोहन लाल सूबाड़िया, श्री उत्तमभाई एच. पटेल, हरीश चन्द्र सिंह रावत, श्री जयदीप सिंह, श्री सूरज भान जी, जगजीवन राम जी, दंडवत जी, बागड़ी जी, चित्त बसु जी, राकेश जी, सोमनाथ जी, हीरालाल परमार जी और राम विलास

[श्री जैल सिंह]

पासवान जी। पासवान जी को तो मैं नहीं भूल सकता। क्योंकि दोनों हाउस में मेरे सामने एक पासवान बैठे हुए होते हैं। हो सकता है कि मैं किसी का नाम भूल गया हूँ। दण्डपानी जी भी बोलें।

मैंने महसूस किया कि इस सभा में सभी पार्टियों के बोलने वालों ने खुद के ही नहीं बल्कि अपनी पार्टी के स्टैंड को भी एक्सप्लेन किया और बड़े जोर से उन्होंने कहा कि उनकी पार्टी रिजर्वेशन के हक में है और वे मजबूती से यह महसूस करते हैं कि रिजर्वेशन उनका एक ऐसा फ़ैसला है जिसके ऊपर वे कभी किसी के साथ कम्प्रोमाइज नहीं कर सकते। आन्दोलन की निन्दा जिन शब्दों में बागड़ी जी ने की उन शब्दों में कम लोगों ने की लेकिन सभा ने इस आन्दोलन की निन्दा की।

मैं महसूस करता हूँ कि श्री रतनसिंह राजदा ने शुरू शुरू में बहुत अच्छे विचार रखे और उसके बाद उन्होंने एक स्याल दे दिया कि एक नेशनल कमीशन बनाया जाए जो रिजर्वेशन के मामले पर द्वाारा गौर करे।

श्री रतनसिंह राजदा : मैंने यह नहीं कहा है। बाद में मैंने इस बारे में स्पष्टता भी की कि जो वीकर सेक्वांस पर एट्रॉसिटीज हुई हैं उनकी जांच कराने के लिए यह है।

श्री जैल सिंह : मुझे बहुत खुशी है। लेकिन मैं यह स्पष्ट कर देना चाहता हूँ कि अहमदाबाद के म्युटालिक एक स्टेटमेंट इस हाउस में दिया गया था तो उस वक्त भी हमने कहा था कि रिजर्वेशन का मामला नेगोशियेबल नहीं है, इसलिए इस मामले पर हम किसी के साथ भी, चाहे वह कितनी ताकत से हम से लड़ना चाहे, हम उसके साथ बात नहीं करेंगे।

चेयरमैन साहब, इस लिए रिजर्वेशन के प्रति, इसके इम्प्लीमेंटेशन के प्रति भी हम लोगों को विजिलेंट रहना चाहिए। आप इस बात को एग्जीसिवेट करेंगे कि

वर्तमान सरकार के जाने के बाद, पहले ही सेशन के दूसरे दिन जो रिजर्वेशन सत्र हो रहा था उसके दस साल बागे बढ़ाने के लिए हमने संविधान में एक अमेंडमेंट किया और वह अमेंडमेंट सर्वसम्मति से पास हुआ।

मुझे इस बात की भी खुशी है कि श्रीमान् मोहनलाल सुखाड़िया जी ने किसी भी पार्टी को भला बुरा कहे बिना, सिद्धान्त रूप में सब पार्टियों से अपील की थी कि हम एक ऐसे मसले पर विचार कर रहे हैं जिस पर सभी को चिन्ता है। उनकी यह बात दुरूस्त निकली कि सब का ही इस बात पर दिल दुखी है और सभी को इसकी चिन्ता है। लेकिन कुछ मंत्री साहेबान इस मामले पर बहुत जोर से ताईद करने के बाद, इसके इम्प्लीमेंटेशन के लिए बहुत भारी यत्न करने के लिए राय देने के बाद यह संदेह करने लगे कि गुजरात की सरकार ने इस मसले को ठीक और दुरूस्ती से हँडल नहीं किया।

दूसरी बात जो बहुत जोरों से सामने आयी वह यह कि पुलिस ने पूरी निष्पक्षता से काम नहीं किया और वह बीकर सेक्वांस को दवाती रही। इसके लिए चेयरमैन साहब मैं इतना स्पष्ट कर देना चाहता हूँ कि सूरजभान जी खुद गये और उन्होंने वहाँ ताले लगे भी देखे होंगे। लेकिन उन्होंने यह नहीं बताया कि ताले रात के टाइम में देखे थे या दिन के टाइम में। हरिजनों में बहुत से ऐसे हैं जो कि दिन को अपने घरों में ताले लगा कर कोरखानों में या दुकानों में या दूसरी जगहों पर चले जाते हैं। (अवधान)

चेयरमैन साहब, मैं श्री सूरज भान जी या दूसरे किसी मंत्री को झूठा करने के लिए खड़ा नहीं हुआ हूँ, मैं तो सिर्फ इतनी बात कहना चाहता हूँ...

श्री रामबिलास पासवान: आप इस बात को कंडम कीजिए। इस तरह से लोगों का

बन बढ़ता है। लोग ताला लगा कर चले गए हैं, इस तरह की बात को आप कंठ में कीजिए।

श्री जैल सिंह : जब हमने सुना कि लोग घरबार छोड़ कर चले गए हैं तो हमने स्टेट गवर्नमेंट से पूछा। उस सरकार ने जो हमको बताया वह इस प्रकार है। वे कहते हैं कि एक सरसपुर के इलाके में कुछ हरिजनों के विरुद्ध फौजदारी के केस दर्ज हैं, इस बजह से वे वहां से निकल कर चले गए हैं बाकी दूसरी जगह से कोई हरिजन बाहर नहीं गया है।

(व्यवधान)

श्री आर. एन. राकेश : अगर इसी रिपोर्ट पर आप आधारित रहे तो हो चुकी जांच।

श्री रामजीलाल वासवान्न : आपके हीरालाल परमार जी एम. पी. हैं, उनकी बात भी क्या गलत है ?

(व्यवधान)

श्री जैल सिंह : मैं इस मामले में न उनको गलत कहता हूँ और न अपने आपको गलत कहता हूँ। इसके लिए हम जानकारी करवाएंगे कि क्या वाक्यी यह बात दुरुस्त है या गलतफहमी पर है। हमारे पास जो इतिहास आई है उसे मैं हाउस में बताना चाहता था।

(व्यवधान)

माननीय चटर्जी ने बहुत ठंडे दिमाग से बातें कही हैं। यों कुछ उसारू और रचनात्मक सुझाव भी दिये हैं। उन्होंने सुप्रीम कोर्ट का फैसला पढ़कर सुनाया। सभापति जी, संविधान में हरिजन और आदिवासियों के लिए मंत्री आफ पार्लियामेंट के लिए और असंख्य की लिए रिजर्वेशन रखा गया। राज्य सरकारों ने उसे बढ़ा कर पंचायतों, म्युनिसिपल कमेटियों तक पहुंचा दिया। आज भारत की कोई पंचायत या म्युनिसिपल कमिटी और कोई ऐसी मिनिस्ट्री नहीं है जहां पर हरिजनों को नुमाइशगिरी न दी गई हो।

माननीय सभापति जी, यहां पर कुछ चीजें और भी कही गईं। मैं माननीय बाबू जगजीवन राम जी को आदर से कहना चाहता हूँ कि उन्होंने जो चिंता प्रकट की है 32 साल के अन्दर यह जो हमारी हालत हुई है। . . . । (व्यवधान) इसलिए संरक्षण को हम से ले लिया जाए तो भी कोई बात नहीं। बाबू जी ने और भी बहुत सी बातें कहीं। श्री जगजीवन राम जी को मैं केवल इतना ही कहना चाहता हूँ कि अगर भारत में ताकतवर लोगों ने, जात भेदधर्मियों ने, अपर क्लास के लोगों ने हमारे होते हुए हरिजनों को खरम कर दिया तो इसका मतलब यह है कि हम उनको रोक नहीं पाए और हमने बुद्धकुशी कर ली है, सुइसाइड कर लिया है। क्या हम ऐसा कर सकते हैं

श्री जगजीवन राम : अहमदाबाद में नहीं रोके पाए हैं, मेहसाना में रोके नहीं पाए हैं।

श्री जैल सिंह : हम ने रोका है और अगर नहीं रोका होता तो सारा भारत इस आग में जल उठता।

डा. सुब्रह्मण्यम स्वामी (बम्बई उत्तर पूर्व) : परमार जी ने जो कहा है क्या वह ठीक नहीं है और क्या वैसा हुआ नहीं है ?

श्री जैल सिंह : उन्होंने या किसी और एम. पी. ने जो कुछ कहा है, उसके बारे में मैं कहना चाहता हूँ कि मैं किसी मंत्री को झूठा नहीं कहता चूँकि जो इतिहास होती है जो किसी के साथ वापस होती है वह ठीक हो सकती है। परमार जी की दुकान लूटी गई हो, जलाई भी गई हो। मैं नहीं कहता कि ऐसा नहीं हुआ है। हम इस बात पर लगे हैं कि यह जो गैर आइनी आन्दोलन है जो देश दुश्मन आन्दोलन है और जो हिन्दुस्तान की एकता को तोड़ने वाला आन्दोलन है इस की तमाम हिन्दुस्तान की पोलिटिकल पार्टियों को निन्दा करनी चाहिये भले ही किसी पार्टी के कुछ मंत्री चोरी से, छिप कर उसकी मदद करते हों। मकवाना जी वहां के रहने वाले

[श्री जेल सिंह]

हैं। उनकी इत्तिहा जो है उस पर मैं कोई जुदा राय प्रकट नहीं करता। मैं मानता हूँ कि जो आदमी अपनी जवान से कह दे और इस हाउस में कह दे उस पर हम को एतबार करना चाहिये। इसलिए मैं वाजपेयी जी पर भी एतबार करता हूँ कि वे भी इस आन्दोलन के खिलाफ हैं। लेकिन मेरी जो इत्तिहा है यह है कि वहाँ पर भारतीय जनता पार्टी के कुछ लोग अभी तक रुके नहीं हैं और मैं नहीं समझता यह बात गलत हो सकती है।

हमारे इधर के एक मेम्बर ने तक्रार की और बड़ा अच्छा भाषण दिया। आखिर मैं जो उन्होंने प्रमोशन में रिजर्वेशन के प्रति अपनी चिन्ता प्रकट की ताँ वह उनकी अपनी जाती बात थी, वह पार्टी की बात नहीं थी।

श्री अटल बिहारी वाजपेयी: जो यहां बात कही गई है वह जाती थी लेकिन वहाँ कोई कुछ कर रहा है तो वह पार्टी की बात हो गई।

श्री जेल सिंह: मैं आपको डिफेंड कर रहा हूँ वाजपेयी जी।

श्री हरीश चन्द्र सिंह रावत: मैंने तो कहा यह था कि पहले मेरी यह राय थी, गुजरात के आन्दोलन से पहले यह राय थी कि प्रमोशन में रिजर्वेशन नहीं होनी चाहिये लेकिन गुजरात में जिस तरीके से कुछ तत्व रिजनों को दबाना चाहते हैं, उन के ऊपर अत्याचार कर रहे हैं उसके बाद मैं इस नतीजे पर पहुँचा हूँ कि हरिजनों को हर तरीके से संरक्षण मिलना चाहिये और उनको ताकत पहुँचाने की हर कोशिश होनी चाहिये।

श्री जेल सिंह: वाजपेयी जी या किसी दूसरे के संबंध में मैंने जो कहा है वह उन की पोजिशन खराब करने के लिए नहीं कहा है। रावत जी ने बहुत अच्छी तक्रार की। जो दो तीन शब्द अच्छे नहीं लगे उनके बारे में मैंने कह दिया है कि वे अच्छे

नहीं हैं। इसी तरह वाजपेयी जी को भी कह दिया है। यहाँ पर एक मेम्बर बैठ कर कुछ बातें कह सकता है जो हमारी पार्टी के खिलाफ जाती हैं तो वाजपेयी जी कोई भगवान तो नहीं हैं, आपकी पार्टी के आदमी भी आपके खिलाफ जो काम कर सकते हैं अब यह भूठ है या गलत है, मैं नहीं जानता। खबर मुझे मिली है, आप वहाँ गये थे....

श्री मनी राम बागड़ी: घर-मंत्री बोल रहे हैं। जानी जी नहीं बल्कि घर-मंत्री जी बोल रहे हैं। इस तरह की बात उनको नहीं कहनी चाहिये कि भूठ है या गलत है, मैं नहीं जानता हूँ। बड़ी दिलेरी के साथ उनको कहना चाहिये कि यह बात है और मैं इसको कंडम करता हूँ। अगर उनको पूरा पता नहीं है तो क्या नत्थु नाई का पता होगा?

श्री अटल बिहारी वाजपेयी: मान्यवर, अभी आप देख रहे हैं कि माननीय मकवाना जी के कहने में और गृह मंत्री जी के कहने में अन्तर है। गृह मंत्री जी कह रहे हैं कि भारतीय जनता पार्टी के कुछ कार्यकर्ता इसमें शामिल हो सकते हैं जिनके बारे में मुझे भी पता नहीं होगा। मगर माननीय मकवाना जी ने भारतीय जनता पार्टी का नाम ले कर हमारे ऊपर आरोप लगाया है। मैं जानी जी से एक बात कहना चाहता हूँ कि हम मुख्य मंत्री से मिले थे। हमने मुख्य मंत्री से पूछा.....

(व्यवधान)

श्री हीरालाल आर. परमार (पाटन): 8 बजे मेरी दुकान जलाई गई। और कौन आदमी थे? भारतीय जनता पार्टी वाले थे। साढ़े 8 बजे मेरे आरोप में मैंने नाम लिखाये.... (व्यवधान)

श्री अटल बिहारी वाजपेयी: सभा-पति जी, मैंने जब मुख्य मंत्री से बात की, माननीय सूरज भान हमारे साथ थे। उन्होंने कहा हमें रिपोर्ट मिली है कि आपके कुछ लोग इसमें शामिल हैं। मैंने कहा उनके नाम बताइये, कौन लोग हैं हमारे जो इस आन्दोलन में चोरी छिपे

मदद कर रहे हैं, आप नाम बताइये ? हम उनके खिलाफ कार्यवाही करेंगे । अगर मुख्यमंत्री एक नाम नहीं बता सकते...

(व्यवधान)

श्री जल सिंह : चेंबरमैन साहब भारतीय जनता पार्टी के प्रेसीडेंट ने जो स्टेटमेंट दिया है उसको भी कुछ दिन हुए है । और मेरी इच्छा यह है कि जब माननीय वाजपेयी जी अहमदाबाद गये तो इन्हीं की पार्टी ने यह भी कहा कि "नो बैक" ।...

(व्यवधान)

श्री जल सिंह बिहारी वाजपेयी : किसने कहा ? बिल्कुल गलत है । यह कैसे कह सकते हैं ?

श्री जल सिंह : जो आपकी नीतियों के साथ नहीं थे । जो उन दलों में हिस्सा ले रहे हैं, जो इस आन्दोलन को चलाने वाले हैं... (व्यवधान)

श्री जल सिंह बिहारी वाजपेयी : सभापति जी, यह क्या बात कर रहे हैं ।

I did not expect the Home Minister to make such a wild allegation. I challenge him to prove. Not a single BJP member said 'go back'.

MR. CHAIRMAN: You have denied the allegation. That is all right. (Interruptions).

श्री जल सिंह बिहारी वाजपेयी : और आप सहयोग देने की बात कर रहे हैं । क्या मतलब है ।

I have denied the allegation. But let him withdraw the allegation. (Interruptions).

SHRI R. K. MHALGI (Thane): He is misusing the floor of the House. (Interruptions).

THE DEPUTY MINISTER IN THE MINISTRY OF FINANCE (Shri Maganbhai Barot): I come from Ahmedabad and I make a statement that there

were posters saying that 'Vajpayee go back'. (Interruptions)

SHRI ATAL BIHARI VAJPAYEE: Now there is a change in the stand. The Home Minister said that some of the BJP workers had asked me to go back. Now this Minister is saying that there were posters. The posters were prepared by the Cong(I) who are supporting the agitation. (Interruptions).

SHRI MAGANBHAI BAROT: Mr. Vajpayee wanted to take credit and he tried to say something which his own people did not like. Therefore, they put the posters saying 'go back'. (Interruptions).

SHRI ATAL BIHARI VAJPAYEE: I would like a parliamentary committee to be appointed. (Interruptions).

SHRI R. K. MHALGI: Are you ready to accept the challenge now? (Interruptions).

हवा में इस तरह से आरोप नहीं लगा सकते... (व्यवधान)

श्री जल सिंह बिहारी वाजपेयी : यह बरोट साहब किस तरह की बात कर रहे हैं कि हमारे लोगों ने पोस्टर्स लगाये ?

MR. CHAIRMAN: You have replied that. Let him continue (Interruptions).

SHRI R. K. MHALGI: Speak something sensible. (Interruptions).

श्री जल सिंह : चेंबरमैन साहब, भारतीय जनता पार्टी के नेता को कैसे गुस्सा आ गया है, मैं कुछ नहीं कह रहा था, मैं कह रहा हूँ कि जो मेरी इतिहास है, इन्होंने कहा बताओ, बागड़ी जी ने कहा बताओ, तो मैंने कह दिया, जो मेरी इतिहास है, वह मैंने बता दी । मैंने जो राज्य-सभा में भी भारतीय जनता पार्टी की तारीफ की, लेकिन वहाँ की जब इतिहास आती है, अगर उसमें कुछ लोग ऐसे हो सकते हैं तो मुझे आशा है कि वाजपेयी जी उनके निकाल भी देंगे और उनके नाम भी वाजपेयी जी को मिल जायेंगे ।

एक माननीय सदस्य : कांग्रेस (आई) वालों का क्या होगा ?

श्री जैल सिंह : कांग्रेस (आई) वालों को तो हम हमेशा निकालते रहे हैं। जब उसूल की बात आती है, तब निकाल देते हैं।

श्री राम बिलास पासवान : कुछ लोगों के सम्बन्ध में बात चली थी, क्या उनको भी हटा दिया गया है ?

श्री जैल सिंह : इस सदन में मुरादाबाद की बात चली थी तो किसी को मर्ने कहा कि तुम्हारी पार्टियों के बादमी खराबी करते हैं, तो वह नाराज हो गये। मैंने कहा कि आप नाराज क्यों होते हैं, हमारे पार्टियों के बादमी ने भी खराबी की होगी। उस पर उन्होंने कहा कि उसका क्या किया तो हमने कहा कि उसको निकाल दिया। मैंने यह भी कहा कि फर्क इतना है कि आपने निकाला नहीं। अभी भी अपना साथी रखे हुए हैं।

श्री राम बिलास पासवान : गुजरात में निकाला या नहीं ?

श्री जैल सिंह : गुजरात में भी हमारा बादमी कोई ऐसी बात करेगा तो निकाला जायेगा।

एक मेम्बर ने यह कहा कि हमारी प्रधान मंत्री जी ने यह भी कहा कि रिजर्वेशन जारी रहेगा और यह भी कह दिया कि मीरट को कुर्बान नहीं किया जायेगा। यह दो बातें कैसे चल सकती हैं ?

चेयरमैन साहब, मैं यह कहना चाहता हूँ कि यह दोनों बातें चल सकती हैं, इसमें किसी की कुर्बानी की जरूरत नहीं है, कोई चीज देखने की जरूरत नहीं है।

PROF. MADHU DANDAVATE: While speaking about the PM, let him be careful. Otherwise, he will be in trouble.

श्री जैल सिंह : वह तो प्राइम मिनिस्टर है, केयरफुल बोलेंगे ही, हो सकता है कि हम ऐसी बात कह दें कि आपको चुभ जाये और स्वामास्वाह आपको नाराज कर लें, फिर भी हम कोशिश करते हैं कि

आपके चेहरों पर मुस्कराहट रहे और आप खुश रहें।

मैं आन्दोलन मेम्बर साहेबान को इतना याद दिलाना चाहता हूँ कि आजादी से पहले हिन्दुस्तान का न इतना बड़ा संकोटरिएट था, न प्रान्तों में इतना बड़ा संकोटरिएट था और न इतनी सार्वसंग एक्सेल्यू थी। एक-एक मुहकमे को देखकर आप बन्दाज लगा सकते हैं कि कहीं 4 गुना, कहीं 5 गुना और कहीं 2 गुना सुविसेज बड़ी है।

एक माननीय सदस्य : कहीं बहुगुणा।

श्री जैल सिंह : बहुगुणा जो तो बहुगुणा ही है।

अपर क्लास के मेम्बरों से मैं यह दर-स्वास्त करना चाहता हूँ कि उनको सब करना चाहिये। उनका पास यह ओहदा गुलामी के वक्त नहीं है। और उस वक्त किसी को एम. पी. या डी. सी. भी नहीं बनने दिया जाता था, अनलैस कि वह अपने धर्म को छोड़ कर उनके मजहब को अस्वीकार करें। लेकिन आजादी के बाद फाजि में ले लो या और जगहों पर ले लो बड़े ओहदे सब के पास हैं अगर इतने सर्विज के एक्सेल्यू बढ़ने के बाद इतना माँका आन के बाद स्वर्ण जाति के लोगों को कमी नहीं हुई, आगे बढ़े तो फिर हरिजनों को जब हिस्सा मिलता है तो वह क्यों दुखी होते हैं? उनको यह समझने की जरूरत है।

मेरी मेम्बरों से अब से प्रार्थना है कि सब पॉलिटिकल पार्टियों से मिलकर भी बात करने के लिए हमें कोई एतराज नहीं है, अलहदा बात करने में एतराज नहीं है, लेकिन एक बात है, जिस जजबात से आपने इस आन्दोलन की निम्श की है और इस बात की आपको आबाम के साथ अपील भी करनी चाहिए कि इस आन्दोलन का साथ देने वाले लोग देशघातक हैं और देश की एकता को तोड़ने वाले हैं, हरिजनों को मारने वाले हैं, गरीबों को क्लर करने वाले हैं। हम अपने देश को एक ऐसा देश बनाने वाले हैं जिसमें हर प्राणी आजाद,

स्वतंत्र और आदर-सत्कार के साथ रहने वाला हो सके ।

श्री ज्वीराम बागड़ी : यह प्रस्ताव पास करना द. पार्लियामेंट में सब से ।

श्री जल सिंह : बहुत अच्छी बात है । लेकिन नुकसान जितना हुआ है, उसकी भी हमका जांच करवानी चाहिये । यह तो जरूरी है कि हम उसकी जांच करवायेंगे ।

बाबूजी की एक बात याद दिलाना चाहता हूँ उन्होंने कहा है कि हरिजनो के लिये जो रिजर्वेशन है या जो दूसरी रियायतें हैं, वे उनको मिलती भी है या नहीं, उसकी जांच के लिए कोई कमीशन होना चाहिए। एक हाई-पावर पैनल हमने बनाया है, जिस का काम सिर्फ यह देखना है कि प्लानिंग में आर्थिक क्षेत्र में जो चीजें हम उनको देते हैं, वे हरिजनों, वीकर संवर्जन और बेंक-वर्ड क्लासिज को प्राप्त होती हैं या नहीं।

श्री सुरज भान : डा. गोपाल सिंह की रीकमेंडेशन बहुत मिसचीव्स है । वे हरिजनों के खिलाफ जाती है । वे मंत्री महोदय के पास आ चुके हैं ।

श्री राम विलास पासवान : किन्न कमीशन की बात कर रहे हैं ? उसका चेयरमैन कौन है ?

श्री जल सिंह : उसका चेयरमैन इस वक्त डा. गोपाल सिंह है । पहले उसका चेयरमैन था डा. सैयद मोहम्मद, जो आजकल इंग्लैंड में हाई कमिशनर हैं । ओर किसी कमीशन की जरूरत नहीं है । अगर उसमें कोई कमी होगी, तो हम देख लेंगे ।

मैंने सी.पी.आई. के आनरेबल मेम्बर की तकरीर को बहुत गौर से सुना है । श्री दंडवते ने भी इस एजेंटेशन की निन्दा की है । मैं नहीं चाहता कि मैं सब मेम्बरों के बारे में टिप्पणी करूँ । लेकिन मैं एक बात जरूर कहना चाहता हूँ कि हिन्दुस्तान को आजाद हुए 34 साल हो गये हैं । आजादी के लिए जो लोग लड़ते रहे हैं, वे उस तरफ भी बैठे हैं और इस तरफ भी बैठे

हैं । आजादी से पहले उन्होंने महात्मा गांधी, पं. जवाहरलाल नेहरू और मौलाना आजाद की रहनुमाई में हमेशा यह सोचा था कि जब हमारा देश आजाद हो जायगा, तो हम हिन्दुस्तान में से जात-पात को समाप्त कर देंगे । लेकिन आली तौर पर जात-पात अभी तक खत्म नहीं हुई है । यह कमजोरों सिर्फ सरकार की नहीं है, यह कमजोरों सब की है, सारे समाज की है । मैं समझता हूँ कि जब तक समाज में जाति नहीं जाती और जब तक ऐसे प्रचारक मौजूद हैं, जो अभी भी लोगों को कहते हैं कि नीच जाति के लोगों को मत छाओ, उनके साथ खाना न खाओ, उनके साथ रिश्ते-दारी न करो, और फिर भी वे महात्मा बन कर हमारा पास आते हैं, और हमारे लोग उनकी इज्जत और सम्मान करते हैं, तब तक जात-पात खत्म नहीं होने वाली है ।

यह सदियों पुरानी बीमारी है, जो भगवान् कृष्ण, भगवान राम और गुरुजों, अवतारों और ऋषियों के जमाने में भी रही है । वे प्रचार करते रहे हैं । महात्मा गांधी के प्रचार का असर हुआ । लेकिन अगर भारत सरकार सरकारी तौर पर उन लोगों के लिए रिजर्वेशन न करती—हिन्दुस्तान की तारीख में यह पहला मौका था—, तो आज हिन्दुस्तान की हालत वैसी की वैसी रहती । आज हरिजन बोल सकता है, शिकायत कर सकता है, आवाज उठा सकता है, और जहाँ पर उसका नुकसान हो, उसको पूरा करवाने के लिए हिम्मत रखता है । यह एक बहुत बड़ी बात है यह छोटी बात नहीं है ।

मैं समझता हूँ कि टेकनिकल एजुकेशन में कुछ बाधाएँ पड़ती हैं । हम उनको सुलभाने की कोशिश करें । गुजरात की सरकार ने उसको सुलभाने की कोशिश की है । मैं समझता हूँ कि यह एन्टी-ह्रियजन नहीं है.... (व्यवधान)

श्री राम विलास पासवान : बिल्कुल एन्टी-हरिजन है । मंत्री महोदय कहें कि प्रोमोशन में रिजर्वेशन रहेगा । वहाँ की सरकार ने गलत काम किया है । हाई कोर्ट और सुप्रीम कोर्ट का रूलिंग है । उसका कैसे खत्म किया जा सकता है ? मंत्री महोदय बतायें कि प्रोमोशन में रिजर्वेशन

(श्री राम विलास पासवान) : मैं रहूँगी या नहीं। वह वहाँ की सरकार को डिकेड करे।

श्री जल सिंह : पासवान जी वैसे ही पासवान हैं जात हैं, इजाजत के बगैर ही पास होने की कोशिश न किया करे।

मैं यह कह रहा हूँ कि कैरी फारवर्ड और इन्टर-नॉनबालूटों में दो चीजें गुजरात में थी और उन के बारे में उन्होंने एबीटेटरों के साथ यह फैसला किया कि कैरी फारवर्ड भी नहीं करेंगे और इन्टर-नॉनबालूटों भी नहीं करेंगे लेकिन जो हरिजनों की और आदिवासियों की सीटें रिजर्व हैं उस को हम कम नहीं करेंगे। वह पूरी का पूरा रहूँगी और जहाँ पर आप यह समझते हैं कि आप का मॉस्ट मारा गया वहाँ पर हम सीटें बढ़ा देंगे। मॉडकल कांसिल से इजाजत लेगे कि उस में कालज का कोपेसिटा बढ़ा दो जाय... (व्यवधान)...

श्री आर एन राकेश : जितनी सीटें बढ़ेंगी रिजर्वेशन का अर्थ उसी के अनुपात में बढ़ेगा।

श्री जल सिंह : प्रमोशन के रिजर्वेशन का मसला अलाहदा है और यह मसला अलाहदा है। इस का आप प्रमोशन अप नहीं कर सकते। इस मामले में मैं यह समझता हूँ कि उन्होंने यह फैसला किया कि सबजेक्ट्स चुनने के लिए जो सब से ज्यादा नम्बर लाते हैं उस को पहल होती है लेकिन वहाँ पर यह था कि जितनी परसेंटेज रिजर्वेशन की है उस में सबजेक्ट्स लेने में भी वह रिजर्वेशन के मूताबिक आए। ता वहाँ की सरकार ने यह फैसला किया कि मॉस्ट से जा आते हैं और व समझते हैं कि उनका सीट छान कर हरिजन को देते हैं... (व्यवधान)...

श्री राम विलास पासवान : छीन कर देते हैं, यह आप क्या कह रहे हैं? ला मिनिस्टर यहाँ बैठे हुए हैं, वह बताएँ यह गृह मंत्री जी क्या वह रहे हैं—छीन कर देते हैं, यह आप कैसे कह रहे हैं? आप इस तरह की बात मत करिए कि छीनकर देते हैं।... (व्यवधान)...

श्री मनी राम बागड़ी : यह छीन कर शब्द तो वापस लेना चाहिए।

श्री जल सिंह : आप मॉडकल कांसिल के फैसले का तो नहीं बदल सकते। लेकिन उसी सबजेक्ट पर बाढ़िया से बाढ़िया सबजेक्ट होगा वह हरिजन स नहा छाना जायगा लेकिन उस जगह पर नम्बर 2 दे दिया जाएगा जो, अपर क्लास के लोग मांगते हैं ताकि जो हरिजन को मिलने वाली सीटें हैं वह छीनी न जाय जो वह छीन कर लेना चाहते थे। लेकिन उन्होंने छीनने से रुका और कहा कि सीटें रिजर्वेशन के मूताबिक वह जो सबजेक्ट चुना जायगा उस में वह हरिजन को ही मिलेंगी। लेकिन आप के लिए हम एक पोस्ट के बजाय दो पोस्ट उस की कर देंगे ताकि आप का जो सबजेक्ट है वह आप को मिल सके।... (व्यवधान)

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श्री मनी राम बागड़ी : हाह छीनने का जो शब्द है, इस को वापस करवायें, यह शब्द गलत है।

श्री जल सिंह : अब इन बातों के होते हुए मैं आनरबल मंत्री साहबान से कहता हूँ कि बातचीत करने के लिए कितनी बार कहा गया, निर्गोपणेशन करने के लिए कितनी बार कहा गया, गुजरात के मुख्य मंत्री ने सब पार्टियों से बात की और फिर एक बहुत बड़े सांशल वर्कश ने सब पार्टियों को बुला कर बात की और एबीटेटर से भी बात की। बातचीत करने के बाद हरिजनों का नुकसान किए बगैर उनको इस बात पर रजामन्द किया। वह रजामन्द हो कर चले गए। रजामन्द होने के बाद उन्होंने अपनी जनरल कांसिल में जा कर उस बात को नहीं माना और फिर भी यह आन्दोलन जारी रहा। तो मैं यह समझता हूँ कि अगर इतना रीजनबल होते हुए, गुजरात की सरकार डट कर उस आन्दोलन को दबाने के लिए कोशिश करती है तो फिर मैं अदब से विनती करूँगा मंत्रियों से कि यह कहना कि कोई जल्म करती है, यह अच्छा नहीं है, यह न्याय नहीं है। क्योंकि जब हरिजनों के घरों को जलाने के लिए, आप मानते हैं कि वह लोग आ जाते हैं, मारने के लिए वह लोग आते हैं, लूटने के लिए वह लोग आते हैं तो उनको पीछे हटाने के लिए, उन

की जिन्दगी को बचाने के लिए, अगर पुलिस को कहीं गोली चलानी पड़े तो उसको ज़ुल्म नहीं कह सकते। वह करना पड़ेगा।

श्री राम बिलास पासवान : गोली चला-
बैंगे हरिजनों पर क्या ? (व्यवधान) गोली
चली है हरिजनों पर। (व्यवधान)

श्री जल सिंह : इस तरह के दंगे फसाद
हैं, कास्टिज्म के हैं, कम्युनलिज्म के
हैं, इन दंगों में कास्ट का, मजहब का
नाम नहीं दिया जाता लेकिन मैं भरोसे से
कहता हूँ, कोई भी आकर देख ले कि
पुलिस की गोली से हरिजनों को निस्वत
कास्ट हिन्दूज की माँतें ज्यादा हुई हैं
(व्यवधान)

श्री राम बिलास पासवान : वाह वाह।
क्या आप चाहते हैं हरिजनों की भी ज्यादा
माँतें हों... (व्यवधान) इस तरह से तो
इस समस्या का हल नहीं होगा। कास्ट
हिन्दूज ज्यादा मारे गए हैं तो क्या हरिजन
भी ज्यादा मारे जाने चाहिए। (व्यवधान)

श्री जल सिंह : चेंबरमन साहब, यह
तरीका गलत है। आप लोग बैठिए, आप
की बात हमने गौर से सुनी है।

श्री आर. एन. राकेश : मैं मंत्रीजी को
चलेंज करता हूँ, वे साबित करें कि हरि-
जनों के मुकाबले कास्ट हिन्दूज ज्यादा मारे

गए हैं तो मैं लोक सभा से क्षमा इस्तीफा
द देने के लिए तैयार हूँ अन्यथा यह मंत्री जी
अपने पद से इस्तीफा दे देंगे। (व्यवधान)

श्री जल सिंह : चेंबरमन साहब, यह सर-
कार की स्पष्ट जिम्मेवारी है कि किसी को
भी मरने न दिया जाए, उनको बचाने की
कोशिश की जाए। हरिजनों को बचाना
और दूसरे लोगों को भी बचाना सरकार का
फर्ज है। किसी के साथ दुर्वस रहना और
किसी को कमजोर करने में सरकार का
खामोश रहना—यह सरकार की नीति के
खिलाफ है। हम कोशिश करते हैं कि
सभी जिन्दा रहें, आराम और शांति से
रहें, कोई भी किसी को दबा न सके।
यहाँ पर जो दवाने वाले आए, उनके आने
की वजह से ही उनकी ज्यादा माँतें हुई हैं
क्योंकि हरिजनों को बचाने के लिए गुजरात
की पुलिस ने काम किया और गुजरात की
सरकार ने काम किया। (व्यवधान)

22.50 hrs.

*The Lok Sabha then adjourned till
Eleven of the Clock on Friday, March
6, 1981, Phalguna 15, 1902 (Saka)*