

Seventh Series, Vol. III, No. 13

Thursday March, 27, 1980
Chaitra 07, 1902(Saka)

LOK SABHA DEBATES

Second Session
(Seventh Lok Sabha)



(Vol. III Contains No. 11 to 20)

LOK SABHA SECRETARIAT
NEW DELHI
Price: Rs., 06.00

C O N T E N T S

No. 13, Thursday, March 27, 1980/Chaitra 7, 1902 (Saka)

COLUMNS

Obituary Reference:	1—3
Oral Answers to Questions :	
*Starred Questions Nos. 223 and 225 to 230	3—26
Written Answers to Questions :	
Starred Questions Nos. 224 and 231 to 242	26—36
Unstarred Questions Nos. 1876 to 1988 and 1990 to 2078	36—224
Papers Laid on the Table	225—242
Messages from Rajya Sabha	243—245
Calling Attention to matter of Urgent Public Importance :	
Reported resentment among the work-charged employees of Beas-Sutlej Link Project :	
Shri Narain Chand Parashar	246
Shri A.B.A. Ghani Khan Chaudhuri	246—248
Re. Atrocities on Harijans	249—253
Inter-State Water Disputes (Amendment) Bill— <i>Introduced</i>	254—255
Matters Under Rule 377—	
(i) Reported hardship faced by blood cancer patients at All India Institute of Medical Sciences, New Delhi :	
Shri K. P. Singh Deo	255
(ii) Reported decision of U.S.A. to organise collection of nuclear weapons in Diego Garcia :	
Shri A. Neelalohithadasan	256
(iii) Explanation and digging of oil wells by the Oil and Natural Gas Commission in Rajasthan :	
Shri Virdhi Chander Jain	257
(iv) Reported pollution of Chaliar river due to discharge of effluents by the Gwalior Rayons in Calicut district :	
Shri V. S. Vijayaraghavan	258—259

*The sign + marked above the name of a Member indicates that the question was actually asked on the floor of the House by that Member.

Columns

(v) Grant of Citizenship rights to Persons who crossed over into Jammu from West Pakistan :	Dr. Karan Singh	259
(vi) Sea erosion in coastal regions of Quilon district :	Shri B. K. Nair	259—261
(vii) Famine conditions in tribal areas of Rajasthan :	Shri Bheekhabhai	261
(viii) Need to defer recovery of revenue from the farmers in famine affected areas of Rajasthan :	Shri Mool Chand Daga	262
(ix) Reported killing of two school teachers and four Assam Rifle and Border Roads Jawans in Mizoram by M.N.F :	Shri Santosh Mohan Dev	262—263
(x) Drilling operation for oil in the Narsapur-Razole sector of Andhra Pradesh :	Shri Ku umma Krishna Murthy	263—266
Motions <i>Re.</i> Steep Rise in prices of Essential Commodities— <i>Negatived</i>		
Prof. Madhu Dandavate		266—275, 363—367
Shri Jyotirmoy Bosu		276—286
Shri H.K.L. Bhagat		286—292
Shri P. Rajagopal Naidu		293—296
Shri Chandrajit Yadav		296—305
Shri B.K. Nair		305—311
Shri M. Ram Gopal Reddy		311—313
Shri Indrajit Gupta		314—323
Shri A.M. Velu		323—325
Shri Shiv Prasad Sahu		325—328
Shri K. Mayathevar		328—335
Shri Mool Chand Daga		335—338
Shri Chitta Basu		338—341

LOK SABHA DEBATES

1

LOK SABHA

Thursday, March 27, 1980/Chaitra 7, 1902 (Saka).

The Lok Sabha met at Eleven of the Clock.

(MR. SPEAKER *in the Chair*)

OBITUARY REFERENCES

MR. SPEAKER: I have to inform the House of the said demise of four of our former colleagues namely Sarvashri Kamala Prasad Agarwala, Jwala Prasad Dube, C. M. Trivedi and T. Sohan Lal.

Shri Kamala Prasad Agarwala was a Member of the Fifth Lok Sabha during the year 1971—77 representing Tezpur constituency of Assam. Earlier, he was a Member of the Assam Legislative Council during the years 1940—47 and of Assam Legislative Assembly during the years 1952—67. He was also Chairman, Tezpur Municipal Committee during 1948—60, President Tezpur Mahokuma Parishad during 1964—67 and Chairman, Assam Financial Corporation in 1967. An active Parliamentarian and well-known social worker, Shri Agarwala was associated with a number of cultural, literary and co-operative institutions.

He passed away at Tezpur on 25th February, 1980 at the age of 71.

Shri Jwala Prasad Dube was a Member of the Fifth Lok Sabha during the years 1971—77 representing Bhandara constituency of Maharashtra. An advocate and a well-known social worker, he was a Member of the Governing Body of J. M. Patel College,

2

Bhandara and Gondia Education Society. He was Chairman of the School Board of Municipal Council, Bhandara and of the District Council, Bhandara during the years 1942—48.

He passed away at Bhandara on 1st March, 1980. at the age of 73.

Shri C. M. Trivedi was a Member of the Central Legislative Assembly during the years 1933-34 and again during 1942—45. He was appointed Governor of Orissa in 1946 and of Punjab in 1947. He became the first Governor of Andhra Pradesh in 1953. A member of the Indian Civil Service, he held several high offices with distinction. He served as Chief Secretary of the then C.P. and Berar Government. He became a Member of the Planning Commission in 1957. Later he was appointed the Chairman of the Madhya Pradesh Police Commission. He was awarded the Padma Bhushan in 1956.

He passed away in his home town, Kapadvanj in Kaira District, Gujarat on 14th March, 1980 at the age of 87.

Shri T. Sohan Lal was a Member of the Fifth Lok Sabha representing Karolbagh constituency of Delhi during the years 1971—77. Earlier, he was a Member of the Municipal Committee of Delhi during the years 1951—58. A businessman and well-known social worker, he worked for the welfare of Scheduled Castes and the Backward classes. An active parliamentarian, he took interest in the proceedings of the House. He passed away at New Delhi on 24th March, 1980 at the age of 58.

We mourn the loss of these friends and I am sure the House will join me in conveying our condolences to the bereaved families.

The House may stand in silence for a short while as a mark of respect to the memory of the departed souls.

The Members then stood in silence for a short while.

ORAL ANSWERS TO QUESTIONS

Contracts to women's cooperative organisations

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

- (a) whether Government propose to give more contracts/assignments to Women's Cooperative Organisations on the Railway Stations;
- (b) if so, what are the plans; and
- (c) since when this scheme has been in operation?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) Genuine Cooperative Societies of actual workers are given preference in the allotment of contracts for various types of works. No distinction in this respect is made between cooperative societies on the basis of sex.

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

SHRI R. K. MHALGI: The answer is vague and somewhat evasive. I would like to know whether outside the employees of the Railway Administration any women's cooperative organisations have been given contracts or assignments on the railways, particularly for canteens and restaurants and if so, how many such cooperatives are working in the railways at present?

SHRI C. K. JAFFER SHARIEF: As I have said, the genuine cooperative societies, where the workers are really interested in taking up these ventures are being encouraged and helped.

With regard to the specific question about women's cooperative organisations. One Mahila Sahkari Grahak

Sanstha Ltd., Manmad in Maharashtra had applied for a sugarcane juice stall. It was not considered suitable by a committee of three senior scale officers, who examined the request. The reason was that the Mahila Sanstha had no experience in catering and, therefore, were not considered suitable for this venture. But wherever it has been given contracts or assignments to take up the work of catering or vending or anything else, our policy is to encourage them and help them.

SHRI R. K. MHALGI: My question was: whether outside the employees of the railway Administration any women's cooperative organisations have been given contractors or assignments on the railways particularly for canteen, restaurant etc. This has not been replied properly.

SHRI C. K. JAFFER SHARIEF: I do not have the specific information; I will supply the same to the hon. Member.

SHRI R. K. MHALGI: Whether any such applications are pending and if so, since when?

SHRI C. K. JAFFER SHARIEF: This is also related to the first question. As I said, I will verify and supply this information also.

श्रीमती प्रभिला दण्डवते : मेरा सवाल यह है कि रेलवे स्टेशनों पर स्टाल्स या कैटीनों के रिन्यूअल के समय हर बार जो करप्शन होता है, उसे खत्म करने के लिये और प्राइवेट कैटीन्स में काम करने वाले मजदूरों को रेलवे में लाने के लिये पहले मंत्री ने 70 स्टाल्स को रेलवे द्वारा चलाने का जो सुझाव रखा था, और उस पर काम भी शुरू हुआ था, उसके बारे में आज की सरकार की क्या नीति है? क्या लोग आगे चलकर वह स्टाल्स को प्राइवेट लोगों को ही देने वाले हैं या रेलवे कैटीरिंग के द्वारा ही चलायेंगे? अगर रेलवे कैटीरिंग द्वारा चलवाने हैं तो उनमें से अब तक कितने रेलवे के पास आये हैं और कितने नहीं?

SHRI C. K. JAFFER SHARIEF: The basic question is one of providing better catering facilities to the travelling

public. As I have already said, if the workers are competent enough to cater to the needs, certainly we will encourage them. If they are not competent enough, and if there are outsiders, we will welcome them and do it.

श्रीमती प्रभिला दंडवते : मैंने यह पूछा है कि क्या यह काम रेलवे डिपार्टमेंट के द्वारा चलने वाला है या प्राइवेट होटल तथा कैन्टीन वालों को दिया जायेगा।

श्री सौ. के. जाफर शरीफ : दांतों के द्वारा।

SHRI BHAGWAT JHA AZAD: Are we to understand from the reply of the hon. Minister that women's cooperatives are not competent to run the canteens and other things in the Railways, that they have got not even one which he can Point out to us, and say that it has been given by the Railways? Is it a fact that because women are less prone to embezzlement and to giving less in terms of quantity and quality compared to other contractors, that the Ministry is not helping women's cooperatives? Why is it that he could not Point out even one cooperative of women in the Railways, anywhere in India?

SHRI C. K. JAFFER SHARIEF: It is not so. It is not our idea. I personally feel that women's cooperatives are more competent because they are well trained in catering. As I have said, I do not have the figures; I shall collect the figure and supply to the Hon'ble Member.

SHRI R. K. MHALGI: The main question was that; but the Minister was not ready with the reply.

SHRI BHAGWAT JHA AZAD: The main question relates to it.

SHRI NARAYAN CHOUBEY: In your answer, you have given several types of contracts.

SHRI C. K. JAFFER SHARIEF: There is one women's welfare organization by name Sharada Udyog Man-

dir, Amravati which has been registered under the Societies' Act, 1860. It has been running one Tea, Coffee Sweetmeat and Fruit Stall at Badnera station of the Central Railway.

SHRI NARAYAN CHOUBEY: Do you know that generally, only such cooperatives are given jobs on the Railways whose presidents are the wives of GMs., DRMs. and DSSs; and if any member of the cooperative dares to challenge their authoritarian attitude, they are thrown out?

SHRI C. K. JAFFER SHARIEF: I do not know. If the hon. Member gives any specific instances, I will look into them.

SHRI NARAYAN CHOUBEY: There are hundreds of them.

SHRI C. K. JAFFER SHARIEF: You can give them.

Spreading of Leprosy in the Country

*225. **DR. SARADISH ROY:** Will the Minister of HEALTH be pleased to state:

(a) whether the attention of Government has been drawn to the spreading of leprosy in the country;

(b) whether it is a fact that 1/5 of the lepers in the world are living in India; and

(c) the steps taken by Government for prevention and eradication of this disease thereof?

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

(b) Approximately so.

(c) Under the National Leprosy Control Programme, steps are being taken by the Government for early detection and regular treatment of Leprosy patients in order to contain the disease.

DR. SARADISH ROY: In view of the fact that about one-fifth of the leprosy patients are in our country, and in view of the fact that the National Leprosy Control Programme is in operation for several years, may I know whether any evaluation of this Programme has been done by the Government; whether it is a fact that economically backward people are much more prone to the infection of this disease; and whether in your evaluation, it has been found that certain regions of our country are heavily infected by this disease? If so, what steps have been taken?

THE MINISTER OF EDUCATION AND HEALTH AND SOCIAL WELFARE (SHRI B. SHANKARANAND): It is a fact that the disease is more prone to spread in the economically backward areas. It is a fact that this is prevalent in areas where the people are economically backward. These are the steps taken: there is the National Leprosy Control Programme which was started in 1955-56 and which has subsequently become a regular National Health Programme which emphasises early detection and regular treatment of leprosy patients with Mass Sulphone Therapy in the endemic areas of the country, so that the quantum of infection of the disease in the community is contained and the transmission of the disease is interrupted, prevented or at least reducing occurrence of fresh cases in the community. This effort is supplemented by health education, training of staff research and investigations, reconstructive surgery, physiotherapy etc. for correction of deformities.

DR. SARADISH ROY: Whether any evaluation of this programme has been done or not?

SHRI B. SHANKARANAND. The All India Sample Survey conducted by the All India Survey Party specially the Bengal Survey Party ranging between 1929 and 1951 has revealed that about 9 million people were

surveyed; and as assessed against the 1951 population, about 15 lakh leprosy cases in India were detected.

DR. SARADISH ROY: My first question has not been answered. I wanted to know the evaluation of this programme since its inception. He has given the answer for 1929 to 1951, that is, pre-independence days. I also want to know whether the Central Government is financing the State Governments for the implementation of this programme and whether any nutrition is provided to the economically backward group of people so that they can readily combat this disease.

SHRI B. SHANKARANAND: The nutrition programme relates to the Ministry of Social Welfare and of course there is a coordination between the Ministry of Social Welfare and Health. I can tell that there is no such programme as nutrition programme which is there to combat the disease in this respect. Then my hon. friend wanted to know about the evaluation programme. The ICMR made an assessment of the National Leprosy Control Programme on various occasions and published reports—the last one was published in 1979.

DR SARADISH ROY: What is the result?

SHRI SAMAR MUKHERJEE: This question was whether the government is helping the States to combat this disease.

श्री डॉ. पी. यादव : अध्यक्ष महोदय, लोटा नागपर और संथाल परगना के क्षेत्र में जो आइसोलेटेड विलोजेज हैं वहां पर लेप्रोसी के केसेज बहुत पाए गए हैं। वहां सरकार का मोबाइल स्क्वाड या सर्च पाटी नहीं जापा रही है जिस से अन्दाज नहीं लग रहा है कि कितने केसों हैं। इसी स्थिति में इन इलाकों में जो बीहड़ इलाके हैं मंत्रालय कोई स्पेशल स्क्वाड या मोबाइल स्क्वाड भेज कर उन इलाकों का पता लगाएगा कि लेप्रोसी वहां कितनी मात्रा में है और जो लोग वहां इस से पीड़ित हैं उन को तुरंत सहायता देने की दावत करेगा ?

SHRI B. SHANKARANAND: This is a suggestion for action.

SHRI M. RAM GOPAL REDDY: The Minister has stated in his reply that 1/5 of the population of lepers is living in India whereas our population when compared to the entire world is 1/7, which is, of course, on the very high side. I want to know whether the Minister has got any plan to reduce it at least to the level of 1/7. I also want to know—during the last three years, this has gone up very much—how he is going to combat this disease?

SHRI B. SHANKARANAND: Perhaps the hon. Member wants to know whether the government is trying to propose some action in the matter to reduce this percentage. A major drive is to be launched during 1980 in order to break the traditional cycle of leprosy infection. This would involve a multidrug treatment regimen with Rifampicin, Chlofazimine and DDS.

SHRI XAVIER ARAKAL: The hon. Minister has in his reply said that a majority of lepers are living in rural and backward areas. I want to know whether they are now moving from the rural areas to the urban areas. Not only that. When they come to the urban areas, they tend to colonise in certain areas, of the cities. What are the steps taken by the government to prevent them from coming to urban areas from rural areas and what are the steps taken to decolonise these people within the city area?

SHRI B. SHANKARANAND: The question primarily relates to the problem of detection. Patients are not detected; patients do not come forward for any treatment. It is difficult unless we come to know; isolation becomes difficult.

SHRI KRISHNA CHANDRA HALDER: I should like to know whether the government has identified leprosy prone areas of different states and if so the name of that area and the states? You know in my state Durga-

pur and Purulia districts are leprosy prone areas. Has the government any central programme for such leprosy prone areas, programme of giving assistance to the states and if so the breakup of that assistance.

MR. SPEAKER: I think it is too far fetched; he will not be able to give it off-hand, like this. Next question.

Decision to increase freight rates by India-Pakistan-Bangladesh Shippers Conference

*226. **SHRI SHIV KUMAR SINGH THAKUR:** Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether the India-Pakistan-Bangladesh Shippers' Conference has recently decided to increase freight from 1st May, 1980.

(b) if so, whether this decision was taken unilaterally without the approval of Indian Shippers;

(c) whether Government propose to intervene in the matter; and

(d) the extra foreign exchange burden which will be involved for India due to the proposed increased freight rates?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI A. P. SHARMA): (a) The India-Pakistan-Bangladesh-UK/Continent Conference has decided to introduce such an increase.

(b) The Conference announced its decision to increase the freight after consultations with the shippers Councils in India, Pakistan, Bangladesh and Europe though the All India Shippers Council has not accepted the freight increase announced by the Conference.

(c) The Government have no statutory power to intervene in the matter; it can only persuade and assist the Conference authorities and the shippers' bodies to arrive at mutually acceptable decisions. The Standing Consultative Committee on Freight and

Shipping Services constituted by the Government under the Chairmanship of the Director General of Shipping, have urged the shippers and the Indian member lines of the Conference to resume discussions/negotiations with a view to arriving at mutually satisfactory agreement. The Secretary of the Conference has been requested to convey the strong feelings of the Indian shippers to the Conference headquarters in London. The Committee will continue to help the two sides in their discussions.

(d) The extra burden that the Indian exporters will have to bear as a consequence of the proposed increase will depend upon the quantum of trade that will move from the Indian coasts from the 1 May, 1980 onwards, through this conference.

श्री शिव कुमार सिंह ठाकुर: अध्यक्ष महोदय, मैं आपके माध्यम से माननीय मन्त्री महोदय से जानना चाहता हूँ, जैसा उन्होंने कहा कि स्टैट्यूटरी पार्वर्स नहीं हैं इन्टरफीयर कर्गने के लिए परन्तु इसके कारण हिन्दूस्तान के जो एक्सपोर्टर्स हैं उनपर 20 परसेंट फ्रेट बढ़ जायेंगे इसलिए क्या शामन एक्सपोर्टर्स को कोई अनुदान के लिए सोच रहा है क्योंकि उगर अनुदान नहीं देंगे तो इन्टरनेशनल मार्केट में हमारे देश में बनी हुई चीजों की कास्ट ज्यादा बढ़ जायेगी तथा नापिटीशन नहीं हो पायेगा। इसलिए मैं आपके माध्यम से मन्त्री महोदय से पूछना चाहता हूँ कि क्या सरकार इन बढ़े हुए रेट के कारण हमारे भारतीय एक्सपोर्टर्स जो अनुदान देने पर विचार कर रही हैं?

श्री ए. पी. शर्मा: नहीं, इसा कोई विचार नहीं है।

श्री शिव कुमार सिंह ठाकुर: माननीय अध्यक्ष महोदय, इससे हमारी हिन्दूस्तान की जो शिपिंग कम्पनीज हैं, उनको तो लाभ पहुँचेगा, लेकिन इन्टरनेशनल मार्केट में हमारी वस्तुओं की कीमत अधिक होने से हम टिक नहीं पा रहे हैं। यह एक बहुत ही महत्वपूर्ण प्रश्न है, इसलिए मैं आपके माध्यम से मन्त्री महोदय से पूछना चाहता हूँ कि वे इस संबंध में क्या कदम उठा रहे हैं?

श्री ए. पी. शर्मा: अध्यक्ष महोदय, कान्फै-सिस नान-आफिशियल इन्टरनेशनल आर्गन-जेशन हातें हैं और तीन नेशनल शिपिंग लाइन्स इस कान्फैसिस के सदस्य हैं। शिपर्स एसोसिएशन से बातचीत करने के बाद, वे किराया बढ़ाने का फैसला करते हैं। इन्होंने फैसला किया है, लेकिन शिपर्स एसोसिएशन को यह मान्य नहीं है। इस संबंध में हमारे डी. जी. शिपिंग और चेयरमैन कन्सलटेटिव कमेटी बातचीत कर रहे हैं और शिपर्स एसोसिएशन का जो विरोध है, उसको उन्होंने कान्फैस के रीजनल आफिस को जो बम्बई में है कन्वे किया है और यह कहा है कि अपने लंदन आफिस को यह बता दें। अभी हमें मालूम नहीं है कि उनकी प्रतिक्रिया क्या है।

Inter-Port/Inter-Dock transfers of Class I Officers

*227 SHRIMATI GEETA MUKHERJEE: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

- whether all Class I officers except the Chairman and Deputy Chairman of each Port Trust and Dock Labour Board are permanent employees of each Port Trust and Dock Labour Board; and
- if so, whether there is a proposal under consideration of the Government to introduce inter-port/inter-dock labour Board transfers of Class I Officers?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI A. P. SHARMA). (a) The Class I Officers of the Port Trusts and Dock Labour Boards are permanent employees of the concerned Port Trust and Dock Labour Board except those who have been appointed on temporary basis or on probation or have been, in a few cases, taken on deputation from other organisations.

- No, Sir.

SHRIMATI GEETA MUKHERJEE: Is the Minister aware of the fact that since these posts are permanent and these officers come in contact with the Shipping Companies and also the contractors, their stay in the same position and at the same place may result in corruption. This is due to the fact of their staying in the same place for such a long time and developing vested interests. If so, does this warrant inter-State and inter-port transfers of Class I Officers?

SHRI A. P. SHARMA: There are many difficulties in regard to agreeing to the views of the hon. Member for inter-Port transfers of these port officers. The difficulties are in regard to the fixation of their salary as the officers doing the same work have different scales of pay at different ports. Then there is the question of their seniority. This question was examined some time back with reference to the recommendations of a Committee known as Agarwal Committee. On reviewing the position it was decided not to pursue this question because it has many facets and complications.

SHRIMATI GEETA MUKHERJEE: Did that Committee go into the question of corruption as mentioned by me? If not would the Minister incharge go into these questions so as to review the merit of the proposal?

SHRI A. P. SHARMA: If at any time any case of corruption is brought to the notice of the Government against any officer, that has to be examined and necessary action will be taken.

SHRI JYOTIRMOY BOSU: Will the hon. Minister kindly tell us, if he has time and if he had taken the trouble of minutely going through the Report of the Public Accounts Committee on Calcutta Port Trust? Would he kindly tell us for what reasons the Chairman, Shri P. C. Mitra was prematurely removed and

the land Manager Shri Ghosh had been required to go on suspension? May I know the charges?

(*Interruptions*)

There are such a lot of defenders of corrupt officials, my goodness! I would like the Minister to enlighten us whether he has gone through the PAC report on Calcutta Port Trust....

PROF. N. G. RANGA: It does not arise out of this. How can the Minister be asked to answer it? Does it arise out of this?

SHRI JYOTIRMOY BOSU: It does. Inter dock labour board transfers are essential so that they do not grow roots, do not become familiar and do not come on the pay roll of the stevedores and land-owners there.

SHRI A. P. SHARMA: I know the views expressed by my friend, Shri Bosu. But as I have already said, this question has been gone into after the Agarwal Committee. As I pointed out, there are many complications in their transfer from one port to another. It is a question of their salary, seniority, promotion prospects, etc. Therefore, it has not been considered necessary for the present to pursue this question.

SHRI K. A. RAJAN: For the last one year, there is no Deputy Chairman for the Cochin dock labour board. May I know why the post is kept vacant and when it is going to be filled up?

SHRI A. P. SHARMA: Although it does not arise out of this, for the satisfaction of my hon. friend, I may assure him that very shortly this post is going to be filled up.

SHRI INDRAJIT GUPTA: In further amplification of that aspect of the question which was raised by Shrimati Geeta Mukherjee, may I ask the Minister whether he is not aware of the fact that it was due to the tie-up between certain officers and the stevedores of Calcutta Port

that the administration body of the Calcutta Dock Labour Board had to be superseded and is still superseded on grounds of serious malpractices and corruption? Is it also not a fact that these officers, because they had for a long time connections there with the stevedors, in collusion with the stevedors are unilaterally persuading the Ministry to restore the same Administrative Body against which all the unions and everybody else protested because they have been found to be it will be decided.

SHRI A. P. SHARMA: As regards the Administrative Body of the Calcutta Dock Labour Board, it is true that this body has been superseded and suspended. We have not taken any decision so far. I can assure the hon. member that there is intention on the part of the Government to restore the Administrative Body. In what form it is going to be restored, it will be decided.

SHRI INDRAMIT GUPTA: Will the concerned interests be consulted or will it be done unilaterally?

SHRI A. P. SHARMA: We will follow the proper procedure for it.

श्रीमिक कानूनों के क्रियान्वयन का मूल्यांकन

*228. **श्री मूल चन्द डागा :** क्या अमंत्री यह बताने की कृपा करेंगे कि :

(क) क्या न्यूनतम मजूरी अधिनियम जैसे श्रीमिक कानूनों के क्रियान्वयन का कोई मूल्यांकन किया गया है; और

(ख) यदि हाँ, तो कब और इसके परिणामस्वरूप सरकार ने क्या निष्कर्ष निकाले हैं?

THE MINISTER OF TOURISM AND CIVIL AVIATION AND LABOUR (SHRI J. B. PATNAIK): (a) and (b). The implementation of the labour laws is constantly under review.

Many evaluatory studies of the implementation of labour laws and the general condition of industrial rela-

tions in several public private sector undertaking have been done. The Labour Bureau has also conducted several surveys of the impact of labour laws on the working conditions of labour in specific areas.

The Government has decided to undertake an evaluation survey of the Minimum Wages Act.

The conclusions of all the above mentioned studies are communicated to concerned authorities for necessary action.

श्री मूल चन्द डागा : अध्यक्ष महोदय, यह तो एक रुटीन आन्सर है। मैं जानना चाहता हूँ कौन-कौन से श्रीमिक कानूनों के कार्यान्वयन का मूल्यांकन कब-कब और किस-किस मशीनरी के द्वारा आप ने करवाया? उस का आखरी सर्वेक्षण कब हुआ और कौन सी तारीख के हुआ, उस के क्या परिणाम निकले और आप किस नीतीजे पर पहुँचे? उन्होंने किन-किन कानूनों की अवहेलना की है और उस मशीनरी में क्या कोई लेबर-रिप्रेजेन्टेटिव था या नहीं था, जब आप ने उन का इवेल्यूएशन करवाया?

SHRI J. B. PATNAIK: This is a very broad question. It did not specify the particular Acts about which surveys were undertaken or evaluation reports were prepared.

About the Minimum Wages Act, I have already said that an evaluation is going to be done and after that evaluation, a report would be available.

As regards the Minimum Wages again, in 1972 an evaluation was done by the Labour Bureau. The report was available at that time. The hon. Member might have seen that report.

SHRI MOOL CHAND DAGA: In your reply you have said:

"Many evaluatory studies of the implementation of labour laws and the general condition of industrial relations in several public/private sector undertakings have been done."

But my question is: On what date and in what year you have done that job? What are the conclusions that you have reached? You are not answering that part. Was there any labour representative in that machinery? This is a very simple question.

MR. SPEAKER: You have the freedom to think so.

SHRI J. B. PATNAIK: My friend, Mr. Daga, is getting impatient. He has asked in general about labour laws. In particular he has asked about the Minimum Wages Act. I have already answered about the Minimum Wages Act. As far as the labour laws go, there are a hundred labour laws in this country pertaining to the Centre and the States. Central labour laws number 41 and the rest pertain to the State sector. It is not possible to have evaluation in regard to labour laws covering about 27 lakh factories and industrial undertakings in this country. Sample surveys have been made from time to time. These sample surveys are made by three organisations in the Labour Ministry. They are National Labour Institute, Labour Bureau and Central Industrial Relations Machinery. They go to a particular sector and then they make some study about implementation of labour laws. Their reports are available. There is another cell in the Labour Ministry the implementation Cell. That Cell is also undertaking from time to time studies in various undertakings undertaking-wise and not Act-wise. It is not possible to do study Act-wise because it would cover all the industrial undertakings of the country which number about 27 lakhs.

श्री शूल चन्द डागा : आप यह बतलाने का कष्ट करें कि क्या आप ने मिनिमम वेजेए एक्ट का सर्वे किया है?

MR. SPEAKER: Please sit down.

श्री शिव प्रसाद साहू : अध्यक्ष महोदय, मैं आप के माध्यम से मंत्री महोदय का ध्यान

न्यूनतम मजदूरी की ओर दिलाना चाहता हूँ। कई बार क्येला और दूसरे जौ मर्टीरियल्स हैं, उन के मजदूरों की न्यूनतम मजदूरी में बढ़ोतरी की गई है। बाक्साइट एक ऐसा मर्टीरियल है, जिस में हजारों मजदूर काम करते हैं।

श्री शूल चन्द डागा : मेरा दूसरा सप्ली-मेन्टरी रह गया है।

MR. SPEAKER: I have given you chance.

श्री शिव प्रसाद साहू : मैं यह बतलाना चाहता हूँ कि पिछले चार वर्षों से बाक्साइट की सारी में काम करने वाले मजदूरों की न्यूनतम मजदूरी में कोई बढ़ोतरी नहीं हुई है। मैं जानना चाहता हूँ कि क्या मंत्री महोदय ऐसा विचार कर रहे हैं कि बाक्साइट की सारी में काम करने वाले कामगरों की न्यूनतम मजदूरी में बढ़ोतरी की जाये?

SHRI J. B. PATNAIK: The Minimum Wages Act also covers the bauxite industry and there are new proposals. We have also proposed increase of wages for the workers working in the bauxite mines.

PROF. MADHU DANDAVATE: During the last session I had suggested to the hon. Minister for Labour that he should invite the representatives of various Central trade union organisations and discuss with them the problem of evolving a draft integrated industrial relations legislation, and he has already assured that he will go in for that process. I want to know from the hon. Minister whether he had already held such talks with the various trade union organisations and if so, what are the results. If the negotiations have already been completed, by what time he would be prepared to bring an Industrial Relations Bill before this House in a comprehensive form?

SHRI J. B. PATNAIK: I have acted according to the promise made to this House for consultation with various trade union organisations. I have called the various Central trade

union organisations and held extensive discussions with them in regard to bonus and industrial relations. The suggestions have been noted and the Government is thinking not to bring extensive Industrial Relations Bill, because that would take a long time. But certain amendments could be made in regard to certain Acts, which would facilitate and expedite justice to the workers. If the hon. Member wants to know the suggestions made by the Members of Parliament and the Central trade union organisations, I am prepared to give those suggestions.

श्री सत्यनारायण जाटिया : अध्यक्ष महोदय, अभी माननीय मंत्री जी ने जानकारी देते हुए यह बताया है कि हम ने न्यूनतम वेतन के लिए एक सर्वेक्षण कराया हुआ है। आपके माध्यम से मैं यह जानना चाहता हूँ कि उस सर्वेक्षण को कराने के बाद जो निष्कर्ष निकला है, उस निष्कर्ष को कहां तक कियान्वित किया गया और उस सर्वेक्षण का क्या निष्कर्ष निकला?

MR. SPEAKER: What are the net results of your surveys?

SHRI J. B. PATNAIK: Every year some survey is made in regard to certain sectors of industry, in regard to the implementation of minimum wages, but a detailed survey was made by the Labour Bureau in 1972 and they arrived at certain conclusions. They have stated that the enforcement of the Act in the Central and State spheres in general was satisfactory, but its effective implementation was seriously handicapped due to several reasons, such as inadequacy of enforcement machinery, scattered nature and location of establishment, the volatile nature of the units, lack of proper transport facilities, absence of strong trade unionism among labour illiteracy among the workers and employers etc. The Central, State and Union Territory authorities were, however, alive to the various problems and necessary steps were being taken to overcome these difficulties. Taking an overall view, the enforcement of the Act helped the workers in the

unorganised sector in raising their wage levels and better their service conditions. To look into the question how far these conclusions are being looked after and suggestions are implemented, another study is being made by the Labour Bureau.

SHRI P. K. KODIYAN: Sir, may I know whether the hon. Minister is aware of the fact that there is an all round complaint from the trade unions of agricultural workers that the Minimum Wages Act for the agricultural workers is more observed in violation than in implementation? If so, what steps are being taken and whether the hon. Minister is ordering a survey of the implementation of the Minimum Wages Act in relation to the agricultural workers also?

SHRI J. B. PATNAIK: Yes. That includes a survey about the implementation of the Minimum Wages Act about the agricultural labourers. The Government is also thinking of bringing about a Bill regarding the agricultural labour and that will also take care of the enforcement part of it. As regards the implementation, as I have already said, a lot depends on the organisation of the agricultural labour in which the hon. Member may help the Government.

श्री राजेन्द्र प्रसाद यादव : सरकार बहुत से इनकलाबी श्रम कानून बनाती है लेकिन उनका कार्यान्वयन नहीं होता है। क्या आप देखेंगे कि जो श्रम कानून आपने बनाए हैं उनका कार्यान्वयन भी हो? मही हालत मिनिमम वेजिज एक्ट की भी है। सरकारी विभागों में तथा पब्लिक अंडरटॉकर्ज में इस तरह के कानूनों का कहां-कहां उल्लंघन हो रहा है, वया इसके बारे में जानकारी आप ने ली है और यदि ली है तो इस दिशा में आप क्या करने जा रहे हैं?

SHRI J. B. PATNAIK: I have generally answered these questions. And as regards the violations, I have already said that in certain sectors survey is made, study is made, inspection is made every year and wherever violations are made, they are

pointed out and these particular undertakings are sued and it is always the endeavour of the Government through the meetings of the Labour Ministers through our own agencies to see that this is implemented.

Auction of Indian Vessel 'Alexandra'

229. SHRI JANARDHANA POOJARY:

SHRI KRISHNA PRATAP SINGH:

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

(a) whether an Indian ship, the "Alexandra", was proposed to be put up for auction at London Docks for recovery of unpaid wages of the crew, amounting to Rs. 25 lakhs;

(b) whether Government intervened to save the ship from distress sale and the crew from being deprived of their wage-arrears;

(c) if so, the latest position; and

(d) whether any action has been taken against the shipping company concerned?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI A. P. SHARMA): (a) The vessel was put for auction pursuant to order of sale passed by Admiralty Court in U. K. for non-payment of the wages and other claims of the crew.

(b) to (d). Director General of Shipping negotiated the settlement between Nilhat Shipping Company and the officers and crew. Subsequently, the sale order passed by Admiralty Court, London, has been revoked. Nilhat Shipping Company has since deposited requisite amount with Shipping Master Calcutta and furnished bank guarantee to Shipping Master Bombay for settlement of dues and claims of the officers and crew in terms of provisions contained in Merchant Shipping Act, 1958.

SHRI JANARDHANA POOJARY: Sir, I congratulate the hon. Minister

for taking prompt action to save the ship. Otherwise it would have been a blot on India's prestige if the ship is auctioned abroad for non-payment of the wages and salaries of the crew. May I ask the hon. Minister as to what are the reasons for the non-payment of salaries....

MR. SPEAKER: They have been paid.

SHRI JANARDHANA POOJARY: The salaries have not been paid earlier. So, what are the reasons for the non-payment of these wages and salaries of the crew? Is it due to the bureaucratic red-tapism or procedural ranglings?

SHRI A. P. SHARMA: Sir, it is a private company and it did not pay the salaries and wages of the marine officers and these officers have filed a suit through the International Transport Federation in Admiralty Court in London and there the ship was arrested. As soon as it was brought to our notice, we took steps. The D. G. Shipping took steps, and the payment has been arranged. The court was approached, and it has revoked the decision. The ship is free, and very shortly it may be coming to India.

SHRI JANARDHANA POOJARY: May I know whether the Shipping Development Fund Committee is going to purchase this ship?

SHRI A. P. SHARMA: There is no question of purchasing the ship. It was because our interests were also involved that we took prompt action. If the ship was in distress, we might have lost our money also. But there is no question of selling the ship now. It is going to work, and as usual, the SDPC loan will be secured, and it will be realised from this company.

श्री कृष्ण प्रताप सिंह : अध्यक्ष जी, जो हमने (उमी) में सवाल किया है और पूछा है कि दोषी अधिकारियों के खिलाफ आप कौन सी कार्रवाही करने वा रहे हैं, इसका मंत्री महोदय ने क्वोई जवाब नहीं दिया ।

अध्यक्ष महोदय : पूछिये आप ।

श्री कृष्ण प्रसाद सिंह : मैं पूछता हूँ कि आप दोषी अधिकारियों पर कौन सी कार्रवाही करने जा रहे हैं जिनकी फिलाई के कारण यह जहाज नीलामी पर आया ?

दूसरे यह कि जो नीलामी की स्थिति हुई उसके लिये और कृष्ण अधिकारी दोषी पाये गये हैं ? यदि हाँ, तो उनके आप नाम बतायेंगे ? और जो समझौते के अन्तरार रूपया जमा किया है उसकी कल राशि क्या है ?

श्री ए. पी. शर्मा : अध्यक्ष महोदय, अधिकारियों के दोषी ठहराने का तो प्रश्न है ही नहीं । यह प्राइवेट शिपिंग कम्पनी है, इसने अपने काम करने वाले लोगों को पैसा नहीं दिया था इसलिये उन्होंने लन्डन कोर्ट में मुकदमा किया था जिसकी वजह से शिप अरेस्ट हुआ था । तो यह शिप कब छाट गया इसलिये कि उन्होंने पैसे जमा कर दिये हैं । इसमें इन्होंने 5 लाख रु. जमा किया है और 10 लाख रु. की बैंक गारन्टी दी है ।

SHRI INDRAJIT GUPTA: But the total amount of arrears was Rs. 25 lakhs. He must clarify this.

SHRI A. P. SHARMA: Rupees five lakhs have been deposited in cash, and Rs. 10 lakhs bank guarantee has been given. For the rest, they are negotiating for an agreement.

SHRI M. M. LAWRENCE: May I know whether it has come to the notice of the Government that very often shipping companies are not implementing the rules and regulations regarding benefits to the workers, and that this creates implements in cargo moving? If so, may I know what steps Government are proposing to take?

SHRI A. P. SHARMA: Wherever the shipping companies do not follow the rules and do not pay the wages of the workers, necessary steps are taken to see that they make the payment.

Updating existing Labour Laws

***230. SHRI SATISH PRASAD SINGH:**

SHRI R. L. P. VERMA:

Will the Minister of LABOUR be pleased to state:

(a) whether many MPs. have stressed the need to update the existing labour laws;

(b) whether there is also demand for bringing legislation on the service conditions of the unorganised sector; and

(c) if so, reaction of Government thereto?

THE MINISTER OF TOURISM AND CIVIL AVIATION AND LABOUR (SHRI J. B. PATNAIK): (a) and (b). Suggestions have been received for amendments of the various labour laws and also for bringing in legislation for regulating the service conditions of labour in the unorganised sector.

(c) The suggestions are under consideration.

श्री सतीश प्रसाद सिंह : अध्यक्ष महोदय, यह जो श्रम कानून पहले से बना हुआ है वह इस परिस्थिति में कारगर नहीं है और उसके द्वारा जो फायदा लोगों को होता चाहिये वह नहीं मिल रहा है । वैसी हालत में क्या सरकार उसका नवीकरण करने की ओर सोचती है ?

SHRI J. B. PATNAIK: Yes, sir, we are going to amend the laws. We are going to amend the laws which we find to be inadequate.

श्री सतीश प्रसाद सिंह : जिस एरिया में संगठन नहीं है, संगठित एरिया नहीं है, उसके लिये कोई लैजिस्लेशन लाने का विचार है ?

SHRI J. B. PATNAIK: He has put the second question about bringing forward a Bill for unorganised labour. I have already promised the House

that as far as the agricultural labour is concerned, the Government is contemplating to bring forward a Bill in that respect.

श्री रत्नसाल प्रसाद दर्मा : मैं जानना चाहता हूँ कि जो अन-आर्गेनाइज्ड सैक्टर में 4 करोड़ के लगभग खेतिहार मजदूर हैं, जिन्हें कोई भी नियोजक एम्प्लाय करते हैं और तरन्त 15, 20 दिन के बाद बाहर कर देते हैं, उसकी सेवा शर्तें कुछ नहीं हैं, मजदूरी भी कुछ नहीं है, प्राविडैड फंड का भी कोई प्रावीजन नहीं है, उन्हें कई तरह की और कठिनाइयां होती हैं, उनकी बहुत बदतर स्थिति है, तो क्या मंत्री महोदय इस दिशा में कोई ठोस कानून या अधिनियम बनाना चाहते हैं, जिससे उन लोगों को लाभ मिल सके ?

SHRI J. B. PATNAIK: There is already an Act viz., Contract Labour Act, As far as the unorganised labour in the rural sector is concerned, I have already promised the House that we shall come forward with a Bill for that purpose.

SHRI K. RAMAMURTHY: I would like to know from the hon. Minister whether he is aware of the fact that the previous Janata Government had appointed a Committee for formulating the legislation for agricultural labour. What is the composition of that Committee?

I would also like to know whether they held sittings and whether they have finalised their report and whether the Report has been received by the Minister and if so, what action is going to be taken by the Government over that Report.

SHRI J. B. PATNAIK: There was a Central Standing Committee on Rural unorganised labour under the Chairmanship of the Minister of Labour. The Committee held its first meeting in January 1979 and it decided to set up three Sub-Committee and the sub-committees have met and they have recommended to the Government to bring forward a Bill for

emancipation, rehabilitation of bonded labour and to recommend measures for improvement thereon and for education and organisation of rural workers.. These recommendations are being taken care of.

SHRI A. K. ROY: In the Contract Labour (Abolition and Regulation) Act, zones have been identified to prohibit the contract system. But nothing has been made clear regarding the fate of the workers who are working under contractors. Mostly they are being retrenched, though the spirit of the Act was to departmentalise them. Will the Minister enlighten us on this particular issue?

SHRI J. B. PATNAIK: I have said that there are certain defects which are found out at the time of working of many of the Acts and some Acts are really not adequate. So, we are noting the inadequacies and we are trying to amend the Act to remove them.

WRITTEN ANSWERS TO QUESTIONS

छपरा-वाराणसी रेल लाइन के बड़ी लाइन में बदलना

*224. प्रो. सत्य देव सिंह : क्या रेल मंत्री यह बताने दी कृपा करेंगे कि :

(क) क्या प्रोत्तर रेलवे की छपरा-वाराणसी लाइन को बड़ी लाइन में बदलने की कोई योजना भरकार के विचाराधीन है ;

(ल) यदि हां ; तो इस संबंध में अब तक क्या कार्यवाही की गई है ; और

(ग) यदि नहीं ; तो उसके क्या कारण हैं ?

रेल मंत्रालय में राज्य मंत्री (श्री सी. के. जाफर शरौफ) (क) से (ग). 174 किलो-मीटर लम्बी वाराणसी-छपरा मीटर लाइन के बड़ी लाइन में बदलाव की परिचालनिक उद्दिष्टगाऊओं का पता लगाने के लिए सर्वेक्षण

किया जा रहा है। इसकी रिपोर्ट एक-दो महीनों में तैयार हो जाते की संभावना है और इसके बाद ही कोई निर्णय लिया जायेगा।

Shipping Tonnage

231. SHRI BALASAHEB VIKHE PATIL: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) what is the total shipping tonnage available with the country;

(b) whether it is sufficient to meet the requirements of the country for the foreign traffic and the coastal traffic; and

(c) if not, what steps have been taken or are proposed to be taken to increase the shipping tonnage to make the country self-sufficient?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI A. P. SHARMA): (a) Total shipping tonnage available with the country as on 1 March 1980 is 377 ships of 55.97 lakh GRT.

(b) and (c). National tonnage is adequate for coastal traffic. It is also broadly adequate for foreign traffic. However, commercial considerations in international shipping do not always make it possible to keep the national tonnage tied up to national trade only. Vessels are often deployed, apart from national trade, in cross trades, on time charter and are also chartered to individual parties.

संगणक द्वारा आरक्षण किया जाना

***232. श्री दया राम शाक्य :** क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या रेलवे में संगणक द्वारा आरक्षण प्रणाली शुरू करने के विचार से रेलवे बोर्ड ने प्रक्रिया का अध्ययन करने हेतु एक दल विदेशों को भेजा है, और

(ख) यदि हां, तो इस दल द्वारा कौन-कौन से देशों का दौरा किया गया है तथा दल

में सदस्यों की संख्या कितनी है, सदस्यों के वर्तमान पदनाम क्या हैं, और इस अध्ययन पर कुल कितनी राशि खर्च की जायेगी ?

रेल मंत्रालय में राष्ट्र मंत्री (श्री सी. के. जाफर शरीफ) (क) और (ख). इस दल ने संयुक्त राज्य अमेरिका, कनाडा और इंग्लैण्ड का दौरा किया था। इस दल में रेलवे बोर्ड के वित्त सलाहकार, संयुक्त निदेशक, वित्त (समन्वयन संगणक लेखा), संयुक्त निदेशक सतर्कता (यातायात), संयुक्त निदेशक, रेल योजना 2 तथा दक्षिण मध्य रेलवे के उप मुख्य लेखा अधिकारी (यातायात), उप मुख्य सिंगल एवं दूर संचार इंजीनियर और दक्षिण रेलवे के उप मुख्य यांत्रिक इंजीनियर शामिल थे। इस दौरे पर लगभग 3.32 लाख रुपये खर्च हए।

Attachment of Milk Wagon from Dhule to Bombay

***233. SHRI VIJAY N. PATIL:** Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Government of Maharashtra has requested for attachment of 4th Milk Wagon for carrying Milk from Dhule to Bombay by railway; and

(b) if so, by what time this demand will be complied with?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) & (b). A request was received in June, 1978 by the Divisional authorities at Bhugaval on Central Railway for running one more milk tanker between Dhule and Byculla in addition to three milk tankers which are already running between Dhule and Byculla. A reply was sent by the Divisional authorities of Bhusaval regretting inability to run the fourth milk tanker due to difficulties of room on the trains from Dhule to Chalisgaon and from Chalisgaon to Byculla as well as inadequate decanting facilities at Byculla where already 6

milk tankers are being decanted in two placements.

No further reference has been received by the railways either from the Manager Government Milk Scheme Dhule, or from the Government of Maharashtra.

Racket in Reservation of Seats

*234. SHRI N. E. HORO:
SHRI TARIQ ANWAR:

Will the Minister of RAILWAYS be pleased to state:

(a) whether Government's attention has been drawn to the news-item in 'Hindustan Times' dated the 1st March, 1980 that there is a flourishing racket in the reservation of seats both in Delhi and Bombay for the prestigious Rajdhani Express and the premium for procuring a seat at short notice is between Rs. 80 and Rs. 100, depending on the urgency of the passenger; and

(b) if so, the details in this regard and the reaction of Government thereto?

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

(a) Yes Sir.

(b) The contents of the report in the Hindustan Times indicated that the aggrieved passengers has procured tickets from unauthorised sources and as a result got cheated. Had they purchased the tickets from authorised places they would not have suffered in this manner. The Ministry of Railways are trying to collect the specific information regarding the allegations mentioned in the news item for further investigations and action.

Opening of new Dispensaries in Rural Areas in Orissa

*235. SHRI ARJUN SETHI: Will the Minister of HEALTH be pleased to state:

(a) the details regarding the opening of new dispensaries in the rural

areas, particularly in Adivasi areas in the State of Orissa during the last three years;

(b) whether the State Government have asked some more funds in this regard; and

(c) what is the percentage of area covered through medical assistance in view of the population in that State?

THE MINISTER OF EDUCATION AND HEALTH AND SOCIAL WELFARE (SHRI B. SHANKARANAND):

(a) The Government of Orissa have been requested to furnish the requisite information, which is still awaited. The same will be laid on the Table of the Sabha as soon as it is received.

(b) No such proposal has been received from the State Government by this Ministry.

(c) Medical facilities are being provided through a net-work of Sub-centres/Dispensaries, Primary Health Centres/Rural Hospitals, etc. A Primary Health Centre caters to the needs of 80,000-1,00,000 population covering 80-100 villages and a Sub-Centre is established for every 10,000 population covering about 10 villages. There are at present 314 PHCs and 2038 Sub-centres in the State. Out of these, 155 PHCs and 837 Sub-Centres are in the tribal areas. The Planning Commission have agreed in principle to the establishment of a PHC for 20,000 population and a Sub-centre for 3,000 population in the tribal, hilly and backward areas. On the basis of this norm an additional 120 PHCs and 803 Sub-centres would be established in the State in due course.

Growing congestion in All Ports

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

(a) whether it is a fact that in recent months there has been growing congestion in all ports particularly Bombay and Calcutta;

(b) whether the Shipping Corporation of India had represented to Government in this regard;

(c) whether it is also a fact that the main cause of congestion is lack of coordination between Railway and Coal authorities; and

(d) what steps Government have planned to remove the problem of congestion in the major ports?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI A. P. SHARMA): (a) Out of ten major ports in the country ports of Bombay, Calcutta and Madras had been facing congestion for some time. The position both at Bombay and Calcutta ports has considerably improved in the recent months. Of late there has been some improvement at Madras port also.

(b) Shipping Corporation of India had informed the Government of the delay in berthing of its vessels

(c) No, Sir.

(d) Several steps such as rationalised distribution, to the extent possible, of cargo originating on Government account; provision for discharge of cargo in midstream at Bombay; initiating steps for acquisition of cargo handling equipment; are being taken to tackle the problem of congestion at the ports. Besides, augmentation of the port's capacity is also being planned, this is a continuous process.

Shipyard on the Gujarat Coast

*237. **SHRI CHHITUBHAI GAMIT:** Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether Government have taken decision on the proposal to locate a shipyard on the Gujarat Coast;

(b) if not, the reasons for the delay; and

(c) when a decision is likely to be taken thereon?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI A. P. SHARMA): (a) No, Sir.

(b) and (c). A final decision on the proposal will depend on the availability of resources and other priorities. It is not possible to indicate when a decision will be taken by Government.

"Sons of the soil"

*238. **SHRI EDUARDO FALEIRO:** Will the Minister of LABOUR be pleased to state:

(a) whether Government are aware of the "sons of the soil" policy followed by several State Governments in the matter of employment opportunities; and

(b) if so, reaction of Government thereto?

THE MINISTER OF TOURISM AND CIVIL AVIATION AND LABOUR (SHRI J. B. PATNAIK): (a) Yes, Sir.

(b) This is a matter in which a reasonable balance should be struck between the constitutional right that any citizen should be able to work in any part of India and the desirability of ensuring that the local candidates are not deprived of adequate employment opportunities and do not suffer from any sense of injustice.

Development of Porbandar as all weather Port

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

(a) whether there is any proposal to develop the Port at Porbandar as all weather Port;

(b) whether any survey has been conducted;

(c) if so, the details of the recommendations made; and

(d) the time by which this port will start functioning?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI A. P. SHARMA): (a) to (d). The Port of Porbandar which is a minor port has been developed as an all-weather port and was opened to traffic on 16 June 1978.

The executive responsibility for the development of minor ports vests with the State Governments. Accordingly, responsibility for further development of the Porbandar port rests with the Government of Gujarat.

Australian, Newzealand and U.S.A. activities in Indian Ocean

***240. DR. FAROOQ ABDULLAH: SHRI M. RAM GOPAL REDDY:**

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether it is a fact that Australia and Newzealand have agreed to step up activity in Indian ocean along-with the U.S. to expand the military role in the Indian ocean;

(b) if so, whether Government have seen and examined the press, reports in this regard; and

(c) if so, Government's reaction thereto; and the steps being taken in this respect?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) It is understood that at the ANZUS (Australia-New Zealand & U.S.) Council meeting which was held in Washington last month it was agreed that the possibilities for enhancing the effectiveness of their military activities in the Indian Ocean would be explored.

(b) Yes, Sir.

(c) Consistent with our commitment to the establishment of a Zone of Peace in the Indian Ocean we cannot but be concerned at any increase in foreign military presence in this area. We propose to continue

our present efforts towards the implementation of the UN Resolution of 1971 declaring the Indian Ocean as a Zone of Peace. Government has made known its views to the Member States of ANZUS.

Appointment of Secretary-cum-Personnel Officer in Dock Labour Board

***241. SHRI K. A. RAJAN:** Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether the incumbents of the two top posts namely Deputy Chairman and Secretary-cum-Personnel Officer are direct brothers in any Dock Labour Board;

(b) whether the Labour members on the Dock Labour Board dissented the appointment of the person to the post of Secretary-cum-Prsonnel Officer on the ground that his brother was Deputy Chairman;

(c) whether the selection committee which made the selection to fill the vacancy of Secretary-cum-Personnel Officer was constituted by the Board-in-meeting which is the appointing authority in the instant case under the extant rules;

(d) who constituted the selection committee; and

(e) the action taken or proposed to be taken by the Government to rectify the irregularity?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI A. P. SHARMA): (a) Yes, Sir. This position exists in Visakhapatnam Dock Labour Board.

(b) No, Sir. The Labour members did dissent but not on this ground. A copy of the relevant portion of the minutes of the meeting of Dock Labour Board is reproduced below:--

"Shri Bhadram stated that the Board-in-meeting is the appointing authority to make appointments to the posts carrying a maximum of the scale above Rs. 1000/- p.m.

A civil suit on this issue filed by him is pending and he maintains the same stand. Hence the labour members dissented."

(c) No, Sir.

(d) According to the established procedure in Visakhapatnam Dock Labour Board, the Selection Committee was constituted by the Chairman of the Dock Labour Board.

(e) No irregularity was involved in this case. Question, therefore, does not arise.

Train service between Sealdah and Basirhat

*242. SHRI INDRAJIT GUPTA: Will the Minister of RAILWAYS be pleased to state:

(a) whether his attention has been drawn to the suffering of the travelling daily passengers due to absence of any through train services between Sealdah and Basirhat on the Eastern Railway;

(b) why this section has been excluded from the electrification network around Calcutta; and

(c) whether any survey has been made on the enormous traffic potential between Sealdash and Basirhat and vice versa?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHAREF): (a) Representations have been received by the Railways for provision of through train services between Sealdah and Basirhat stations on the Eastern Railway. Basirhat station is situated on Barasat-Hasnabad branch line. Running of through train services is not feasible as the main line from Sealdah to Barasat is electrified and suburban services are run with EMU stock. The Barasat-Hasnabad branch line is not electrified and the trains on this section are run with conventional type of coaches hauled by steam power.

During the peak hours of suburban service on the electrified section between Barasat and Sealdah, it is not possible to run any train hauled by steam power. However, for the convenience of passengers, suitable connecting services have been provided at Barasat with Sealdah bound electrified suburban trains.

(b) and (c). Sealdah-Barasat section is already electrified. With regard to electrification of Barasat-Basirhat section, it is stated that electrification requires large initial investment and is justified economically on sections carrying high densities of traffic which cannot be managed with steam traction and where the alternative of electric traction is cheaper than dieselisation. Further due to paucity of funds for electrification, priorities have to be laid down for very high density routes in the country to be covered first.

A preliminary examination of the proposal for electrification of Barasat-Basirhat section reveals that the traffic density of this section is much lower than that on which electrification is likely to be taken up in the next few years.

Under the circumstances, it is not proposed to take this section up for electrification in the near future.

Representation regarding continuing Stevedoring Business by C.I.W.T.C.

1876. SHRI KRISHNA CHANDRA HALDER: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether Government have received any representation for continuing the stevedoring business by Central Inland Water Transport Corporation; and

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

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

(b) The question of reviving the stevedoring business by CIWTC Ltd., is under consideration.

Fast train between Howrah-Asansol/Dhanbad

1877. SHRI SAIFUDDIN CHOU-DHURY: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government propose to run a pair of fast trains between Howrah-Asansol/Dhanbad, one via chord and one via Main; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) Not at present.

(b) Does not arise.

Sample Taken by Central Food Squad Under PFA Act

1878. SHRI G. Y. KRISHNAN: Will the Minister of HEALTH be pleased to state:

(b)(i) *List of firms against whom prosecutions had been launched for adulteration*

S. No.	Name of the firm	Type of food	Nature of adulteration
1	2	3	4
1.	M/s Aggarwal Oil Mills	Mustard Seeds	Presence of insect infestation and rodent excreta.
2.	M/s Aggarwal Oil Mills	Mustard Oil	Excessive moisture, saponification value and unsaponifiable matter and oil is not clear.
3.	M/s Vijay Kumar Ajoy Kumar	Black pepper whole	Contains Mineral Oil.
4.	M/s Godrej Soap Limited	Mustard Oil	Excess saponification value and free fatty acid and low in Buytorefractometer reading. Foul smell present in the sample.
5.	M/s Hotel Woodlands	Vathkuzhambu	Unpermitted coaltar dye.
6.	M/s. Jain Ice Cream	Ice-candy	Contains Saccharine.
7.	M/s New Bharat Oil Mills	Til Oil	Excess in free fatty acid.

1

2

3

4

8.	M/s Prabhu Dayal Ramanand Khandsari		Extraneous matter and insect present.
9.	M/s Kishan Lal Kuriyal	Dhania whole	Insect infestation and rodent excreta and excess inorganic matter.
10.	M/s Nand Kishore Dharmendra Kumar.	Fennel whole	Insect infestation and excess in extraneous matter.
11.	M/s Victoria Manufacturing Co.	Soyabean sauce	Deficiency in acidity.
12.	M/s Haryana Provision Store	Mustard Oil	Contains sediment, hazy and oil is not clear.
13.	M/s Aggarwal Oil Mills	Mustard Oil	Excess in saponification value and unsaponifiable matter.
14.	M/s Radhey Shyam Sohan Lal	Laung	Contains cloves without ball shaped unopened, flower buds.
15.	M/s Gurucharan Dass Shyam Sunder Oil Mills.	Mustard Oil	Excess in Buytorefractionometer reading.
16.	M/s Sardar Jiwan Singh Sadana.	Chillies Powder	Presence of extraneous matter and artificial colouring matter and excessive ash insoluble in dil. Hcl.
17.	M/s Sardar Jiwan Singh Sadana.	Turmeric powder	Presence of artificial colouring matter, extraneous matter and excess in ash insoluble in dil. Hcl.
18.	M/s Mahadeo Store	Atta	Excess rodent hair and excreta.
19.	M/s Shiv Charan Chand Ved Prakash.	Catechu	Excessive total ash and ash insoluble in Hcl.
20.	M/s Crystal Ice Cream	Fruit Ice Cream	Does not contain fruits, as declared.
21.	M/s Nand Kishore Dharmendra Kumar.	Ajwain	Excess inorganic matter.
22.	M/s Shiv Charan Chand Ved Prakash.	Catechu	Excessive ash insoluble in Hcl.
23.	M/s Haryana Provision Store	Basan	Contains extraneous matter.
24.	M/s Suresh Kumar & Co.	Sweetened Carbonated water	Excessive quinine salt and excessive Benzoic acid.
25.	M/s Sunder Dass Amrit Lal	Chana Ka Dhal	Excessive damaged grains
26.	M/s Nand Kishore Dharmendra Kumar.	Laung	Presence of cloves without ball shaped unopened flower buds.
27.	M/s Nand Kishore Dharmendra Kumar.	Turmeric whole	Excessive damaged seed matter.
28.	M/s Jain Ice Cream Factory	Fruit Ice Cream	Does not contain fruits, as declared.
29.	M/s Harbans Singh Om Prakash.	Dhania Whole	Presence of insect infestation and extraneous matter.
30.	M/s New Bharat Oil Mills	Til Oil	Excessive unsaponifiable matter.

(b) (ii) List of firm whose cases had been dropped without launching prosecution

S. No.	Name of the firm	Type of food	Reasons for not launching prosecution
1.	M/s Glaxo Laboratories Ltd.	Glaxose-D	The case when examined was found not of adulteration.
2.	M/s India Restaurant	Toned Milk	Deviation in milk-solids-not-fat by 0.21 percent was marginal as recommended by C.C.F.S.
3.	M/s Jagdish Chand Roshan Lal.	Mustard Oil	Deviation in Bellier's Turbidity Temp. by 1°C regarded as experimental variation as per recommendation of the C.C.F.S.
4.	M/s Grover & Co.	Curry Powder	The case when examined was found not of adulteration.
5.	M/s. V.P. Soda Water Factory	Sweetened Carbonated Water (Cola)	The case when examined was found not of adulteration.

(b) (iii) Case under consideration of the Department

S.No.	Name of the firm	Type of food	Nature of adulteration
1.	M/s Suraj Bhan Sard Kumar	Khandsari	Found to be in crystal form.

Pre-1955 Steam Engines

1879. SHRI ANANDA PATHAK: Will the Minister of RAILWAYS be pleased to state:

(a) how many steam engines which were put into commission before 1955 are still in use;

(b) whether boilers of these engines have been changed; and

(c) if so, the number of engines in which such boilers have been changed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) 3403 Steam locomotives which were put on line before 1955, are still in service on Indian Railways.

(b) and (c). In accordance with the standard maintenance practice on Indian Railways, the boilers of locomotives are taken off during periodic overhaul in workshops and exchanged with already repaired boilers. There-

fore, generally no locomotive is running with its original boiler.

Survey conducted by Social Scientists of National Institute of Health and Family Welfare

1880. SHRIMATI MOHSINA KIDWAI: Will the Minister of HEALTH be pleased to state:

(a) whether it is a fact that the report of the survey conducted by a team of social scientists of the National Institute of Health and Family Welfare is pending for a year now;

(b) if so, the reasons for not taking any action on the recommendations of the team; and

(c) what are the major recommendations and the Government's reaction thereto?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH (SHRI NIHAR RANJAN LASKAR): (a) No.

(b) Does not arise.

(c) A statement is attached on this subject. (2)

Statement

The report of the survey conducted by the NIHFV for inviting suggestions from the public on methods of securing a more effective implementation of the Family Welfare Policy was submitted to the Government on 30-9-78.

2. The following action has been taken on the Study Report:—

- (i) The findings of the Study Report have been circulated among all States and Union Territories on 2-1-1979.
- (ii) The findings of the Report were also included in the agenda considered by the Sixth Joint Conference of the Central Council of Health and the Central Family Welfare Council held in New Delhi in April, 1979 and were, no doubt, kept in view by the Conference while framing its resolutions.
- (iii) The findings of the Report have been given to the members of the Working Group on Population Policy set up by the Planning Commission to review and evolve a suitable Population Policy for India. The objective of giving the findings to the members of the Working Group is that these findings will be kept in view by them while preparing their report. The Director, NIHFV, who was one of the authors of the Report, has also been made a member of this Working Group. The final report on the Working Group on Population Policy is awaited.

3. It will thus be seen that apart from the States and Union Territories the Advisory Bodies and Committees

on Family Welfare have also been acquainted with the findings of the Report for being kept in view in the formulation and implementation of the Family Welfare Policy.

4. The important findings of the survey and the Government's views are indicated below:—

- (i) **Finding:** Opinion was divided among Rural/Urban groups and informed Group about the need for compulsory measures in implementing the programme. The rural/urban group generally favoured a voluntary approach while informed group was favouring approaches through statutory measures.

Government's reaction: Government are committed to promote the programme on a purely voluntary basis through a process of motivation and education and providing services on as large scale as possible for voluntary acceptance of the various methods.

- (ii) **Finding:** Some sections of the community have a fear of the after effects of sterilisation:—

Government's reaction: Through the orientation camps being arranged in various States and the method of inter-personal approach as also the provision of intensified follow up measures of the acceptors, necessary action is being taken to dispel all such fears about the various methods. The services of the satisfied acceptors are also utilised in promoting the programme and instilling confidence in the minds of would be acceptors.

- (iii) **Findings:** The system of graded incentives is generally favoured.

Government's reaction: Government feel that while the system of incentives, particularly

cash compensation should continue, the system of graded incentives which was tried earlier and was not an unqualified success is not the best answer to the problem.

(iv) *Finding:* Increase in the minimum age of marriage of boys and girls was generally accepted.

Government's reaction: Necessary action has already been taken and the minimum age of marriage for boys and girls has been increased to 21 and 18 respectively through the Child Carriage Restraint (Amendment) Act, 1978. Due importance to the promotion of population education at all levels is also recognised.

(v) *Finding:* The different kinds of media as well as voluntary agencies and panchayats should be involved in promoting the programme and spreading information in regard to the programme among the population.

Government's reaction: The different kinds of media are already involved in the programme. Special attention is given to the involvement of panchayats and voluntary organisations for promoting the programme. Steady efforts are being made to increase the availability both in quantity and quality of the Family Planning services to the eligible couples. Particular attention is also given to the promotion of the maternal and child health and nutrition programme as also for providing immunisation services. The suggestion of the rural/urban group that inter-personal approach should be given due emphasis has also been accepted and is being acted upon.

Negligence of Railway Doctors of Pathardih

1881. SHRI A. K. ROY: Will the Minister of RAILWAYS be pleased to state:

- whether there was suspension of work due to sad death of late Chandradeep Prasad Ex-Shuntman, Pathardih on 25th and 26th March, 1979 due to negligence of Railway Doctors, Pathardih;
- if so, the details of the case and the agreement made by Chief Personnel Officer, E. Railway, Calcutta at Dhanbad on 26th March, 1980 to resolve the dispute;
- the findings of the enquiry held about the negligence of Railway Doctor; and
- the action taken against the doctors and/or trade union officials in this case?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFAR SHARIEF): (a) to (d). A section of the staff stopped work on 25-3-79 and 26-3-79 in protest against the alleged negligence of a doctor, who reportedly failed to attend on an employee, named Shri Chandradeep Prasad. An enquiry conducted into the incident revealed that the employee died on 25-3-79 due to heart-failure. However, the question as to whether the death was due to negligence or otherwise of a Railway Doctor, is under examination.

चम्बल-अवध एक्सप्रेस को वाराणसी तक बढ़ाना

1882. श्री कृष्ण कुमार गोविल : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या कोटा (राजस्थान) से चलने वाली चम्बल अवध-एक्सप्रेस को वाराणसी तक बढ़ाने का कोई प्रस्ताव है ; और

(ख) यदि हाँ, तो कब तक ?

रेल मंत्रालय में राज्य मंत्री (श्री सी. के. शाफर शारीक) : (क) फिलहाल नहीं ।

(रु) प्रश्न नहीं उठता ।

New Division at Erode

1883. SHRI THAZHAI M. KARUNANITHI: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that eleven members of Parliament belonging to Tamil Nadu have presented a letter to the Railway Minister on 22-8-1979, for the Restoration of Podanur Division, or formation of a new Division either at Erode or at Salem in Southern Railway;

(b) if so, what action has been taken and the details thereof;

(c) if no action has been taken so far, the reasons for the same; and

(d) whether there is any proposal for implementing the above Scheme in the near future?

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

(b) The contents of the letter were examined in depth and a detailed reply was sent. On the basis of operational and administrative considerations, it has not been feasible to create a new division at Erode or Salem. The requirements of rail-users in the area are being adequately catered to with the existing set-up administering rail net-work in the area.

(c) and (d) Do not arise.

Strike by the Employees of Willingdon Hospital

1884 SHRI MOHAMMED ISMAIL: Will the Minister of HEALTH be pleased to state:

(a) whether it is a fact that the Willingdon Hospital workers called off their strike on 24th November, 1979 on the assurance of the former Health Minister that the demands will be implemented;

(b) whether it is also a fact that written agreement was signed between the Joint Secretary (Health) and the Union regarding settlement of demands;

(c) whether it is also a fact that the said agreement was violated by the Hospital authorities that led to strike by employees from 5th December, 1979;

(d) whether Government are aware that the strike was called off on 23rd December, 1979 on the assurance of the D.G.H.S. that the demands which require financial commitments would be fulfilled immediately after the elections and that all other demands would be settled by 31st December, 1979; and

(e) if so, the reasons for non-settlement of demands till now?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH (SHRI NIHAR RANJAN LASKAR): (a) No.

(b) During the progress of negotiations between the Union and the hospital authorities, a Joint Secretary in the Ministry of Health and Family Welfare gave an undertaking to the employees providing "that many of these (their) problems could be settled by quick and individual attention to each of them". It has also agreed that the Government "will try to fulfil as many of the requirements to the extent possible".

(c) The Hospital authorities settled as many of the requirements as could be settled such as—grant of selection grades, allotment of a few additional staff quarters, confirmation of employees, in service training for employees. As such, the question of violation of the agreement does not arise.

(d) and (e). The strike was called off on 22nd December, 1979. Some of the demands not involving financial commitments have been fulfilled. The demands involving financial implications are getting due attention.

सिहोरा में कुतुब एक्सप्रेस को खड़ी करने की व्यवस्था करना

1885. श्री मन्त्रेर शर्मा : क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या बहुत बड़ी संख्या में छात्र, व्यापारी और सरकारी अधिकारी प्रतिदिन सिहोरा से जबलपुर जाते हैं और वहां से सिहोरा आते हैं;

(ख) क्या यह भी सच है कि कुतुब एक्सप्रेस कटनी और जबलपुर पर खड़ी होती है परन्तु अभी तक सिहोरा पर खड़ी नहीं होती है;

(ग) क्या सिहोरा में कुतुब एक्सप्रेस को खड़ी करने का कोई प्रस्ताव है; और

(घ) यदि हाँ, तो इस मामले में निर्णय कब तक किये जाने की संभावना है?

रेल मंत्रालय में राज्य मंत्री (श्री सी. के. जाकर शरीफ) (क) सिहोरा और जबलपुर के बीच प्रतिदिन औसतन लगभग 300 यात्री, जिनमें सीजन टिकटधारी भी शामिल हैं, यात्रा करते हैं।

(ख) जी हाँ।

(ग) और (घ) . सिहोरा स्टेशन पर कुतुब-नर्मदा एक्सप्रेस की ठहराने का कोई प्रस्ताव नहीं है। सिहोरा स्टेशन पर 6 जोड़ी गाड़ियाँ, जिनमें 3 जोड़ी एक्सप्रेस गाड़ियाँ भी शामिल हैं, रुकती हैं तथा ये गाड़ियां यातायात के वर्तमान स्तर की आवश्यकताओं की पर्याप्त रूप से पूर्ति करती हैं।

Criteria for treating department as Industrial or Commercial for purpose of Bonus

1886. SHRI V. N. GADGIL: Will the Minister of LABOUR be pleased to state:

(a) whether Government have decided to give bonus to only those Government employees who are employed in Industrial and Commercial Undertakings of Government; and

(b) if so, what is the criteria adopted by Government for deciding which Department is industrial or commercial?

THE MINISTER OF TOURISM AND CIVIL AVIATION AND LABOUR (SHR J. B. PATNAIK): (a) No such decision has been taken yet.

(b) Does not arise.

Water scarcity in Railway Colony

1887. SHRI NARAYAN CHOUBEY: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware of the acute scarcity of water in the Railway colonies on the S. E. Railway; and

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

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) Water supply in Railway colonies on the S.E. Railway is generally satisfactory. There has, however, been occasional shortage of water supply in isolated areas of stations due to wide spread drought and load cheddging.

(b) Railway authorities are fully seized of the situation and will take steps commensurate with the nature and magnitude of the scarcity conditions as and when they develop.

सिंधियों के लिए पाकिस्तान में धार्मिक स्थानों की यात्रा के लिए प्रबंध

1888. श्री भगवान देव : क्या विदेश मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या भारत सरकार पाकिस्तान सरकार से बातचीत कर भारत के सिंधी हिन्दुओं को पाकिस्तान स्थित साध बेला, जिला शक्कर तथा सन्त टड़राम, मन्दिर, टण्डोजादम, जिला नवाबशाह तीर्थ स्थलों पर जाने के लिये व्यापार व्यापारी सविधाएं प्रदान करने की व्यवस्था करेंगी जो कि पाकिस्तान से आने वाले और भारत स्थित खर्बजा, साहिब की दरगाह, बजामुर की हज यात्रा करने वाले यात्रियों को प्राप्त हैं;

(स) यदि हाँ, तो कब तक यह व्यवस्था हो जाने की संभावना है; और

(ग) यदि नहीं, तो इसमें क्या कठिनाई है?

विदेश मंत्री श्री बी. बी. नरसिंह राव :
 (क) भारत से पाकिस्तान और पाकिस्तान से भारत जाने-आने वाले तीर्थ यात्री दोनों देशों के सिर्फ उन्हीं धर्म-स्थानों की यात्रा कर सकते हैं जो 1976 में भारत और पाकिस्तान के बीच सम्पन्न धर्म-स्थानों से सम्बद्ध प्रोतोकाल की शर्तों के अन्तर्गत सहमत सूची में आते हैं। उजमेर स्थित हजरत मोहम्मदनुद्दीन चिश्ती की दरगाह भारत के एसे धर्म-स्थानों की सूची में शामिल है। हमने पाकिस्तान सरकार को इस सहमत सूची में शामिल किए जाने के लिए पाकिस्तान के कुछ और धर्म-स्थानों की एक सूची भेजी है जिसमें सक्कर जिले में स्थित साधु बेला भी शामिल है।

जिला नवाब शाह स्थित सन्त टज़र्राम मन्दिर टण्डोआदम तथा पाकिस्तान के अनेक अन्य धर्म-स्थानों को उक्त सूची में शामिल करने के लिए भी हाल ही में अनुरोध प्राप्त हुआ है। यदि उन्हें उक्त सूची में शामिल कर लिया जाता है तो निःसन्देह हम उन्हीं सुविधाओं की मांग करेंगे जो भारत में उजमेर स्थित हजरत मोहम्मदनुद्दीन चिश्ती की दरगाह तीर्थ अन्य धर्म-स्थानों की यात्रा करने वाले पाकिस्तानी तीर्थ-यात्रियों को उपलब्ध हैं।

(ख) चूंकि इन पर निर्णय पाकिस्तान की सरकार द्वारा लिया जाता है, अतः यह बताना सम्भव नहीं है कि इन प्रबंधों में कितना समय लगेगा। फिर भी, हमारी कोशिश होगी कि यह मामला यथाशीघ्र तय हो जाए।

(ग): प्रश्न नहीं उठता।

Kollengode-Trichur line

1889. SHRI V. S. VIJAYA-RAGHAVAN: Will the Minister of RAILWAYS be pleased to state what is the present position of proposed Kollengode-Trichur and Guruvayur-Kuttippuram Railay Lines?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): Kollengode and Trichur are already connected by a BG/MG railway line. There is no proposal under consideration for constructing a shorter railway line connecting these places.

Upgrading of the earlier survey for Trichur-Guruvayur-Kuttiapuram railway line has been included in the Railway Budget 1980-81.

Tamluk-Digha line

1890. SHRI SUDHIR KUMAR GIRI: Will the Minister of RAILWAYS be pleased to state.

(a) whether Government have found it feasible to construct a rail-link from Tamluk to Digha in the District of Midnapur of West Bengal;

(b) if so, the details thereof; and

(c) when the work would start?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) to (c). A preliminary engineering-cum-traffic survey for a rail link from Tamluk to Digha with alternative from Contai Road to Digha has been sanctioned in the Budget for 1979-80 and the survey is in progress. A decision will be taken after the survey report is received and examined, taking also into account the financial viability and availability of resources.

Villages without medical facilities in Rajasthan

1891. SHRI SATISH AGARWAL: Will the Minister of HEALTH be pleased to state:

(a) what was the Central assistance given during the last two years to the State of Rajasthan for strengthening medical facilities in the rural areas;

(b) the total number of villages in Rajasthan which do not have the

facility for a doctor and a midwife; and

(c) what plans the Central Government have to provide such medical facilities to the villages of Rajasthan and the allocations made by them in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH (SHRI NIHAR RANJAN LASKAR): (a) The Central assistance given during the last two years to the State of Rajasthan for strengthening of medical facilities in the rurals areas is as follows:

Programmes	1978-79	1979-80 (Rs. in lakhs)
(i) Community Health Volunteers Scheme .	50.86	159.05
(ii) Multipurpose Workers Scheme	23.57	40.71
(iii) Dais Training Programme .	15.00	32.00
(iv) Reorientation of Medical Education Scheme .	19.16 (in cash)	50.00 (in kind)
(v) Minimum Needs Programme	148.30	208.91
(vi) Medical/Hospital and Dispensary	266.09	32.03

(b) Medical facilities in the rural areas are provided through a network of Sub-centres/Primary Health Centres/Rural Hospitals/dispensaries etc. A Primary Health Centre caters to the needs of 80,000—1,00,000 population covering 80—100 villages and a Sub-centre caters to the needs of 10,000 population. As on 1-4-1979, 232 Primary Health Centres and 2120 Sub-centres were functioning in the State. Out of these 198 Primary Health Centres were functioning with 2 or more doctors and the remaining 34 with one doctor each. No Primary Health Centre is functioning

without a doctor. The Planning Commission have agreed in principle to the establishment of a Primary Health Centre for 20,000 population in the tribal, hilly and backward areas.

The Planning Commission have also now agreed to a revised norm for the establishment of a Primary Health Centre for every 50,000 population. 25 per cent of the PHCs are to be upgraded to 30 bedded hospitals.

Auxiliary Nurse Midwives are provided at each Sub-centre, which is established for a population of 10,000 in about 10 villages. Against 2120 Sub-centres functioning in the States there were 2026 ANMs in position as on 1-4-1978.

(c) Besides the above, there are four schemes operating in this State aimed at improving health facilities in the rural areas. These are:

- (i) Community Health Volunteers Scheme;
- (ii) Multipurpose Workers Scheme;
- (iii) Dais Training Programme;
- (iv) Reorientation of Medical Education Scheme.

Under the Community Health Volunteers Scheme, the community/village with a population of 1,000 selects a person from amongst its residents to work as a CHV to look after its health needs. Under the Multipurpose Workers Scheme, unipurpose workers are being given reorientation training to equip them with the skills to perform duties under different programme. There will be two such workers—one male and one female—for every 5000 population. Under the dais training programme, there is provision for the training of a conventional dai for every village in the skill of carrying out deliveries and related maternity services. Under the reorientation of medical education scheme three mobile clinics are being provided, free of charge, for each medical college for the purpose of reorientation in community health of the faculty members

and the students in the medical colleges. These mobile clinics would also help render specialised services in the rural areas.

The allocation made for providing medical facilities in Rajasthan during 1980-81 ays as follows:

Scheme	(Rs. in lakhs)
(i) Community Health Volunteers Scheme	45.00
(ii) Multipurpose Workers Scheme	3.00
(iii) D is Training Programme	14.00
(iv) Reorientation of Medical Education Scheme	23.95 (Cash)
(v) Minimum Needs Programme	193.00
(vi) Medical Hospital and Dispensary	35.00

Persons killed and injured in train accident on Bhubaneswar Railway Station

1892. SHRI RASA BEHARI BEHERA: Will the Minister of RAILWAYS be pleased to state:

(a) the number of persons injured and killed in train accident on 5th March, 1980 at Bhubaneswar Railway Station in Orissa; and

(b) whether any investigation has been made into the accident and if so, the findings thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) Presumably the reference is to the incident which occurred on 4-3-1980 at Lingaraj Temple Road Passenger Halt, situated between Retang and Bhubaneswar stations. On that day a number of passengers got down from 214 Puri-Cuttack Passenger at Lingaraj Temple Road. When they attempted to cross the track, 6 of them got run over by 207 Up Bhadrak-Khurda Road Passenger. Whereas 5 of them were killed, one sustained minor injuries.

(b) The matter is under investigation by the Police.

जयपुर-टोडा रायसिंह रेल लाइन

1893. श्री बनवारो लाल : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या जयपुर से टोडा रायसिंह तक की रेल लाइन को उखाड़ने का कार्य प्रस्ताव है; और

(ख) क्या राजस्थान में किसी और स्थान से भी रेल लाइन को उखाड़ा जा रहा है?

रेल मंत्रालय में राज्य मंत्री (श्री सी. के जाफर शरीफ): (क) और (ख) . जी नहीं।

Electrification of Waltair-Kirundul line

1894. SHRI S.R.A.S. APPALANAIDU: Will the Minister of RAILWAYS be pleased to state:

(a) whether the electrification of Railway line from Waltair to Kirundul on South-Eastern Railway has been slowed down;

(b) if so, the reasons therefor;

(c) whether any compensation is being paid to the contractor; and

(d) if so, the amount thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) and (b). No. However, due to general escalation of prices experienced in 1973-74 and financial stringency thereafter in the 5th Plan, Electrification projects on Indian Railways including Waltair-Kirandul had to be phased out within the annual allotment of funds. Accordingly, the target for completion of this project had to be deferred.

(c) and (d). Yes. As phasing out of the work had to be done after the award of contracts, the two contractors had to be paid a total of about Rs. 40 lakhs.

मलौरिया विभाग के निगरानी निरीक्षक के प्रति किया गया अन्याय

1895. श्री अटल बिहारी बाजपेयी : क्या स्वास्थ्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि मध्य प्रदेश के स्वास्थ्य विभाग ने बहु-उद्देश्यीय योजना को कियान्वित करते समय मलौरिया विभाग के निगरानी निरीक्षक संवर्ग को 135-190 रुपये के वेतनमान वाले कर्मचारियों के बराबर माना है तबकि उनका वेतनमान 195-330 रुपये है ;

(ख) क्या यह भी सच है कि बहु-उद्देश्यीय योजना के लिये सुपरवाइजरों के पद बनाने के संबंध में राज्य स्तर पर क्रोह्य स्पष्ट नीति नहीं है और इन पक्षों के बृन्दावे जूने का कार्य जिला अधिकारियों पर छोड़ दिया गया है ; और

(ग) यदि हां, तो ये असमानताएं दर करने के लिये क्या कार्यवाही की जा रही है ?

स्वास्थ्य मंत्रालय में राज्य मंत्री (श्री निहार रंजन लक्ष्मण) : (क) मध्य प्रदेश सरकार से प्राप्त हुई सूचना के अनुसार, बहु-उद्देश्यीय कार्यकर्ता योजना के एक अंग के रूप में, मलौरिया निगरानी निरीक्षक की कार्यवेक्षण पाठ्यक्रम का प्रशिक्षण दिया जा रहा है । उन्हें 135-195 रुपये के वेतनमान वाले कर्मचारियों के बराबर नहीं माना गया है जिन्हें कार्यकर्ता पाठ्यक्रम में प्रशिक्षित किया पाठ्यक्रम में प्रशिक्षित किया गया है ।

(ख) जी नहीं, बहु-उद्देश्यीय योजना के लिए सुपरवाइजरों के पद बनाने का प्रश्न राज्य सरकार के विचाराधीन है ।

(ग) यह प्रश्न नहीं उठता ।

Non Deposit of PF by Tea Estates in West Bengal

1896. SHRI SUBODH SEN: Will the Minister of LABOUR be pleased to state:

(a) whether Government are aware that a number of Tea Estates

have failed to deposit provident fund with the appropriate authority in the State of West Bengal; and

(b) if so, the names of the defaulting estates and the amount involved?

THE MINISTER OF TOURISM AND CIVIL AVIATION AND LABOUR (SHRI J. B. PATNAIK): (a) and (b). The requisite information is being collected and will be laid on the Table of the Sabha.

Demilitarization of Indian Ocean

1897. SHRI MUKUNDA MANDAL: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) what are the Nations who are in favour of demilitarization of Indian Ocean;

(b) whether this region has become the cockpit of confrontation between U.S.A. and U.S.S.R.;

(c) if so, details thereof; and

(d) what is the reaction of the Government in regard thereto?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) A majority of countries support the UN Resolution calling for the Establishment of a Zone of Peace in the Indian Ocean. A list of countries which had voted in favour of UN General Assembly Resolutions No. 34/80 A&B in December, 1979, is enclosed. These Resolutions called for the implementation of the Peace Zone Resolution, first adopted in December, 1971.

(b) It is a matter of regret that despite our earnest desire to see the Indian Ocean become a Zone of Peace, there has been a continuing escalation in the military presence of the Super Powers in this area.

(c) and (d). Consistent with our policy, we cannot but be concerned at any escalation in foreign military presence in this area. Any enhancement of the military presence of the two Super Powers will only add to the existing tension in this area.

**RECORDED VOTE ON RESOLUTION
34/80 A.**

In favour:

1. Algeria
2. Angola
- 3 Argentina
4. Australia
5. Austria
6. Bahamas
7. Bahrain
- 8 Bangladesh
9. Barbados
10. Benin
11. Bhutan
12. Bolivia
13. Botswana
14. Brazil
15. Burma
16. Burundi
17. Cape Verde
18. Central African Republic
19. Chad
20. Chile
21. China
22. Comoros
23. Congo
24. Costa Rica
25. Cuba
26. Cyprus
27. Democratic Kampuchea
28. Democratic Yemen
29. Djibouti
30. Dominican Republic
31. Ecuador
32. Egypt
- 33 El Salvador
34. Ethiopia
35. Fiji
36. Finland
37. Gabon
38. Gambia
39. Ghana
40. Greece
41. Grenada
42. Guatemala
43. Guinea
44. Guinea-Bissau
45. Guyana
46. Haiti
47. Honduras
48. Iceland
49. India
50. Indonesia
51. Iran
52. Iraq
53. Ivory Coast
54. Jamaica
55. Japan
56. Jordan
57. Kenya
58. Kuwait
59. Lao People's Democratic Republic
60. Lebanon
61. Lesotho
62. Liberia
63. Libya
64. Madagascar
65. Malaysia
66. Maldives
67. Mali
68. Malta
69. Mauritania
70. Mauritius
71. Mexico
72. Morocco
73. Mozambique
74. Nepal
75. New Zealand
76. Niger
77. Nigeria
78. Oman
79. Pakistan
80. Panama
81. Papua New Guinea
82. Paraguay
83. Peru
84. Philippines

85. Qatar	6. Austria
86. Romania	7. Bahamas
87. Rwanda	8. Bahrain
88. Samoa	9. Bangladesh
89. Sao Tome and Principe	10. Barbados
90. Saudi Arabia	11. Benin
91. Senegal	12. Bhutan
92. Sierra Leone	13. Bolivia
93. Singapore	14. Botswana
94. Spain	15. Brazil
95. Sri Lanka	16. Bulgaria
96. Sudan	17. Burma
97. Suriname	18. Burundi
98. Swaniland	19. Byelorussia
99. Sweden.	20. Cape Verde
100. Syria	21. Central African Republic
101. Thailand	22. Chad
102. Togo	23. Chile
103. Trinidad endrobago	24. China
104. Tunisia	25. Comoros
105. Turkey	26. Costa Rica
106. Uganda	27. Cuba
107. United Arab Emirates	28. Cyprus
108. United Republic of Cameroon	29. Czechoslovakia
109. United Republic of Tanzania	30. Democratic Kampuchea
110. Upper Volta	31. Democratic Yemen
111. Uruguay	32. Djibouti
112. Venezuela	33. Dominican Republic
113. Viet Nam	34. Ecuador
114. Yemen	35. Egypt
115. Yugoslavia	36. El Salvador
116. Zaire	37. Ethiopia
117. Zambia	38. Fiji
	39. Finland
	40. Gabon
	41. Gambia
	42. German Democratic Republic
	43. Ghana
	44. Greece
	45. Grenada
	46. Guatemala
	47. Guinea

RECORDED VOTE ON RESOLUTION 34/80 B:

In favour:

1. Afghanistan
2. Algeria
3. Angola
4. Argentina
5. Australia

6. Austria
7. Bahamas
8. Bahrain
9. Bangladesh
10. Barbados
11. Benin
12. Bhutan
13. Bolivia
14. Botswana
15. Brazil
16. Bulgaria
17. Burma
18. Burundi
19. Byelorussia
20. Cape Verde
21. Central African Republic
22. Chad
23. Chile
24. China
25. Comoros
26. Costa Rica
27. Cuba
28. Cyprus
29. Czechoslovakia
30. Democratic Kampuchea
31. Democratic Yemen
32. Djibouti
33. Dominican Republic
34. Ecuador
35. Egypt
36. El Salvador
37. Ethiopia
38. Fiji
39. Finland
40. Gabon
41. Gambia
42. German Democratic Republic
43. Ghana
44. Greece
45. Grenada
46. Guatemala
47. Guinea

48. Guinea-Bissau
 49. Guyana
 50. Haiti
 51. Honduras
 52. Hungary
 53. Iceland
 54. India
 55. Indonesia
 56. Iran
 57. Iraq
 58. Ivory Coast
 59. Jamaica
 60. Japan
 61. Jordan
 62. Kenya
 63. Kuwait
 64. Lao People's Democratic Republic
 65. Lebanon
 66. Lesotho
 67. Liberia
 68. Libya
 69. Madagascar
 70. Malaysia
 71. Maldives
 72. Mali
 73. Malta
 74. Mauritania
 75. Mauritius
 76. Mexico
 77. Mongolia
 78. Morocco
 79. Mozambique
 80. Nepal
 81. New Zealand
 82. Niger
 83. Nigeria
 84. Oman
 85. Pakistan
 86. Panama
 87. Papua New Guinea
 88. Paraguay
 89. Peru
 90. Philippines
 91. Poland
 92. Qatar
 93. Romania
 94. Rwanda
 95. Samoa
 96. Sao Tome and Principe
 97. Saudi Arabia
 98. Senegal
 99. Sierra Leone
 100. Singapore
 101. Spain
 102. Sri Lanka
 103. Sudan
 104. Suriname
 105. Swaziland
 106. Sweden
 107. Syria
 108. Thailand
 109. Togo
 110. Trinidad and Tobago
 111. Tunisia
 112. Turkey
 113. Uganda
 114. Ukraine
 115. USSR
 116. United Arab Emirates
 117. United Republic of Cameroon
 118. United Republic of Tanzania
 119. Upper Volta
 120. Uruguay
 121. Venezuela
 122. Viet Nam
 123. Yemen
 124. Yugoslavia
 125. Zaire
 126. Zambia.

Economy Measures in India's Foreign Missions

1898. SHRI UTTAMRAO PATIL: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether Government are considering fresh economy measures in the working of our foreign embassies/missions etc; and

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

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHARAO) (a) and (b). Government keep economy measures for our Missions and other establishments constantly under review and study. Recently this has been undertaken specifically in pursuance of the recommendations of Estimates Committee. As a result, it has been possible to reduce 33 India-based posts and 35 local posts. The study continues to be in progress.

With a view to cutting down recurring, and ever-increasing expenditure on rentals, Government have recently taken steps to purchase property abroad for some of our Chanceries, Embassy Residences and residential flats.

Government have also taken steps to curtail expenditure on telegrams, home leave passages, and hotel stays.

Seniority List

1899. SHRI T. S. NEGI Will the Minister of RAILWAYS be pleased to state:

(a) whether a combined seniority list of IOW, PWI and D/men etc. was issued by Northern Railway Head Quarter in 1978;

(b) whether for regular promotion to posts of Assistant Engineers (Civil Wing) candidates are called for written test on the basis of said seniority list;

(c) whether in the matter of *ad hoc* promotions in Northern Railway

above seniority list is being ignored and drawing office staff is not considered for *ad hoc* promotion;

(d) whether several senior persons of drawing office have not been given *ad hoc* promotion, but junior persons of other categories have been given *ad hoc* promotion;

(e) if so, reasons therefor and whether any instructions to this effect have been received by Northern Railway from Railway Board; and

(f) position in other Regional Railways in the matter of *ad hoc* promotions to drawing office staff?

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

(a) Yes.

(b) Yes.

(c) to (e). Drawing Office staff are considered for promotion to Class II on Railways as per their combined seniority but they are promoted as Assistant Engineers only when posts in their stream become available.

No instructions in this regard have been issued by the Railway Board to the Northern Railway.

(f) Same as indicated against part (c) above.

बाड़मेर-जोधपुर ट्रेन के साथ द्वितीय श्रेणी का शयन-यान जोड़ना

1900. श्री विरधी चन्द जैन : क्या रेल मंत्री वह बताने की कृपा करेंगे कि :

(क) क्या बाड़मेर जिले के लोगों ने प्रातः चलने वाली बाड़मेर-जोधपुर ट्रेन के साथ एक द्वितीय श्रेणी का शयन-यान जोड़ने के लिये समय-समय पर बहुत से अभ्यावेदन दिये हैं,

(ख) यदि हां, तो क्या इस मांग के पूरा करने में उनके मंत्रालय को कठिनाइयों का सामना करना पड़ रहा है, और

(ग) यदि हां, तो क्या इन कठिनाइयों को दूर किया जायेगा और यदि हां, तो कब तक ?

रेस मंत्रालय में राज्य मंत्री (श्री सौ. के. आफर शरीफ): (क) से (ग) :

बाड़मेर और जोधपुर के बीच शयनयानों में यात्रा करने के इच्छुक यात्रियों की सुविधा के लिए, बाड़मेर और जोधपुर के बीच 97/98 एक्सप्रेस और 1 जे बी/2 जे बी सवारी गाड़ियों में दूसरे दर्जे का एक 2 टियर शयनयान पहले से चल रहा है, जो क्रमशः रातभर और दिन के समय की सेवाएं मुहूर्या करती है। दिन में चलने वाली गाड़ियों में शयनयान लगाने की रेलवे की नीति नहीं है क्योंकि ये मूलतः रात के समय यात्रा करने के लिए शयन शायिकाओं की व्यवस्था करने के लिए हैं।

महसाना पालनपुर तथा कलोल के बीच गाड़ियां चलाना

1901. श्री मोती भाई आर. चांधरी: क्या रेस मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या महसाना से पालनपुर तक और महसाना से कलोल तक, इन लाइनों पर भारी यातायात को दोखते हुए, कुछ नई गाड़ियां चलाने का विचार है, और यदि हां, तो कब तक ;

(ख) क्या इन लाइनों पर इस क्षेत्र के बहुत से संगठन भी विगत अनेक वर्षों से इस तरह की मांग करते आ रहे हैं परन्तु उसे अभी तक पूरा नहीं किया गया है, और यदि हां, तो इसके क्या कारण रहे हैं, और

(ग) क्या उक्त स्टेशनों के बीच नई गाड़ियां चलाने की इस मांग को तुरन्त ही पूरा करने का विचार है ?

रेस मंत्रालय में राज्य मंत्री (श्री सौ. के. आफर शरीफ) : (क) से (ग) . महसाना और पालनपुर तथा महसाना और कलोल के बीच और अधिक सवारी गाड़ियां चलाए जाने के लिए मांग की गयी है। इस समय कलोल और महसाना खंड के बीच 12 जोड़ी सवारी गाड़ियां तथा महसाना और पालनपुर के बीच 8 जोड़ी सवारी गाड़ियां चल रही हैं। परिचालन संबंधी विभिन्न कठिनाइयों के कारण इस समय कोई नयी गाड़ी चलाना व्यावहारिक नहीं है।

Charges against Pakistani Diplomat

1902. SHRI CHIRANJI LAL SHARMA: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether it is a fact that a Pakistani Diplomat posted in India was ordered to leave the country recently; and

(b) if so, the details of the charges against the said diplomat?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) and (b). The Pakistan Embassy was asked to withdraw one of its subordinate officials for activities inconsistent with his official position.

उत्तर प्रदेश में पौखल से माडल तक सड़क बनाने का प्रस्ताव

1903. श्री निहाल सिंह :

श्री उत्तम राव पाटिल :

क्या नावहन और परिवहन मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या उत्तर प्रदेश के पौड़ी गढ़वाल जिले में पौखल से माडल तक मोटर-वाहनों के आने-जाने के लिए एक सड़क बनाने का कोई प्रस्ताव सरकार के विचाराधीन है;

(ख) यदि हां तो उक्त प्रस्ताव पर अन्तिम निर्णय कब तक लिए जाने की संभावना है यदि नहीं, तो उसके क्या कारण हैं ; और

(ग) यदि उपर्युक्त भाग (क) का उत्तर सकारात्मक हो, तो अनुमति लागत क्या होंगी और तत्संबंधी व्यौरा क्या है ?

नावहनी और परिवहन मंत्री (श्री ए. पी. शर्मा) : (क) से (ग) : यह एक राज्य सड़क है। प्राप्त सूचना के अनुसार राज्य सरकार ने मोटर-गाड़ियों के आने-जाने के लिए पौखल से भवासी तक तीन कि. मी. लंबी एक सड़क बनाने के लिए 7.50 लाख रुपये की स्वीकृति पहले ही दे रखी है। राज्य के चीफ इन्विनियर ने 12.35 लाख रुपये

की लागत से भवानी से आगे 5 कि. मी. लंबी एक और सड़क बनाने का प्रस्ताव राज्य सरकार को भेजा है।

Memo by Koraput Railwaymen's Congress ..

1904. SHRI GIRIDHAR GOMAN-GO: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railwaymen's Congress Koraput, Orissa submitted a memorandum to the South Eastern Railway authority focussing the different problems faced by them for the consideration of the concerned authority;

(b) if so, the main demands therefor;

(c) how many of them have so far been taken for consideration for implementation by the authority; and

(d) what are the reasons for delay in the implementation of the demands by the South Eastern Railway?

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

(a) Yes.

(b) to (d). In accordance with Government's policy, staff representations received from any source are given due consideration and such action as considered necessary is taken. The demands contained in the memorandum submitted by the South Eastern Railwaymen's Congress have been dealt with within the framework of this policy.

Higher Grades to Train Examiners

1905. SHRI SURAJ BHAN: Will the Minister of RAILWAYS be pleased to state:

(a) the total number of posts of higher grades, grade-wise provided in Train Examiners cadre on North-Eastern, North-East Frontier, Southern and Western Railways by virtue of

Railway Board's letter No. PC-III/78/UPG/8 dated 1st January, 1979 regarding Cadre—Restructure; and

(b) what is the total number of posts grade-wise, in train examiners cadre before 1st January, 1979 and after 1st January, 1979 on these Railways?

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

(a) and (b). Information is being collected and will be laid on the table of the Sabha.

Bharatpur—Kosi Kalan Line

1906. SHRI RAJESH PILOT: Will the Minister of RAILWAYS be pleased to state:

(a) whether there was any plan to connect Bharatpur with Kosi Kalan by Main broad gauge via Kama Deeg, Kureeth-Bharatpur; and

(b) if so, the progress made in this regard?

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

(a) No.

(b) Does not arise

Attaching a Bogie to Sabarmati Express from Surat

1907. SHRI U. H. PATEL: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government propose to add one bogie to Sabarmati Express running from Surat-Bulsar Railway Stations or nearby Stations for passengers of Adivasi area of Bulsar District for the Northern States and Pilgrimage Centres of Uttar Pradesh;

(b) if so, when it will be attached and if not, the reasons therefor; and

(c) whether there are demands for the same from various quarters and

organisations of Bulsar and Surat Districts for the said facility?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFAR SHARIEF): (a) to (c). For want of room on 165/166 Sabarmati Express to haul an additional coach as a regular measure, it is operationally not feasible at present to introduce a through coach between Surat/Valsad and Varanasi/Faizabad on 165/166 Sabarmati Express.

Proposal by European Countries Re: Neutrality of Afghanistan

1908. **SHRI MADHAVRAO SCINDIA:** Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether the proposal from some of the European countries to plan Kabul as neutral country is under consideration of Government;

(b) if so, the details thereof; and

(c) the reaction of Government thereto?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHARAO): (a) to (c). The Government is aware of the proposal made by the EEC countries on the 19th February 1980 regarding Afghanistan. The Government does not exclude consideration of any proposal for a solution of the situation arising out of developments in Afghanistan. Our own views are that no clear solution as yet appears possible, but the principles enunciated in the Indo-French declaration provide the basis around which solutions can possibly emerge.

Cola Nut Extracts in Campa Cola and Thums Up

1909. **SHRI CHANDRADEO PRA-SAD VERMA:** Will the Minister of HEALTH be pleased to state:

(a) what are the prescribed norms for Cola Nut extracts as per P.F.A./F.P.O. in soft beverage before it can be called a Cola Drink;

(b) whether Government have taken any step to analyse the so-called drinks like Campa Cola and Thums Up;

(c) whether the existing soft drinks claiming in their advertisement are really containing Cola Nut extracts or misguiding the public; and

(d) if they do not really contain cola nut, what action Government propose to take against the manufacturers of these drinks?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH (SHRI NIHAR RANJAN LASKAR): (a) Cola drink has not been defined under the provisions of the Prevention of Food Adulteration Act. A proposal for laying down standards for Cola beverages is, however, under active consideration.

(b) to (d). The products of Campa Cola and Thumps Up were got analysed from the laboratories. In the absence of any known technique available for differentiating between a Cola beverage and a non-Cola beverage it has not been possible to specifically contradict or confirm that the product contained cola nut extractives.

Unless and until Cola is defined under the Prevention of Food Adulteration Act, the Government have no strong views on the use of the word "Cola" to describe a soft drink.

Suggestions from Mr. Judia Palekar on Pay Scales for Journalists

1910. **SHRI RAMAVATAR SHASTRI:** Will the Minister of LABOUR be pleased to state:

(a) whether Mr. Judia Palekar, who heads two tribunals has in his proposals suggested higher pay-scales, night duty and compensatory allowances for Working Journalists and Non-Journalists;

(b) if so, the details thereof;

(c) whether any decision has been taken on these proposals; and

(d) if so, the gist thereof?

THE MINISTER OF TOURISM & CIVIL AVIATION AND LABOUR (SHRI J. B. PATNAIK): (a) and (b). The tentative proposals published by the Tribunals for Working Journalists and the Non-Journalist newspaper employees are laid on the Table of the House. [Placed in Library. See No. LT-703-A/80]

(c) and (d). Decision of Government will be taken on the recommendations of the Tribunal when the final report is received.

People killed while Travelling on Rooftop of Avadh-Tirhut Mail

1911. SHRIMATI SUSEELA GOPALAN: Will the Minister of RAILWAYS be pleased to state:

(a) the total number of people killed and injured while travelling on rooftop of Avadh-Tirhut Mail on 2nd February, 1980 near Patidah Station of North East Frontier Railway:

(b) details thereof; and

(c) whether any enquiry has been ordered in the matter?

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

(a) Killed 17 Injured — Nil

(b) On 2-2-1980, 17 persons travelling on the roof of 1 Dn. Avadh-Tirhut Mail got hit by the portal frames of the third span of the Bhulikadoba Bridge, situated between Sorbhog and Patildah stations of Northeast Frontier Railway, and received fatal injuries.

(c) This incident was inquired into by a Committee of Administrative Officers. According to the findings of inquiry committee, this unfortunate incident was the result of unauthorised roof travelling by the deceased during night time and in foggy weather.

Proposal for Additional Berth in Tuticorin Port

1912. SHRI K. T. KOSALRAM: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether Government have received any proposal for additional four berths in Tuticorin Port; and

(b) if so, the action taken thereon?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI A. P. SHARMA): (a) and (b). Recently a proposal has been received from the Tuticorin Port for the creation of two additional berths. It would be examined on merits.

Unloading of Wagons at Nagpur

1913. SHRIMATI PRAMILA DAN-DAVATE: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that large quantities of wheat and urea are awaiting unloading in the Goods Shed at Nagpur;

(b) whether the Railway officials at the instance of the local traders have refused to allow the Food Corporation of India to unload these wagons; and

(c) if not, what are the reasons for not unloading?

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

(a) to (c). Wagons containing food-grains and fertilisers which include urea fertiliser, consigned to the Food Corporation of India, are booked for unloading at Food Corporation of India siding at Ajni (in Nagpur area). As the F.C.I. had difficulties in dealing with the wagons at their siding at Ajni, they had, on certain occasions, requested for the placement of wagons at Nagpur station goods shed instead of at their siding at Ajni. Due to slow removal of the consignments from the goods

shed by F.C.I., there was an accumulation and this, in turn, affected further unloading of wagons. The slow removal was due to "work-to-rule" agitation by the F.C.I. staff and the failure of Flour Mills and Collectors to bring sufficient trucks for lifting stocks due to shortage of diesel oil. The position has since improved and normalcy restored.

**Under-employed and Educated
Unemployed**

**1914. SHRI K. PRADHANI:
SHRI A. NEELALOHITHA-
DASAN:**

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

- (a) the number of unemployed and under-employed persons in the country during the last three years (State-wise);
- (b) the number of educated unemployed among them; and
- (c) the sources from which the information is collected and compiled?

THE MINISTER OF TOURISM & CIVIL AVIATION AND LABOUR (SHRI J. B. PATNAIK): (a) and (b). Available State-wise estimates of unemployment and under-employment relate to the period 1977-78 and these are the estimates provided by the provisional results of the 32nd round Survey of the National Sample Survey Organisation conducted during July 1977—June 1978. These are indicated in statement-I laid on the Table of the House. [Placed in Library. See No. LT-703B/80].

The break-up of these estimates into educated and uneducated is not available.

The number of job-seekers registered with the Employment Exchanges in the different States and Union Territories on 31-12-1977, 31-12-1978,

30-6-1979 and 31-12-1979 (not all of whom are unemployed) is given in Statement-II, laid on the Table of the House. [Placed in Library. See No. LT/80]. The number educated job-seekers registered with the Employment Exchanges in the different States and Union Territories on 31-12-1977, 31-12-1978 and 30-6-1979 is given in Statement III laid on the Table of the House. [Placed in Library. See No. LT/80].

(c) The estimates presented in Annexure-I are based on the provisional results of the National Sample Survey 32nd round Survey on Employment and Unemployment conducted during the period July 1977—June, 1978. The statistics presented in Statements II and III are compiled from the periodic statistical returns received from the Employment Exchanges in the country.

**Chinese Offer to Pakistan for Military
Centre in Gilgit**

1915. SHRI K MALLANNA: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

- (a) whether it is a fact that China has offered to assist Pakistan in opening another military centre in Gilgit;
- (b) if so, the details in this regard; and
- (c) Government's reaction thereon?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) to (c). Government has seen press reports to the effect that Chinese experts are setting up a training centre in Pakistan-occupied Kashmir. The reports have been denied by both Pakistan and China and Government have no confirmation of these reports. However, if some confirmation of these reports is received, the fact that we view with grave concern any military activity in a territory which is an integral part of India will be made known appropriately.

New Projects for the benefit of Workers at Kandla Port

1916. SHRI AMARSINH V. RATHAWA: Will the Minister of SHIPPING AND TRANSPORT

be pleased to state the details of the new Projects that have been undertaken or proposed to be undertaken for the benefit of workers at Kandla Port?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI A. P. SHARMA): At Kandla Port the following Projects have been undertaken or are proposed to be undertaken for the benefit of Port Trust Workers:—

(a) 588 plots have been allotted to employees for house building and more plots are likely to be allotted;

(b) Extension of Labour Amenity Centre in cargo jetty area;

(c) Extension of hospitals in port colonies;

(d) Extension of the school building in the port colony at Kandla;

(e) Provision of Children Park at Kandla;

(f) Provision of lunch room in the cargo jetty area; and

(g) Extension of staff club building at Kandla.

In the Budget Estimates for the year 1980-81 for the projects (b) to (g) above, a provision of Rs. 12 lakhs has been made. The Port Trust has recently introduced a scheme for grant of loans to employees for house building and for this purpose an amount of rupees one crore has been set apart. In addition to above, the Port Trust has undertaken the construction of 280 residential quarters for the Port employees at off shore oil terminal at Vadinar.

2. The Kandla Dock Labour Board has constructed 72 quarters for Dock Workers and 104 more quarters at an

estimated cost of Rs. 23 lakhs are under construction. The Dock Labour Board is also introducing a scheme for grant of House Building Advance to the Dock Workers and for this purpose an amount of Rs. 15 lakhs has been set apart. In the Budget Estimates 1980-81 a provision of Rs. 2 lakhs has been made for extending canteen facilities to the Dock Workers.

दरभंगा से फारबिसगंज तक एक राष्ट्रीय राजमार्ग का निर्माण

1917. श्रीमती कृष्ण शाही : क्या नौवहन और परिवहन मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या यह सच है कि छठी पंचवर्षीय योजना काल में दरभंगा से फारबिसगंज तक एक राष्ट्रीय राजमार्ग बनाने के बारे में बिहार सरकार के प्राककलन सरकार के विचाराधीन हैं; और

(ख) यदि हां, तो दरभंगा से फारबिसगंज तक सड़क का निर्माण-कार्य कब तक आरम्भ होगा?

नौवहन और परिवहन मंत्री (श्री ए. पी. शर्मा) : (क) और (ख) : दरभंगा-फारबिसगंज मार्ग राष्ट्रीय राजमार्ग नहीं है। यह एक राज्य राजमार्ग है। इसलिए यह सड़क राज्य के कार्यक्षेत्र में आती है। बिहार सरकार इस परियोजना के लिए 'राष्ट्रीय महत्व की सड़कों/पुलों' की स्कीम के तहत केन्द्रीय वित्तीय सहायता के लिए जोर दे रही है। इस स्कीम के राष्ट्रीय विकास परिषद् की सिफारिशों का अनुसरण करते हुए 1978-83 की पंचवर्षीय योजना के मसांदे में शामिल नहीं किया गया है। अतः इस स्कीम के अंतर्गत राज्य सरकार के अनुसेध पर विचार करने का प्रश्न नहीं होता है। चूंकि यह राज्य का राजमार्ग है, इसलिए राज्य सरकार को इस मामले पर आगे विचार करना चाहिए।

विरहरथाट पर पुल का निर्माण

1918. श्री कृष्ण चन्द्र शांडेय : क्या नौवहन और परिवहन मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या यह सच है कि बस्ती चिले में सरथू नदी के ऊपर विरहरथाट पर पुल के

निर्माण का सर्वेक्षण कार्य कार्ह वर्ष पहले ही पूरा हो चुका था और पूर्वी उत्तर प्रदेश की जनता बिरहरघाट पर पूल के निर्माण के लिये लगातार मांग कर रही है ;

(क) यदि हाँ, तो इसका निर्माण कार्य कब शुरू हो जायेगा और कब तक इस पूरा कर लिया जायेगा ; और

(ग) यदि नहीं, तो तत्संबंधी कारण क्या है ?

नाराहत और परिवहन मंत्री (श्री ए. पी. शर्मा) : (क) से (ग). यह पूल निर्माण हो जाने के बाद राज्य की सड़क पर पड़े गें। राज्य के लोक निर्माण विभाग से जो ब्यारा प्राप्त हुआ है उससे पता चलता है कि राज्य सरकार ने अभी पूल के लिए कोई सर्वेक्षण नहीं कराया है। इस क्षेत्र के निवासी पूल के निर्माण की मांग कर रहे हैं। राज्य सरकार ने इस पूल के निर्माण की मंजूरी नहीं दी है और इसके निर्माण का कोई प्रस्ताव नहीं है।

funds earmarked for construction of Roads in Kerala State

1919. SHRI SKARIAH THOMAS: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether any funds have been earmarked by the Central Government to Kerala State for the construction of National Highways in Kerala; and

(b) if so, the details of the funds so earmarked?

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

(b) Originally a sum of Rs. 350.00 lakhs was allocated for the development of National Highways in Kerala during 1979-80 but this has been reduced to Rs. 300.00 lakhs at the instance of the State Government.

Euro-Dollar Loan

1920. SHRI K. RAMAMURTHY: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether the Shipping Development Fund Committee has been permitted to raise EURO-DOLLAR loan to comply with the requirements of self help which carries an interest rate of 17 per cent in foreign exchange;

(b) the unspent amount of loan lying at the disposal of Shipping Development Fund Committee;

(c) whether the Shipping Development Fund Committee incurred a loss of Rs. 5 crores because of the foreclosure of mortgages in respect of ships of Indian shipping company; and

(d) if so, the steps proposed to be taken to avert such avoidable losses in foreign exchange?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI A. P. SHARMA): (a) No, Sir.

(b) Of the available amount of Rs. 117.96 crores, Rs. 19.22 crores remained unspent on 1st March, 1980; this is likely to be disbursed by 31st March, 1980.

(c) and (d). No, Sir. However, mortgage in respect of one vessel "CHARTSMA-N" of Nilhat Shipping Company has been foreclosed by Shipping Development Fund Committee for non-payment of the dues and other defaults committed by the company. The suit is pending before the High Court. In the event of decreeing the suit, Shipping Development Fund Committee expects to recover its dues out of the sale-proceeds.

Advertisements to Aligarh Newspapers

1921. SHRI CHITTA MAHATA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the General Manager, Northern Railway,

New Delhi, has acknowledged vide his letter No. 92-PUB/O, dated 14th November, 1979, a letter from some editors of local daily newspapers of Aligarh regarding release of advertisement to their newspapers;

(b) whether it is also a fact that editors of those newspapers have also made a complaint that advertisements are being released by the Northern Railway to even those newspapers which are not on the approved list of the Directorate of Advertising and Visual Publicity, Ministry of Information and Broadcasting, New Delhi;

(c) if the reply to part(b) be in the affirmative, the reaction of Government thereto; and

(d) the list of newspapers maintained by the Northern Railway for the release of advertisements?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF):
(a) and (b). Yes, from the Editor of Aligarh Mail, Aligarh Mail only.

(c) The Editor of Aligarh Mail was requested to furnish the names of newspapers which were not on the approved list of DAVP but had still received advertisements from the Railway so that an enquiry could be made.

(d) A list of newspapers/periodicals maintained by the Northern Railway to whom advertisements are released on a regular basis is attached.

List of Newspapers and Periodicals on the approved list of Northern Railway

English Dailies:

1. Patriot, Delhi.
2. Statesman, Delhi.
3. Indian Express, Delhi.
4. Indian Express, Chandigarh.
5. Hindustan Times, Delhi.
6. Times of India, Delhi & Comb.
7. National Herald, Lucknow.
8. National Herald, Delhi.

9. Tribune, Chandigarh.
10. N. I. Patrika, Allahabad.
11. Pioneer, Lucknow.
12. Kashmire Times, Jammu.
13. Hindu, Madras.
14. Mail, Madras.
15. Indian Express, Bombay.

Hindi Dailies:

1. Nav Bharat Times, Delhi.
2. Hindustan, Delhi.
3. Janyug, Delhi.
4. Vyapar Bharati, Delhi.
5. Doordandesh, Delhi.
6. Milap (H), Juc.
7. Punjab Kesari, Juc.
8. Yug Paksha, Bikaner.
9. Daily Tej, HMH.
10. Veer Partap, Juc.
11. Pravada, Aligarh.
12. Janta Yug, Aligarh.
13. Amar Ujala, Bareilly.
14. Himalaya, Moradabad.
15. Nav Jeevan, Lucknow.
16. Swatantra Bharat, Lucknow.
17. Amrit Prabhat, Allahabad.
18. Aj, Varanasi.
19. Gandiva, Varanasi.
20. Sanmarg, Varanasi.
21. Jan Varta, Varanasi.
22. Bharat, Allahabad.
23. Daily Jagran, Kanpur.
24. Dainik Ganesh, Kanpur.
25. Veer Bharat, Kanpur.
26. Vishva Mitra, Kanpur.

Urdu Dailies:

1. Milap, Delhi.
2. Milap, Jullundur.
3. Hind Samachar, Juc.
4. Daily Ujala, Jammu.
5. Rohjan, Ludhiana.
6. Naya Sansar, Moradabad.
7. Tej, Delhi.

8. Pratap, Delhi.
9. Daily Syasat Jadid, CNB.

Punjabi Dailies:

1. Akali Patrika, Juc.
2. Ajit, Juc.
3. Nawan Jamana, Juc.
4. Ranjit, Patiala.
5. Daily Tarjman, Ludhiana.

English Weeklies:

1. Frontier Mail, Dehra Dun.
2. Himachal Times, Dehra Dun.
3. Link, Delhi.
4. National Solidarity, Delhi.
5. Eastern Economist, Delhi.
6. Spokesman, Delhi.
7. Thought, Delhi.
8. Main Stream, Delhi.
9. Tender News Week, Delhi.
10. Organiser, Delhi.

English Fort-nightly:

1. Caravan, Delhi.

Hindi Weeklies:

1. Senani, Bikaner.
2. Ganrajya, Bikaner.
3. Lokmat, Bikaner.
4. Jangan, Jodhpur.
5. Abhya Doot, Jodhpur.
6. Sewagram, Delhi.
7. Sakshi, Delhi.
8. Hindi, Hardwar.
9. Pilot, Bhatinda.
10. Saptahik Hindustan, Delhi.
11. Ekta Sandesh, Delhi.
12. Vyapar Udyog Patrika, Delhi.
13. Jan Pragati, New Delhi.
14. Gramin Duniya, Delhi.

Urdu Weeklies:

1. Jagar Weekly, Delhi.
2. Shere-i-Punjab, Delhi.

3. Neeshat, MB.

Punjabi Weeklies:

1. Fateh Weekly, Delhi.
2. Punth Weekly, Delhi.
3. Man Sarovar, Delhi.
4. Quami Ekta, Delhi.
5. Panth Prakash, Delhi.

Sindhi Weekly:

1. Sanghathan, Kanpur.

English Monthlies:

1. Indian Railways, Delhi.
2. Contemporary, Delhi.
3. Current Events, Dehradun.

Hindi Monthlies:

1. Maya, Allahabad.
2. Manohar Kahaniya, ALD.
3. Kanchan Prabha, Kanpur.
4. Bhartiya Rail, Delhi.
5. Jagat Monthly, Delhi.
6. Kadambini, Delhi.
7. Chitralekha, Delhi.
8. Sushama, Delhi.
9. Sarita, Delhi.
10. Mukta, Delhi.
11. Jahnavi, Delhi.
12. Danvantti, Aligarh.

Urdu Monthlies:

1. Shama, Delhi.
2. Mastana Jogi.
3. Om Monthly, Delhi.
4. Jamalistan, Delhi.
5. Biswin Sadi, Delhi.

Punjabi Monthlies:

1. Aks, Monthly, Delhi.
2. Preetam, Delhi.
3. Pritlari, Amritsar
4. Punjabi Dijest, Delhi.
5. Prerana, Delhi.
6. Arsee, Delhi.
7. Illustrated Quami Ekta, Delhi.

DTC Service from Shalimar Bagh to Central Secretariat

1922. SHRI PIUS TIRKEY: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that there is no direct DTC bus service from newly developed colony of Shalimar Bagh Block B (Water Tank) New Delhi to Central Secretariat;

(b) whether it is also a fact that a large number of persons who reside in Shalimar Bagh find it difficult to reach their offices in Central Secretariat;

(c) whether Government have any proposal to start regular service from Shalimar Bagh Block B to Central Secretariat; and

(d) the time by which all convenient routes to and fro Shalimar Bagh will be provided?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI A. P. SHARMA):

(a) Yes, Sir.

(b) Shalimar Bagh, a DDA Colony, is still in the developing stage. At present, mini bus route No. M-27 is operating from B Block, Shalimar Bagh to Regal, from where change-over facilities to Central Secretariat are available.

(c) D.T.C. proposes to provide a direct bus service to Central Secretariat from Shalimar Bagh Block B when the traffic demand justifies the service and it acquires additional buses.

(d) As and when traffic needs so demand and the Corporation has additional buses to make the running of additional route feasible, additional routes to and fro Shalimar Bagh will be provided for.

Vacant Posts for SC/ST

1923. SHRI LAKSHMAN MALICK: Will the Minister of RAILWAYS be pleased to state:

(a) the number of posts reserved for the Scheduled Castes/Scheduled Tribes in his Ministry remained vacant on 1st February, 1980; and

(b) what are the reasons for not filling up of these posts and by when vacancies are likely to be filled up?

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

(a) 15 Scheduled Castes and 20 Scheduled Tribes.

(b) The main reason is that the Union Public Service Commission/Staff Selection Commission which are recruiting agencies, have not been able to make available requisite number of staff belonging to these categories. These vacancies will be filled up as soon as persons belonging to these categories are available.

Appointment of Gangmen

1924. SHRI SUSHIL BHATTA-CHARYA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that 315 Gangmen appointed for the maintenance of permanent way have been utilised in personnel Branch in various PWIs/IOWs offices of Southern Railway;

(b) whether it is also a fact that shortage of Gangmen is the main cause for the bad maintenance of permanent way which results in accidents;

(c) whether Government have received a representation from the Southern Railway Personnel Branch Staff Association dated 19th February, 1980 on this issue; and

(d) whether Government propose to sanction additional posts of clerks in Personnel Branch to replace 315.

Gangmen now in PWIs and IOWs offices?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) No, but a few literate Class IV staff are being utilised occasionally in office work.

(b) and (d). There is no shortage and the maintenance of permanent way is good.

(c) Yes.

Non-availability of Septran Medicines in Dispensaries and Hospitals

1925. SHRI AMAR ROYPRADHAN: Will the Minister of HEALTH be pleased to state:

(a) whether it is a fact that Septran (Tablets and Syrup) medicine is not available at CGHS Dispensaries in New Delhi and other hospitals in the country;

(b) if so, the reasons therefor;

(c) whether it is also a fact that instead of Septran medicine, CGHS Dispensaries supply the alternative medicine to the patients; and

(d) if so, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH (SHRI NIHAR RANJAN LASKAR): (a) and (b). The Septran (Tablets and Syrup) medicine is being procured and supplied under its generic name of Trimethoprim or Sulphamethoxazole and not under its brand name, as per policy of the Government based on the recommendations of the Hathi Committee Report.

(c) and (d). Supplies in C.G.H.S. Dispensaries are medicines with the same composition as Septran medicine and in the same strength.

Cargo handling workers in Haldia Port

1926. SHRI SAMAR MUKHERJEE: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether Government have received any representation for regulation of employment of the cargo handling workers in Haldia Port who are being engaged by the users of the Port; and

(b) if so, what action has been taken in the matter?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI A. P. SHARMA):

(a) A representation has been received by the Calcutta Port Trust requesting for permanency of casual cargo handling workers at Haldia on completion of 240 days' casual service.

(b) Calcutta Port Trust is examining the representation.

Goods Traffic

1927. SHRI CHANDRABHAN ATHARE PATIL: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that there has been a sharp fall in the goods traffic moved by rail during 1979 and there was a consequential decline in the earning of revenue on this account;

(b) what has been the total tonnage lifted by the railways during the last three years and what has been the revenue earned each year; and

(c) what action is being taken by Government to increase the goods traffic by rail?

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

(a) Although there was a fall in goods traffic during calendar year 1979 as compared to the corresponding period of last year, yet there was no decline in the goods earnings as compared to the last year.

(b) The revenue earning tonnage lifted and the earnings realised during the last three years is as under:—

	1977-78	1978-79	1979-80
	Actuals	Actuals	Approximates
(Revised estimates)			
Tonnes lifted (in millions)	210.8	199.6	194.0
Goods earnings (in crores of Rs.)	1348.45	1305.41	1447.95

(c) Apart from closely monitoring the movement on a day to day basis at the railways' as well as Railway Board's level, coordination is also being maintained with various concerned agencies to improve wagon turn round.

Laying of new siding

1928. SHRI A. NEELALOHITHADASAN: Will the Minister of RAILWAYS be pleased to state:

(a) what progress, if any, has been made (i) in laying the new siding, and (ii) 8 KM line for the Titanium Complex in Chavara region; and

(b) the progress made as regards engineering surveys of the above siding and line?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) and (b). Engineering survey for the laying of the broad gauge siding line to the Titanium Complex has been completed. Twenty five per cent progress has been achieved so far in laying the siding line.

Sealdah-Bongaon Section

1929. SHRI CHITTA BASU: Will the Minister of RAILWAYS be pleased to state:

(a) the progress of work of the doubling project of Sealdah-Bongaon Section of the Eastern Railway; and

(b) when, the project is likely to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) 35 per cent as on 29th February, 1980.

(b) 31st December, 1981 subject to availability of funds, materials etc.

Passenger Train Services on Ahmedabad-Bombay/Bombay-Delhi Section

1930. SHRI R. P. GAEKWAD: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal to improve amenities/facilities or to augment passenger train services on Ahmedabad-Bombay section or Bom-bay-Delhi section of the Western Railway; and

(b) if so, the nature and details thereof?

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

(a) and (b). In order to ease over-crowding on the Ahmedabad-Bombay section Double Decker Coaches which have 60 per cent more carrying capacity than the conventional coaches have been introduced on 21/22 Flying Ranee between Surat and Bombay. Augmentation of loads of the existing Mail/Express trains on Ahmedabad-Bombay Central and Bombay-Central-Delhi section is at present not operationally feasible for want of room on these trains which are running full load. Introduction of additional trains is also not feasible at present for line capacity constraints and lack of terminal/maintenance facilities in Bom-bay area.

Industrial Accidents during 1979

1931. SHRI NIREN GHOSH: Will the Minister of LABOUR be pleased to state:

(a) the total number of workers who were killed and maimed due to

industrial accidents in the country during 1979;

(b) the industry-wise and State-wise details; and

(c) the steps taken by Government to strengthen industrial safety thereof?

THE MINISTER OF TOURISM AND CIVIL AVIATION AND LABOUR (SHRI J. B. PATNAIK):
 (a) and (b). Statistics relating to industrial accidents and industry-wise details thereof for the year 1979 are expected to be received from the State Governments in the Labour Bureau only from August, 1980.

(c) The following steps have been taken to reduce industrial accidents:

(i) Amendment of the Factories Act, 1948 in 1976 to provide for better safety at work. One of the important amendments is for appointment of Safety Officers in factories employing 1000 or more workers and in factories having hazardous processes. Another amendment relates to expeditious enquiries into all cases of accidents resulting in death.

(ii) Conducting regular training programmes for inspectors of factories, managements and workers in the areas of safety and health.

(iii) Conducting research and promoting training, advisory and consultancy activities on different aspects of safety, health and welfare of workers through the Labour Institutes, Factories Inspectorates and other promotional agencies.

Madras-Tirunelveli Railway Line

1932. SHRI B. BALANANDAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether the attention of Government has been drawn to the growing demand to convert the 700 kilometre Madras-Madurai-Tirunelveli

Railway line from metre gauge into broad gauge;

(b) if so, reaction of Government thereto; and

(c) if not, the reasons for not considering this proposal?

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

(a) Representations have been received in regard to the conversion of MG line from Madras to Tirunelveli.

(b) Re-appraisal of the earlier survey for the construction of BG line from Karur to Dindigul, and conversion of MG from Dindigul to Tirunelveli/Tuticorin has been carried out and the report is under examination. There is no proposal under consideration for the conversion of the MG line between Madras and Tiruchirapalli and Dindigul.

(c) Does not arise.

Jammu-Udhampur Rail Link

1933. DR. KARAN SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether extension of the rail link from Jammu to the Northern Army command Headquarters in Udhampur is being surveyed; and

(b) if so, when this vital rail link will be completed?

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

(a) and (b) A final location (engineering) survey for construction of Jammu-Udhampur rail link is well in progress and is likely to be completed by end of May, 1980. Further consideration to this project will be given after the survey report is received and examined from all angles, subject to availability of resources and clearance of Planning Commission. It is therefore, too early to say as to when the construction will be taken up and completed.

Resumption of Train running between Sabarmati-Ahmedabad and Faizabad and Varanasi

1934. SHRI MAGANBHAI BAROT: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the train running between Sabarmati-Ahmedabad (Gujarat) and Faizabad and Varanasi (Banaras) was discontinued sometime back and later on discontinued beyond Faizabad;

(b) if so, the reasons therefor;

(c) whether it is also a fact that it was the most suitable and direct train for Gujarat people to go to various parts of U.P. and particularly to Lucknow and the holy places like Ayodhya and Banaras etc.; and

(d) if so, when the above train is likely to be extended upto Banaras?

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

(a) and (b). Train No. 163 Up/164 Dn Sabarmati Express and New No. 165 Up/166 Dn was introduced between Ahmedabad-Faizabad-Varanasi with effect from 26th January, 1976. This train was scheduled to run daily between Ahmedabad and Faizabad and twice a week between Faizabad-Varanasi. These trains were not well patronised between Faizabad and Varanasi and accordingly their run on Faizabad-Varanasi was cancelled from 17th November, 1977.

(c) and (d). From 3rd March, 1980 the runs of 165/166 Sabarmati Expresses over the curtailed section viz. Faizabad and Varanasi have since been restored on two days a week basis as before.

ग्वालियर-गुना लाइन

1935. श्री एन. के. शेषदत्तकर: क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या उज्जैन और इन्दौर को सीधे ही ग्वालियर के जोड़ने के लिये तथा ग्वालियर

से गुजरात और उत्तर प्रदेश के लिये छोटे से छोटा रेल मार्ग बनाने के लिये ग्वालियर से शिवपुरी होते हुए गुना तक रेल लाइन बिछाने का कोई प्रस्ताव है;

(ख) क्या ग्वालियर-शिवपुरी छोटी लाइन को उत्तरों जाने के फलस्वरूप 5 करोड़ रुपये की आय हुई है और क्या इस राशि को ग्वालियर-शिवपुरी तथा ग्वालियर-भिण्ड मीटर गेज लाइन में सुधार करने के लिये खर्च किया जायेगा; और

(ग) क्या यह सच है कि इन लाइनों पर चलने वाले इंजन लगभग 60 वर्ष पुराने हैं और इस समय इन लाइनों पर नये इंजनों तथा सवारी डिब्बों की आवश्यकता है?

रेल मंत्रालय में राज्य मंत्री (श्री सी. के. जाफर शरीफ) (क) जी नहीं।

(ख) अभी तक रेलपथ के सामान की बिक्री से 67 लाख रुपये की राशि प्राप्त हुई है। भूमि और भवनों को अभी बेचा जाना है। यह नीति नहीं है कि किसी क्षेत्र में परिसम्पत्तियों की बिक्री से प्राप्त धनराशि को केवल उसी क्षेत्र में खर्च किये जाने के लिए आवंटित किये जायें।

(ग) जी नहीं।

Drinking Water in Karjat

1936. SHRI A. T. PATIL: Will the Minister of RAILWAYS be pleased to state:

(a) whether in view of the acute scarcity of drinking water in Karjat (C.R.), the Railway authorities propose to augment and increase the supply of drinking water to Karjat Village Panchayat to two lakh gallons, per day;

(b) if so, the year in which this target will be reached; and

(c) what are the probable measures to accelerate this programme?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS

(SHRI C. K. JAFFER SHARIEF):
(a) No. The Railway cannot spare more water, due to their own requirements being large.

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

त्रूपीय श्रमिकों की मजदूरी का निपरिण

1937. श्री राम लाल राही : क्या अम मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार ग्रामीण क्षेत्रों में स्थानीय परिस्थितियों के आधार पर कृषि श्रमिकों को निर्धारित मजदूरी की वदायगी के आधिकार्य पर विचार कर रही है ; और

(ख) यदि हाँ, तो इसके लिए निर्धारित की गई सरकारी नीति की मुख्य-मुख्य बातें क्या हैं ?

पर्वदन तथा नामर दिवानान और अम मंत्री (श्री डॉ. बी. पटनायक): (क) और (ख). न्यूनतम मजदूरी अधिनियम के अनुसार, संबंधित सरकार द्वारा सम्पूर्ण राज्य या उसके किसी भाग के लिये कृषि श्रमिकों के संबंध में न्यूनतम मजदूरी निर्धारित की जा सकती है। ऐसा कर्तव्य समय, स्थानीय दशाओं पर ध्यान दिया जाता है।

लेखा कर्मचारियों की मांगें

1938. श्री विजय कमार यादव : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि नार्दन रेलवे मैनेस यूनियन (एकाउन्ट्स डिवीजन) के तत्वाधान में नई दिल्ली में रेलवे के बैडमिंटन हाल में 13 और 14 जनवरी, 1979 को एक वार्षिक सम्मेलन हुआ था जिसमें लेखा कर्मचारियों की मांगों के बारे में कुछ संकल्प पारित किये गये थे ;

(ख) यदि हाँ, तो संकल्पों में की गई मांगों का व्यौरा क्या है और उन पर सरकार ने क्या कार्यवाही की है ; और

(ग) यदि कोई कार्यवाही नहीं की गई है तो इसके क्या कारण हैं ?

रेल मंत्रालय में राज्य मंत्री (श्री सौ. के. आकर शरौफ़): (क) जी हाँ, लेकिन लेखा

कर्मचारियों से संबंधित कोई भी संकल्प उत्तर रेलवे द्वारा प्राप्त नहीं हुआ है।

(ख) और (ग). प्रश्न नहीं उठता

Wagon Allotment to West Bengal

1939. SHRI JYOTIRMOY BOSU: Will the Minister of RAILWAYS be pleased to state:

(a) how many railway wagons were promised to be provided for Bengal during the period from November, 1979 to February, 1980 for bringing cement, diesel and kerosene oil and sugar to that State from outside;

(b) how many wagons were allotted and how many actually supplied for the purpose; and

(c) the factors, if any, responsible for shortfall in this regard?

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

(a) Quota for movement of cement is fixed factory-wise and not State-wise. There is no specific programme for rail movement of diesel and kerosene oil to West Bengal from outside the State. All supplies of these products are either by pipelines or by road only. Wagons for sugar loading for West Bengal are supplied as and when demands are placed by the consigners.

(b) Against a daily quota of 590 wagons for the linked States including West Bengal, the cement factories demanded only 380 wagons per day and the supply was 312 wagons per day during November, 1979 to February, 1980. Against linkage of approximately 116 wagons a day for movement of cement by rail to West Bengal, the actual loading average to 76 wagons per day.

During the same period, demands for 4244 wagons were placed for despatch of sugar to West Bengal, against which, 3814 wagons were supplied.

(c) Shortfall in cement movement is due to reduction in demands for

wagons by the factories. The demands for movement of sugar are being met currently.

Rapid Transit System for Madras

1940. DR. A. KALANIDHI: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Metropolitan Transport Project (Railways) which has done the studies for the Rapid Transit System for Madras City is being disbanded from 31-3-80, and

(b) if so, the reasons therefor?

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

(a) No. A nucleus team of staff and officers is being kept, awaiting clearance from Planning Commission who provide funds for this work outside the Railway Plan.

(b) Does not arise.

विदेशी कम्पनियों में कार्य कर रहे भारतीय

1941. श्री राम विलास पासवान : क्या अम मंत्री यह बताने की कृपा करेंगे कि :

(क) भारत में कार्यरत विदेशी कम्पनियों और उसकी सहायक कम्पनियों की शाखाओं में गत तीन वर्ष के दौरान कार्य कर रहे भारतीय व्यक्तियों की कम्पनीवार उद्योगवार तथा वर्षवार संस्था क्या है; और

(ख) उपरोक्त अधिक के दौरान, प्रतिवर्ष कम्पनीवार और उद्योगवार, प्रति व्यक्ति मासिक आय और उत्पादन के बारे में आंकड़ क्या हैं?

पर्बतन तथा नागर विभाग और अम मंत्री (श्री श्री. श्री. पट्टनायक) : (क) वर्ष 1976 के दौरान, जिसके बारे में सूचना उपलब्ध है, 13,796 भारतीय नागरिक (जिनका वर्तन 2001 रुपये या इससे अधिक था) 287 विदेशी स्थानिक/नियंत्रित कंपनियों में नियोजित थे।

(ख) : यह सूचना बलग से सारणीबद्ध नहीं की जाती है और इसलिए यह उपलब्ध नहीं है।

केन्द्रीय अपराध व्यूरो द्वारा पता लगाये गये चारों के मामले

1942. श्री राजेन्द्र कुमारी बालपेटी : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि केन्द्रीय अपराध व्यूरो के कछु गाड़ों ने 10 जनवरी, 1978 से 28 मई, 1979 के बीच चारों के दस मामलों का पता लगाया था जिनमें 36 अपराधी गिरफ्तार किये गये थे और गोली चलाने से एक व्यक्ति मारा गया था और उन्होंने 1,43,691 रुपये की रेलवे सम्पत्ति चोरी होने से बचाई थी;

(ख) यदि हां, तो क्या इन गाड़ों को पुरस्कार/पदोन्नतियां देने की बजाय इनका स्थानान्तरण कर दिया गया था और अब इन्हें सेवा से बर्खास्त करने के लिये षड्यंत्र रचा जा रहा है;

(ग) क्या यह भी सच है कि केन्द्र अपराध व्यूरो के कछु गाड़ों ने रेलवे बोर्ड के कछु भूष्ट अधिकारियों के खिलाफ शिकायत की थी कि इनकी चारों के साथ सांठ-गांठ है और उन्होंने अपने स्थानान्तरण और इस बारे में जांच करने के लिये कहा था; और

(घ) यदि उपरोक्त भागों का उत्तर स्वीकारात्मक है तो इन भूष्ट अधिकारियों के खिलाफ सरकार का विचार क्या कार्यवाही करने का है और इन बहादुर गाड़ों को कब तक पुरस्कृत किया जायेगा ?

रेल अंत्रालय में राज्य मंत्री (श्री श्री. के. जाफर शरीफ) : (क) रेलवे बोर्ड की केन्द्रीय अपराध व्यूरो के दस्तों, जिनमें निरीक्षक, उप निरीक्षक, प्रधान रक्षक, वरिष्ठ रक्षक, रक्षक शामिल थे, ने चारों के 13 मामलों का पता लगाया था जिनमें 60 व्यक्तियों को गिरफ्तार किया गया था और 1,92,800 रुपये की सम्पत्ति बरामद की गयी थी। मुठभेड़ में एक अपराधी मारा गया था।

(ख) जी नहीं।

(ग) डिस्टर रेलवे के रेल सुरक्षा बल के एक रक्षक, जो पहले केन्द्रीय अपराध ब्यूरो, रेलवे बोर्ड में काम करता था, ने केन्द्रीय अपराध ब्यूरो, रेलवे बोर्ड के कड़ी अधिकारियों के विरुद्ध शिकायत की थी जिसमें कुछ आरोप लगाये गये थे। इन आरोपों की रेलवे बोर्ड के सतर्कता निदेशालय द्वारा जांच की गयी थी। जांच पूरी हो जाने के पश्चात् यह मामला केन्द्रीय सतर्कता आयोग को भेजा गया था जिसने इस जांच के परिणामों से कि लगाये गये आरोप सिद्ध नहीं हो सके, से अपनी सहमति प्रकट की थी। केन्द्रीय जांच ब्यूरो ने अपने अधिकारियों के विरुद्ध भूठ आरोप लगाने के लिए इस रक्षक के विरुद्ध अनुशासनात्मक कार्रवाही करने के लिए भी कहा है। अनुवर्ती कार्रवाई की जा रही है।

(घ) प्रश्न नहीं उठता।

Conversion of Rupsa—Bangiri Posi Line

1943. SHRI CHINTAMANI JENA: Will the Minister of RAILWAYS be pleased to state.

(a) whether there is any proposal to convert Rupsa-Bangiri Posi narrow gauge Railway line into a Broad gauge line;

(b) whether there has been any survey of the project conducted; and

(c) if so, the total cost estimated and when the project is proposed to be implemented?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) to (c). A reconnaissance engineering-cum-traffic survey for conversion of Rupsa-Bangiri Pasi NG line into BG and its extension upto Chakulia/Gurumahisani or some other suitable points is nearing completion. A decision about the conversion of this NG line into BG will be taken after the survey report is received, taking into consideration the financial viability of the project as well as the overall resources position.

Late Running of Madras—Mangalore Mail

1944. SHRI G. M. BANATWALLA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Madras-Mangalore Mail is always running late;

(b) if so, the reasons therefor; and

(c) what steps are being taken to ensure punctuality with respect to this train?

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

(a) to (c). During period from 1st January, 1980 to 18th March, 1980, punctuality of 1 Dn Madras-Mangalore Mail was 84.6 per cent. The days on which it ran late, it was due to Loco failure on account of bad coal, staff and public agitation, signal failure and bad weather. In order to improve the punctuality of this train a special watch is being kept round the clock.

General Cargo Berth at Haldia Dock Complex

1945 SHRI SATYA GOPAL MISRA: Will the Minister of SHIPPING AND TRANSPORT be pleased to state.

(a) whether there is any proposal under consideration to construct another general cargo berth at Haldia Dock Complex;

(b) if so, the details thereof; and

(c) if not, what is the alternative proposal to meet the grave necessity for more berths at the said Dock?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI A. P. SHARMA): (a) No.

(b) Does not arise.

(c) The need for an additional cargo berth at Haldia Dock has not been felt.

Indians Deported from U.A.E

1946. PROF. P. J. KURIEN: Will the Minister of EXTERNAL AFFAIRS be pleased to state the total number of Indians reported from U.A.E. on account of the new immigrant laws?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): Information received from our Missions in the UAE would indicate that 491 persons left that country by sea after 1st January, 1980; and 1522 by air since 11th December, 1979. It is not possible to determine as to how many out of these left voluntarily and normally on the termination of their contracts, or for other reasons; and how many due to the introduction of measures to ensure strict implementation of the laws of the UAE.

रेलवे स्लीपरों को दर

1947. श्री रणजीत सिंह: क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या वर्ष 1977 से वर्ष 1979 के दौरान रेलवे स्लीपरों (सीमेंट) की दरों में वृद्धि हुई है;

(ख) यदि हां, तो कितनी और रेलवे में स्लीपर ठेकेदार कितने हैं;

(ग) क्या यह सच है कि स्लीपरों की कीमत की वर्ष 1971 से निलम्बित 'अदायगी बढ़ी हुई दरों पर की गई थी और यदि हां, तो किन दरों पर और यह भुगतान किन ठेकेदारों को किया गया था; और

(घ) यदि हां, तो इसके लिए जिम्मेवार लोगों के विरुद्ध सरकार का क्या कार्यवाही करने का विचार है और उनके विरुद्ध कब तक कार्यवाही किये जाने की आशा है?

रेल अंतर्राष्ट्रीय में राज्य मंत्री (श्री सी. बी. अस्फर शर्फी): (क) कच्चे सामान की नागर भूमि वृद्धि के कारण कंक्रीट स्लीपरों की दरों में आनुपातिक वृद्धि हुई है।

(ख) 1977-79 के दौरान 15 से 20 प्रतिशत के बीच उस समय दस ठेकेदार थे।

(ग) कंक्रीट स्लीपरों का एसा कोई भुगतान बकाया नहीं था।

(घ) प्रश्न नहीं उठता।

राष्ट्रीय राजमार्ग संख्या 28 पर पिपरा-कासिया सम्पर्क सङ्क की चाँड़ा करना।

1948. श्री नगीना राय: क्या नौवहन और परिवहन मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या यह सच है कि राष्ट्रीय राजमार्ग संख्या 28 पर पिपरा-कासिया सम्पर्क सङ्क की चाँड़ा करने का प्रस्ताव एक लम्बे समय से सरकार के विचाराधीन है, और;

(ख) क्या सरकार इसे शीघ्र कार्यान्वयन करेंगी, यदि हां, तो कब तक और और यदि नहीं, तो उसके क्या कारण हैं?

नौवहन और परिवहन मंत्री (श्री ए. पी. जर्मा): (क) और (ख): राष्ट्रीय राजमार्ग संख्या 28 पर पिपरा-कासिया लिंक रोड को चाँड़ा करने का सुझाव चाँथी पंचवर्षीय योजना में प्राप्त हुआ था लेकिन इसे वित्तीय कठिनाइयों और अन्य आवश्यक कार्यक्रमों को ध्यान में रखते हुए कार्यक्रम में जभी तक शामिल नहीं किया जा सका है। अगली पंचवर्षीय योजना में शुरू करने के लिए इसके बारे में धन राशि के उत्पत्ति होने पर समर्चित रूप से ध्यान दिया जाएगा।

बिहार के पूर्वी चम्पारन जिले में एवराज में बड़े अस्पताल की योजना

1949. श्री कमला मिश्र मधुकर: क्या स्वास्थ्य मंत्री यह बताने की कृपा करेंगे कि:

क्या सरकार बिहार के पूर्वी चम्पारन जिले के एवराज में एक बड़ा अस्पताल बनाने की योजना के बारे में कोई प्रगति करने में समर्थ नहीं हुई है;

(ख) यदि हां, तो तत्संबंधी कारण क्या हैं;

(ग) क्या सरकार का उन कारपों का निराकरण करने और बिना किसी विलम्ब के योजना को पूरा करने का विचार है;

(ब) यदि हाँ, तो कब तक ; और
(ड.) यदि नहीं, तो उसके क्या कारण
हैं ?

स्वास्थ्य मंत्रालय में राज्य मंत्री (श्री निहार रंजन लक्ष्मण): (क) से (ड.): यह सुचना एकत्र की जा रही है और सभा पटल पर रख दी जाएगी ।

Cuttack-Paradip Rail link

1950. SHRI BRAJ MOHAN MOHANTY: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that about 1600 workers employed in Cuttack-Paradip rail link Project in Orissa have been retrenched and no alternative arrangement has been made for their employment; and

(b) if so, the steps taken by Government to absorb them and the date by which all of them will be absorbed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) and (b). The information is being collected and will be laid on the Table of the Sabha.

Talcher-Sambalpur line

1951. DR. KRUPASINDHU BHOI: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have decided to take up the construction of Talcher-Sambalpur Railway line; and

(b) if so, when the construction work would start and when it will be completed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) and (b). No, as the preliminary engineering-cum-traffic survey for this new rail link is still in progress. The survey is expected to be completed by June 1980.

Salem-Dindigul line

1952. SHRI S. A. DURAI SEBASTIAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether the survey works for the laying of broad-gauge railway line from Salem to Dindigul via Karur are over;

(b) if so, what is the budgetary proposal; and

(c) whether the scheme may be taken up in this financial year itself as the need is envisaged owing to fast development of these areas?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) to (c). The re-appraisal of the earlier survey for a new BG line between Karur and Dindigul has been carried out as part of composite project for a BG connection from Karur to Tirunelveli/Tuticorin and the report is under examination. A decision on the project will be taken after examination of the report is completed in all its aspects, subject to the availability of funds and clearance by the Planning Commission

उज्जैन-कोटा बड़ी लाइन

1953. श्री सत्य नारायण जीतिया: क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या उज्जैन-कोटा बड़ी रेल लाइन के लिए सर्वोक्षण किया गया है;

(ख) यदि हाँ, तो कब और उस पर अब तक क्या कार्यवाही की गई है;

(ग) उक्त सर्वोक्षण पर अनुमानतः कितना व्यय हुआ है; और

(घ) क्या सरकार को इस बारे में कोई प्रस्ताव मिले हैं और यदि हाँ, तो उन पर क्या कार्यवाही की गई है ?

रेल मंत्रालय में राज्य मंत्री (श्री सी. के. जाफर शरीफ): (क) से (घ): उज्जैन पहले से ही नागदा के रास्ते कोटा के साथ बड़ी

लाइन से जुड़ा हुआ है। रामगंधरमंडी होकर दूसरी बड़ी लाइन सम्पर्क के लिए काहे सर्वेक्षण नहीं किया गया है। सर्वेक्षण यदि किया गया तो उसकी लागत लगभग 8 लाख रुपये बायेगी।

Facilities of CGHS Dispensary at Shalimar Bagh, Delhi

1954. SHRI CHANDRA BHAL MANI TIWARI: Will the Minister of HEALTH be pleased to state:

(a) whether a fairly large number of Government employees and their families residing in Shalimar Bagh area in Delhi-33 are without facility of any CGHS dispensary there;

(b) the approximate number of persons as are without the facility of a CGHS dispensary in that locality;

(c) the arrangements made for providing medical facilities to such persons; and

(d) whether Government propose to open a new CGHS dispensary for the benefit of such persons there and if not, the reasons therefor?

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

(b) Shalimar Bagh is a newly developed colony in Delhi. Data about the number of Central Government employees residing in Shalimar Bagh area is not available.

(c) The Central Government employees in the area are availing of medical facilities undr C.S. (M.A.) Rules.

(d) For the present there is no proposal due to financial constraints.

Wagons for essential commodities

1955. SHRI JOY BISWAS: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have laid down any policy for allotment of wa-

gons to carry the essential commodities as well as construction materials for the State;

(b) if so, whether it is a fact that the Tripura State Government could not bring the food grains and construction materials like cement, stel, rod, etc. allotted for the State; and

(c) how many wagons were requisitioned by the Tripura Government and how many were placed during 1978 and 1979 to lift the commodities and materials?

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

(b) The input of essential commodities into Tripura State, which is served by Dharmanagar and Churai-bari rail heads, in 1979 was at a higher level than in the previous year. However, owing to the very high priority having to be assigned to foodgrains, there was some shortfall in respect of commodities other than foodgrains. Movement of traffic was also affected adversely over major part of the year as a result of agitations by local persons and by some railway staff.

(c) The input of essential commodities in 1978 and 1979 into Tripura by rail was as under:

	1978	1979
Foodgrains .	66425 Tonnes	90640 Tonnes
Salt .	15504 ,,	10176 ,,
Sugar .	9472 ,,	5808 ,,
Cement .	25938 ,,	17712 ,,
Pulses .	5424 ,,	3344 ,,
Edible Oil .	3744 ,,	1773 ,,
	126507 ,,	129453 ,,

Railway Dues from Rohtas Industries

1956. SHRI RAM SWAROOP RAM: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware that M/s. Rohtas Industries in Bihar is due to pay to the Railways about Rs. 3 crores on account of demurrage, damages, freights etc; and

(b) if so, what action is being taken to realise the outstanding dues from the Industry above mentioned?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) and (b). A sum of Rs. 3.01 crores out of which Rs. 2.68 crores on account of demurrage has been shown outstanding by Eastern Railway against M/s. Rohtas Industries at Dehri-on-Sone in Bihar. M/s. Rohtas Industries have disputed the procedure laid down by the Railways for calculation of demurrage charges in respect of wagons booked for their works. The Eastern Railway have set up a Committee to examine the related aspects of the disputed issues. At the same time, Railways are also examining the possible legal and administrative measures to realise the outstanding dues from the party.

Traffic loss to Railways

1957 SHRI SUSHIL BHATTA-CHARYA: Will the Minister of RAILWAYS be pleased to state how much traffic has been lost by the Railways due to labour unrest in public/sector other than Railways during the private last year?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): Though labour unrest in public/private sector has been one of the causes which affected the loading of the Railways, the extent of loss cannot be fully quantified.

Transport Cost of Cotton

1958. SHRI GADADHAR SAHA: Will the Minister of RAILWAYS be pleased to state:

(a) whether is it a fact that the cost of Transportation of Cottons by Rail (Freights rate) varies from State to State according to distance while there is Parity in the Transportation Cost in case of Raw materials like iron and steel;

(b) if so, the transportation costs of cotton, iron and steel, the reasons thereof and how is it justified;

(c) what are its adverse effects on the production of Cotton Industries/ cloth Mills and their growth in West Bengal and Eastern States:

(d) whether Government are proposed to give subsidy to make it uniform as it has been done in case of transportation of raw material like iron and steel; and

(e) if not, the reasons thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) The freight charges for all traffic including cotton, iron and steel etc. are determined on the basis of the classification of the commodities and the distance over which they are to be carried. Perhaps the Hon'ble Member is referring to freight equalisation schemes which are operated through establishment of self financing funds/accounts under the respective Ministries for commodities like iron and steel, cement etc. The Railways do not operate any such scheme of freight equalisation.

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

River Barak Threatens Railway Bridge

1959 SHRI SANTOSH MOHAN DEV: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the only Railway-cum-road Bridge over

Katakhali river on Silchar Lumding Road Assam is threatened to be eroded by the river Barak; and

(b) what steps Government have proposed to take to protect this bridge which is the only available communication system and connects the area with the rest of the country?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) and (b). No threat is at present apprehended to Katakhali rail-cum-road bridge on Badarpur-Silchar section due to erosion by river Barak. However, the problem of erosion caused by river Barak near Katakhali bridge, has been engaging the attention of the State Government and the Railways. The State P.W.D. have been urged by the Railway to take necessary remedial measures. A scheme for protection works has recently been drawn up by the Technical Advisory Committee of the Cachar Flood Control Board. The State P.W.D. have also already referred the matter to the Central Water Research Station, Pune, for model studies. The Railway will continue to remain in close touch with the State Government in this regard.

National Unemployment Insurance Scheme

1960. SHRI ARJUN SETHI:

SHRI K. PRADHANI:

Will the Minister of LABOUR be pleased to state:

(a) whether Government propose to introduce a national unemployment insurance scheme;

(b) if so, what are the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF TOURISM AND CIVIL AVIATION AND LABOUR (SHRI J. B. PATNAIK): (a) There is no such proposal at present.

(b) Does not arise.

(c) A national unemployment insurance scheme is not considered feasible at this stage in view of the massive financial outlay it would involve.

Working of Vallabhbhai Patel Chest Institute, Delhi

1961. SHRI R. K. MHALGI: Will the Minister of HEALTH be pleased to state:

(a) whether Government's attention has been drawn to a news-item published in the Times of India of the 23rd February, 1980 regarding the alleged deterioration in the working of the Institute; if so, the facts thereof;

(b) the reasons for a large number of posts remaining unfilled; and

(c) the steps being taken to improve the working of the Institute?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH (SHRI NIHAR RANJAN LASKAR):

(a) Yes, Sir. However, there has been no deterioration in the working of the Vallabhbhai Patel Chest Institute. This is corroborated by the number of scientific papers published by the Institute during the last 3 years, the number of thesis approved for the M.D. & Ph. D. post-graduate students of the Institute by the University of Delhi, as well as the number of patients who attended the Clinical Research Centre of the Institute, viz:—

I. Number of articles published year-wise:

1976-77	.....	.....	.....	.....	67
1977-78	.....	.....	.....	.....	50
1978-79	.....	.....	.....	.....	64

II. Number of theses: --

1977	.....	.....	.....	.....	5
1978	.....	.....	.....	.....	10
1979	.....	.....	.....	.....	8

III. Annual attendance at the Clinical Research Centre:

(i) **Outdoor patients**

1977	.....	37080
1978	.....	33149
1979	.....	33668

(ii) **Indoor patients:**

1977	.....	137
1978	.....	251
1979	.....	257

(b) Although the vacant posts were advertised by the Institute in June, 1979, following the acceptance of the revised qualifications for recruitment by the Governing Body, procedural difficulties have delayed the selections. The Chairman of the University Selection Committee for all these posts is the Vice-Chancellor, University of Delhi. The Vice-Chancellor, keeping the problems of the Institute in view is taking appropriate steps to fill up the vacant posts expeditiously.

(c) Although the working of the Institute has been quite satisfactory, efforts are being made to revamp its activities.

Non-Payment of Retirement|Termination Benefits to Employees by Private Hotels

1962. SHRI PIUS TIRKEY: Will the Minister of LABOUR be pleased to state:

(a) whether Government have received complaints that the managements of private sector hotels do not pay the retiring benefits and provident funds, etc. due to them at the time of retirement/termination of their services;

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

(c) what action has been taken in each case and also to check such mal-practices on the part of big hotel companies?

THE MINISTER OF TOURISM AND CIVIL AVIATION AND LABOUR (SHRI J. B. PATNAIK): (a) No

such complaint has been received by the Government.

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

Non-Proliferation Treaty

1963. SHRI G. Y. KRISHNAN: Will the Minister of EXTERNAL AFFAIRS be pleased to state the names of the countries who are non-signatory to the Non-Proliferation Treaty?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): According to the latest information available to the Government, the names of countries, which are non-signatories to the Treaty on the Non-Proliferation of Nuclear Weapons (NPT), are as follows:

- (1) Algeria
- (2) Argentina
- (3) Bhutan
- (4) Brazil
- (5) Burma
- (6) Chile
- (7) China
- (8) Cuba
- (9) Equatorial Guinea
- (10) France
- (11) Guinea
- (12) Guyana
- (13) India
- (14) Israel
- (15) Malawi
- (16) Mauritania
- (17) Niger
- (18) Pakistan
- (19) Qatar
- (20) Saudi Arabia
- (21) Seychelles
- (22) South Africa
- (23) Spain
- (24) Uganda
- (25) United Arab Emirates
- (26) United Republic of Tanzania

(27) Vietnam

(28) Zambia

Memorandum from Fruits Merchants Association of Trichur

1964. SHRI K. A. RAJAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Chief Commercial Superintendent, Southern Railway has received memorandum from the Fruits Merchants Association, Trichur regarding difficulties in getting booking facilities; and

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

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

(a) Yes.

(b) The following points have been raised in the memorandum:—

(i) Lack of facilities for booking of perishables from Trichur to Howrah;

(ii) Unrestricted booking of non-perishables by trains leaving Trichur; and

(iii) Reduction in luggage vans by trains leaving Trichur.

Action Taken:—Perishable traffic is being booked and cleared regularly from Trichur to Howrah. During the period 1st to 18th March 1980, a total of 1975 perishable parcels were booked and cleared. The only categories of non-perishable traffic booked by trains leaving Trichur are passenger luggage, newspapers and film parcels, which are in addition to perishable traffic. The availability of parcel vans and luggage vans in trains serving Trichur is, by and large, adequate. The Southern Railway Administration, in consultation with the Fruits Merchants of Trichur, is taking necessary action to remove the genuine difficulties of the merchants to the extent possible.

Inclusion of Delhi School Teachers in CGHS Scheme

1965. SHRI K. A. RAJAN: Will the Minister of HEALTH be pleased to state:

(a) whether Government are considering to include Delhi School Teachers in the CGHS Scheme;

(b) if so, the details thereof;

(c) whether Government are aware that this is one of the demand of Delhi Teachers which has been recommended by the Committee appointed last year at the instance of the Ministry of Education; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH (SHRI NIHAR RANJAN LASKAR): (a) No, Sir.

(b) Does not arise.

(c) and (d). A High Power Committee was constituted in the Ministry of Education to look into the demands of the Joint Council of Delhi Teachers' Organisations and other Associations. These demands included the demand for "Medical Allowance for all teachers". The Committee in its meeting held on 20-11-79 recommended that CGHS type facilities should be extended to all the employees under Delhi Administration. Till the CGHS is made applicable some fixed allowance may be given to the teachers as a medical grant.

This recommendation of the Committee has not yet been processed further by the Ministry of Education.

Fly over at Serampore Railway Crossing

1966. SHRI ANANDA PATHAK: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government propose to consider the demand for a fly over at

Serampore Railway crossing near Serampore Railway Station;

- (b) if so, the details thereof; and
- (c) if not, the reasons thereof?

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

(b) Works of construction of road over/under-bridges in replacement of existing level crossings are jointly financed and executed by the Railways and the State Government/Road Authority and the proposals therefor have to be sponsored by the latter together with an undertaking to bear their share of the cost as per extant rules. A proposal for construction of a road over-bridge in replacement of level crossing No. 5 at Serampore Railway Station of Eastern Railway is presently under examination of the Railway in consultation with the Government of West Bengal.

- (c) Does not arise.

Disposal of cases detected under Prevention of Food Adulteration Act

1967. SHRI N. E. HORO: Will the Minister of HEALTH be pleased to state:

(a) whether the orders of the Minister for Health were obtained before disposing of cases of serious adulteration detected under the Prevention of Food Adulteration Act, 1954 during the last three years;

(b) whether some cases were also referred to the CBI for investigation; and

(c) if so, the details regarding the persons found guilty in these cases and the suggestions, if any, received in this regard?

THE MINISTER OF STATE IN MINISTRY OF HEALTH (SHRI NIHAR RANJAN LASKAR): (a) No. There is no such provision under the Prevention of Food Adulteration Act.

- (b) Yes.

(c) The report of the CBI is being examined.

Formation of Central Food Squad

1968. SHRI N. E. HORO: Will the Minister of HEALTH be pleased to state:

(a) whether it is a fact that the Central Government created a Central Food Squad in his Ministry to check the menace of adulteration in food articles through sanction authenticated as per rule;

(b) whether it is also a fact that the sanction provided for the functions to be performed by the Food Squad and if so, the details thereof; and

(c) whether this squad is performing all these functions since its inception till-date particularly during the last three years?

THE MINISTER OF STATE IN MINISTRY OF HEALTH (SHRI NIHAR RANJAN LASKAR): (a) and (b) Yes. The following is the strength of the squad:

1 Senior Food Inspector	1
2 Food Inspectors	82
3 Field Assistant	6

Senior Food Inspector and Food Inspectors were appointed under section 9 of the Prevention of Food Adulteration Act and they are empowered to lift samples under the said Act. Food Inspectors can lift the samples under the Act on the basis of signed slips issued by the local (Health) Authority which are required to be fixed around the sample bottles.

(c) The Central Food Squad's activities in respect of the lifting of samples were confined in the initial period primarily to Delhi. This was because of the constraint under which the Delhi Municipal Corporation functioned in respect of work under the P.F.A. Act. However, as per recommendation of the Central Council of Health in 1976, the Delhi

Administration set up a separate Directorate for the Prevention of Food Adulteration in the year 1977-78 and, as such, the day to day work of the Squad of lifting suspect samples decreased. In view of the reduced work load, the question of utilisation of the services of the Squad in a suitable manner is under active consideration of the Government.

More Admission in Medical Colleges

1969. SHRI VIJAY N. PATIL: Will the Minister of HEALTH be pleased to state:

(a) how many medical colleges in India requested for permission to admit

more students during the last two years;

(b) what was the total number of additional admissions for which permission was sought; and

(c) the number of additional seats granted for such colleges, college-wise?

THE MINISTER OF STATE IN MINISTRY OF HEALTH (SHRI ANIHLAR RANJAN LASKAR): (a) 17. (b) 587.

(c) A statement indicating the additional seats granted colleges-wise is attached.

Statement indicating the Additional Seats granted College-wise.

S.No.	Name of the Medical College	No. of additional seats granted
1	2	3
1.	Kasturba Medical College, Mangalore	20
2.	Goa Medical College, Panaji	10
3.	Medical College, Bellary	47
4.	Medical College, Trivandrum	15
5.	Medical College, Kottayam	20
6.	T.D. Medical College, Alappuzha	20
7.	Medical College, Calicut	20
8.	J.J.M. Medical College, Davangere	25
9.	Regional Medical College, Imphal	25
Total		202

Loan from World Bank for construction of National and State Highways

1970. SHRI VIJAY N. PATEL: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) what is the amount of loan received from the World Bank for construction and improvement of

National and State Highways during the last two years;

(b) how much out of this was spent in Maharashtra State; and

(c) what is the fresh demand of loan from the World Bank for the year 1980-81?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI A. P. SHARMA): (a) No loan has been received from the World Bank during the last two years i.e., 1977-78 and 1978-79.

(b) Does not arise.

(c) There is no demand of any fresh loan from the World Bank for 1980-81 for National and State Highway sector. However, a Rural Roads Project in Bihar is likely to receive World Bank assistance of about \$ 25 million during Bank's fiscal year, 1981 (1-7-80—30-6-81).

Upgradation of Railway Officers

1971. SHRI NARAYAN CHOUBEY: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Railway Administration after the Third Pay Commission award have done two upgradations for Railway Officers of the Indian Railways other than Medical Officers; and

(b) if so, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFAR SHARIEF): (a) and (b). After Third Pay Commission's recommendations, the Gazetted Cadres of the Indian Railways have been restructured on two occasions. In the first restructuring which was done in 1973-74, out of 958 posts upgraded, 62 pertained to the Medical Department. Earlier also, the Indian Railway Medical Service has had the benefit of upgradation in that all posts of doctors in Group 'C' were placed in Group 'B' in 1966 and subsequently all posts of Assistant Medical Officers (except Dentists) were placed in Group 'A' (Class I) in 1973.

A triennial review of Indian Railway Services, has recently been completed by the Cadre Review Committee and approved by the Government. The Cadre Review of the Indian Railway Medical Service is under active processing separately as the set-up of this Service is quite diff-

erent from the other Railway Services and the considerations for strengthening the other eight Railway Services could not be applied in the same manner for the Medical Service.

Specialists on I.R.M.S.

1972. SHRI NARAYAN CHOUBEY: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Railway Administration have concluded that there is no need for any specialists in the Indian Railway Medical Service to treat patients; and

(b) if not, the facts in this regard?

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

(a) and (b) No The recruitment in the Indian Railway Medical Services is so regulated that the required number of specialists are made available the Railway Hospitals. Moreover, the Railways also have Honorary Consultants in various specialities

Legislation on "The Indian Council Act of Paramedical Rehabilitation Professions"

1973. SHRI PIUS TIRKEY: Will the Minister of HEALTH be pleased to state:

(a) whether it is a fact that Government propose to bring a legislation entitled "The Indian Council Act of Paramedical Rehabilitation Professions" in consultation with the State Governments;

(b) whether the comments from all State Governments have been received;

(c) if so, when Government propose to introduce the said legislation; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH (SHRI NIHAR RANJAN LASKAR): (a) The All India Occupational Therapists Association had proposed the setting up

of a Council of Physio-therapy and Occupational Therapy for registration of the Occupational Therapists practising in the country. This was considered and it was felt that the proposed Council should cover all rehabilitation professions including physio-therapists and occupational therapists. Accordingly a draft Bill was drawn up and was sent to the State Governments.

(b) Replies were received from 23 State Governments/Union Territories. In respect of the 8 State Governments/Union Territories, their concurrence was assumed in the absence of any intimation to the contrary.

(c) and (d). The question of introducing a bill will arise after a decision in this regard, is taken.

Loss of production at Shop-floor Level

1974. SHRI K. PRADHANI: Will the Minister of LABOUR be pleased to state:

(a) whether suggestion from any of the Presidents of Chamber of Commerce has been received by Government for bringing comprehensive legislation to discourage loss of production at the shop-floor level; and

(b) if so, the action which Government propose to take in this regard?

THE MINISTER OF TOURISM AND CIVIL AVIATION AND LABOUR (SHRI J. B. PATNAIK):

(a) Memoranda have been received from organisations of employers with various suggestions for promoting industrial peace and harmony.

(b) Government would give due consideration to the suggestions.

Number of Railway Hospitals

1975. SHRI NARAYAN CHOUBEY: Will the Minister of RAILWAYS be pleased to state:

(a) the number of Railway Hospitals, zone-wise in years 1975 and 1980;

(b) the number of beds in Railway hospitals, zone-wise during the above period; and

(c) the number of doctors, nurses, ward boys and other staff, zone-wise, during the above period?

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

(a) to (c). A statement is attached.

STATEMENT

No.	Name of the Railway	No. of Hospitals		No. of Beds		No. of Doctors		No. of Nurses		Ward Boys		Other Staff	
		1-1-75	1-1-80	1-1-75	1-1-80	1-1-75	1-1-80	1-1-75	1-1-80	1-1-75	1-1-80	1-1-75	1-1-80
1. N.F. . .	10	10	866	906	176	181	191	221	151	204	652	730	
2. Eastern . .	11	12	1639	1779	302	303	459	520	750	730	1330	1528	
3. S.C. . .	6	5	629	672	168	170	175	199	268	310	795	814	
4. Central . .	8	12	1103	1310	168	191	313	383	338	414	716	833	
5. Western . .	16	16	1178	1123	301	302	293	312	303	315	1748	1786	
6. Sohern . .	11	10	965	940	200	206	237	252	—	—	1825	2020	
7. S.E. . .	11	11	1296	1305	280	283	388	393	245	254	1445	1473	
8. Northern . .	15	15	1179	1270	317	323	303	330	676	727	6212	6285	
9. N.E. . .	8	8	953	962	140	149	212	213	267	282	2998	2995	

तारंग-अम्बाजी लाइन

1976. श्री मोतीभाई आर. चौधरी: क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

(क) तारंग अम्बाजी लाइन के निर्माण की मांग कब से अनिवार्यत पड़ी है और इन संबंध में क्या कार्यवाही किए जाने का विचार है;

(ख) क्या उनकी हाल की अंबाजी यात्रा के दौरान प्रधान मंत्री को इस बारे में काई अभ्यावेदन प्रस्तुत किया गया था; और

(ग) यदि हां, तो उस पर क्या कार्यवाही किए जाने का विचार है?

रेल मंत्रालय में राज्य मंत्री (श्री सी. के. चाकर शरीफ): (क) फरवरी, 1978 में एक अभ्यावेदन प्राप्त हुआ था और मई, 1978 में पार्टी को सूचना देंदी गयी थी कि साधनों की कठिन स्थिति के कारण वरेठा-तारंगा हिल लाइन का अम्बाजी तक विस्तार, जिसकी दूरी लगभग 55 कि. मी. है, के संबंध में विचार के लिये बहेतर समय की प्रतीक्षा करनी पड़गी।

(ख) और (ग). मार्च, 1980 के बीच प्रधान मंत्री कार्यालय से एक अभ्यावेदन प्राप्त हुआ है और इस मामले पर विचार किया जा रहा है।

कठिपय कंपनियों में कार्यरत कर्मचारी

1977. श्री निहाल सिंह: क्या अमंत्री यह बताने की कृपा करेंगे कि:

(क) मैसर्स गुप्ता इंजीनियरिंग वर्क्स, बम्बई, मैसर्स सिमको ग्रुप (इंडिया) प्राइ-

वेट लिमिटेड, बम्बई और मैसर्स गेटल वेट (प्राइवेट) लिमिटेड, चंडीगढ़ के अधीन कितने कर्मचारी काम कर रहे हैं और गत तीन वर्षों के दौरान इन कंपनियों ने कर्मचारी भविष्य निधि और राज्य बीमा योजना में कितनी धनराशि जमा करवाई है;

(ख) कितने कर्मचारी स्थायी आधार पर और कितने कर्मचारी दैनिक मजदूरी पर कार्य कर रहे हैं; और

(ग) क्या यह सच है कि कर्मचारियों के बीमा लाभ न देने के उद्देश्य से इन कंपनियों ने मजदूरों को दैनिक मजदूरी पर लगाया हुआ है?

पर्यटन और नागर विमानन तथा अमंत्री (श्री जे. बी. पट्टनायक): (क) और (ख). विवरण संलग्न है जिसमें कर्मचारी भविष्य निधि प्राधिकारियों की रिपोर्ट के अनुसार (1) मैसर्स गुप्ता इंजीनियरिंग वर्क्स, बम्बई, (2) मैसर्स सिमको ग्रुप (इंडिया) प्राइवेट लिमिटेड, बम्बई (न कि सिमको ग्रुप (इंडिया) प्राइवेट लिमिटेड) और (3) गेटल वेट प्राइवेट लिमिटेड, चंडीगढ़ में काम कर रहे कर्मचारियों की संख्या, पिछले तीन वर्षों के दौरान इन कंपनियों द्वारा कर्मचारी भविष्य निधि में जमा कराई गई धनराशि और स्थायी रूप से काम करने वाले तथा दैनिक मजदूरी पर काम करने वाले कर्मचारियों की संख्या दी गई है।

कर्मचारी राज्य बीमा निगम ने सूचित किया है कि कर्मचारी राज्य बीमा की देश राशि में निम्नलिखित धन राशि जमा कराई गई :---

प्रतिष्ठान का नाम	प्रवधि	दी गई राशि
1. मैसर्स गुप्ता इंजीनियरिंग वर्क्स, बम्बई	नवम्बर, 1976 से सितम्बर, 1979	47,126.10 ₹
2. मैसर्स सिमको ग्रुप (इंडिया) प्राइवेट लिमिटेड बम्बई	नवम्बर, 1975 से जुलाई, 1979	59,409,65 ₹
3. मैसर्स गेटल वेट प्राइवेट लिमिटेड, चंडीगढ़]	सितम्बर, 1976 से दिसम्बर, 1979	32,78680 ₹

(ग) दैनिक मजदूरी पर नियोजित श्रमिकों को कर्मचारी राज्य बीमा अधिनियम में 'कर्मकार' शब्द की परिभाषा से बाहर

नहीं रखा गया है और अब "कर्मकारों" की तरह वे प्रसुविधावाँ के हकदार हैं।

विवरण

काम करने वाले श्रमिकों की संख्या और पिछले तीन वर्षों के दौरान जमा की गई धन राशि तथा स्थायी रूप से काम करने वाले श्रमिकों की संख्या दर्शाने वाला विवरण

कर्मांक प्रतिष्ठान का नाम	काम करने वाले व्यक्तियों की संख्या	हिछले तीन वर्षों के दौरान जमा की गई धनराशि	स्थायी रूप में/दैनिक मजदूरी पर काम करने वाले व्यक्तियों की संख्या	स्थायी रूप दैनिक मजदूरी भविष्य से पर निधि के कुल सदस्य
---------------------------	------------------------------------	--	---	--

			₹.				
1. मैमर्स गूप्ता इंजीनियरिंग वर्क्स बम्बई	96	1977-78 1978-79 1979-80 (जनवरी, 80 तक)	29,648.00 41,130.00 60,990.50	73	23	92	
2. मैसर्स सिमेक ग्रुप (दिल्ली) प्राइवेट लिं. बम्बई	151	1977-78 1978-79 1979-80 (जनवरी, 80 तक)	65,017.50 75,235.25 97,822.00	67	84	140	
3. मैसर्स गेटल बेज प्राइवेट लिमिटेड चंडीगढ़	62	1977-78 1978-79 1979-80 (जनवरी, 80 तक)	660.00 11,070.60 16,009.00	62	--	62	

Organisation of Beddi Workers in West Bengal

1978. SHRI MUKUNDA MANDAL:
Will the Minister of LABOUR be pleased to state:

(a) whether Government are aware that a large section of population is beedi workers in the Sundarban Region of 24 Parganas;

(b) if so, the fact thereof;

(c) whether Government are considering to set up an organisation to look after the problems of beedi workers and their solution; and

(d) if so, the details thereof, and if not, why not?

THE MINISTER OF TOURISM AND CIVIL AVIATION AND LABOUR (SHRI J. B. PATNAIK):

(a) Yes Sir,

(b) It is estimated that there are nearly 47,000 beedi workers in this region.

(c) & (d). The problems connected with the working conditions of the workers are within the purview of the State Government. However, programmes of general welfare of such workers, financed out of the

Beedi Workers Welfare Fund, are being implemented through the labour welfare organisation set up for the purpose by the Central Government.

Amenities to Beedi Workers in West Bengal

1979. SHRI MUKUNDA MANDAL: Will the Minister of LABOUR be pleased to state:

(a) whether Government are aware that thousands of Beedi workers have been working at Diamond Harbour, Magrahat, Kakdwip and Kulpi areas of 24 Parganas District for years,

(b) if so, the details thereof;

(c) whether any sort of grants or amenities have been provided by Government to these workers;

(d) if so, the facts thereof; and

(e) if not, whether Government propose to extend welfare facilities in this region?

THE MINISTER OF TOURISM & CIVIL AVIATION AND LABOUR (SHRI J. B. PATNAIK): (a) & (b). Yes Sir. It is estimated that there are nearly 25,500 beedi workers in Diamond Harbour Sub-division. The number of such workers at Kakdwip and Kulpi is estimated respectively at 2000 and 1000.

(c) to (e). A mobile medical unit located at Calcutta is at present covering Magrahat and Joynagar areas of Diamond Harbour Sub-division. In addition, the Government of West Bengal was sanctioned a grant of Rs. 4.95 lacs in 1978-79 for constructing houses for beedi workers. A scheme for grant of scholarships to the dependents of beedi workers has also been introduced. Government proposes progressively to expand the coverage and improve the content of various welfare schemes for beedi workers financed out of Beedi Workers Welfare Fund.

Movement of Petroleum Products by Railways

1980. SHRI SHIV KUMAR SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Railways have stepped up the movement of petroleum products in the country to meet the immediate demands of the defence, steel plants, etc.;

(b) if so, the details of the tank wagons put into operations and their weekly average of transportation of petroleum products and by-products and extent to which the needs are expected to be met as a result thereof;

(c) the names of destinations to and from where these wagon tanks are put into operation; and

(d) the time by which the supply of kerosene and petroleum is expected to be normalised?

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

(a) Yes.

(b) A fleet of 19,593 broad gauge tank wagons and 3969 metre gauge tank wagons is deployed for movement of all petroleum products. The weekly daily average loading during the three weeks of March 1980 (upto 21st.) has been of the order of 1553, 1607 and 1648 tank wagons per day on the broad gauge and 264, 286 and 309 tank wagons per day on the metre gauge respectively in the first, second and third weeks. The Railways are currently meeting in full the targetted levels of rail loading mutually agreed to by the Railways and the Oil Companies. However, the shortfall in movement by pipeline consequent upon the closure of Barauni Refinery cannot be made up fully by rail.

(c) Rail movement of petroleum products takes place from Port locations, Refineries and pipeline tap-off points to the consuming points spread all over the country.

(d) The supply position will improve further as soon as Barauni Refinery starts functioning fully and normal operation in the three refineries in Assam is resumed.

Bonus to Government Employees

1981. SHRI SHIV KUMAR SINGH:
SHRI ARJUN SETHI:
SHRI OSCAR
FERNANDESE:

Will the Minister of LABOUR be pleased to state:

(a) whether he had convened a meeting of Members of Parliament on bonus issue;

(b) if so, the details thereof;

(c) whether there is a proposal to grant bonus to all Government/Semi-Government employees;

(d) if so, the details thereof and if not, the reasons therefor; and

(e) the time by which Government propose to grant bonus at par with Railways and P&T Staff to all other employees of the Government without any discrimination?

THE MINISTER OF TOURISM AND CIVIL AVIATION AND LABOUR (SHRI J. B. PATNAIK): (a) Yes, Sir.

(b) The meeting was held on March 3, 1980. Several suggestions regarding bonus were made by the Members who attended the meeting. Some of the suggestions are as follows:—

(i) Bonus must be accepted as a deferred wage;

(ii) Minimum bonus should be paid to all workers; Section 32 of the Payment of Bonus Act, 1965, should be deleted;

(iii) Payment of any bonus above the minimum should be based on productivity. The quantum or basis of bonus in excess of the minimum

should be left to be decided by collective bargaining;

(iv) The ceiling on maximum bonus should be removed.

(v) The salary limits for payment of bonus should be removed;

(vi) Labour Ministry/Labour Departments should have the power to scrutinise the accounts of companies when employees express doubt about the non-availability of surplus for payment of bonus.

(c) to (e). Various proposals for amendment of the Payment of Bonus Act, 1965, are under consideration. It is the intention of Government to bring forward a comprehensive Bill to December, 1979 is given below:— festival season.

Supply of labour by Visakhapatnam Dock Labour Board

1982. SHRIMATI GEETA MUKERJEE: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether the Visakhapatnam Dock Labour Board supplied labour to the Food Corporation of India (Port operations, Visakhapatnam) to meet their additional requirement since 1975 to-date;

(b) if not, the reasons for the same;

(c) the total number of Dock Entry passes, permanent and temporary issued to Food Corporation of India (port operations) by the Visakhapatnam Port Trust in 1975; and

(d) the number of total dock entry passes in addition to above issued, month-wise, from July, 1975 to December, 1979 to the Food Corporation of India (port operations) by Visakhapatnam Port Trust?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI A. P. SHARMA): (a) No Labour was supplied to Food Corporation of India (Port operations, Visakhapatnam)

by the Visakhapatnam Dock Labour Board since 1975 till date.

(b) No request for such supply of labour from Food Corporation of India was received by the said Dock Labour Board.

(c) 748 permanent passes were issued to Food Corporation of India (Port operations) during 1975.

(d) The number of permanent passes issued during 1976, 1977 and 1978 was 30, 12 and 32, respectively, and no such passes were issued in 1979.

The number of temporary passes issued, month-wise, from July, 1975 to December, 1979 is given below:—

Month	Number of temporary passes issued during				
	1975	1976	1977	1978	1979
January	13	73	24
February	9	..	38
March	10	41	..	130
April	1	..	..	139
May	26	..	..	40
June	20	71	..	203
July	75	131	..	23
August	60	70	..	57
September	78	7	..	98
October	3	5	..	23
November	13	308	..	131
December	46	22	..	23

रेलवे फाटक सं. 50ग/(1) पर कोई कर्मचारी न रहा जाना

1983. श्री मूल चंद्र डामा: क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या पाली (राजस्थान) जिले के बागरी नगर गांव के रेलवे स्टेशन के फाटक सं. 50ग/(1) के, जिस पर कोई कर्मचारी नहीं है, चोबीसों घंटे खुले न रहने के कारण बहुत से ग्रामवासियों को बड़ी असुविधा का सामना करना पड़ता है और उन्हें अपनी बैलगाड़ियों, वाहनों आदि के साथ वहां कई-कई घंटे प्रतीक्षा करनी पड़ती है; और

(ख) यदि हाँ, तो वहां के लोगों की असुविधा को दूर करने के लिए सरकार का तत्काल क्या कदम उठाने का विचार है और यदि नहीं, तो इसके क्या कारण है?

रेल मंत्रालय में राज्य मंत्री (श्री सी. के.

जाफर शरीफ) : (क) और (ख) .। बागरी नगर स्टेशन के समपार सं. 50 सी पर चाँकी-दार रहता है और सड़क उपयोगकर्ताओं द्वारा इसका दिन-रात उपयोग किया जा सकता है। दिन के दौरान (7.00 बजे से 19.00 बजे तक), समपार के फाटक आमतौर पर सड़क यातायात के लिए खुले रहते हैं। ये तभी बंद होते हैं जब गाड़ी गुजरनी होती है। रात में जब यातायात कम होता है, फाटक आमतौर पर सड़क यातायात के लिये बंद रहते हैं। इस अवधि के दौरान, मांग करने पर ड्यूटीरत काटे वाले द्वारा सड़क यातायात के लिए फाटक खोल दिया जाता है जब कभी इस प्रयोजन के लिये सड़क उपयोगकर्ता स्टेशन मास्टर से अनुरोध करते हैं। सड़क उपयोगकर्ताओं से अनावश्यक विलम्ब के संबंध में अभी तक कोई शिकायत प्राप्त नहीं हुई है। लेकिन, समपार पर यह मालूम करने के लिए यातायात की

नयी गणना की जा रही है कि क्या सम्पार में अब यातायात बढ़ गया है ताकि रात्रि के दौरान एक भाग फाटक वाले द्वारा लगातार चौकीदारी के काम का औचित्य बन सके और वैसी स्थिति में रात्रि के दौरान भी फाटक सड़क यातायात के लिए आमतौर से खुले रखे जा सकें।

Provision of over-bridges on Barauni-Katihar Railway line

1984. SHRI SATISH PRASAD SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that from Barauni to Katihar, there are a number of shopping centres on both sides of Railway line, i.e., Khageria, Mahesh Khut, Thana Bihpur and Kadha Gola, etc., and a considerable number of persons go for shopping there;

(b) whether at the above places mentioned there is no provision of over-bridges which gives way to rail accidents;

(c) if so, the number of persons so killed while crossing the railway line at those junctions during the last three years;

(d) whether there is a proposal to consider for over-bridges at some places, not if so, details thereof;

(e) by what time the construction of over-bridges is likely to be completed; and

(f) if no decision has been taken, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF):
(a) Shopping centres do not exist on both sides of railway land on this line.

(b) Level Crossings have been provided at these stations, but no road over/under-bridge has so far been constructed.

(c) No accident on account of crossing of railway track has occurred during the last 3 years.

(d) to (f). Works regarding construction of road over/under-bridges in replacement of existing level crossings are jointly financed and executed by the Railways and the State Government/Local Authority and the proposals therefor have to be sponsored by the latter together with an undertaking to bear their share of the cost as per extant rules. No proposal for construction of an over/under-bridge at any of these stations has so far been received from the State Government/Local Authority.

Demand for increase in freight by Shipping lines

1985. SHRI BALASAHEB VIKHE PATIL: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether various shipping lines have asked for increase in the freight for the movement of goods traffic;

(b) if so, to what extent increase is being demanded; and

(c) what is the reaction of Government thereto?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI A. P. SHARMA): (a) and (b). According to available information the following Liner Conferences/Rate Agreements/

Shipping Lines have proposed to increase freight as indicated:—

Sl.	Name of conference/Rate Agreement/ Shipping Lines	Trade Sector	Percentage of proposed increase	Effective Date
1.	Pacific-India Rate Agreement	East/West Coast of India- Pacific Ports of USA & Canada	15%	1-4-1980
2.	Calcutta/East Coast of India and Bangladesh/USA Conference (CALCUSA)	East Coast of India to Great Lakes-USA Atlantic and Gulf of Mexico	17%	10-4-1980
3.	India-Pakistan-Bangladesh-UK/ Continent Conference	India to UK/Continent and <i>vice versa</i>	20%	1-5-1980
4.	India-Pakistan-Bangladesh-Ceylon and Burma Outward Freight Conference (INPACKON)	US Atlantic and Gulf Ports to India	18%	15-5-1980
5.	*West Coast of India and Pakistan- USA Conference	West Coast of India to USA, Gulf of Mexico Ports	17%	15-5-1980
6.	Shipping Corporation of India and Scindia Steamship Navigation Co. (Joint Service)	East Coast of Canada to India	Not Indicated	6-6-1980
7.	Shipping Corporation of India and Scindia Steamship Naviga- tion Co. (Joint Service)	USA Great Lakes to India	Not Indicated	6-6-1980

*No Indian Shipping Line is a member of this Conference.

(c) The Conferences/Rate Agreement/Shipping Lines have been requested to hold discussions with the Indian shippers' bodies for arriving at mutually satisfactory agreement on the proposed freight increase.

तीन वर्षों में (एक) मैसर्स रयाल कारपोरेशन लि. मद्रास और (दो) मैसर्स फेसिट एशिया लि., मद्रास द्वारा कर्मचारी राज्य बीमा योजना और भविष्य निधि की वर्षवार कितनी धनराशि जमा की गई तथा उनकी ओर अब तक कितनी राशि बकाया है ?

मैसर्स रयाल कारपोरेशन लि. और मैसर्स फेसिट एशिया लि., मद्रास द्वारा जमा की गई भविष्य निधि और कर्मचारी राज्य बीमा योजना की राशि

1986. श्री व्याराम शाक्य: क्या अमंत्री यह बताने की कृपा करेंगे कि गत

पर्यटन और नागर विमानन तथा अमंत्री (श्री जे. बी. पटनायक): जैसा कि कर्मचारी राज्य बीमा निगम ने सूचित किया है कि गत तीन वर्षों के दौरान मैसर्स रयाल कारपोरेशन लिमिटेड, मद्रास और मैसर्स फेसिट एशिया लिमिटेड, मद्रास द्वारा निम्नलिखित धन-राशि का भुगतान किया गया:—

नाम	ग्रवधि	भुगतान की गई राशि	बकाया राशि
1	2	3	4
1. मैसर्स रयाल कारपोरेशन लिमिटेड, मद्रास	1977 1,81,611.40 ₹ 1978 1,73,987.85 ₹ 1979 1,82,029.85 ₹	4,513.50 (इसके अतिरिक्त प्रति- वार ने कोचीन छाच में तैनात एक कर्मचारी और कैन्टीन स्टाफ को अमंत्री इस योजना के प्रत्यर्गत लाना है)।	

1	2	3	4
2. मैसर्स कॉफिट एशिया लिमिटेड, मद्रास	1977 1,11,676.05 ₹ 1978 1,54,093.05 ₹ 1979 1,69,423.65 ₹		63.65 ₹
			63.65 ₹

भविष्य निधि प्राधिकारियों ने सूचित किया है कि इन प्रतिष्ठानों द्वारा जमा कराई गई भविष्य निधि प्रशंसानों की राशि इस प्रकार है:—

1. मैसर्स रथाल कारपोरेशन लिमिटेड मद्रास	1977-78 4,43,656.75 ₹ 1978-79 4,42,892.25 ₹ 1979-80 4,32,628.70 ₹ (जनवरी, 80 तक)
2. मैसर्स कॉफिट एशिया प्राइवेट लिमिटेड, मद्रास ।	1977-78 2,93,590.75 ₹ 1978-79 3,27,108.50 ₹ 1979-80 3,73,411.75 ₹ (जनवरी, 80 तक)

जनवरी, 1980 के अन्त तक, उनके पास भविष्य निधि देय राशि की कोई बकाया¹ राशि नहीं थी ।

मैसर्स बजाज आटो लिमिटेड द्वारा जमा को गई भविष्य निधि और कर्मचारी राज्य बीमा योजना को राशि

(ख) उक्त फर्म ने गत वर्षों में भविष्य निधि और कर्मचारी राज्य बीमा योजना की कितनी राशि जमा की है और इस समय समय उन पर कितनी राशि बकाया है ?

1987. श्री बयाराम शास्त्री: क्या अमन्त्री यह बताने की कृपा करेंगे कि:

(क) मैसर्स बजाज आटो लिमिटेड में कितने कर्मचारी मासिक और दैनिक मजूरी आधार पर कार्य कर रहे हैं;

पर्यटन और नागर विमानन तथा अम मंत्री (श्री. जे. बी. पटनायक): (क) भविष्य निधि प्राधिकारियों ने सूचित किया है कि मैसर्स बजाज आटो लिमिटेड में मासिक और दैनिक मजूरी आधार पर कार्य कर रहे कर्मचारियों की संख्या इस प्रकार है:—

मासिक आधार पर कार्य कर रहे कर्मचारियों की संख्या	दैनिक मजूरी आधार पर कार्य कर रहे कर्मचारियों की संख्या
(i) मैसर्स बजाज आटो लिमिटेड (मुख्यालय अकूरवी महाराष्ट्र)	1557 4340
(ii) मैसर्स बजाज आटो लिमिटेड, (दिल्ली में तीन बाच)	89 —

(ख) गत तीन वर्षों के दौरान मुख्यालय और ब्रंच यूनिटों के अन्तर्गत निजी भविष्य निधि के न्यासी बोर्ड के पास प्रतिष्ठान द्वारा जमा कराई गई भविष्य निधि धन-राशि इस प्रकार है :—

वर्ष	मुख्यालय	ब्राच
1977-78	51.33 लाख रुपये	1.07 लाख रुपये
1978-79	52.75 लाख रुपये	1.04 लाख रुपये
1979-80	49.44 लाख रुपये	0.89 लाख रुपये
	(फरवरी, 1980 तक)	

यह सूचित किया गया है कि इस समय प्रतिष्ठान के पास कार्ह बकाया राशि नहीं है।

कर्मचारी राज्य बीमा द्वये राशि संबंधी सूचना एकत्र की जा रही है और इसे सभा की मेज पर रख दिया जाएगा।

हिन्दुस्तान मोटर्स तथा स्टेन्डर्ड मोटर्स प्रॉडक्ट्स आफ इंडिया द्वारा जमा कराई गई भविष्य निधि और कर्मचारी राज्य बीमा योजना की राशि

1988. श्री दयाराम शाक्य: क्या अमंत्री यह बताने की कृपा करेंगे कि :

1. मैसर्स हिन्दुस्तान मोटर्स लिमिटेड, कलकत्ता (छूट प्राप्त प्रतिष्ठान)
2. मैसर्स स्टेन्डर्ड मोटर प्रॉडक्ट्स आफ इंडिया, मद्रास

(जनवरी, 1980 तक)

यह सूचित किया गया है कि उनके पास भविष्य निधि अंशदानों की बकाया राशि नहीं है।

कर्मचारी राज्य बीमा निगम ने सूचित

(क) हिन्दुस्तान मोटर्स और स्टेन्डर्ड मोटर्स प्रॉडक्ट्स आफ इंडिया द्वारा पिछले तीन वर्षों में कर्मचारी राज्य बीमा योजना और कर्मचारी भविष्य निधि की कितनी राशि जमा की गई है; और

(ल) उन पर अभी कितनी राशि बकाया है?

पर्यटन और नागर विमानि तथा अमंत्री (श्री जे. बी. पटनायक): (क) वार (ल) : जैसा कि भविष्य निधि प्राधिकारियों द्वारा सूचित किया गया है, गत तीन वर्षों के दौरान मैसर्स हिन्दुस्तान मोटर्स लिमिटेड, कलकत्ता और मैसर्स स्टेन्डर्ड मोटर प्रॉडक्ट्स आफ इंडिया, मद्रास द्वारा जमा कराई गई भविष्य निधि धन-राशि इस प्रकार है :--

1977 से 1979 तक 840.26 लाख रुपये

1977-78	15.45 लाख रुपये
1978-79	16.69 लाख रुपये
1979-80	16.70 लाख रुपये

(जनवरी, 1980 तक)

किया है कि गत तीन वर्षों के दौरान इन प्रतिष्ठानों द्वारा भुगतान किए गए कर्मचारी राज्य बीमा अंशदानों की राशि इस प्रकार है :--

भुगतान की गई राशि बकाया राशि

1. मैसर्स हिन्दुस्तान मोटर्स लिमिटेड, कलकत्ता	1,52,09,529.75 रु०	4160.00 रु० और 2393.99 रु० (क्रमशः हजारे और ब्याज
2. मैसर्स स्टेन्डर्ड मोटर प्रॉडक्ट्स आफ इंडिया, मद्रास (जनवरी, 1977 से फरवरी, 1980)	29,59,644.00 रु०	शून्य

Need of Wagons by Railways

1990. DR. VASANT KUMAR PANDIT: Will the Minister of RAILWAYS be pleased to state:

(a) the total number of wagons held by the Indian Railways, (Railway-wise), as on 31-12-1979;

(b) how many wagons are actually in use by the Railways and what is

the actual need of wagons by Railways; and

(c) whether it is a fact that several wagons are lying idle on condemned wheels or in damaged conditions?

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

(a) Wagon holding as on 31-12-1979 in terms of 4-wheelers:

Railway	Broad Gauge	Metre Gauge
Central . . .	67073	1006
Eastern . . .	92718	..
Northern . . .	64198	8464
North Eastern . .	990	28778
Northeast Frontier .	5944	19148
Southern . . .	22295	13680
South Central . .	29857	12721
South Eastern . .	92850	..
Western . . .	36795	26701
Total . . .	412720	110498

(b) As on 31-12-1979, about 392700 wagons are in effective use on the railways and these are adequate to meet current traffic needs at the best usage norms achieved by the railways in the past

(c) No, there are no wagons lying idle on condemned wheels or in damaged condition except those under Periodical Overhaul in the workshops or day-to-day repairs and maintenance including wheel changing on sick lines or Repair Depots.

Drop in Employment Opportunities in Gulf Countries

1991. DR. VASANT KUMAR PANDIT: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether it is a fact that during the last one year there is a steep fall in Indian Emigrant workers finding jobs in the middle-east and Gulf countries; if so, the reasons thereof;

(b) whether it is a fact that many job-contracts secured for Indian immigrants have been cancelled by foreign Agencies due to long delay, harassment, corruption and difficulties

created by Indian Immigration Act; and

(c) what steps has the Government planned to sponsor larger number of jobs for Indian Immigrants and other safeguards for their welfare and security?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) The statistics on emigration of Emigrants does not indicate any steep fall. According to these statistics, 204,809 emigration clearances were granted by them during 1979; as compared to the figure of 69,006 for the year 1978.

(b) No, Sir; Government have not received any significant or substantiated complaints of delay, harassment, etc. in granting emigration clearances.

(c) This matter is kept under constant review by Government with the help of our Missions & Posts in these countries. It may be appreciated that Indian workers are recruited by foreign employers, from the open market in India, through recruiting agencies.

Cargo-Tonnage of Shipping Corporation of India

1992 DR. VASANT KUMAR PANDIT: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that Government have decided to increase the Cargo-tonnage of Shipping Corporation of India;

(b) if so, what is the strength of Cargo lines with the Shipping Corporation of India, their tonnage and cargo handled by each during 1979; and

(c) whether the Government have any container-oriented cargo vessel; if so, the details thereof?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI A. P.

SHARMA: (a) Government consider the proposal for increase of cargo tonnage of Shipping Corporation of India on merits as and when such proposal is received. Acquisition of ships by the Chipping Corporation of India is a continuous process.

(b) As on 1st March, 1980, Shipping Corporation of India had 74 cargo liners of 6.88 lakhs GRT and 9.72 lakhs DWT. During the financial year 1978-79 (ending March, 1979) Shipping Corporation of India's cargo liners carried 27.86 lakhs revenue tonnes of cargo.

(c) Shipping Corporation of India have, at present, 19 container-oriented vessels with a total capacity of carrying 5711 containers in terms of 20 foot container units (called TEUS). In addition, 18 container-oriented vessels with a total capacity of 6852 TEUS are on order.

Medical Facilities in Rural Areas

1993. SHRI CHHITUBHAI GAMIT: Will the Minister of HEALTH be pleased to state:

(a) the schemes which are being implemented by Government for providing medical facilities in rural areas and the percentage of the population being benefited thereby; and

(b) the estimated expenditure to be incurred on the schemes which Government propose to implement during the current financial years?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH (SHRI NIHAR RANJAN LASKAR): (a) Among the schemes launched by the Government of India to provide better medical facilities in the rural areas at present are:—

1. Multipurpose Workers Scheme;
2. Community Health Volunteers Scheme;
3. Dais Training Scheme;

4. Reorientation of Medical Education Scheme;

5. Minimum Needs Programme.

Reorientation training under the Multipurpose Workers Scheme has been completed in 139 districts of the country as on 1-4-79. The training programme is currently under progress in another 144 districts. Similarly, the Community Health Volunteers Scheme, which was introduced in October, 1977, has covered 1698 Primary Health Centres and has been extended to an additional 688 Primary Health Centres from October, 1979. 1,29,654 Community Health Volunteers had been trained upto 31st December, 1979.

There has been significant progress under the Dais Training Scheme during 1979-80 and it is expected that during the current year about 1,00,000 dais would have been trained.

Under the Re-orientation of Medical Education Scheme three Mobile Clinics are being provided, free of charge, for each Medical College for the purpose of re-orientation in community health of the faculty members and the students in the medical colleges. These Mobile Clinics would also help render specialised service in the rural areas.

Under the Minimum Needs Programme, Primary Health Centres and Sub-centres are being established in the country. At present there are 5444 Primary Health Centers and 48571 Sub-centres functioning in the States and the Union Territories. One Primary Health Centre covers a population of about 80,000—1,00,000 and a Sub-Centre generally covers a population of 10,000. It is proposed to have a Primary Health Centre for every 50,000 population and Sub-centre for every 5,000 population. The establishment of Primary Health Centres and Sub-Centres is under the State Sector and the requisite provision is made directly by the Planning Commission under this sector.

(b) The estimated expenditure to be incurred on the rural health schemes during the current financial year is as follows:

1. Multipurpose Workers Scheme.	Rs. 733.99
2. Community Health Volunteers Scheme.	Rs. 2141.68
3. Dais Training Scheme.	Rs 380.00
4. Re-orientation of Medical Education Scheme.	Rs. 1250.00

Diversion of Traffic to Develop other Ports

1994. SHRI EDUARDO FALEIRO: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that six out of the ten major ports in the country are working beyond capacity; and

(b) if so, what steps Government have taken to divert part of the traffic and to develop other major ports, particularly the Mormugao Harbour, in the Western Coast?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI A. P. SHARMA): (a) According to a recent assessment, 7 out of 10 major ports are handling traffic in respect of cargoes other than POL and iron ore, beyond their respective capacity.

(b) Distribution of traffic originating on Government account is being planned to the extent feasible.

Recently a mechanical ore handling plant at a cost of over Rs. 82 crores has been commissioned at Mormugao Port. For development of major ports in 1980-81, an outlay of Rs. 99 crores has been proposed.

Construction of a Shipyard Building in Gujarat

1995. SHRI D. P. JADEJA: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether there is any proposal to construct a shipyard building in Gujarat State;

(b) if so, whether any site has been selected;

(c) the site recommended by the State Government; and

(d) the final decision taken by Government in this regard?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI A. P. SHARMA): (a) to (c). Hajira Gujarat is one of the sites for which a detailed project report for the establishment of a shipyard has been got prepared. This site was recommended by the State Government.

(d) No final decision has been taken by Government so far.

Labour Policy

1996. DR. FAROOQ ABDULLAH: Will the Minister of LABOUR be pleased to state:

(a) whether the Union Government are considering to announce a new labour policy;

(b) if so, main features thereof;

(c) whether the policy adopted by the previous Government has not been for the welfare of the majority of the labourers; and

(d) when the same is likely to be announced?

THE MINISTER OF TOURISM AND CIVIL AVIATION AND LABOUR (SHRI J. B. PATNAIK): (a) to (d). There is no proposal to make a statement on labour policy at present. The policy is however constantly under review.

Health Education in India

1997. DR. FAROOQ ABDULLAH: SHRI LAKSHMAN MALLICK:

Will the Minister of HEALTH be pleased to state:

(a) whether it is a fact that a survey was conducted by the Health Education Bureau in which it has

been stated that the health education in India is in a mess;

(b) if so, the details thereof and the factors responsible for this;

(c) whether Government have examined the report; and

(d) if so, the steps being taken to improve the same?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH (SHRI NIHAR RANJAN LASKAR): (a) The survey conducted by the Central Health Education Bureau reveals certain deficiencies in the field of health education in India.

(b) The conclusions of the survey containing, inter-alia, the factors responsible for deficiencies in the field of Health Education in India are contained in the Statement.

(c) and (d). These conclusions were discussed at the National Conference on Health Education Services in India held in February, 1980 at which the position was reviewed with a view to considering measures for improving health education in the country. The importance of Health Education has been recognised in the framework of the 10 plus 2 pattern of the School Education from the lowest level. The Central Health Education Bureau visual aids, books and booklets, pos, designs and develops prototype matters, pamphlets etc. for health education and arranges training courses for health education personnel. The State Health Education Bureaux which are also engaged in similar work on a modest scale are assisted and guided in their work by the Central Bureau. Various categories of field workers e.g. Multipurpose workers, Block Extension Educators and Community Health Volunteers are also expected to impart non-formal and elementary health education to the people

Statement

Conclusions

The following are the conclusions drawn from the Study.

(a) State Health Education Bureaux

1. There is no adequate staff to carry out health education activities and even the staff available are not trained.

2. There is a vast disparity in the pay-scales of the similar posts in different States.

3. The health education budget in the total health budget of different States/Union Territories is low and the availability of low funds hampers health education activities.

4. Health educators at the SHEBs feel that low weightage is being given to health education by the Administration.

5. There is a great need for health education research.

(b) District Health Education Units.

1. In District Health Education Units, there are not sufficient trained health educators.

2. There are no promotional channels for the existing staff and it dampens enthusiasm of the workers in jobs assigned to them.

3. Lack of financial supports results in poor management of physical facilities, vis-a-vis, ineffective organisation of activities.

4. The health educators are mostly involved in the activities related to Family Planning Programmes.

(c) Primary Health Centres

1. Individual talks and groups meetings are the major health education activities organised by the Primary Health Centres, while at the sub-centre level, group meetings and distribution of health education material are done.

2. There is a close coordination between the PHC and block level Officials and this needs to be strengthened.

3. Most of the PHCs face lack of physical facilities and a shortage of fund.

(d) Nursing Schools and Colleges

1. Most of them follow the curriculum prescribed by the Indian Nursing Council.

2. Health education does not form as a separate subject in most of the Schools (84 per cent).

3. The teaching hours allotted to health education are very less in total course.

4. The students are exposed to rural areas for practical experience by a few schools (23.4 per cent).

5. Most of the schools are providing field experience to the students in midwifery and school health (45.1 per cent) and (30 per cent) respectively but this is confined to urban areas only.

6. Health education has been integrated mostly with community health nursing, public health, nursing and secondly with maternal and child nursing.

7. More than half (53.2 per cent) of the schools have not question on health education in the examination paper.

8. Students in most of the schools prepare one or the other educational aids.

9. About half of the schools have no staff trained in health education.

10. Libraries in most of the schools are poorly equipped as far as books and reference material on health education is concerned.

11. Most of the schools have been working independently without any assistance from other agencies.

(e) Auxiliary Nurse Midwife.

1. A prescribed syllabi for the ANMs is followed by the schools in India.

2. Health education is not taught as a separate subject in more than three-fourth of the schools. The duration of

training is of two years in a large number of ANM schools.

3. Health education is integrated mainly with personal, community health and medical and surgical nursing.

4. Hospital is the major situation in which the trainees are given experience in health education talks.

5. For health education teaching, most favoured aids are printed materials and mass media but for instructions, lecture method is prominent.

6. It has been suggested the printed material and other mass media should be supplied to the units.

(f) Training Programmes for MPW/ CHW

1. PHCs have not successfully involved the community in health programmes.

2. Majority of the PHCs (87.5 per cent) reported that their workers have gained knowledge and skills to some extent

(g) Sanitary Inspectors Training Institutions

1. Half of the institutions have health education as a separate subject.

2. Majority of the institutions (5 out of 6) have included questions on health education in the examination papers.

3. Libraries of all the institutions are well equipped with health education books.

(h) Research in Health Education

1. More studies on health behaviour and practice (85 per cent) are carried out in the field of health behaviour, MCH & F. P.

2. Most of the agencies (62.4 per cent) published studies on F. P. and population education.

3. Only (24.2 per cent) agencies have health education research manpower as such but that too is not adequate.

4. Pay-scales of various personnel having the same designations varies to a great extent from State to State.

5. Short of research manpower and non-availability of separate funds are major problems face in conducting health education research.

6. A large number of agencies (35.4 per cent) have suggested studies to be undertaken in health education programme and (30.6 per cent) suggested studies in health behaviour of the people.

7. No organisation has sponsored studies in health education.

(i) Hospitals

1. More preventable health problems in the hospital are infectious disease, nutritional gastrointestinal ailments. STD too are on the increase.

2. Doctors and health educators take more lead in health education activities in hospital situation.

3. More health education activities are conducted in the hospital situation, but less in the community.

4. Doctors are not taking lead in community work outside the hospital situation.

5. Field Workers or peripheral level workers are found to be doing more health education activities in the community.

6. In 75 per cent hospitals, staff except nurses, PHNs and ANMs are found to be trained in health education.

7. Most of the social workers have received orientation in family planning.

8. Health educators are considered the best suitable persons to organise health education activities.

9. The 4.4 per cent hospitals have suggested the establishment of separate health education cell in the hospitals.

(j) Status of Health Educators.

1. A great majority of health educators (85 per cent) are trained in health education and 80.6 per cent of the health educators have undergone one year training.

2. A large number of health educators have put in more than a decade in the service.

3. There exists enormous diversity of pay scales for the health educators carrying the same designation.

4. Most of the health educators have no promotional avenues open in the organisation they are working. The Deputy District Health Educators are the worst affected.

5. The supervisors of health educators are trained while it is not the same in the case of health education officers, State/District Health Educators and Deputy District Health Educators.

6. Most of the health educators are working under the supervision of the Principals of the RHFWCs. Moreover, most of them are placed with the training centres rather than with services agencies.

(k) Health Education in General Educational Institutions.

1. Majority of institutions have text books on health education.

2. Libraries of most of the institutions are poorly equipped with health education books and materials.

3. None of the institutes have teachers in health education.

(l) Teacher-Training Institutions.

1. In most of the institutions, health education is not taught as a separate subject.

2. Majority of the institutions (65.25 per cent) do not provide any opportunity for practical training.

3. None of the institutes undertakes community work.

(m) Adult Education Programme By State Directorate/State Department of Social Welfare.

1. Majority of the institutes are carrying out health educational activities.

2. Mostly medical personnel are engaged in training the instructors in health education.

3. The Adult Education Programmes are getting educational material and A. V. Aids mostly from the Government agencies.

(n) Voluntary Organisations.

1. Almost all voluntary organisations carry out health education activities along with their routine work.

2. These activities are mostly carried out by untrained staff.

3. Considerable amount of health education work is being done by these organisations. These are individual, group and mass meetings, film shows, exhibitions, demonstrations, etc.

Despatch of Fertiliser Bags by Visakhapatnam Port Trust

1998. SHRI K. A. RAJAN: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether seven wagons loaded with fertiliser bags were fraudulently despatched by changing the Railway Receipts and the labels on the wagons to wrong destinations by the Visakhapatnam Port Trust in 1978/1979;

(b) if so, whether any investigation was conducted by the Port Trust;

(c) if so, what was the result of the same; and

(d) whether responsibility could be fixed up and the action taken thereon?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI A. P.

SHARMA): (a) In November 1978, Coremandel Fertilizers Limited reported to the port that five wagons, booked from their siding to different stations of the Central, South Central and the South-Eastern Railways, were diverted by changing the original seal cards and labels and delivered at Anaparti Railway Station over South-Central Railway on production of forged railway receipts. During preliminary inquiry, it was revealed that two more wagons loaded with fertilizer were also fraudulently diverted and delivery was obtained at Dwarapudi Station.

(b) Special Police Establishment Visakhapatnam have been investigating the cases.

(c) A criminal case was registered by District Police, Anaparti and later transferred to Central Bureau of Investigation who have suggested departmental action against the railway employees.

(d) Responsibility was fixed and charge-sheet for major penalty has been issued against the Station Master and the Assistant Station Master, Anaparti, and the Station Master and Senior Siding Clerk, Dwarapudi.

Transfer in E.P.F. Organisation

1999. SHRI K. LAKKAPPA: Will the Minister of LABOUR be pleased to state:

(a) whether it is a fact that Employees' Provident Fund Organisation is an industry as per decision of the Karnataka High Court;

(b) whether Finance Ministry had put a ban on the transfer of officers of Government offices based on economic consideration;

(c) if so, whether this ban is also applicable to the E.P.F. organisation; and

(d) if not, whether the officers who have completed three years of service will be transferred in the interest of 95 lakh subscribers, who are industrial workers as most of the Regions

are lying vacant without Regional Commissioners?

THE MINISTER OF TOURISM & CIVIL AVIATION AND LABOUR (SHRI J. B. PATNAIK): (a) Yes, Sir.

(b) According to the instructions of the Finance Ministry all transfer should be stayed for a period of one year except where the transfers are on account of promotions, expiry of deputation period, or very special personal reasons.

(c) & (d): Generally, these instructions are followed but, as in other Organisation, there is no bar to transfers in the Employees Provident Fund Organisation also if such transfers are considered essential on grounds of administrative expediency.

Armed Dacoities in Long Distance Trains

2000. **SHRI INDRAJIT GUPTA: SHRI HARI KISHAN SHASTRI:**

Will the Minister of RAILWAYS be pleased to state:

(a) the number of armed dacoities which have taken place in long distance trains during the last one year, month-wise;

(b) whether most of these incidents have occurred on the Eastern and South Eastern Zones;

(c) the number of dacoits arrested; and

(d) whether any new system will be devised to provide effective protection for the passengers?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFAR SHARIEF): (a) to (d). The information is being collected and will be laid on the Table of the House.

Ship Repairing Yard at Haldia

2001. **SHRI INDRAJIT GUPTA: SHRI R. L. P. VERMA:**

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

(a) the progress made towards setting up of a ship repairing yard at Haldia, as sanctioned by the previous Government;

(b) the estimated total cost of the project and its foreign exchange component; and

(c) when it is likely to be completed?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI A. P. SHARMA): (a) to (c). Government have not so far approved the proposal for establishment of a ship repairing yard at Haldia. M/s. Garden Reach Shipbuilders & Engineers, Calcutta, had submitted a detailed project report for a shiprepair complex at Haldia for consideration. The report was examined in the Department of Defence Production in consultation with others concerned and it was considered that the viability of the project and other relative aspects should be re-examined after excluding the provision for production of off-shore platforms provided in the report and a supplementary report prepared and submitted for consideration by Government. This Supplementary Report is awaited in the Department of Defence Production.

Deterioration in the Navigable Channel of the Hooghly River

2002. **SHRI INDRAJIT GUPTA: SHRI GADADHAR SAHA:**

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

(a) whether there has been a marked deterioration in the navigable channel of the Hooghly river below Calcutta;

(b) whether this is due to inadequate supply of water from the Farraka barrage; and

(c) whether this problem was discussed at the recent meeting of the Indo-Bangladesh Joint Rivers Commission and with what result?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI A. P. SHARMA): (a) and (b). There has been no marked deterioration in the navigable channel of Hooghly river below Calcutta.

(c) No, Sir.

Introduction of EMU Coach between Asansol-Burdwan

2003. SHRI KRISHNA CHANDRA HALDER: Will the Minister of RAILWAYS be pleased to state what steps have been taken by Government to introduce E.M.U. coach between Asansol-Burdwan section of Eastern Railway?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): EMU stock is not designed for long distance journeys. As per the convention followed on the Railways, EMU trains are utilised for a maximum distance of about 90 Kms. requiring a journey time of about 2 hours. The distance from Asansol to Howrah is about 200 Kms. and would require about 4 hours journey time. Journeys of this distance, therefore, are not suitable for EMU stock in view of the fact that essential amenities, such as bath-rooms, are not provided on EMU trains.

The introduction of EMU services on the Burdwan-Asansol Section would require considerable additional works in the nature of raising of platforms, shifting of track centres and removal of infringements in view of the fact that EMU stock is of different design than the conventional rolling stock.

In order to cater for the growth in passenger traffic in the section capa-

city in the passenger and coaching yards at Asansol and Durgapur may require further augmentation. In this end, a techno-economic survey to examine the requirements of additional coaching facilities in these two yards have been included in the 1980-81 budget.

Wagon Breaking instances in Asansol, Andal and Durgapur

2004. SHRI KRISHNA CHANDRA HALDER:

SHRI SAMAR MUKHERJEE:

Will the Minister of RAILWAYS be pleased to state:

(a) the number of instances of wagon breaking in Asansol, Andal and Durgapur during 1979-80; and

(b) the steps taken by Government to stop these activities?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAY (SHRI C. K. JAFFER SHARIEF):

(a) The number of instances of wagon breaking in Asansol, Andal and Durgapur during 1979-80 (up to February 1980) is indicated below:—

Place	No. of cases
Asansol	35
Andal	28
Durgapur	Nil

(b) The steps taken by Government to stop these activities are:

1. Armed Railway Protection Force patrolling round the clock has been intensified in Asansol and Andal yards.

2. Beat-cum-section patrolling has been introduced in these areas.

3. Supervision by R.P.F. officers has been tightened.

4. A special contingent of Railway protection Special Force has been deployed at Asansol and Andal yards.

5. Joint combing operations by Police, Railway Protection Force,

Railway Protection Special Force have been organised in Asansol and Andal yards.

6. Crime Intelligence Bureau staff of Eastern Railway has been geared up to organise surprise raids and ensure unobtrusive watch over the criminals and receivers of stolen property.

7. R.P.F. Dog Squads have also been deployed for patrolling in the yard.

Suburban Railway up to Asansol

2005. SHRI KRISHNA CHANDRA HALDER: Will the Minister of RAILWAYS be pleased to state:

(a) the steps taken by Government to declare area from Burdwan to Asansol of Eastern Railway as Suburban area; and

(b) the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) and (b). There is no proposal at present to declare Burdwan-Asansol Section of Eastern Railway as a suburban area.

Revision of Wages for Port and Dock Workers in Major Ports

2006. SHRI KRISHNA CHANDRA HALDER: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that the Government was required to set up a machinery for the revision of wages for the Port and Dock workers in major ports from 1st January, 1980; and

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

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI A. P. SHARMA): (a) and (b). The wage structure evolved by Wage Revision Committee for Port and Dock Workers at major ports was effective till 31-12-1979. The question of machinery to

be set up for the wage revision effective from 1-1-1980 was discussed with the four all-India Federations of Port and Dock Workers during April, 1979. The Federations suggested in subsequent communications wage revision to be done through bipartite negotiations between the port managements and the Federation. There were, however, sharp differences of opinion amongst the Federations in regard to the composition of the labour side of the proposed bipartite machinery. After a series of discussions, both formal and informal, the four Federations have recently agreed to the composition of the labour side of the machinery. Subsequently, discussions have also been held with the port managements and the Federation of Associations of Stevedores to finalise the employers' side of the machinery.

Nagercoil-Tirunelveli Broad Gauge Line

2007. SHRI K. T. KOSALRAM: Will the Minister of RAILWAYS be pleased to state:

(a) the reasons for the delay in linking Nagercoil with Tirunelveli with a broad gauge line; and

(b) when the work of Tirunelveli-Tuticorin broad gauge link will be taken up for execution?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) Nagercoil Tirunelveli BG line forms part of the composite project, new BG line from Trivandrum to Tirunelveli via Nagercoil with a branch line to Kanyakumari. The BG line from Trivandrum to Nagercoil/Kanyakumari has already been opened to traffic. The remaining portion from Nagercoil to Tirunelveli is expected to be opened shortly.

(b) Re-appraisal of the earlier survey for providing a broad gauge connection from Karur to Tirunelveli/Tuticorin has been completed and the report is under consideration. A decision on the project will be taken

after examination of the report is completed in all its aspects.

Tiruchirapalli-Dindigul B.G. Line

2008. SHRI K. T. KUSALRAM: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have started work on Tiruchirapalli—Dindigul broad gauge line; and

(b) if not, the reasons for the delay?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) and (b). Re-appraisal of the earlier survey for the construction of a new BG line from Karur to Dindigul, parallel BG line from Dindigul to Madurai and conversion of MG line from Madurai to Tirunelveli|Tuticorin has been completed and the survey report is under examination. A decision on the project will be taken after the examination of the report is completed in all its aspects, subject to availability of funds and clearance by the Planning Commission.

Conversion of Tiruchirapalli-Dindigul MG line into BG is not being considered.

Sethusamudram Project

2009. SHRI K. T. KOSALRAM: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether the Sethusamudram Project is under the consideration of Government; and

(b) if so, when it will be taken up for execution?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI A. P. SHARMA): (a) and (b). On grounds of economic viability the Sathusamudram Project has not been considered for execution.

Allocation of Ships to Small Scale Salt Producers

2010. SHRI K. T. KOSALRAM: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that ships are allotted only to small scale salt producers in Western region; and

(b) if not, the reasons for not implementing the decision taken to allot ships only to small scale producers and their Associations in Tuticorin?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI A. P. SHARMA): (a) No, Sir.

(b) As regards allotment of ships for movement of salt from Tuticorin to Calcutta, the Director-General of Shipping has recently started giving preference in allotment of ships to salt producers of Tuticorin. In March 1979, the name of Tuticorin Small Scale Salt Manufacturers Association was added to the priority list and since then D.G. Shipping, has so far allotted 4 ships to them, out of which three were out of turn.

Loss of Man-Days and Workers involved during 1979

2011. SHRI M. RAM GOPAL REDDY: Will the Minister of LABOUR be pleased to state:

(a) the total number of man-days lost due to industrial disputes during the year 1979; and

(b) the number of workers involved during the above period?

THE MINISTER OF TOURISM AND CIVIL AVIATION AND LABOUR (SHRI J. B. PATNAIK): (a) According to the available information, the provisional figures of time loss due to industrial disputes (strikes and lockouts) was 37.10 million mandays.

(b) The number of workers involved in such disputes during the above period was 2,741,321.

Trips missed by DTC during 1979

2012. SHRI M. RAM GOPAL REDDY: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) the number of trips missed daily on an average by Delhi Transport Corporation during 1979; and

(b) the steps being taken to tone up its efficiency?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI A. P. SHARMA): (a) On an average 4,397 trips were missed daily by the DTC and private buses under DTC operation, out of 35,404 scheduled trips, during 1979.

(b) All out efforts are being made by the DTC to improve the reliability of its services and reduce the number of missing trips. Old and overaged buses are being replaced by new buses and additional fleet is being acquired so as to reduce the number of break-downs. Maintenance facilities are being expanded and a second Central Workshop is proposed to be constructed to ease up load of the present Workshop, which is presently overloaded beyond its designed capacity because of expansion of DTC fleet. Additional depots are also being constructed to improve the maintenance of the buses and for better management of their operation. Better understanding is being developed with the student community as well as general commuters by prompt action on their representation, suggestions, etc. to reduce incidence of hold up of buses. The percentage of missing trips has been reduced from 14.34 per cent in 1977 to 12.42 per cent in 1979.

Conversion of N.G. Lines in Tamil Nadu

2013. SHRI P. K. KODIYAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal to convert the net work of narrow gauge railway lines in Tamilnadu and part of Kerala into broad gauge;

(b) if so, the details thereof;

(c) the estimated cost of the proposal; and

(d) what section of these railway lines is to be taken up for conversion in the next three years?

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

(a) to (d). The States of Tamil-Nadu and Keraia are served by a net-work of MG|BG railway lines. There are no narrow gauge lines in these States. However, a reappraisal of the earlier survey for the construction of new BG line from Karur to Dindigul, parallel BG line from Dindigul to Madurai and conversion of MG line from Madurai to Tirnelveli/Tuticorin has been carried out and the report is under examination. The estimated cost of this proposal is Rs. 42.86 crores. The project can be taken up only after clearance by the Planning Commission and subject to availability of funds.

पटना में स्वास्थ्य केन्द्र का असन्तोषजनक कार्यकरण

2014. श्री रामावतार शास्त्री: क्या स्वास्थ्य मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या पटना में केन्द्रीय सरकर स्वास्थ्य योजना के अंतर्गत एक स्वास्थ्य केन्द्र गत कार्ड वर्षों से कार्य कर रहा है;

(ख) यदि हाँ, तो इस बारे में व्यौरा क्या है;

(ग) क्या इस केन्द्र के कार्य प्रभारी और इसके कार्यकरण के खिलाफ केन्द्रीय कर्मचारियों में भारी रोष है;

(घ) क्या इस केन्द्र के बारे में शिकायतों का उल्लेख करते हुए एक संसद सदस्य ने उन्हें कार्ड पत्र लिखा है; और

(ङ.) यदि हाँ, तो तत्संबंधी व्यौरा क्या है और उस पर सरकार की प्रतिक्रिया क्या है?

स्वास्थ्य बीमालय में राष्ट्र संघी (श्री निहार रमेश सरकार): (क) बार (ब). केन्द्रीय सरकार स्वास्थ्य योजना के अंतर्गत पटना में कोई स्वास्थ्य केन्द्र नहीं चल रहा है। इस योजना के अंतर्गत पटना में चार एलारेथिक औषधालय तथा आयुर्वेदिक और हायोग्योरेथिक चिकित्सा पद्धतियों का एक एक यूनिट कार्य कर रहे हैं।

(ग) जी नहीं।

(घ) नी हाँ।

(ड.) श्री रामावतार शास्त्री, संसद सदस्य का 28 जनवरी, 1980 का एक पत्र मिला है जिसमें उन्होंने केन्द्रीय सरकार स्वास्थ्य सेवा औषधालयों की असन्तोषजनक स्थिति, उनकी अपर्याप्त संख्या, दवाइयों की कमी तथा उनके दरों से मिलने, पैथालाचिकल टेस्टों की असंतोषजनक व्यवस्था, केन्द्रीय सरकारी कर्मचारियों द्वारा चिकित्सा पर किए गए लार्च की दरों से प्रतिपूर्ति करने के संबंध में शिकायतों की हैं। उस पत्र में जिन बातों को उठाया गया है उनकी जांच की जा रही है। लेकिन पटना में केन्द्रीय सरकार स्वास्थ्य योजना को कुशलता से चलाने के लिए हर संभव कोशिश की जाती है। पटना में केन्द्रीय सरकार स्वास्थ्य योजना का एक और औषधालय भी खोला जा रहा है।

Unemployed Persons

2015. SHRI K. MALLANNA:
SHRI SOMNATH CHATTERJEE:

Will the Minister of LABOUR be pleased to state:

(a) the number of unemployed persons registered with the Employment Exchanges in the country during the last three years, State-wise and year-wise;

(b) the number of registered educated unemployed during the last three years, qualification-wise and State-wise; and

(c) how many of them secured jobs through the Employment Exchanges during the last three years?

THE MINISTER OF TOURISM AND CIVIL AVIATION AND LABOUR (SHRI J. B. PATNAIK): (a) Information is furnished in Statement I laid on the Table of the House. [Placed in Library. See No. LT-703C/80].

(b) Information is furnished in Statements II, III and IV laid on the Table of the House. [Placed in Library. See No. LT-703C/80].

(c) The total number of job-seekers placed in employment through the Employment Exchanges during the years 1977, 1978 and 1979 was 461.6, 460.6 and 466.3 thousands respectively.

Seminars on Industrial Safety

2016. SHRI ANANDA PATHAK: Will the Minister of LABOUR be pleased to state:

(a) the decisions and recommendations of the two Seminars on Industrial Safety, one held in Calcutta and another one in Dhanbad in the last week of January, 1980; and

(b) the reaction of Government thereto?

THE MINISTER OF TOURISM AND CIVIL AVIATION AND LABOUR (SHRI J. B. PATNAIK): (a) A seminar on "Workers participation in safety in coal mines" was held under the auspices of Indian National Mine Workers' Federation in Dhanbad from 26th to 28th January, 1980. The conclusions of the Seminar relate to joint inspections by the representatives for the management and workers and formation of a Committee of representatives of the union and the management to monitor the functioning of the Vocational Training Centres.

Government have no information regarding any seminar held at Calcutta.

(b) It is for the management of mines to take necessary action in the matter.

प्रतिनियुक्ति पर रेलवे अधिकारी

2017. श्री कृष्ण चन्द्र पाण्डे : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या रेलवे संवर्ग के अनेक वरिष्ठ अधिकारियों ने अन्य विभागों में प्रतिनियुक्ति पर अपने आपको स्थानान्तरित करा दिया है और वहां उन्हें पदान्वातियां मिल रही हैं जिसके परिणामस्वरूप रेलवे के अन्य वरिष्ठ अधिकारियों पर प्रतिकूल प्रभाव पड़ा है और उनका मनोबल गिरा है;

(ख) यदि हां, तो इस समय अन्य विभागों में ऐसे कितने अधिकारी प्रतिनियुक्ति पर गए हैं और क्या इससे रेलवे की कार्यकुशलता पर निरन्तर प्रतिकूल प्रभाव पड़ रहा है;

(ग) क्या यह सच है कि रेलवे को ऐसे अधिकारियों की सेवाओं की आवश्यकता नहीं है, और

(घ) यदि हां, तो इसके क्या कारण हैं?

रेल मंत्रालय में राष्ट्रमंत्री (श्री सी. के. जाफर शरीफ): (क) रेलवे के कुछ अधिकारी जनहित में उन्हीं ग्रेड में अथवा उच्चतर ग्रेड में केन्द्र सरकार के अन्य विभागों में प्रतिनियुक्ति पर हैं। प्रतिनियुक्ति की अवधि में किसी अधिकारी को प्राप्त लाभ को उसके अपने संवर्ग में वापस लाटने पर संरक्षित नहीं किया जाता। अतः वरिष्ठ अधिकारियों पर इसका विपरीत प्रभाव पड़ने की कोई गुंजाइश नहीं है।

(ख) इस समय प्रशासनिक ग्रेड के 53 अधिकारी केन्द्र सरकार के अन्य विभागों में प्रतिनियुक्ति पर हैं। इससे रेलों की कार्यकुशलता पर कोई विपरीत प्रभाव नहीं पड़ा है।

(ग) जी नहीं।

(घ) प्रश्न नहीं उठता।

भाटनी-बाराणसी लाइन

2018. श्री कृष्ण चन्द्र पाण्डे : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि

भाटनी-बाराणसी लाइन पुनर्निर्माण कार्य कहां तक पूरा हो जाएगा।

रेल मंत्रालय में राष्ट्रमंत्री (श्री सी. के. जाफर शरीफ): बाराणसी-भटनी मीटर लाइन बण्ड को बड़ी लाइन में बदलने का काम एक अनुभावदित निर्माण कार्य है लेकिन अन्य अत्यावश्यक कारणों से इसे शुरू नहीं किया जा सका। बहरहाल, प्रथम चरण के रूप में इस मार्ग पर पड़ने वाले तूरीपार पुल में फिर से गर्डर लगाने का काम शुरू किया गया है जो एक लम्बा काम है। इस परियोजना के लिए 1980-81 में 50 लाख रुपये के परिव्यय की व्यवस्था की जा रही है। फिलहाल इस काम को पूरा करने के लिए कार्ड तिथि निर्धारित नहीं की जा सकती लेकिन इसे शुरू करने और शीघ्र पूरा करने के लिए पूरा प्रयास किया जायेगा बशर्ते कि इसके लिए धन राशि उपलब्ध हुई।

रेल अधिकारियों के पदों का दर्जा बढ़ाना

2019. श्री कृष्ण चन्द्र पाण्डे : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि रेलवे में उच्च काडर के पदों का दर्जा बढ़ा दिया गया है और इस निर्णय को त्रन्त ही प्रभावी कर दिया गया है परन्तु इसमें न तो कार्यकुशलता बढ़ी है और न ही इसमें कोई सुधार हुआ है जबकि जनवरी, 1979 से निम्न काडर के कर्मचारियों के पदों का दर्जा बढ़ाने के निर्णय को अभी तक कार्यनिवृत नहीं किया गया है जिसके फलस्वरूप कर्मचारियों में असन्तोष बढ़ रहा है ; और

(ख) यदि हां, तो उक्त-तनाव को कम करने के लिए सरकार का विचार क्या कार्यवाही करने का है ?

रेल मंत्रालय में राष्ट्र मंत्री (श्री सी. के. जाफर शरीफ): (क) सरकार इवारा राजपत्रित संवर्गों के ग्रेडों को बढ़ाने के लिए हाल में ही जो स्वीकृति प्रदान की है वह एकीकृत दीजिटकोण पर आधारित है जो वह सुनिश्चित करती है कि वर्ग 'क' संवर्ग की पुनर्संरचना का लाभ अधिकारियों के सभी कार्टियों तथा वर्ग 'म' के कर्मचारियों को भी सुलभ होगा। ग्रेड बढ़ाने से लगभग

2500 से 3000 विधिकारियों को लाभ होगा और एसा कोई कारण नहीं है कि विभिन्न कॉर्टियों के विधिकारियों और कर्मचारियों के बीच कोई असंतोष या तनाव जाये। 1-1-1979 से वर्ग ग और वर्ग घ की विभिन्न कॉर्टियों के जिन 9000 पदों के प्रेड बढ़ाये गये हैं उनमें अधिकांश भरे जा चुके हैं और/या अपेक्षित अपिचारिकताएं प्रती हो जाने के बाद भरे जाने की प्रक्रिया में हैं। कार्य-कुशलता का लगातार अनुश्रवण किया जा रहा है और रेलों के कार्य निष्पादन में और सुधार लाने के लिए विभिन्न उपाय रेल मंत्री के 1980-81 के बजट भाषण में दिये गये हैं।

(b) प्रश्न नहीं उठता।

Taking over of Nilhat Shipping Company

2020. SHRI NARAYAN CHOUBEY: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether Government have permitted India Steamship Company to take over Nilhat Shipping Company; and

(b) if so, the details thereof?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI A. P. SHARMA):
(a) No, Sir.

(b) Does not arise.

Bonus to Port and Dock Workers

2021. SHRI CHITTA MAHATA: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that Government have not so far given bonus to the Port and Dock employees;

(b) if so, the reasons therefor;

(c) whether Government also propose to give bonus in future to these employees; and

(d) if not, the reasons therefor?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI A. P. SHARMA):
(a) and (b). Port and dock workers employed by the Major Port Trusts and Dock Labour Boards are not covered by the Payment of Bonus Act, 1965 and hence no bonus is payable to them. However, the port and dock workers engaged by the Major Port Trusts and Dock Labour Boards are being paid ex-gratia in lieu of bonus on a year to year basis at a rate which is determined by Government every year. Such rate has normally been equal to the minimum rate of bonus prescribed in the Payment of Bonus Act. The rate of ex-gratia for the financial year 1978-79 was 8.1/3 per cent.

(c) and (d). In the discussion held with representatives of Federations of port and dock workers by Government on 19 and 20 December, 1978, the Federations proposed that a Committee be set up with one representative from each of the four Federations and an equal number of representatives from Government|Managements of Port Trusts and Dock Labour Boards to examine the feasibility of introducing a Scheme for payment of bonus to port and dock workers linked with productivity|performance|efficiency. It was agreed during discussion with the Federation on 17 October, 1979 that the Federations would indicate the principles for linking bonus to performance|efficiency|productivity to Government for further examination of the matter. Their specific proposals in this regard are still to be received. In the meantime one of the Federations had demanded payment of minimum bonus at 8.33 per cent and additional payment above the said rate without any ceiling related to the performance and total output of the Port and not to surplus or profits. No principles upon which such a Scheme should be framed were, however, indicated. The matter will be further examined when specific principles for linking bonus with performance|efficiency|productivity are received from the Federations. In the meanwhile, decisions for payment of ex-gratia in lieu of bonus are being taken on year to year basis.

Labour Trouble in Cochin Shipyard

2022. SHRI SATISH AGARWAL: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that because of constant labour trouble, the Cochin Shipyards earning for ship repairs is dwindling;

(b) if so, the year-wise income by this Shipyard for the last three years for repair work; and

(c) whether the Shipyard is able to keep its schedule for manufacturing ships and if not, the reasons therefor?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI A. P. SHARMA):

(a) No, Sir.

(b) Does not arise. The yearwise income from ship-repair for the last three years is, however, given below:—

1977-78:	Rs. 13,101/-
1978-79:	Rs. 8,82,335/-
1979-80:	Rs. 35,00,000/-

(Anticipated)

(c) Recent labour trouble has not significantly affected shipbuilding schedule.

Representation from the Federation of the Port and Dock workers in major Ports

2023. SHRI SOMNATH CHATTERJEE: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that Government have received a representation from the Federation of the Port and Dock workers in major ports for evolving a scheme for payment of bonus at higher rates; and

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

THE MINISTER OF SHIPPING AND TRANSPORT: (SHRI A. P. SHARMA):

(a) and (b). In the discussions held

with representatives of Federations of port and dock workers by Government on 19 and 20 December, 1978, the Federations proposed that a Committee be set up with one representatives from each of the four Federations and an equal number of representatives from Government/Managements of Port Trusts and Dock Labour Boards to examine the feasibility of introducing a Scheme for payment of bonus to port and dock workers linked with productivity/performance/efficiency. It was agreed during discussions with the Federations on 17 October, 1979 that the Federations would indicate the principles for linking bonus to performance/efficiency/productivity to Government for further examination of the matter. Their specific proposals in this regard are still to be received. In the meantime, one of the Federations had demanded payment of minimum bonus at 8.33 per cent and additional payment above the said rate without any ceiling, related to the performance and total output of the Port and not to surplus or profits. No principles upon which such a Scheme should be framed were, however, indicated. The matter will be further examined when specific principles for linking bonus with performance/efficiency/productivity are received from the Federations.

Railway accidents due to failure of system

2024. SHRI SOMNATH CHATTERJEE: Will the Minister of RAILWAYS be pleased to state:

(a) the number of railway accidents caused due to (i) defective railway track, (ii) Overaged/defective rolling stock, (iii) Signal failures, (iv) Passengers interfering with railway operations, (v) failure of electric supply and (vi) human failure due to excessive duty including continuous night duty; and

(b) the steps taken by Government to eradicate such failures?

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

(a) The number of train accidents

attributable to the causes referred to which occurred on the Indian Government Railways during the period

April, 1979 to February, 1980, is as under :—

Causes	No. of accidents
1. Defective railway track like sinkage of track due to floods and breaches etc., rail fracture, spread of gauge etc.—	
(a) For which railway staff was held responsible	41
(b) Failure of equipment	19
2. (a) Overaged rolling stock . . . . .	..
(b) Defective rolling stock for which railway staff was held responsible	79
(c) Defective rolling stock due to failure of equipment	156
3. Signal Failures . . . . .	..
4. Passengers interfering with railway operations . . . . .	..
5. Failure of electric supply . . . . .	..
6. Human failure due to excessive duty including continuous night duty	1
Total	296

(b) 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, rolling stock and signalling equipment.

In order to reduce dependence on the human element, sophisticated aids like ultrasonic flaw detectors for wheels, axles and rails welding of rails, automatic warning system, axle counters, track circuiting etc. are being introduced progressively.

Normally staff do not perform duty in excess of the prescribed limit, except in unforeseen circumstances like accidents. A strict watch is, therefore, kept to ensure that they do not work for over-hours.

Construction of Platforms in stations

2025. SHRI SURAJ BHAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that a large number of students and general public face much difficulties in boarding and getting down from Railway trains for want of platforms at KESRI and MUSTFABAD Railway stations on Ambala Saharanpur line in Delhi Division in Northern Railway;

(b) if so, whether Government propose to construct platforms at both these Railway stations during the next financial year; and

(c) if not, the reasons therefor?

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

(a) to (c). Mustafabad and Kesi are road side stations on the Ambala—Saharanpur main line B.G. section. For the convenience of passenger traffic offering at these stations rail level platforms have already been

provided which are considered adequate for the present. Due to difficult financial resources there is no proposal to raise the level of the platform from low level to high level at these stations for the present.

Action taken against alleged officials of C.I.W.T.C.

2026. SHRI JYOTIRMOY BOSU: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) what final action till date has been taken against C.M.D., FA & CAO and other officials of Central Inland Water Transport Corporation against whom there were serious charges;

(b) how many of them have been suspended/removed from service;

(c) whether it is also a fact that no befitting action has been taken against most of them specially the C.M.D.; and

(d) if so, reasons therefor?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI A. P. SHARMA): (a) and (b). The following action has been taken against the officers of the C.I.W.T.C. till todate:

(i) former Chairman-cum-Managing Director was reverted to his parent organisation i.e. Shipping Corporation of India.

(ii) former FA&CAO

(iii) former Marine Superintendent dismissed from the service after disciplinary action.

(c) No, Sir. Action has been taken against officers against whom serious charges have been proved. In case of former Chairman-cum-Managing Director, however, reports of investigation into cases referred to C.B.I. have not yet been received, as the former Chairman-cum-Managing Director had obtained stay orders from Calcutta High Court in regard to F.I.Rs. registered by the C.B.I..

(d) As mentioned against (c) above.

Financial position of Calcutta Port

2027. SHRI AMAR ROYPRADHAN: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that financial position of Calcutta Port has not so far been satisfactory;

(b) if so, the reasons therefor; and

(c) the steps taken by Government for the improvement of financial position of Calcutta Port?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI A. P. SHARMA): (a) Yes.

(b) Calcutta Port is a priverine port and has been functioning with its draught limitations, which inhibit the entry of bigger size vessels into the port, and in turn, results in low traffic at the port. The cumulative effect of the increase in establishment costs as a result of implementation of Wage Board award, recommendations of the Wage Revision Committee, recommendations made by the Officer on Special Duty, rise in additional DA etc., heavy incidence of debt servicing charges on the loans, frequent strikes by the Port and Dock labour and higher expenditure on POL and other stores due to steep rise in their prices, have led to Calcutta Port having unsatisfactory financial position.

(c) Steps taken to improve the financial position of Calcutta Port include the construction of satellite port at Haldia and dredging of the shipping channel leading to Haldia for which loan has been given by the Government subsidy @ 80 per cent of the expenditure incurred on river dredging and river maintenance upto 1980-81, execution at Government cost of Bhagirathi-Hooghly river training works and construction of Farakka Barrage to ensure adequate headwater supply. Besides, the incentive scheme for cargo handling workers has been liberalised, in consultation with various labour unions, to improve labour productivity.

Decrease in working days of Rural Workers

2028. SHRI SAMAR MUKHERJEE: Will the Minister of LABOUR be pleased to state:

- (a) whether the attention of Government has been drawn to the decrease in the number of working days for workers in rural areas particularly since 1964-65;
- (b) if so, the details thereof;
- (c) whether Government had conducted any study on this aspect;
- (d) if so, the nature of such study; and
- (e) if not, whether Government propose to study this aspect?

THE MINISTER OF TOURISM & CIVIL AVIATION AND LABOUR (SHRI J. B. PATNAIK): (a) Yes, Sir.

(b) to (d). According to the Rural Labour Enquiry of 1974-75, the number of working days per worker in rural labour households decreased between 1964-65 and 1974-75. For men, working days available per worker came down from 277 to 250 per year; for women from 199 to 184; and for children from 267 to 254.

(c) The 32nd round of the National Sample Survey 1977-78 has been conducted and its final results are awaited.

Budge Budge-Namkhana Railway Line

2029. SHRI MUKUNDA MANDAL: Will the Minister of RAILWAYS be pleased to state:

- (a) whether a traffic survey for construction of a railway line from Budge Budge to Namkhana has been carried out;
- (b) if so, the facts thereof;
- (c) whether Government propose to take up construction work immediately;

- (d) if so, when; and
- (e) if not, the reasons thereof?

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

(a) to (e). Field work of preliminary engineering-cum-final location survey has been completed and the survey report is being finalised. A decision will be taken after examination of the survey report, keeping in view the financial viability as well as availability of funds.

Baruipur Lakshmikantapur Line

2030. SHRI MUKUNDA MANDAL: Will the Minister of RAILWAYS be pleased to state:

- (a) whether Government are considering any proposal to increase the line capacity of the Baruipur-Lakshmikantapur single line section in the Sealdah South;
- (b) if so, the details thereof;
- (c) whether any action has already been taken to increase the line capacity;
- (d) if so, the facts thereof; and
- (e) if not, the reasons therefor?

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

(b) to (e). Two flag stations viz., Mathurapur Road and Dhapdhapi on this section are programmed to be converted into crossing stations in 1980-81.

Calcutta Port

2031. SHRI CHITTA BASU: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

- (a) whether it is a fact that the Calcutta Port is working below capacity;
- (b) if so, the reasons therefor; and

(c) the steps taken to utilise the full capacity?

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

(b) Lower draught in the river and labour unrest are the main reasons.

(c) Several steps including revision of incentive schemes for cargo handling labour, permitting the shipping companies to bring their own equipment wherever necessary, approval to procurement of mobile equipment and wharf cranes, setting up of a Committee of senior officers to look into the labour problems experienced at Calcutta Port etc, have been taken to improve utilisation of capacity of the Port.

Calcutta Metro Railway Project

2032. SHRI CHITTA BASU: Will the Minister of RAILWAYS be pleased to state the progress of the Metro Railway Project in Calcutta so far?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): The construction work of metro railway project began in 1973. The work is divided in two phases, viz.,

Phase I—(cost Rs. 184 crores)—from Dum Dum to Shyambazar (3.68 kms) and from Esplanade to Tollyganj (7.85 kms),

Phase II—(cost Rs. 66 crores) from Shyambazar to Esplanade (4.92 kms).

The work on first phase was started from Dum Dum and in October 1973. The two phases have further been divided in 17 Sections from the construction point of view.

The trial section from Dum Dum to Belgachia (2.2 kms) is nearing completion. The work on the rest of the sections is progressing satisfactorily. The first phase of the project is scheduled for completion by 1984-85.

2. The work on Phase II along Chittaranjan Avenue has also since been taken up simultaneously without waiting for completion of Phase I, with the concurrence of the Government of West Bengal in the interest of early completion of work and to ensure its utility to the commuters.

The present physical progress of construction work is 22.5 per cent at an estimated cost of nearly Rs. 70 crores. The tempo of the construction is being accelerated and subject to the availability of requisite resources, the project is likely to be completed by 1986-87.

Rehabilitation of Persons evicted under Metro Railway of Calcutta

2033. SHRI CHITTA BASU: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government of West Bengal has requested the Railway Board to provide funds for the rehabilitation of those who would be evicted for the construction of Metro Railway in Calcutta; and

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

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

(b) The State Government have proposed that in addition to the compensation payable under the land Acquisition Act, vulnerable sections of the people affected directly by acquisition of houses, shops etc. should be rehabilitated at the cost of the Project. The matter has been considered by the Ministry of Railways, and the Planning Commission and the Ministry of Finance have been advised to inform the State Government that the latter should bear the cost of rehabilitation if it is to be done outside the scope of Land Acquisition Act of 1894. The Rapid Transit Project Calcutta is financially unremunerative and will

have to be heavily subsidised for operation and, therefore, cannot carry any additional social burden like rehabilitation which should form a part of the State Government's Social Welfare Programme.

Double headed train on Ahmedabad-Bombay-Ahmedabad Section

2034. SHRI R. P. GAEKWAD. Will the Minister of RAILWAYS be pleased to state:

(a) whether a proposal regarding introduction of a double headed train on Ahmedabad-Bombay-Ahmedabad section of the Western Railway is under the consideration of the Railway Board;

(b) whether Government are aware that almost all the trains from Ahmedabad-Bombay-Ahmedabad are running over crowded and there is always a long waiting list for II and I Class reservations;

(c) whether Government are also aware that there is a need to augment passenger train services on this section of the Western Railway;

(d) whether the proposed double headed train would give much needed relief to the public; and

(e) if so, Government's reaction thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) No.

(b) to (e). The Railways are seized with the problems of passengers Services between Bombay and Ahmedabad. Recently Double Decker Coaches with 60 per cent over capacity than the conventional coaches have been provided in 21/22 Flying Rani between Bombay and Surat. It is however, not possible to introduce additional trains or to augment the loads of existing trains due to operational constraints. Even double heading will not be of much help as the platforms of adequate length are not available to receive and despatch longer trains. In order to meet the extra rush of traffic

during holiday's special trains are run between Ahmedabad and Bombay.

Dredger Mahaganga

2035. SHRI NIREN GHOSH: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that the Dredger 'Mahaganga' purchased by the Calcutta Port Trust from Garden Reach Workshop is not functioning properly and as such, the dredging programme on Hooghly river is being suffered; and

(b) if so, what action has been taken into the matter?

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

(b) Various technical defects and deficiencies have been analysed and an agreed time bound rectification programme has been drawn up. Accordingly, the dredger is scheduled to be docked by end April, 1980 for necessary repairs.

Karur-Dindigul Line

2036. SHRI E. BALANANDAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have made any survey to lay a new railway line (Broad Gauge) between Karur and Dindigul of Southern Railway with a view to link New Delhi-Tirunelveli via Madurai;

(b) if so, the details of such survey; and

(c) if not, whether Government will consider such a proposal?

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

(b) Re-appraisal of the earlier survey for construction of a new BG line from Karur to Dindigul, parallel BG line from Dindigul to Madurai, and

conversion of MG line from Madurai-Tirunelveli/Tuticorin has been completed and the survey report is under examination. According to the survey report the cost of construction of the line will be about Rs. 42.86 crores.

(c) Does not arise.

Implementation of Beedi and Cigar Worker's Act

2037. SHRI E. BALANANDAN: Will the Minister of LABOUR be pleased to state how many State Governments have implemented the Beedi and Cigar Worker's (Conditions of Employment) Act, 1968?

THE MINISTER OF TOURISM AND CIVIL AVIATION AND LABOUR (SHRI J. B. PATNAIK): According to the information available, the Act is being implemented in the States of Andhra Pradesh, Assam, Bihar, Gujarat, Karnataka, Kerala, Madhya Pradesh, Maharashtra, Orissa, Rajasthan, Tamil Nadu, Uttar Pradesh, West Bengal and Goa, Daman & Diu.

Moothakunnam-Kottapuram Bridge

2038. SHRI E. BALANANDAN: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) the present position of the construction of Moothakunnam-Kottapuram bridge in National Highway No. 17 of Kerala; and

(b) when the work expected is likely to be completed?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI A. P. SHARMA): (a) The construction of Moothakunnam-Kottapuram bridge across Periyar river on National Highway-17 in Kerala was sanctioned in December, 1979. The State Government of Keala are finalising the Notice Inviting Tender papers and the tender notice is expected to be issued soon.

(b) After commencement, the construction of the bridge is likely to take four years.

Molestation and harassment by unauthorised male occupants in Ladies Compartment

2039. SHRI VIJAY N. PATIL: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Government have received complaints from the lady passengers travelling by local trains in Bombay regarding their molestation and harassment by unauthorised male occupants in the ladies compartments or bogies meant for lady passengers only;

(b) if so, what measures Government are taking to stop the recurrence of such incidents; and

(c) what steps Government propose to take to locate and punish the culprits?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) Yes, The complaints were in respect of harassment and not molestation.

(b) and (c). Surprise raids are conducted regularly by Special Squads to eradicate this nuisance. Lady Government Railway Police constables are also travelling in ladies compartments during peak hours for providing protection to lady passengers. A regular announcement, "Travelling by male passengers in ladies compartment is not only anti-social but also is an offence punishable under Indian Railway Act." is being made on the public address system at all the stations on the suburban section. During 1979-80, in all 13603 persons were arrested and prosecuted under the Indian Railway Act.

Inter-State road linking

2040. DR. KARAN SINGH: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether important inter-state road linking Bhadarwah in Jammu to Chamba in Himachal Pradesh has been under construction for several years; and

(b) if so, why the road is being delayed and when it will be completed?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI A. P. SHARMA): (a) and (b). Yes Sir. It is a State Road and the J & K and Himachal Governments are responsible for its construction. The Central Government have, however, agreed to provide loan assistance of Rs. 115 lakhs to J & K and Rs. 65 lakhs to Himachal Governments for the work. They have reported that the work could not be completed as per schedule due to various handicaps like short working seasons, location of the work in the snow bound mountainous regions, dearth of materials and labour etc. The cost of the work has also gone up and the States are finding it difficult to meet the excess from their resources as required under the terms and conditions of loan assistance. The date of completion of the work will depend upon actual working conditions at site and availability of resources.

भोपाल के लिए शायिका का कोटा

2041. श्री एन. के. शेजवलकर: क्या रेल मंत्री यह पताने की कृपा करेंगे कि :

(क) ग्वालियर से भोपाल के लिये प्रतिदिन दूसरी श्रेणी के कितने टिकट बेचे जाते हैं;

(ख) क्या इस समय भोपाल के लिये सभी गाड़ियों में शायिका का कोटा लगभग 42 है और क्या जी. टी. एक्सप्रेस में भोपाल से आगे अर्थात् नागपुर की तरफ कोटा बहुत अधिक है और क्या ग्वालियर से भोपाल तक उतना कोटा बढ़ाने में कोई कठिनाई है; और

(ग) क्या ग्वालियर से दिल्ली का शायिका का कोटा भी इसी प्रकार दूसरी श्रेणी के टिकटों की संख्यां की तुलना में काफी कम है और इसे शीघ्र ही बढ़ाये जाने की आवश्यकता है?

रेल मंत्रालय में राज्य मंत्री (श्री सी. ए. आकर शर्मा) : (क) ग्वालियर स्टेशन पर

भोपाल के लिए प्रतिदिन अस्ततन 240 टिकट बेची जाती है।

(ख) और (ग). भोपाल और उससे आगे को यात्रा के लिए ग्वालियर को भिन्न-भिन्न गाड़ियों में दूसरे दर्जे की 26 शायिकाओं का कोटा आबंटित किया गया है। इनमें से, मंगलवार, शुक्रवार और शनिवार के दिन ग्वालियर से भोपाल तक की यात्रा के लिए 16 अप जी. टी. एक्सप्रेस से चलने वाले नयी दिल्ली-भोपाल 3 टिकट वाले खण्डीय सवारी डिब्बे दूसरे दर्जे की 8 शायिकाएं आबंटित की गयी हैं। इसके अतिरिक्त भोपाल जाने वाले यात्रियों द्वारा ग्वालियर स्टेशन को 16 अप जी. टी. एक्सप्रेस, 18 अप जनता एक्सप्रेस और 22 अप दक्षिण एक्सप्रेस में नागपुर के लिए आबंटित दूसरे दर्जे की 18 शायिकाओं के कोटे का भी “पहले आओ पहले पाओ” के आधार पर उपयोग किया जा सकता है। गाड़ियों में स्थान की उपलब्धता और विभिन्न प्रमुख स्टेशनों तथा गाड़ी के प्रारम्भिक स्टेशन पर आरक्षण की मांगों को ध्यान में रखकर न कि किसी स्टेशन पर टिकटों की बिक्री के आधार पर, उन मार्गवर्ती स्टेशनों को आरक्षित स्थानों का कोटा दिया जाता है जहां से महत्वपूर्ण गाड़ियों से नियमित और काफी यातायात होता है। जी. टी. एक्सप्रेस गाड़ियों से ग्वालियर स्टेशन का वर्तमान कोटा बढ़ाना व्यावहारिक नहीं है।

गुना-उज्जैन यात्री गाड़ी का चलाया जाना

2042. श्री एन. के. शेजवलकर: क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या मध्य प्रदेश के उत्तरी क्षेत्र का प्रतिनिधित्व करने वाले सभी संसद् सदस्यों ने एक वर्ष पूर्व तत्कालीन रेल मंत्री से गुना-उज्जैन यात्री गाड़ी को दिन में चलाए जाने के बारे में मांग की थी, और यदि हां, तो इस संबंध में क्या कार्यवाही की जा रही है;

(ख) क्या उसी समय गुना-वीना शटल गाड़ी के लिए भी मांग की गई थी और इस संबंध में क्या कार्यवाही की जा रही है और क्या गुना स्टेशन पर एक और टिकट लियकी

झालने के बारे में भी मार्ग की गई थी ; और

(ग) इस संबंध में क्या कार्यवाही की गई है ?

रेल मंत्रालय में राष्ट्र मंत्री (श्री. सी. के. आकर शर्मा) : (क) जी हाँ, 11-10-79 से गुना-उज्जैन सवारी गाड़ी दिन के समय चलायी गयी है ।

(ख) और (ग) जी हाँ। गुना-बीना शटाल ब्रेल, 1980 से चलायी जा रही है । 15-9-1978 से गुना स्टेशन पर भीड़-भाड़ के समय अतिरिक्त टिकट सिङ्की की व्यवस्था कर दी गयी है ।

रवालियर-शिवपुर रेल लाइन

2043. थी एन. के. शेखलकर : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या रवालियर-शिवपुर रेल लाइन को सवाई माधोपुर से तथा रवालियर भिंड लाइन को इटावा से मिलाने और दोनों लाइनों को बड़ी लाइनों में बदलने की योजनाएं रेल प्रशासन के विचाराधीन हैं ;

(ख) क्या यह सच है कि इन दोनों लाइनों को मिलाने से मध्य प्रदेश से गुजरते हुए, उत्तर प्रदेश और राजस्थान को काफी छोटा मार्ग मिल जायेगा जिसके परिणामस्वरूप न केवल यात्रियों को ही लाभ मिलेगा अपितूं रेलवे भी प्रतिदिन काफी इर्द्धन बचा पायेगा जो कुछ वर्षों में करोड़ों रुपये तक पहुंच जायेगा ; और

(ग) यदि हाँ, तो इस बारे में क्या कार्यवाही करने का विचार है ?

रेल मंत्रालय में राष्ट्र मंत्री (श्री सी. के. आकर शर्मा) : (क) से (ग). जी हाँ । पिछले क्षेत्रों में नयी लाइनों के निर्माण और उनके लिये धन की व्यवस्था के बारे में नीति निर्भारित करने के लिए योजना आयोग द्वारा निठित राष्ट्रीय परिवहन नीति समिति की रिपोर्ट के प्राप्त होने पर इस प्रस्ताव पर आगे विचार किया जायेगा ।

17 deaths due to Jaundice in Kashmir

2044. DR. FAROOQ ABDULLAH: Will the Minister of HEALTH be pleased to state:

(a) whether it is a fact that 17 deaths of jaundice in Kashmir has been reported for the last two months;

(b) if so, whether this jaundice has turned into an epidemic form in Jammu and Kashmir and large number of people are suffering from this;

(c) if so, whether Union Government have agreed to help the State Government in this regard;

(d) if so, what kind of assistance and help is being provided to the State Government in this regard;

(e) whether any central team is likely to visit the State or has already visited; and

(f) the steps which Government have taken to get the jaundice under control?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH (SHRI NIHAR RANJAN LASKAR): (a) to (f). The required information is being collected from the State Government and will be laid on the Table of the Sabha. Further action will depend on the nature of information and kind of assistance needed.

Interview given by P.M. to Paris daily

2045. SHRIMATI PRAMILA DAN-DAVATE: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether the Prime Minister has given an interview to Paris daily Le Matin recently;

(b) whether P.M. has stated that the Soviet were forced to intervene in Afghanistan; and

(c) if so, what are the full details of the interview?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) The Paris daily "Le Matin" published an interview with the Prime Minister on March 3, 1980.

(b) The Prime Minister did not use the formulation contained in the question.

(c) The English rendering of the text of the interview as published is appended.

TEXT OF THE INTERVIEW

LE MATIN, PARIS

March 3, 1980

INDIRA GANDHI AND THE NON-ALIGNED COUNTRIES POWERLESS CONFRONTED BY AFGHAN CRISIS

"Le Matin" of March 3 in an interview with the Indian Prime Minister evokes the relations of her country with the United States, the USSR; China and Pakistan and esteems that the West bears a heavy responsibility for the present tension.

Never since the India of Nehru, a quarter of a century ago the Government of New Delhi been so courted as Indira Gandhi is at the moment, when peace in South Asia suffers its severest test after the second World War. Since her triumphant return to power on the 12th of January, the Prime Minister has received the representatives of fifteen foreign governments, among them the United States, the USSR, France, Yugoslavia and Algeria—with the significant exception of China. She will presently welcome the representatives of West Germany and Japan. She has, among other things, despatched high officials to the Gulf countries, and to the countries on the frontiers of India. Her conversations are centred on: The crisis of South Asia and the Soviet invasion of Afghanistan, linked to Moscow by a "Treaty of Friendship" since 1971, the daughter of Nehru

however does not accept the fait accompli at Kabul. Most important to her above all is the positions adopted by the "Super Powers", which seem to consecrate the movement of non-aligned, brought to birth by India, to powerlessness. LE MATIN: You have received visits from numerous foreign representatives lately, particularly from Representatives of non-aligned countries. Do you believe that the Non-aligned countries will be more successful than the others in reducing world tension? Do you envisage a Conference of the Movement?

INDIRA GANDHI: The non-aligned countries could exercise an influence on the international situation, but in order to do this, it is necessary for them to be united. For today the non-aligned movement has lost the solidarity which characterised it in the past. The two Super Powers are trying to assert their positions. The two Blocs wish to exercise their influence while protecting themselves at the same time and thus no headway is made. A special conference on Afghanistan? This would not make any sense unless one could expect results. Otherwise, it would merely be a waste of time. This is why today the nonaligned countries are not preparing any concrete proposition.

LE MATIN: Can the crisis be resolved without the departure of the Soviet troops from Afghanistan?

INDIRA GANDHI: The International situation is very complex. Westerners tend to consider that the problem is essentially due to the entry of Soviet troops into Afghanistan. One cannot say that the West is contributing to a lessening of the tension. It has increased its military effort to spectacular proportions. It is particularly the case of the United States in the Indian Ocean. For we do not wish for any foreign influence in this region. One must understand what led to the entry of the Soviet forces into Afghanistan, without considering that

this excuses or whitewashes it. Like any other country the USSR condemn itself to inaction from the moment when it considers that its national interests are in danger. Look at the policy followed by the United States in their sphere, in Latin America. Afghanistan is situated just at the frontier of the USSR. And the rebels were armed by Pakistan. What alternative had the Soviets? Already last August, Amin (the Communist dictator overthrown by the Pro-Soviet regime of Babrak Karmal on the 27th of December)—and asked them to intervene. If the Soviet evacuate Afghanistan, the Government of Kabul risks being overthrown by a regime which might be hostile to them.

LE MATIN: Did the Soviet Minister of Foreign Affairs Andre Gromyko ask you for Indian support during his recent visit to New Delhi?

INDIRA GANDHI: No.

LE MATIN: But wasn't this Indo-Soviet meeting a failure?

INDIRA GANDHI: Its objective was not to arrive at any specific result. Each one's point of view was disclosed and that was all. But Gromyko did not give me the impression of being happy about the Soviet intervention. One would say that they had been forced to intervene.

LE MATIN: You seem to be severer on the West than on Moscow, as if you were obsessed.

INDIRA GANDHI: The Western governments react in an excessive manner. Doubtless because of the influence of heavy industry, armament and naval construction. Look at the Americans for example. They did not react to the Soviet action, instead they profited in order to take disproportionate measures. One must realise that one of the reasons for the present crisis is the closeness between China and the United States against the USSR which feels itself to be encircled.

LE MATIN: But can one really speak of a Peking-Washington exist?

INDIRA GANDHI: No. But one can speak of a very strong understanding between China, the United States and Pakistan and this understanding is anti-Soviet. The Americans wish to help Pakistan but this has no meaning and might very well have consequences contrary to the expectations. Considering what happened in Iran—The fall of the Shah. They ignore completely the situation in Pakistan where the rebellion progresses and the political agitation increases in Sind (The region of the Ex-President Ali Bhutto, executed by the General President Zia). Here once more the Westerners who criticised me so sharply when I declared the State of Emergency (in 1975) feel no embarrassment at helping the Pakistani Military dictatorship. We do not wish to enter an anti-communist community with Pakistan but we wish to improve our relations with her. It is very dangerous and it is not in the interest of India to have feeble neighbours menaced by dismemberment.

LE MATIN: And China, why did you forget her in the series of contacts you had with foreign countries:—

INDIRA GANDHI: We have not forgotten her. It is true at the moment that everyone seems to be courteous towards us. The Chinese have given us soothing indications on the subject of their ally, Pakistan, and on the improvement of our relations. They give out little friendly noises. But one must wait in order to find out what they are really thinking. After all, although we supported Peking at the UNO, they have very hostile towards us in the past, and they still claim Indian territory. They have reinforced the numbers of their Counsellors and Experts in Nepal.

LE MATIN: Are you expecting a visit from their Minister for Foreign Affairs, Huang Hua?

INDIRA GANDHI: It is a question of schedules. But, if he wishes to come, he will always be welcome.

LE MATIN: What do you think of the propositions for neutralising Afghanistan, from the European community and of the international guarantees suggested by Brezhnev, by opposition to retreat?

INDIRA GANDHI: We have not finished studying the proposals of Brezhnev. As for the idea of an international control in Afghanistan, I do not see how this can be realised. We, in India have rather bad memories of the UNO control in Kashmir. After Independence in 1957, and the conflict-with Pakistran.

LE MATIN: If even a power such as India is not capable of intervening to find a solution to the Afghan crisis, is there not a risk of imminent war?

INDIRA GANDHI: One must proceed with realism and patience. The tension, in fact, has lessened. The American leaders appear to be less nervous. And India like other countries, such as France, has had a moderating influence.

भारतीय खेत भजदूर यूनियन की मांग

2046. श्री रामावतार शास्त्री : क्या अम मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि भारतीय खेत भजदूर यूनियन द्वारा उन्हें खेतीहर श्रमिकों की मांगों के बारे में एक मांग पत्र दिया गया है ;

(ख) यदि हाँ, तो तत्संबंधी व्यापा क्या है ; और

(ग) इस पर सरकार की क्या प्रतिक्रिया है ?

वर्षटन तथा नागर विभानन और अम मंत्री (श्री अ. बी. पट्टनायक) : (क) भारतीय खेत भजदूर यूनियन से इस मंत्रालय में संकल्प के प्रारूप की एक प्रति प्राप्त हुई थी। यह संकल्प अखिल भारतीय कृषि श्रमिक सम्मेलन में 23-10-1979 को पास किया गया था।

(ख) यह संकल्प-दरों, ट्रेड यूनियन अधिकारों, बेरोजगारी आदि से संबंधित था

और इसमें कृषि श्रमिकों के लिए एक केन्द्रीय कानून का समर्थन किया गया था।

(ग) इस संकल्प को उप समिति ने सामान्यतः ध्यान में रखा है। यह उप समिति कृषि श्रमिकों की मजदूरी-दरों और रोजगार शर्तों को विनियमित करने के लिए केन्द्रीय विधेयक का ढांचा तैयार करने के लिए ग्रामीण असंगठित श्रमिक संबंधी केन्द्रीय स्थायी समिति द्वारा गठित की गई थी। इस उप समिति ने हाल में अपनी रिपोर्ट को अन्तिम रूप दे दिया है जो ग्रामीण असंगठित श्रमिक संबंधी केन्द्रीय स्थायी समिति की शीघ्र ही आयोजित की जाने वाली बैठक में प्रस्तुत की जाएगी। स्थायी समिति सरकार को आगे कार्यवाही की सिफारिश करेगी।

Contracts for Canteens at Railway Station

2047. SHRI ARJUN SETHI: Will the Minister of RAILWAYS be pleased to state:

(a) the period for which contracts for canteens and vending at the railway stations are normally given;

(b) whether there is any proposal to give priority to cooperative societies, unemployed graduates and economically weaker sections of the society in the matter of giving these contracts; and

(c) if so, the details thereof?

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

(a) Vending contracts are allotted for a term of three years and contracts of Refreshment Rooms, Restaurants and Dining/Pantry cars etc. are allotted for a term of five years. The contract is renewed after the expiry of a term as long as the performance of the contractor is satisfactory.

(b) and (c). Under the extent rules priority in allotment of catering/vending contracts is already being given to Scheduled Castes and Scheduled

Tribes persons, Cooperative Societies of workers, unemployed graduates, etc. The order of preference is as under:—

- (i) Scheduled Castes & Scheduled Tribe,
- (ii) Cooperative societies,
- (iii) Mahila Samities,
- (iv) Freedom Fighters, and
- (v) Others.

Small catering/vending contracts upto half a unit are allotted only to Scheduled Caste/Scheduled Tribe candidates.

पीलिया का महामारी रूप लेना

2048. श्री रामावतार शास्त्री: क्या स्वास्थ्य मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या पीलिया ने पटना, तथा उत्तर प्रदेश के आजमगढ़ और इलाहाबाद जिलों में महामारी का रूप ले लिया है;

(ख) यदि हां, तो क्या इस बीमारी से अनेक व्यक्तियों की मौतें हुई हैं;

(ग) यदि हां, तो हाल में प्रत्येक उपरोक्त स्थान में कितने व्यक्तियों की मौतें हुई हैं; और

(घ) इस बीमारी की रोकथाम के लिये सरकार ने क्या कार्यवाही की है?

स्वास्थ्य मंत्रालय में राज्य मंत्री (श्री निहार राजन लस्कर) : (क) प्राप्त सूचना के अनुसार उत्तर प्रदेश में आजमगढ़ और इलाहाबाद के जिलों में और बिहार में पटना जिले में पीलिया के रोगियों की सूचना मिली है।

(ख) और (ग): 1979-80 के दौरान उपर्युक्त स्थानों में इस रोग से मरने वाले व्यक्तियों की संख्या नीचे दी गई है:—

आजमगढ़ - 61

इलाहाबाद - 89

पटना - 1

(घ) जिले के स्वस्थ अधिकारियों द्वारा इस स्थिति में सुधार लाने के लिये जो

दीर्घकालीन और अल्पकालीन उपाय किये जा रहे हैं वे इस प्रकार हैं:—

अल्पकालीन उपाय:

(1) पीने वाले पानी का नियमित रूप से क्लोरीनीकरण

(2) मच्छरों को खत्म करने के लिये दवाई का छिड़काव और फारिंग।

(3) दस्ती पचों का वितरण जिनमें इस रोग के चिन्ह, लक्षण और निवारण के बारे में लोगों को जानकारी दी गई है।

(4) लाउड स्पीकरों द्वारा लोगों को नियमित रूप से यह समझाने की उद्धोषणा कि वे रोगियों को अलग रखें, जिला अस्पताल में रोगियों को पंजीबद्ध करायें और निवारक उपाय बरतें।

(5) यद्यपि कोई भी केन्द्रीय मल-निकास पद्धति नहीं है तथापि गंदगी के समुचित निकास के सभी प्रयास किये जा रहे हैं।

दीर्घकालीन उपाय:

अखिल भारतीय आर्योद्धार संस्थान, नई दिल्ली से कहा गया है कि वे इस महामारी की उत्पत्ति का पता लगाने के लिये समुचित अनुसंधान हेतु एथेट नमूने इकट्ठ करें ताकि हमें भविष्य में इस रोग के निवारण और चिकित्सा के लिये कोई निश्चित हल मिल जाए।

पन्नीजी सुगर मिल का बन्द होना तथा अभिकों को मजूरी का भ्रगतान न होना

2049. श्री निहाल सिंह: क्या अब मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि बुलन्दशहर जिले (उत्तर प्रदेश) में पन्नीजी सुगर मिल बन्द हो गई है और हजारों मजदूरों को गत तीन महीनों की मजूरी नहीं दी रही है;

(ख) क्या यह भी सच है कि इस मिल की मधीने चालू हालत में है तथा गन्ना भी बहुतायात में उपलब्ध है किन्तु मिल मालिक इसे मोदी सुगर मिल को अन्तरित करने की योजना बना रहे हैं; और

(र) यदि हां, तो इस सम्बन्ध में सर-
ने क्या कार्यवाही की है, यदि कोई कार्य-
वाही नहीं की गई है तो इसके कारण हैं?

पर्यटन तथा नागर विभानन और अम अंग्री
(श्री जे. बी. पटनायक): (क) उत्तर प्रदेश
सरकार से प्राप्त रिपोर्ट के अनुसार, जो
इस मामले में संबंधित सरकार है, यह मिल
में संबंधित सरकार है, यह मिल 25
फरवरी, 1980 से बन्द कर दी गई है।
29 फरवरी, 1980 को, इस मिल की
आंदोलनों की मजदूरी की 10.97
लाख रुपये की राशि बकाया थी।

(ल) राज्य सरकार ने सूचित किया है
कि इस मिल की मशीनें चालू हालत में
हैं और इस मिल के बन्द होने के समय
लगभग 2.5 लाख किवन्टली गन्ना खेतों में
उपलब्ध था लेकिन किसानों द्वारा इसे
सप्लाई न करने के कारण इसकी पराइज़ न
की जा सकी क्योंकि गुड़ और खाड़सारी की
प्रचलित अधिक बाजार कीमत के कारण
किसान गन्ने की अधिक कीमती मांग रहे
थे।

मोदी शंगर मिल्स, मोदोनगर को निदेश
दिए गए हैं कि वह इस मिल के बाकी बचे
हुए गन्ने को खरीद लें।

(ग) यह मिल इस समय कलकटर,
बुलंदशहर, द्वारा नियुक्त किए गए रिसी-
वर द्वारा चलाई जा रही है। राज्य सर-
कार यह देखने के लिए प्रयत्नशील है
कि जितनी जल्दी हो सके गन्ने की कीमत
की लगभग 16 लाख रुपये की बकाया
राशि और श्रमिकों की मजदूरी की बकाया
राशि का भुगतान कर दिया जाए।

MP's sent to Pakistan

2050. SHRI R. K. MHALGI: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether it is a fact that some members of Parliament were sent to Pakistan recently;

(b) whether these members travelled on special Diplomatic Passports;

(c) whether these trips to Pakistan were arranged by Government;

(d) whether their meeting with the President of Pakistan were arranged by the Indian Ambassador at Islamabad; and

(e) if so, the details of these meetings?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) Shri George Fernandes and Shri Subramaniam Swamy visited Pakistan on their own.

(b) Shri George Fernandes and Shri Subramaniam Swamy, being Members of Parliament, hold Diplomatic Passports.

(c) No, Sir.

(d) No, Sir.

(e) Government have no further details except what has appeared in the press.

Contract System in Perennial Type of Job

2051. SHRI A. K. ROY: Will the Minister of LABOUR be pleased to state:

(a) whether prohibition of contract system in the perennial type of job as per Contract Labour (Abolition and Regulation) Act means removal of contract labour or departmentalising them;

(b) whether it is a fact that in absence of the other interpretation large number of contract labours have been rendered unemployed in the name of abolishing contract system; and

(c) if so, the steps taken thereon?

THE MINISTER OF TOURISM & CIVIL AVIATION AND LABOUR (SHRI J. B. PATNAIK): (a) to (c). In the Central sphere after consultation with the Central Advisory Contract Labour Board, the Central Government by Gazette Notification has prohibited the employment of contract

labour for certain specified operations in the following:—

(i) Coal Mines;

(ii) Iron ore mines to take effect from 10th May, 1980;

(iii) Limestone, Dolomite and Manganese mines to take effect from 15th June, 1980;

(iv) Sweeping, cleaning, dusting and watching of buildings owned or occupied by establishments under the Central Government.

However, certain cases have come to notice of the retrenchment of contract labour. In such cases, cognizance is taken and efforts are made to satisfactorily resolve the disputes. In certain cases, disputes are also referred to Industrial Tribunals for adjudication. Section 34 of the Contract Labour (Regulation and Abolition) Act, 1970 also specifies that if any difficulty arises in giving effect to the provisions of the Act, the Central Government may, by order published in the Official Gazette, make such provision not inconsistent with the provisions of this Act, as appears to it to be necessary or expedient for removing this difficulty. However, the various aspects of the Contract Labour (Regulation and Abolition) Act, 1970 including the above issues are under examination.

Leprosy prone area of the Country

2052 SHRI A. K. ROY: Will the Minister of HEALTH be pleased to state:

(a) whether any study has been made to locate the leprosy prone area of the country and to know the number of leprosy patients in the country, if so, the details of the findings;

(b) whether there is any scheme to isolate the leprosy infected parents from their children and to rehabilitate them after recovery extending any means of earning and if so, the details thereof;

(c) whether Government are aware of a big leprosy hospital at Tentanari, district Dhanbad, Bihar with all facilities for earning and treatment now ruined without care despite great prospect and utility; and

(d) if so, the steps taken thereon?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH (SHRI N. R. LASKAR): (a) Data is collected from time to time. The latest available data (1971) of District-wise prevalence rates in endemic areas is at Statement laid on the Table of the House. [Placed in Library. See No. LT-703D/80].

(b) No such scheme is in operation. Assistance is however extended by the Department of Social Welfare to Voluntary Agencies which look after the programme of rehabilitation of the cured leprosy patients and their children.

(c) and (d). The Government of India are aware of the existence of the hospital being run by the State Government. But its current status is not readily known. It will be for the State Government to take necessary steps and their attention is being drawn in this regard.

अनुसुचित जातियों के सारों को विकाय के ठेके

2053. श्री राम लाल राहो: क्या ये मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या रेलवे बोर्ड ने अनुसुचित जातियों के व्यक्तियों को विकाय तथा खानपान के ठेके देने में प्राथमिकता देने का निर्णय किया है और यदि हाँ, तो इस समय इस बारे में क्या स्थिति है; और

(ख) क्या यह भी सच है कि यद्यपि उत्तर-पूर्व रेलवे लखनऊ-बरेली रेल लाइन पर सीतापुर जैकरन पर ठेका नियमानुसार हस्तिन को दिया गया था तथापि रेल कर्मचारी उसे काम करने नहीं दे रहे हैं

रेल मंत्रालय में राज्य मंत्री (श्री सी. ए. चाकर शरीक): (क) जी हाँ, बान-पान

और सोमियों के ठेकों के आवंटन में अनु-सूचित जातियों और अनुसूचित जन जातियों के अविक्तियों को अन्य अविक्तियों से प्राथमिकता दी जाती है।

(स) उपर्युक्त नीति के अनुसार पूर्वोत्तर रेलवे ने सीतापुर रेलवे स्टेशन पर अनुसूचित जाति के उम्मीदवार को 6-11-79 से ज्ञान-पान पर ठेका दिया था। वह अभी भी इस ठेके को चला रहा है।

केन्द्रीय कायेला खान बचाव समिति द्वारा उपकरण की खरीद

2054. श्री आर. एस. पी. बर्मा : क्या अम मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार को पता है कि केन्द्रीय कायेला खान बचाव समिति, धनबाद (बिहार) के अधिकारियों ने श्रम मंत्रालय के वरिष्ठ अधिकारियों के सहयोग से 40 लाख रुपये के बचाव उपकरण की खरीद के मामले में सभी कानूनों का उल्लंघन किया था;

(ख) यदि हां, तो क्या सरकार ने इस मामले की जांच की है; और

(ग) दोषी अधिकारियों के विरुद्ध सरकार का क्या कार्यवाही करने का विचार है और कार्यवाही कब तक की जायेगी ?

पर्यटन तथा नागर विभानन और अम मंत्री (श्री चे. बी. पट्टनायक) : (क) ये बचाव उपकरण समिति द्वारा की गई सिफारिशों के आधार पर खरीदे गए थे। इस समिति में चार तकनीकी विशेषज्ञ और वित्त डिवीजन का एक अधिकारी था। सरकार ने यह समिति उपकरण की आपूर्ति के लिए विभिन्न प्रस्तावों का मूल्यांकन करने और तकनीकी उपयुक्तता, कीमतों, फालतू पूँजी की उपलब्धता आदि जैसे तत्वों को ध्यान में रखते हुए खरीदे जाने वाले उपकरणों और उनकी मात्रा के संबंध में ठोस सिफारिशों करने के लिए गठित की थी।

(ख) और (ग). प्रश्न नहीं उठते।

प्रदीप लैम्प वर्क्स, पटना में श्रमिकों द्वारा बोनस तथा भविष्य निधि का लाभ

2055. श्री रामाष्टार शास्त्री : क्या अम मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि प्रदीप लैम्प वर्क्स पटना सिटी में स्थित है;

(ख) यदि हां, तो क्या यह भी सच है कि इस कारखाने के श्रमिकों को वर्षों से बोनस, उपदान, भविष्य निधि आदि नहीं दी जा रही है;

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

(घ) यह सुनिश्चित करने के लिये सरकार ने क्या कार्यवाही की है कि कारखाना सुचारू रूप से चले और श्रमिकों को आवश्यक लाभ मिले ?

पर्यटन और नागर विभानन और अम मंत्री (श्री चे. बी. पट्टनायक) : (क) जी, हां।

(ख) और (ग). भविष्य निधि प्राधिकारियों ने सूचित किया है कि सभी पात्र कर्मचारियों को कर्मचारी भविष्य निधि का सदस्य बनाया गया है और वे कर्मचारी भविष्य निधि, कर्मचारी कटूम्ब पेंशन और कर्मचारी जमा सम्बद्ध (लिंकड) बीमा योजनाओं के अधीन प्रसुविधाएं प्राप्त कर रहे हैं। फिर भी नियोजक ने मई, 1977 से फरवरी, 1980 तक की अवधि के लिए भविष्य निधि की बकाया राशि की अदायगी में चूक की।

कर्मचारियों को उपदान और बोनस की अदायगी के संबंध में सूचना राज्य सरकार से एकत्र की जा रही है और सभा की मेज पर रख दी जाएगी।

(घ) सितम्बर, 1979 तक समाप्त हुई अवधि की बकाया राशि को भू-राजस्व के रूप में वसूल करने वारे में नियोजक पर अभियान चलाने के लिए भविष्य निधि प्राधिकारियों ने कर्मचारी भविष्य निधि और प्रकीर्ण उपबन्ध अधिनियम, 1952 की धारा 8 और 14 के अधीन कार्यवाही की है। उन्होंने उपर्युक्त वसूली करने वारे अभियोजन चलाने से पहले बाद की अवधि

संबंधी बद्धाया राज्य की भावा का निर्णय करने के लिए विधिनियम की भारा 7-के वधीन कार्यवाही भी शुरू की है।

बद्धाया लाइन को बड़ी लाइन में बद्धाया

2056. श्री मन्डेर शर्मा : क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या जबलपुर-गोन्दिया मीटर गेज बाईन को बड़ी लाईन में बदलने सम्बन्धी कोई योजना तैयार की गई है;

(ख) यदि हां, तो उस पर क्या लागत आएगी;

(ग) योजना कब कार्यान्वित होनी शुरू हो जाएगी; और

(घ) योजना का कार्य कब तक पूरा हो जाएगा ?

॥

रेल मंत्रालय में राज्य मंत्री (श्री सी. के. शाकर शरोफ़): (क) से (ग). गोन्दिया-जबलपुर छोटी लाइन को बड़ी लाइन में बदलने के लिए प्रारम्भिक इंजीनियरी-एवं-यातायात सर्वेक्षण का काम पूरा कर लिया गया है। सर्वेक्षण रिपोर्ट की दिक्षण-पूर्व रेल प्रशासन द्वारा समीक्षा की जा रही है और आशा है कि यह रिपोर्ट दो एक महीने में प्रस्तुत कर दी जायेगी। सर्वेक्षण रिपोर्ट प्राप्त हो जाने और सभी पहलूओं, जिनमें वित्तीय अर्थ क्षमता और धन की उपलब्धता भी शामिल है, से उसकी जांच कर लिये जाने के बाद ही इस सम्बन्ध में कोई विनियन्त्रण किया जायेगा।

Rolling Stock Procurement Programme

2057. SHRI JYOTIRMOY BOSU: Will the Minister of RAILWAYS be pleased to state:

(a) whether, as reported in the *Business Standard*, Calcutta, of the February, 1980 the rolling stock procurement programme of the Railways is being slashed from the earlier projected 20,000 wagons (in terms of four-wheelers) to only 13,500 for 1980-81; and

(b) if so, the facts thereof and the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) and (b). Procurement of wagons is arranged by the Railways taking into account the traffic demands and the availability of funds from year to year. Consistent with the allocation of funds for 1980-81, procurement of 8,500 wagons in terms of four-wheelers has been planned. There was no proposal to acquire 20,000 wagons in terms of four-wheelers during 1980-81.

रेल मिलों में कर्मचारी और अम दिवसों की हारिन

2058. श्री राम विलास पासवान : क्या अम मंत्री यह बताने की कृपा करेंगे कि :

(क) रिंजिव बैंक/भारतीय औद्योगिक विकास बैंक द्वारा रुग्न धोषित गए 313 मिलों में से प्रत्येक में गत तीन वर्षों से, वर्षावार विभिन्न श्रेणियों के कितने प्रशिक्षित और अप्रशिक्षित कर्मचारी काम कर रहे हैं;

(ख) उनका उद्योग-वार और राज्य-वार वार्षिक व्यौरा क्या है और उपरोक्त विधिके दौरान इन मिलों में हड्डतालों और तालाबन्दी के आंकड़े क्या हैं; और

(ग) उपरोक्त कम्पनियों में हड्डतालों और तालाबन्दी के परिणामस्वरूप अम दिवसों की जो हारिन हुई है उसका उद्योग वार और राज्यवार व्यौरा और आंकड़े क्या हैं ?

पर्यटन और नागर विभाग और अम मंत्री (श्री औ. बी. पट्टनाथक): (क) से (ग). अपेक्षित सूचना संबंधित स्रोतों से एकत्र की जा रही है और यथासमय सादर की मेज पर रख दी जाएगी।

अहमदाबाद और जबलपुर के बीच तीसी रेल सेवा

2059. श्री मन्डेर शर्मा : क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या जबलपुर और कटनी के ब्यापार और बाणिज्य के लिए अहमदाबाद मंडी बहुत

महत्वपूर्ण है और इस बात को दीप्ति में रखते हुए व्यापार की प्रगति के लिए अहमदाबाद और जबलपुर के बीच सीधी रेल सेवा आरंभ किया जाना बहुत आवश्यक है और अनेक संस्थानों और संगठनों ने रेलवे विभाग को इस आशय के मांग पत्र भेजे हैं;

(ख) क्या अहमदाबाद और जबलपुर के बीच सीधी रेल सेवा आरम्भ करने का प्रस्ताव विचाराधीन है और यदि हाँ, तो इसको कब तक क्रियान्वित किया जायेगा; और

(ग) क्या गंगा-कावेरी एक्सप्रेस रेलगाड़ी को कोचीन तक चलाकर जबलपुर को दीक्षिण भारत से सीधे जोड़ने का कोई प्रस्ताव विचाराधीन है और यदि हाँ, तो कब तक इसे क्रियान्वित किया जायेगा; यदि नहीं, तो गंगा-कावेरी एक्सप्रेस रेलगाड़ी को कोचीन तक न चलाने के लिए क्या कठिनाइयां हैं ?

रेल मंत्रालय में राज्य मंत्री (श्री सी. के. जाफर शरीफ): (क) और (ख). अहमदाबाद और जबलपुर को सीधे रेल सम्पर्क द्वारा जोड़ने के लिए अभ्यावेदन प्राप्त हुए हैं। लैंकिन, परिचालनिक कठिनाइयों के कारण अहमदाबाद और जबलपुर के बीच ऐसी गाड़ी चलाना व्यावहारिक नहीं पाया गया है।

(ग) इस समय, ऐसा कोई प्रस्ताव विचाराधीन नहीं है। लैंकिन मार्गवती खण्डों पर लाइन क्षमता की कठिनाइयों के कारण गंगा-कावेरी एक्सप्रेस को कोचीन तक बढ़ाना व्यावहारिक नहीं है।

Super-fast Train from Puri to New Delhi

2060. SHRI CHINTAMANI JENA: Will the Minister of RAILWAYS be pleased to state what will be the time coverage for the proposed superfast train from Puri to reach the destination New Delhi and the number of stoppages to be provided?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): The proposed Triweekly Express trains named

175/176 NEELACHAL EXPRESS between Puri and New Delhi via Bhubaneswar, Tatanagar, Bokaro, Gaya and Varanasi w.e.f. 1-4-80 will cover distance in about 33 hrs. and 40 mts. in one direction and 34 hrs. and 10 mts. in the other direction. There will be only 15 stoppages between Puri and New Delhi.

DTC Service from Lampur Border to Central Secretariat and other Rural Areas of Delhi

2061. SHRI UTTAMRAO PATIL: will the Minister of SHIPPING and TRANSPORT be pleased to state:

(a) whether it is a fact that DTC have not evolved any comprehensive time bound programme for the improvement of DTC bus service covering Lampur Border (Narela) Alipur and other adjoining areas;

(b) if so, the reasons therefor and the remedial action Government propose to take in this regard in view of the deteriorating DTC service in these rural areas of Delhi;

(c) whether it is a fact that DTC bus service from Azadpur Terminal to Lampur—Singhu Border—Alipur route is not up to the mark, if so, what is the number of trips missed month-wise on this route; and

(d) whether it is a fact that DTC has provided a special bus service from Dhansa Border to Central Secretariat Terminal, if so, what are the reasons that DTC is not providing special trips from Lampur Border to Kendriya Terminal despite long standing demand and poor and inadequate changeover facilities for daily commuters?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI A. P. SHARMA): (a) and (b). No, Sir. DTC has continuous programme of improving its services in all parts of the Union territory including Lampur Border and Alipur and other adjoining areas. DTC cannot, however prepare a time bound programme for improvement of

services in specific areas because of uncertainties about the delivery of new chassis, construction of roads fit for heavy vehicular traffic, development and availability of infrastructure for maintenance and parking of buses and pattern of traffic growth which is linked with factors like population growth/shift, development of new colonies, changes in destination of commuters, land use etc.

It is not correct that DTC's services in these rural areas of Delhi have deteriorated. A number of services have been provided from Lampur Border, Narela and Lampur. Shuttle Services between Narela and Azadpur on route services between Narela and Azadpur on route No. 131 and 135 have recently been provided. Traffic surveys conducted from time to time reveal that these services are adequately meeting the traffic requirement of the residents of these villages.

(c) No, Sir. The details of trips missed and the percentage of trips missed on the routes serving these

areas from the month of November 1979 to February 1980 are given in the statement.

(d) It is true that passengers from Dhansa Border to Central Secretariat travel on a single bus, but it is not a fact that they travel on a single route. From Dhansa Border the passengers buy a ticket upto Tilak Nagar on route No. 835. The same bus operates a trip from Tilak Nagar to Central Secretariat on route No. 810 and the passengers coming in that bus buy another ticket for their journey from Tilak Nagar to Central Secretariat.

The Corporation is already operating special trips from Narela, Lampur and Bawana to Central Secretariat. It has not been possible for it to provide direct service from each and every village for Central Secretariat. Change-over facilities are in existence at various principal terminals such as Adarsh Nagar, Azadpur, R.P. Bagh from where adequate high frequency services are available for Central Secretariat.

Statement

**DÉTAILS OF TRIPS MISSED MONTHWISE FROM NOVEMBER 1979 TO FEBRUARY, 1980 ON ROUTES SERVING
AZADPUR, LAMPUR AREA.**

Route	Nov 1979			Dec. 1979			Jan. 1980			Feb. 1980		
	Sch. trips	Trips missed	Trips missed as a %age of Sch. Trips	Sch. trips	Trips missed	Trips missed as a %age of Sch. trips	Sch. trips	Trips missed	Trips missed as a %age of Sch. trips	Sch. trips	Trips missed	Trips missed as a %age of Sch. Trip.
109	480	23	5%	496	14	3%	494	31	6%	460	22	5%
124	450	20	4%	465	30	6%	463	17	3%	433	15	3%
125	1894	124	7%	1950	113	6%	1965	147	8%	1847	205	12%
131	1684	171	11%	1954	129	7%	1916	138	7%	1896	146	8%
135	700	58	6%	863	42	5%	848	12	1%	782	27	3%
136	868	44	5%	873	15	2%	877	36	4%	814	31	4%
138	420	28	6%	434	12	2%	434	7	1%	406	3	1%
144	420	18	4%	434	35	8%	434	24	5%	388	1	74%
146	420	39	9%	434	51	11%	432	46	10%	390	38	9%
147	420	21	5%	434	15	3%	433	20	4%	389	29	7%
148	420	18	4%	434	26	6%	434	6	1%	391	10	2%
149	420	5	1%	434	23	5%	434	24	5%	389	15	4%

Conditions of Nutrition cum Health Centres of N.D.M.C.

2062. SHRI UTTAMRAO PATIL: Will the Minister of HEALTH be pleased to state:

(a) whether it is a fact that Nutrition cum Health Centres of N.D.M.C. are in a bad condition;

(b) whether it is also a fact that even chairs and tables have not been provided at the N.C.H.S. centres of N.D.M.C.;

(c) the class IV staff have not yet been provided any summer uniforms/winter uniforms;

(d) if so, whether Government propose to appoint a Committee to go into the working of this scheme, if not, the reasons therefor; and

(e) what remedial steps Government propose to take in this regard to ensure efficient working of the scheme for the Welfare of poor children and women?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH (SHRI NIHAR RANJAN LASKAR): (a) No. According to information available, the centres are being run satisfactorily, where milk and bread are given to children in the age group of 0-5 years and to those pregnant and nursing mothers, whose parents' income from all sources does not exceed Rs. 400/ p.m.

(b) The distribution centres are run in the open sheds and as such no furniture has been provided for want of its safety.

(c) The uniform are given to Class IV staff regularly.

(d) In view of replies to (a) to (c) above, there is no proposal to appoint such a Committee.

(e) A proposal to construct 34 centres is under consideration of N.D.M.C. If and when these are completed, it will

be ensured that the scheme is implemented properly.

Panskura-Hatiberia section as Suburban area

2063. SHRI SATYAGOPAL MISRA: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal under consideration of Government to declare the Panskura-Hatiberia (Haldia) Section of the South Eastern railway as "Suburban area" for the benefit of daily passengers of that industrial area;

(b) if so, when and the details thereof; and

(c) if not, the reasons thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) to (c). With effect from 1-4-1979, the distinction of season ticket fares for 'suburban' and 'non-suburban' sections was abolished and season tickets are being issued between Howrah and Haldia accordingly. One pair of direct Electric Multiple Unit (EMUs) has been provided between Howrah and Haldia in addition to one pair of EMU train running between Panskura and Haldia.

बाराणसी को लोकोमोटिव स्पेयर पार्ट्स फैक्टरी

2064. श्री निहाल तिंह: क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या लोकोमोटिव स्पेयर पार्ट्स फैक्टरी को बाराणसी से किसी और स्थान पर स्थानान्तरित करने का कोई प्रस्ताव है;

(ख) क्या यह भी सच है कि यदि फैक्टरी को स्थानान्तरित किया जाता है तो पांच हजार कर्मचारी बेरोजगार हो जाएंगे;

(ग) यदि हां, तो फैक्टरी के स्थानान्तरण के क्या कारण हैं और इस प्रकार बेरोजगार हुए कर्मचारियों को किस काम पर नियुक्त किया जाएगा ?

रेस मंत्रालय में राष्ट्र मंत्री (श्री सी. ए. शाकर शरीफ़): (क) जी नहीं।

(ल) और (ग). प्रश्न नहीं उठता।

Claim made on Visakhapatnam Port Trust by S. E. Railway

2065. SHRI INDRAJIT GUPTA: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is the practice that Visakhapatnam Port Trust draws the filled oil wagons from the Caltex Oil Refinery and hands over the same to the South Eastern Railway at a particular place in the Port area;

(b) if so, whether there were complaints of empty wagons being handed over to South Eastern Railway in 1978-79;

(c) if so, how many wagons were empty and the total quantity of oil found missing;

(d) whether the South Eastern Railway made claims on the Port Trust in this regard and the amount so claimed;

(e) if so, whether the claims have been settled;

(f) whether the Port Trust had investigated into the loss of oil in the transit; and

(g) if so, the result of the investigation?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI A. P. SHARMA): (a) Loaded oil tank wagons from the Indian Oil Corporation and the Hindustan Petroleum Corporation (VMU) sidings, served by the Port Trust, are drawn out by the Port and handed over to the South-Eastern Railway at the Reception and Despatch Yard of the Port.

(b) to (g). There were no such complaints in 1978-79.

USSR withdrawal from Afghanistan

2066. SHRI MOOL CHAND DAGA: SHRI AMAR ROYPRADHAN: SHRI CHITTA MAHATA: DR. FAROOQ ABDULLAH:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) what has been the result of Government of India's efforts to persuade U.S.S.R to withdraw its troops from Afghanistan; and

(b) the date by which the troops of U.S.S.R. are expected to be withdrawn from Afghanistan?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) and (b). Government of India have been assured by the Government of the U.S.S.R. that "once the causes which prompted the Soviet Union to take this action disappear, the Soviet troops will be pulled out of Afghan territory". They have further added that "Soviet troops would be withdrawn as soon as it was clear that there would be no further external threat".

Russian intervention in Afghanistan

2067. SHRI G. M. BANATWALLA: PROF. MADHU DANDAVATE:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether the Government of India discussed with the Soviet Premier on his visit to India the question of U.S.S.R. military intervention in Afghanistan;

(b) if so, what progress could be made in impressing upon the U.S.S.R. Government to recognise the need for immediate withdrawal of Soviet forces from Afghanistan; and

(c) what efforts, if any, are the Government of India making in the direction of securing the said withdrawal of U.S.S.R. troops?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) The Soviet Prime Minister

last visited India in January 1979, long before the recent developments in Afghanistan took place.

(b) Does not arise.

(c) The Government of India are engaged in consultations with other friendly countries to explore how best the situation in South West Asia can be resolved.

News item "Moves for direct U.S., Soviet talks"

2068. SHRI N. K. SHEJWALAKAR:
Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether the attention of Government has been drawn towards a news-item appearing in the "Hindu" dated the 1st March, 1980 under the caption "Moves for Direct US, Soviet talks";

(b) if so, the details of the efforts being made by the Government of India to bring these big powers together and help in maintaining peace in the World;

(c) whether some requests have been received both from U.S. and the Soviet Union requesting Indian Government to use his good offices in this regard; and

(d) if so, the reaction thereto?

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

(b) Government of India are of the view that international and regional tensions be resolved through peaceful negotiations. To this end our separate consultations, and contacts with all concerned countries in the region and also with the USA and the USSR continue. However, India has not made any specific proposal to bring the big powers together.

(c) and (d). No Sir, but both the USA and the Soviet Union are aware of our principled attitude and the desire of India that peace, harmony and international cooperation are re-

tored at an early date. As a result of our consultations, India's position in the matter is known to and appreciated by all concerned.

Proposal to amend Payment of Bonus Act, 1965

2069. SHRI AMAR ROYPRADHAN:
Will the Minister of LABOUR be pleased to state:

(a) whether Government propose to amend the Payment of Bonus Act, 1965 in the interest of the Port and Dock employees; and

(b) if so, when and if not, the reasons therefor?

THE MINISTER OF TOURISM AND CIVIL AVIATION AND LABOUR (SHRI J. B. PATNAIK): (a) and (b). Various proposals for amendment of the Payment of Bonus Act, 1965 are under consideration of Government. It is the intention of Government to bring forward a comprehensive bill to amend the Act before the next festival season.

Modernisation of Pharmaceutical Factory, Madras

2070. SHRI THAZHAI M. KARUNANITHI: Will the Minister of HEALTH be pleased to state:

(a) whether it is a fact that the "Experts Committee" appointed by Government of India to study about the modernisation of Pharmaceutical factory of Government Medical Store Depot, Madras, have already submitted their report to the Government, and

(b) if so, what action has been taken or proposed to be taken on the said Report?

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

(b) The Committee *inter-alia* recommended setting up of a Unit for the manufacture of transfusion fluids. In order to prepare a project report for this purpose, consultation with the

Experts in the field of manufacture of transfusion solutions is a preliminary pre-requisite. Accordingly action was initiated to engage consultants with the help of Food and Drug Administration of Maharashtra Government. However, the consultants recommended by the State Government declined to undertake the job. The possibility of entrusting the Indian Drugs and Pharmaceuticals Ltd. who have submitted a preliminary report in this regard, is under consideration.

सरकारी अस्पतालों में डाक्टरों के रिक्त पदों पर

2071. श्री हरोश मकवामा: क्या स्वास्थ्य मंत्री यह बताने की कृपा करेंगे कि :

(क) गुजरात के सरकारी अस्पतालों में डाक्टरों के कितने पद रिक्त पड़े हैं और इन पदों को भरने के लिए क्या कार्यवाही की गई है;

(ख) गत दो वर्षों के दौरान गुजरात राज्य के कितने डाक्टरों को विदेश जाने की अनुमति दी गई और उनमें से एसे डाक्टर कितने हैं जो अभी तक वापिस भारत नहीं लौटे; और

(ग) क्या राज्य में डाक्टरों की कमी को पूरा करने के लिये कुछ उपाय किये गये हैं और पर्दि हां, तो तत्संबंधी विवरण क्या है ?

स्वास्थ्य मंत्रालय में राज्य मंत्री (श्री निहार रंजन लस्कर): (क) से (ग) . यह सूचना एकत्र की जा रही है और सभा पटल पर रख दी जाएगी।

एलेम्बिक ग्लास इंडस्ट्रीज, बड़ौदा में कार्य कर रहे कर्मचारी

2072. श्री निहाल सिंह : क्या अम मंत्री यह बताने की कृपा करेंगे कि एलेम्बिक ग्लास इंडस्ट्रीज, बड़ौदा तथा बंगलौर में कल कितने कर्मचारी काम करते हैं और उनमें से कितने कर्मचारी दैनिक मजूरी तथा मासिक मजूरी के आधार पर काम करते हैं और इन कर्मचारियों के संबंध में कर्मचारी राज्य बीमा योजना तथा भविष्य निधि थी कितनी राशियां जमा कराई गई तथा कितनी धनराशियां अभी जमा कराई जानी हैं ?

पर्यटन तथा नागर विमानन और अम मंत्री (श्री जे. बी. पटनायक): कर्मचारी राज्य बीमा निगम और कर्मचारी भविष्य निधि संगठन द्वारा सूचित की गई स्थिति इस प्रकार है : ---

कर्मचारी राज्य बीमा योजना के अंतर्गत आने वाले कर्मचारियों की संख्या	कर्मचारी भविष्य विधि योजना के अंतर्गत आने वाले कर्मचारियों की संख्या
---	--

एलेम्बिक ग्लास इंडस्ट्रीज लि०, बड़ौदा

एलेम्बिक ग्लास इंडस्ट्रीज, बंगलौर

2806 2723

858 821

उनको लाने के बारे में चूनाती दे रहा है। इस मामले पर कर्मचारी राज्य बीमा निगम द्वारा कार्यवाही की जा रही है।

Inadequate water supply

2073. DR. SARDISH ROY: Will the Minister of HEALTH be pleased to state:

(a) whether the attention of Government has been drawn to the facts disclosed by the Lutheran World Service (India) in collaboration with the

यह सूचित किया गया है कि इस प्रतिष्ठान की स्थिति न्यासी बोर्ड को भविष्य निधि संचयत के हस्तांतरण के मामले में अद्यतन है, जबकि कर्मचारी राज्य बीमा अंशदानों का भुगतान बंगलौर यूनिट के संबंध में जनवरी, 1980 तक किया गया है और बड़ौदा यूनिट के संबंध में नवम्बर, 1979 तक किया गया है। यह भी सूचित किया गया है कि यह प्रतिष्ठान कुछ कर्मचारियों को ठोके दारों के माध्यम से नियोजित करता है और कर्मचारी राज्य बीमा अधिनियम के अधीन

Action for Food Production (AFPRO), New Delhi that over 75 million people living in rural areas in India do not have adequate water supply resulting in sickness and death; and

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

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH (SHRI NIHAR RANJAN LASKAR): (a) and (b). The Government is not aware of any fact disclosed by the Lutheran World Service (India) in collaboration with the AFPRO in regard to adequacy of drinking water supply in the country. However, according to information received from Ministry of Works and Housing in a survey conducted in 1972, 1.53 lakhs villages were categorised as problem villages i.e., villages which have no source of safe drinking water within a mile or above a depth of 50 feet, or have sources endemic to cholera and guinea worm. Out of these, 80,000 problem villages are expected to be covered by March, 1980. The target is to cover the remaining problem villages on a priority basis before the end of the 6th Plan period. The Central Government in the Ministry of Works and Housing gives 100 per cent grants-in-aid to the States/Union Territories in order to supplement their resources under Rural Water Supply Programme to enable the State Governments to accelerate the progress in order to achieve the target.

Collection of ESIS contribution

2074. SHRI M. RAM GOPAL REDDY: Will the Minister of LABOUR be pleased to state:

(a) whether it is a fact that contributions towards Employees State Insurance Scheme is collected from the workers spread over in so many Government Undertakings which involves a lot of clerical work; and

(b) if so, whether this expenditure is commensurate with the labour involved in the collection of contribution?

THE MINISTER OF TOURISM & CIVIL AVIATION AND LABOUR (SHRI J. B. PATNAIK): (a) and (b). Under the Employees' State Insurance Act, 1948, the employers are required to collect contributions from employees and deposit them with the ESI Corporation alongwith their own contributions. There is a certain amount of clerical work involved, especially when the contributions are payable through stamps. The ESI Corporation is, however, gradually introducing the system of cash collection which will reduce the clerical work.

Visit of Nepali delegation to Haldia port

2075. SHRI SATYAGOPAL MISRA: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether a delegation of the Government of Nepal visited the Haldia Port of West Bengal recently for the purpose of ascertaining the feasibility of constructing a general cargo berth with the financial assistance of the World Bank;

(b) if so, the details thereof; and

(c) the reaction of Government thereto?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI A. P. SHARMA): (a) to (c). In 1979, a Nepalese Government Delegation visited the Haldia Dock Complex to look for land for a Transit Warehouse for the goods imported/exported by the Government of Nepal. The discussions held on that occasion were in pursuance of the Protocol to the Treaty of Transit between India and Nepal.

One Union in one Organisation

2076. SHRI K. LAKKAPPA: Will the Minister of LABOUR be pleased to state:

(a) whether Government will continue to act upon its declared policy that one Union in one organisation will only be given cognisance;

(b) if so, under what circumstance the All India Provident Fund Employees' Federation, Bangalore which is a minority Federation is given importance by the authorities; and

(c) action Government propose to take in the matter?

THE MINISTER OF TOURISM & CIVIL AVIATION AND LABOUR (SHRI J. B. PATNAIK): (a) There is no restriction on the right of workers to form trade unions. But the Voluntary Code of Discipline lays down a set of criteria for the recognition of a majority union.

(b) The Employees' Provident Fund Organisation has reported that there is a recognised Federation known as the All India Provident Fund Staff Federation, New Delhi. The Employees Provident Fund Organisation has been consulting the aforesaid Federation in bilateral matters as per the provisions of the Code of Discipline. Another body, named the All India Employees' Provident Fund Staff Federation, Bangalore, has been formed recently. This has not been recognised.

(c) Does not arise.

गोमती एक्सप्रेस में डकैती के मामले में गिरफ्तार किये गये व्यक्ति

2077. श्री दया राम शाक्य: क्या रेल मंत्री यह बताने की कृपा करेंगे कि हाल में गाजियाबाद और चोला के बीच गोमती एक्सप्रेस गाड़ी में पड़ी डकैती के संबंध में अब तक कितने व्यक्ति गिरफ्तार किये गये हैं?

रेल मंत्रालय में राज्य मंत्री (श्री सी. जे. जाफर शरीफ): इस मामले में अभी तक किसी व्यक्ति को गिरफ्तार नहीं किया गया है।

मोतीहारी-मुजफ्फरपुर पी. डब्ल्यू. डी. रोड

2078. श्री कमला मिश्र मधुकर: क्या नीवहन और परिवहन मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या पूर्वी चम्पारन जिले में (मधुबनी घाट, पकड़ीदयाल, मधुबन और मीनापुर होकर जाने वाली) मोतीहारी - मुजफ्फरपुर पी. डब्ल्यू. डी. रोड के गत 15 वर्षों से लगातार उपेक्षित रखा जा रहा है;

(ख) इस सड़क के कब तक पूरा हो जाने की आशा है और क्या इस संबंध में सरकार ने धीरे काम करो की नीति अपनाई हुई है; और

(ग) इस सड़क के पूरा होने में अनुमानित व्यय क्या होंगा और उसकी पूर्ति किस प्रकार किये जाने का विचार है?

नीवहन और परिवहन मंत्री (श्री ए. पी. शर्मा): (क) से (ग). बिहार सरकार द्वारा भेजे गए विवरणों से ज्ञात होता है कि मधुबनी घाट, पकड़ीदयाल, मधुबन और मीनापुर से होकर जाने वाली मोतीहारी-मुजफ्फरपुर रोड नाम की एसी कोई भी पी. डब्ल्यू. डी. रोड नहीं है जिसका निर्माण करना बाकी हो। बल्कि नीचे लिखी कछ मोजूदा पी. डब्ल्यू. डी. सड़क एसी है जिनका निर्माण स्वीकृत अनुमान के अनुसार काफी समय-पूर्व पूरा हो गया था:--

- (1) मोतीहारी-मधुबनी घाट रोड।
- (2) पकड़ीदयाल-सिरहा-मधुबनी-मीनापुर रोड।
- (3) मुजफ्फरपुर-सीतामढी रोड पर खफाहा से होकर जाने वाली मीनापुर-मुजफ्फरपुर रोड।

जहां तक उपरोक्त मद संख्या (1) में उल्लिखित सड़क का सवाल है, यह सड़क पक्की है और एक लेन की है। लौकिक सिकरहाना के ऊपर बने मधुबनी घाट पर सड़क का काफी बड़ा हिस्सा गायब है। इस प्ल के निर्माण के लिए स्वीकृत अनुमान में व्यवस्था नहीं की गई थी।

पकड़ीदयाल मधुबनी घाट के नजदीक मुजफ्फरपुर की तरफ पड़ता है और पकड़ीदयाल-सिरहा-मधुबनी-मीनापुर सड़क की लम्बाई 41.6 किलोमीटर है, जिसमें से पकड़ीदयाल से शुरू होकर 22.4 किलोमीटर तक का हिस्सा पक्का है। शेष 19.2 किलोमीटर के हिस्से में कच्ची सड़क है और स्वीकृत अनुमान में भी इसे कच्ची सड़क माना गया था। राज्य सरकार वे

वकास है कि उनका विचार है कि छठी वर्षावरी व बोधना के दौरान संडक के कान्दे त्रिस्तं को पक्का बनाया जाए।

1200 hrs.

MR. SPEAKER: The Papers to be laid.

SOME HON. MEMBERS rose—
(*Interruptions*) **

MR. SPEAKER: Nothing should be recorded without my permission.

PAPERS LAID ON THE TABLE

COAL MINES P. F. (AMDT.) SCHEME, 1980

THE MINISTER OF ENERGY AND IRRIGATION AND COAL (SHRI A. B. A. GHANI KHAN CHAUDHURI): I beg to lay on the Table a copy of the Coal Mines Provident Fund (Amendment) Scheme, 1980 (Hindi and English versions) published in Notification No. G. S. R. 308 in Gazette of India dated the 15th March, 1980 under section 7A of the Coal Mines Provident Fund and Miscellaneous Provisions Act, 1948. [Placed in Library. See No. LT—654/80].

REVIEWS AND ANNUAL REPORTS OF BRIDGE AND ROOF CO. (INDIA) LTD., CALCUTTA FOR 1977-78 AND INDIAN DRUGS AND PHARMACEUTICALS LTD., NEW DELHI FOR 1978-79 WITH STATEMENTS FOR DELAY ETC.

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI VEERANDRA PATIL): I beg to lay on the Table:—

(1) A copy each of the following papers (Hindi and English versions) under sub-section (1) of Section 619A of the Companies Act, 1956:—

(a) (i) Review by the Government on the working of the Bridge and Roof Company (India) Limited, Calcutta, for the year 1977-78.

(ii) Annual Report of the Bridge and Roof Company (India) Limited, Calcutta, for the year

1977-78 along with the Audited Accounts and the comments of the Comptroller and Auditor General thereon. [Placed in Library. See No. LT—655/80].

(b) (i) Review by the Government on the working of the Indian Drugs and Pharmaceuticals Limited, New Delhi, for the year 1978-79.

(ii) Annual Report of the India Drugs and Pharmaceuticals Limited, New Delhi, for the year 1978-79 along with the Audited Accounts and the comments of the Comptroller and Auditor General thereon. [Placed in Library. See No. LT—656/80].

(2) A statement (Hindi and English versions) showing reasons for delay in laying the report mentioned at 1(a) above.

(3) A statement (Hindi and English versions) explaining reasons for not laying the Annual Report of Bridge and Roof Company (India) Limited Calcutta for the year 1978-79 within the stipulated period of nine months after the close of the Accounting Year [Placed in Library. See No. LT—657/80].

NOTIFICATIONS UNDER DELHI SHOPS AND ESTABLISHMENTS ACT, 1954 AND BOMBAY SHOPS AND ESTABLISHMENTS ACT, 1948 IN RELATION TO GUJARAT

THE MINISTER OF TOURISM & CIVIL AVIATION AND LABOUR (SHRI J. B. PATNAIK): I beg to lay on the Table:—

(1) A copy of the Delhi Shops and Establishments (Amendment) Rules, 1980 (Hindi and English versions) published in Notification No. F. 1(22)/79—LC(S) in Delhi Gazette, dated the 29th January, 1980, under sub-section (3) of section 47 of the Delhi Shops and Establishments Act, 1954. [Placed in Library. See. No. LT—658/80]

(2) A copy each of the following Gujarat Government Notifications (Hindi and English versions) under sub-section (2) of section 4 of the Bombay Shops and Establishments Act, 1948 read with clause (c) (iv) of the Proclamation dated the 17th February, 1980 issued by the President in relation to the State of Gujarat:—

(i) Notification No. KH-L-128-SE/1449—48293-T published in Gujarat Government Gazette dated the 6th March, 1980 amending Schedule II of the Act.

(ii) Notification No. KH-L-171/BSE/1449—48293-T published in Gujarat Government Gazette dated the 7th March, 1980 adding an entry in Schedule II to the Act.

[Placed in Library. See No. LT-659/80].

REVIEW AND ANNUAL REPORT OF NATIONAL FILM DEVELOPMENT CORPORATION (P) LTD., NEW DELHI FOR 1978-79

SHRI J. B. PATNAIK: On behalf of SHRI VASANT SATHE, I beg to lay on the Table:—

A copy each of the following papers (Hindi and English versions) under sub-section (1) of section 619A of the Companies Act, 1956:—

(1) Review by the Government on the working of the National Film Development Corporation Private Limited New Delhi, for the year 1978-79.

(2) Annual Report of the National Film Development Corporation Private Limited, New Delhi, for the year 1978-79 along with the Audited Accounts and the comments of the Comptroller and Auditor General thereon. [Placed in Library. See No. LT-660/80]

ANNUAL REPORT AND REVIEW OF BOARD OF APPRENTICESHIP TRAINING WESTERN REGION; BOMBAY FOR THE YEAR ENDED ON 31-3-79, ANNUAL ACCOUNTS OF

VISVA BHARATI, SANTINIKETAN FOR 1978-79, ANNUAL ACCOUNTS OF CENTRAL TIBETAN SCHOOL ADMINISTRATION FOR 1977-78, ANNUAL REPORT AND REVIEW OF RAMPUR RAZA LIBRARY, RAMPUR FOR 1977-78, ETC. ETC.

THE MINISTER OF EDUCATION AND HEALTH AND SOCIAL WELFARE (SHRI B. SHANKARANAND)

I beg to lay on the Table:—

(1) (i) A copy of the Annual Report (Hindi and English versions) of the Board of Apprenticeship Training, Western Region, Bombay, for the year ended 31st March, 1979 along with Audited Accounts.

(ii) A copy of the Review (Hindi and English Versions) by the Government on the above Report [Placed in Library. See No. LT-661/80].

(2) (i) A copy of the Annual Accounts (Hindi and English versions) of the Visva Bharati, Santiniketan, for the year 1978-79 together with Audit Report thereon.

(ii) A statement (Hindi and English evrsions) showing reasons for delay in laying the above document.

[Placed in Library. See No. LT-662/80].

(3) (i) A copy of the Annual Accounts (Hindi and English versions) of the Central Tibetan Schools Administration, for the year 1977-78 together with the Audit Report thereon.

(ii) A statement (Hindi and English versions) showing reasons for delay in laying the above documents. [Placed in Library. See No. LT-663/80].

(4) (i) A copy of the Annual Report (Hindi and English versions) of the Rampur Raza Library, Rampur, for the year 1978-79 together with Audited Accounts.

(ii) A copy of the Review (Hindi and English versions) by the Government on the above Report.

(iii) A statement (Hindi and English versions) showing reasons for delay in laying the documents mentioned at 4(i) above. [Placed in Library. See No. LT-664/80].

(5) A copy of the Annual Accounts @ (Hindi version) of the Regional Engineering College, Calicut, for the year 1977-78 together with the Audit Report thereon.

(6) A copy of the Annual Report @ (Hindi version) of the Regional Engineering College, Calicut, for the year 1978-79. [Placed in Library. See No. LT-665/80]

(7) (i) A copy of the Annual Report of the Regional Engineering College, Srinagar, for the year 1978-79.

(ii) A copy of the Review (Hindi and English versions) by the Government on the above Report.

(iii) A statement (Hindi and English versions) explaining reasons for not laying simultaneously the Hindi version of the report mentioned at 6(i) above. [Placed in Library. See No. LT-666/80].

(8) (i) A copy of the Annual Accounts (Hindi and English versions) of the University Grants Commission, New Delhi, for the year 1973-79 together with Audit Report thereon, under sub-section (4) of section 19 of the University Grants Commission Act, 1956.

(ii) A statement (Hindi and English versions) showing reasons for delay in laying the above document. [Placed in Library. See No. LT-667/80].

(9) A copy each of the following Notifications under sub-section (3) of section 59 of the Children Act, 1960:—

(i) The Dadra and Nagar Haveli Children Rules, 1979, published in Notification No. ADM/LAW/242/39/79 in Gazette of India dated the 5th January, 1980.

(ii) The Pondicherry Children (Management, Functions and Responsibilities of Special Schools, Children's Homes and Observation Homes) (Amendment) Rules, 1980 published in Notification No. G.O. M/s. 7/80/HEV(SW) dated the 24th January, 1980.

(10) Two statements (Hindi and English versions) explaining reasons for not laying the Hindi version of the Rules.

(11) A statement (Hindi and English versions) showing reasons for delay in laying the notification mentioned at 9(i) above [Placed in Library. See No. LT-668/80].

(12) A copy of the Bihar Children Ordinance, 1980 (No. 45 of 1980) (Hindi and English versions) promulgated by the Governor of Bihar on the 4th March, 1980, under article 213(2)(a) of the Proclamation dated the 17th February 1980 issued by the President in relation to the State of Bihar. [Placed in Library. See No. LT-669/80].

(13) (i) A copy of the Annual Report (Hindi and English versions) of the Regional Engineering College, Silchar, for the year 1978-79.

(ii) A copy of the Review (Hindi and English versions) by the Government on the above Report. [Placed in Library. See No. LT-670/80].

(14) (i) A copy of the Audit Report on the accounts of the National Council of Educational Research and Training, New Delhi, for the year 1978-79.

(ii) A statement (Hindi and English versions) regarding Review by Government on the Audit Report.

(iii) A statement (Hindi and English versions) explaining reasons for not laying simultaneously the Hindi versions of the Audit Report. [Placed in Library. See No. LT-671/80.]

(15) (i) A copy of the Annual Accounts (Hindi and English versions) of the University of Hyderabad for the year 1978-79 together with Audit Report thereon.

(ii) A statement (Hindi and English versions) showing reasons for delay in laying the above document. [Placed in Library. See No. LT-672/80]

REVIEWS AND ANNUAL REPORTS OF COCHIN SHIPYARD LTD., COCHIN FOR 1978-79, HINDUSTAN SHIPYARD LTD., VISAKHAPATNAM, ANNUAL ACCOUNTS OF COCHIN, PORT TRUST FOR 1978-79 WITH STATEMENTS FOR DELAY ETC.

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI A. P. SHARMA): I beg to lay on the Table:—

(1) A copy each of the following papers (Hindi and English versions) under sub-section (1) of section 619A of the Companies Act, 1956:—

(a) (i) Review by the Government on the working of the Cochin Shipyard Limited, Cochin, for the year 1978-79.

(ii) Annual Report of the Cochin Shipyard Limited, Cochin, for the year 1978-79 along with the Audited Accounts and the comments of the Comptroller and Auditor General thereon. [Placed in Library. See No. LT-673/80].

(b) (i) Review by the Government on the working of Hindustan

Shipyard Limited, Visakhapatnam, for the year 1978-79.

(ii) Annual Report of the Hindustan Shipyard Limited, Visakhapatnam, for the year 1978-79 along with the Audited Accounts and the comments of the Comptroller and Auditor General thereon. [Placed in Library. See No. LT- 674/80].

A copy each of the following papers (Hindi and English versions) under sub-section (2) of section 103 of the Major Port Trusts Act 1963:—

(i) Annual Accounts of the Cochin Port Trust for the year 1978-79 and the Audit Report thereon. [Placed in Library. See No. LT-675/80].

(ii) Annual Accounts of the Mormugao Port Trust for the year 1978-79 and the Audit Report thereon.

(3) Two statements (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (2) above. [Placed in Library. See No. LT-676/80].

(4) A statement (Hindi and English versions) explaining reasons for not laying the Accounts and the Audit Report of the Shipping Development Fund Committee for the year 1978-79 within the Stipulated period of nine months after the close of the Accounting Year. [Placed in Library. See No. LT-677/80].

STATEMENT SHOWING ACTION TAKEN BY GOVERNMENT ON ASSURANCES, PROMISES, ETC. GIVEN DURING VARIOUS SESSIONS OF LOK SABHA

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS AND IN THE DEPARTMENT OF

PARLIAMENTARY AFFAIRS (SHRI P. VENKATASUBBALAH): on behalf of Shri Bhishma Narain Singh, I beg to lay on the Table the following statements (Hindi and English

versions) showing the action taken by the Government on various assurances, promises and undertakings given by the Ministers during the various sessions of Lok Sabha:—

- (1) Statement No. XIX—Second Session, 1977.
- (2) Statement No. XIV—Third Session, 1977.
- (3) Statement No. XVII—Fourth Session, 1978.
- (4) Statement No. XI—Fifth Session, 1978.
- (5) Statement No. IX—Sixth Session, 1978.
- (6) Statement No. XII—Seventh Session, 1979.
- (7) Statement No. III—Eighth Session, 1979.
- (8) Statement No. I—First Session, 1980.

[Placed in Library. See No. LT-678/80]

ANNUAL REPORTS AND REVIEWS ETC. OF STATE AGRO-INDUSTRIES CORPORATIONS OF VARIOUS STATES, OF MODERN BAKERIES (P) LTD. NEW DELHI WITH STATEMENTS FOR DELAY, ANNUAL REPORTS OF NATIONAL COOPERATIVE DAIRY FEDERATION OF INDIA, NEW DELHI, NOTIFICATIONS RE. SUGAR PRICES UNDER ESSENTIAL COMMODITIES ACT, 1955 AND ANNUAL REPORTS OF NATIONAL HEAVY ENGINEERING COOPERATIVE LTD., NEW DELHI ETC., ETC.

THE MINISTER OF AGRICULTURE AND RURAL RECONSTRUCTION (SHRI BIRENDRA SNGH RAO): I beg to lay on the Table:—

- (1) A copy each of the following papers under sub-section (1) of section 619A of the Companies Act, 1956:—

(a) (i) Review by the Government on the working of the Tamil Nadu Agro Industries Corporation Limited, Madras, for the year 1977-78.

(ii) Annual Report of the Tamil Nadu Agro Industries Corporation Limited, Madras, for the year 1977-78 along with the Audited Accounts and the comments of the Comptroller and Auditor General thereon. [Placed in Library. See No. LT-679/80].

}
Sixth Lok Sabha.

Seventh Lok Sabha.

(b) (i) Review (Hindi and English versions) by the Government on the working of West Bengal Agro Industries Corporation Limited, Calcutta, for the year 1975-76.

(ii) Annual Report (Hindi and English versions) of the West Bengal Agro-Industries Corporation Calcutta, for the year 1975-76 along with the Audited Accounts and the comments of the Comptroller and Auditor General thereon. [Placed in Library. See No. LT-630/80]

(c) (i) Review (Hindi and English versions) by the Government on the working of West Bengal Agro Industries Corporation Limited, Calcutta, for the year 1976-77.

(ii) Annual Report (Hindi and English versions) of the West Bengal Agro-Industries Corporation Limited, Calcutta, for the year 1976-77 along with the Audited Accounts and the comments of the Comptroller and Auditor General thereon. [Placed in Library. See No. LT-681/80].

(d) (i) Review (Hindi and English versions) by the Government on the working of the Andhra Pradesh State Agro Industries Corporation Limited, Hyderabad, for the year ended 30th June, 1976.

(ii) Annual Report (Hindi and English versions) of the Andhra Pradesh State Agro Industries Corporation Limited, Hyderabad, for the year ended 30th June, 1976 along with the Audited Accounts and the comments of the Comptroller and Auditor General thereon. [Placed in Library. See No. LT-682/80].

(e) (i) Review (Hindi and English versions) by the Government on the working of the Bihar State Agro Industries Development Corporation Limited, Patna, for the year 1974-75.

(ii) Annual Report (Hindi and English versions) of the Bihar State Agro Industries Development Corporation Limited, Patna, for the year 1974-75 along with Audited Accounts and the comments of the Comptroller and Auditor General thereon. [Placed in Library. See No. LT-683/80].

(f) (i) Review (Hindi and English versions) by the Government on the working of the Bihar State Agro Industries Development Corporation Limited, Patna, for the year 1975-76.

(ii) Annual Report (Hindi and English versions) of Bihar State Agro Industries Development Corporation Limited, Patna, for the year 1975-76 along with Audited Accounts and the comments of the Comptroller and Auditor General thereon. [Placed in Library. See No. LT-684/80].

(g) (i) Review (Hindi and English versions) by the Government on the working of the Maharashtra Agro Industries De-

velopment Corporation Limited, Bombay, for the year 1977-78.

(ii) Annual Report (Hindi and English versions) of Maharashtra Agro Industries Development Corporation Limited, Bombay for the year 1977-78 along with Audited Accounts and the comments of the Comptroller and Auditor General thereon. [Placed in Library. See No. LT-685/80].

(h) (i) Review (Hindi and English versions) by the Government on the working of the Punjab Agro Industries Corporation Limited, Chandigarh for the year 1975-76.

(ii) Annual Report (Hindi and English versions) of the Punjab Agro Industries Corporation Limited, Chandigarh, for the year 1975-76 along with Audited Accounts and the comments of the Comptroller and Auditor General thereon. [Placed in Library. See No. LT-686/80].

(i) (i) Review (Hindi and English versions) by the Government on the working of the Orissa Agro Industries Corporation Limited, Cuttack, for the year 1972-73.

(ii) Annual Report (Hindi and English versions) of the Orissa Agro Industries Corporation Limited, Cuttack, for the year 1972-73 along with Audited Accounts and the comments of the Comptroller and Auditor General thereon. [Placed in Library. See No. LT-687/80].

(j) (i) Review (Hindi and English versions) by the Government on the working of the Himachal Pradesh Agro Industries Corporation Limited, and its subsidiary viz. Himachal Pradesh Horticultural Produce Marketing and Processing Corporation Limited, for the year 1977-78.

(ii) Annual Report (Hindi and English versions) of the Himachal Pradesh Agro Industries Corporation Limited, Simla for the year 1977-78 along with Audited Accounts and the comments of the Comptroller and Auditor General thereon and of its subsidiary viz. Himachal Pradesh Horticultural Produce Marketing and Processing Corporation Limited, for the year 1977-78. [Placed in Library. See No. LT-688/80].

(k) (i) Review by the Government on the working of the Assam Agro Industries Development Corporation Limited, Gauhati, for the year 1972-73.

(ii) Annual Report of the Assam Agro Industries Development Corporation Limited Gauhati, for the year 1972-73 along with the Audited Accounts and the comments of the Comptroller and Auditor General thereon. [Placed in Library. See No. LT-689/80].

(l) (i) Review (Hindi version) by the Government on the working of the Assam Agro Industries Development Corporation Limited, Gauhati, for the year 1967-68.

(ii) Annual Report (Hindi version) of the Assam Agro Industries Development Corporation Limited, Gauhati, for the year 1967-68 along with the Audited Accounts and the comments of the Comptroller and Auditor General thereon.

(m) (i) Review (Hindi version) by the Government on the working of the Assam Agro Industries Development Corporation Limited, Gauhati, for the year 1968-69.

(ii) Annual Report (Hindi version) of the Assam Agro Industries Development Corporation Limited, Gauhati, for the year

1968-69 along with the Audited Accounts and the comments of the Comptroller and Auditor General thereon.

(n) (i) Review (Hindi version) by the Government on the working of the Assam Agro Industries Development Corporation Limited, Gauhati for the year 1969-70.

(ii) Annual Report (Hindi version) of the Assam Agro Industries Development Corporation Limited, Gauhati, for the year 1969-70 along with the Audited Accounts and the comments of the Comptroller and Auditor General thereon.

(o) (i) Review (Hindi version*) by the Government on the working of the Assam Agro Industries Development Corporation Limited, Gauhati, for the year 1970-71.

(ii) Annual Report (Hindi version*) of the Assam Agro Industries Development Corporation Limited, Gauhati for the year 1970-71 along with Audited Accounts and the comments of the Comptroller and Auditor General thereon. [Placed in Library. See No. LT-689/80]

(p) (i) Review (Hindi and English versions) by the Government on the working of the Bihar State Agro Industries Development Corporation Limited, Patna, for the year 1973-74.

(ii) Annual Report (Hindi and English versions) of the Bihar State Agro Industries Development Corporation Limited, Patna for the year 1973-74, along with Audited Accounts and the comments of the Comptroller and Auditor General thereon. [Placed in Library. See No. LT-690/80]

(q) (i) Review (Hindi and English versions) by the Government on the working of Modern

*English version of the Review and the Report was laid on the 7th August, 1978.

Bakeries (India) Limited, New Delhi, for the year 1978-79.

(ii) Annual Report (Hindi and English versions) of the Modern Bakeries (India) Limited, New Delhi, for the year 1978-79 along with the Audited Accounts and the comments of the Comptroller and Auditor General thereon.

(2) 16 statements showing reasons for delay in laying the reports mentioned at (a) to (p) item (1) above. [Placed in Library. See No. LT-691/80].

(3) A copy of the Annual Report (Hindi and English versions) of the National Cooperative Dairy Federation of India, New Delhi, for the year ended 30th June, 1977 together with Audited Accounts.

(4) A copy of the Annual Report (Hindi and English versions) of the National Cooperative Dairy Federation of India, New Delhi, for the year ended 30th June, 1978 together with Audited Accounts. [Placed in Library. See No. LT-692/80].

(5) A copy each of the following Notifications (Hindi and English versions) under sub-section (6) of section 3 of the Essential Commodities Act, 1955:—

(i) GSR 20(E) published in Gazette of India dated the 28th January, 1980 regarding bulk distribution of Urea manufactured in Uttar Pradesh. [Placed in Library. See No. LT-693/80].

(ii) The Sugar (Price Determination for 1978-79 Production) Amendment Order, 1980, published in Notification No. G.S.R. 74(E) in Gazette of India dated the 5th March, 1980.

(iii) The Sugar (Price Determination for 1979-80 Production) Amendment Order, 1980, published in Notification No. G.S.R. 75(E) in Gazette of India dated the 5th March, 1980. [Placed in Library. See No. LT-694/80].

(6) A copy of the Annual Report (Hindi and English versions) of the National Heavy Engineering Cooperative Limited, New Delhi, for the year 1976-77 together with Audited Accounts.

(7) A copy of the Annual Report (Hindi and English versions) of the National Heavy Engineering Cooperative Limited, New Delhi, for the year 1977-78 together with Audited Accounts. [Placed in Library. See No. LT-695/80].

(8) A copy of the Annual Accounts (Hindi and English versions) of the National Council for Cooperative Training, New Delhi, for the year 1978-79 together with Audit Report thereon. [Placed in Library. See No. LT-696/80].

(9) A copy of the Annual Report (Hindi and English versions) of the Indian Farmers Fertilisers Cooperative Limited, New Delhi, for the year 1978-79 along with Audited Accounts. [Placed in Library. See No. LT-697/80].

(10) A copy of the Gujarat Agricultural Pests and Diseases Ordinance, 1979 (No. 5 of 1979) (Hindi and English versions) Promulgated by the Governor of Gujarat on the 2nd November, 1979, under article 213(2)(a) of the Constitution read with clause (c)(iv) of the Proclamation dated the 17th February, 1980 issued by the President in relation to the State of Gujarat. [Placed in Library. See No. LT-698/80].

NOTIFICATION UNDER GUJARAT SALES TAX ACT, 1969, BIHAR SALES TAX ORDINANCE, 1980 AND ANNUAL REPORT OF NATIONAL INSTITUTE OF PUBLIC FINANCE AND POLICY, NEW DELHI FOR 1978-79

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI JAGANNATH PAHADIA): I beg to lay on the Table:—

(1) A copy of the Notification No. (GHN-19) GST-1080/(S.49) (83)TH (Hindi and English versions) published in Gujarat Government Gazette dated the 7th March, 1980 making certain amendment to Notification No. (GHN 627) GST 1970 (S. 49)-TH dated the 29th April, 1970, under sub-section (3) of section 49 of the Gujarat Sales Tax Act 1969 read with clause (c)(iv) of the Proclamation dated the 17th February, 1980 issued by the President in relation to the State of Gujarat. [Placed in Library. See No. LT-699/].

(2) A copy of the Bihar Sales Tax Ordinance, 1980 (No. I of 1980) (Hindi and English versions) promulgated by the Governor of Bihar on the 4th March, 1980, under article 213(2)(a) of the Constitution read with clause (c)(iv) of the Proclamation dated the 17th February, 1980 issued by the President in relation to the State of Bihar. [Placed in Library. See No. LT-700/80].

(3) A copy of the Annual Report (Hindi % version) of the National Institute of Public Finance and Policy, New Delhi, for the year 1978-79. [Placed in Library. See No. LT-701/80].

BIHAR BHODAN YAGNA (AMDT.) ORDINANCE 1980, CHHOTANAGPUR TENANCY

(AMDT.) ORDINANCE, 1980, TAMIL NADU LAND REFORMS (FIXATION OF CEILING ON LAND) AMDT. ORDINANCE, 1980 WITH STATEMENT RE. NOT LAY HINDI VERSION

SHRI J. B. PATNAIK: On behalf of Shri R. V. Swaminathan, I beg to lay on the Table:—

(1) A copy each of the following Bihar Government Ordinances (Hindi and English versions) under article 213(2)(a) of the Constitution read with clause (c)(iv) of the Proclamation dated the 17th February, 1980 issued by the President in relation to the State of Bihar:—

(i) The Bihar Bhodan Yagna (Amendment) Ordinance, 1980 (No. 27 of 1980) promulgated by the Governor of Bihar on the 4th March, 1980.

(ii) the Chhotanagpur Tenancy (Amendment) Ordinance, 1980 (No. 29 of 1980) promulgated by the Governor of Bihar on the 4th March, 1980 [Placed in Library. See No. LT-702/80].

(2) A copy of Tamil Nadu Land Reforms (Fixation of Ceiling on Land) Amendment Ordinance, 1980 (No. 3 of 1980) promulgated by the Governor of Tamil Nadu on the 10th March, 1980, under article 213(2)(a) of the Constitution read with clause (c)(iv) of the Proclamation dated the 17th February, 1980 issued by the President in relation to the State of Tamil Nadu.

(3) A statement (Hindi and English versions) explaining reasons for not laying simultaneously the Hindi version of the Ordinance. [Placed in Library. See No. Lt-703/80].

12.05 hrs.

MESSAGES FROM RAJYA SABHA

SECRETARY: Sir, I have to report the following messages received from the Secretary-General of Rajya Sabha:—

(i) "In accordance with the provisions of sub-rule (6) of rule 186 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to return herewith the Punjab Appropriation (Vote on Account) Bill, 1980 which was passed by the Lok Sabha at its sitting held on the 18th March, 1980, and transmitted to the Rajya Sabha for its recommendations and to state that this House has no recommendations to make to the Lok Sabha in regard to the said Bill."

(ii) "In accordance with the provisions of sub-rule (6) of rule 186 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to return herewith the Punjab Appropriation Bill, 1980, which was passed by the Lok Sabha at its sitting held on the 18th March, 1980, and transmitted to the Rajya Sabha for its recommendations and to state that this House has no recommendations to make to the Lok Sabha in regard to the said Bill."

(iii) "In accordance with the provisions of sub-rule (6) of rule 186 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to return herewith the Rajas-than Appropriation (Vote on Account) Bill, 1980, which was passed by the Lok Sabha at its sitting held on the 18th March, 1980, and transmitted to the Rajya Sabha for its recommendations and to state that this House has no recom-

mendations to make the Lok Sabha in regard to the said Bill."

(iv) "In accordance with the provisions of sub-rule (6) of rule 186 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to return herewith the Rajas-than Appropriation Bill, 1980, which was passed by the Lok Sabha at its sitting held on the 18th March, 1980, and transmitted to the Rajya Sabha for its recommendations and to state that this House has no recommendations to make to the Lok Sabha in regard to the said Bill."

(v) "In accordance with the provisions of sub-rule (6) of rule 186 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to return herewith the Tamil Nadu Appropriation (Vote on Account) Bill, 1980, which was passed by the Lok Sabha at its sitting held on the 18th March, 1980, and transmitted to the Rajya Sabha for its recommendations and to state that this House has no recommendations to make to the Lok Sabha in regard to the said Bill."

(vi) "In accordance with the provisions of sub-rule (6) of rule 186 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to return herewith the Tamil Nadu Appropriation Bill, 1980, which was passed by the Lok Sabha at its sitting held on the 18th March, 1980, and transmitted to the Rajya Sabha for its recommendations and to state that this House has no recommendations to make to the Lok Sabha in regard to the said Bill."

(vii) "In accordance with the provisions of sub-rule (6) of rule

186 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to return herewith the Uttar Pradesh Appropriation (Vote on Account) Bill, 1980, which was passed by the Lok Sabha at its sitting held on the 18th March, 1980, and transmitted to the Rajya Sabha for its recommendations and to state that this House has no recommendations to make to the Lok Sabha in regard to the said Bill."

(viii) "In accordance with the provisions of sub-rule (6) of rule 186 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to return herewith the Uttar Pradesh Appropriation Bill, 1980, which was passed by the Lok Sabha at its sitting held on the 18th March, 1980, and transmitted to the Rajya Sabha for its recommendations and to state that this House has no recommendations to make to the Lok Sabha in regard to the said Bill."

SHRI EDUARDO FALEIRO (Mormugao): Sir, I have given notice of a privilege motion. What has happened to it?

MR. SPEAKER: I have received today at 10.40 A.M. a notice of question of privilege from Shri Eduardo Faleiro regarding alleged aspersions on the Speaker by certain members as reported in the press. As the notice was received late, I did not have time to consider it. I will go into the matter and decide the question of its admissibility. (Interruptions)* Nothing is to be recorded.

12.07 hrs.

CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE.

REPORTED RESENTMENT AMONG THE WORK-CHARGED EMPLOYEES OF BEAS-SUTLEJ LINK PROJECT.

MR. SPEAKER: The Calling Attention. Shri Narain Chand Parashar. (Interruptions)* Nothing should be recorded without my permission.

PROF. NARAIN CHAND PARASHAR (Hamirpur): I call the attention of the Minister of Energy and Irrigation to the following matter of urgent public importance and request that he may make a statement thereon:—

The reported resentment among the work-charged employees of Beas-Sutlej Link Project in Mandi District of Himachal Pradesh consequent upon the issue of retrenchment notices to a large number of them and failure of the Government to employ them on new projects.

THE MINISTER OF ENERGY AND IRRIGATION AND COAL (SHRI A. B. A. GHANI KHAN CHAUDHURI): Mr. Speaker, Sir, I fully share the anxiety and concern expressed by the honourable Members through this Calling Attention Notice about the reported retrenchment among the work-charged employees of the Beas-Sutlej Link Project.

The work on this multi-purpose project was started in 1961-62. It involved the construction of a diversion dam on the river Beas, two tunnels of approximately 13 kms. each, and an open hydel channel for diverting the waters of river Beas into the river Sutlej. At the end of the second tunnel, a power station known as Dehar Power Station was built. On the river Beas another dam has also been constructed at Pong, where a power station has also been built.

*Not recorded.

(Shri A.B.A. Ghani Khan Chaudhuri)

The first phase of the project was completed in 1977. This project has been a massive project, and at peak construction stage it provided employment to 36,613 work-charged employees. Since such projects are completed in phases, it is only natural that the number of employees required goes down with the completion of successive stages of the project. Therefore, out of a total of 36,613 work-charged employees, 30,488 employees, who became surplus, at different points of completion of various stages of works, were retrenched under a phased programme of retrenchment after being paid the retrenchment compensation at the rate of 15 days wages for every completed year of service as provided in law. Some of these employees, who were not eligible for such payments under the relevant enactments were also paid the retrenchment compensation at the rate of 15 days wages in accordance with an agreement reached between the management and the workers. In addition, all such work-charged employees who had completed 5 years or more of service were also paid gratuity for every completed year of service as per regulating enactments. Those who had not completed 5 years of service were paid ex-gratia amounts at the rate of 7-1/2 days wages for every completed year of service. Besides, 9322 of the 30,488 retrenched employees were absorbed in other Central and State Projects.

As on 1-3-1980, 6,125 work-charged employees are still working on this project. For maintenance and operation of the project after its completion, the number of work-charged employees required will further go down. However, I would like to assure this House that full terminal benefits as detailed earlier will be given to those who become surplus and every effort will be made to find alternative employment for them.

MR. SPEAKER: Nothing is to be recorded without my permission (Interruptions)*

PROF. NARAIN CHAND PARASHAR: Sir, the tragedy of the Beas-Sutlej Link Project work-charged employees is that, even after having put in 10 to 20 years of service, they have no security of job and their future remains uncertain. The problem has been caused mainly by the lethargy and callousness of the Janata Government at the Centre and in the State during 1977-79. It is clear from the press reports that the main work of construction of the Project was completed by May, 1977, and yet, the Government and the Project authorities did not take up any other Project in the region so as to offer employment to these who were likely to be discharged after the completion of the work there. In particular, the Baggi Power House, a component of BSL Project, could have been cleared, and similarly other projects could have been taken in hand so as to absorb all the employees who were to be gradually retrenched from the BSL Project. Unfortunately, the Janata Government was not keen about the welfare of the workers and neglected their interests and failed to clear any project in time to absorb the work-charged employees, as was done at the time of completion of the Bhakra Dam by the then Congress Government.

May I ask the hon. Minister whether he would ensure justice to the workers who have put in 10 to 20 years of service by assuring them of early absorption in other projects and by not allowing the retrenchment to come in force till then, especially when the Congress Party which is sympathetic to workers is now in power? May I further ask him as to what are the projects (Interruptions)*

Which are under the consideration of the Government in this regard and

*Not recorded.

*Not recorded.

how soon they would be cleared.
(Interruptions) **

12.14 hrs.

RE. ATROCITIES ON HARIJANS

अध्यक्ष महोदय : मैंने जो कहा था, कर दिया है।

I have already allowed enough discussion on this subject. I cannot do any more justice to that. I appeal to the hon. Members and to the leaders.

मैंने सब को बुला लिया है, सब कुछ कर दिया है। इसके अलावा मैं कुछ नहीं कर सकता हूँ।

I appeal to the hon. Member of the Opposition and their leaders to maintain order.

अगर ऐसे ही चलना है तो कोई हर्ज नहीं है। और सुनने का तो अब सवाल ही नहीं उठता है। मैंने बहुत सना है बिल्कुल मेरे पास सब का पैमाना बहुत बड़ा है। मैं बिल्कुल विचलित नहीं हूँगा। आपका यह हाउस है, किसी बाहर वाले का नहीं है, जिस तरीके से इच्छा हो, इसको चलाये। मैंने तो हर एक सब्जेक्ट पर इतनी डिस्कशन एलाउड की है लैकिन उसके बाद भी आप लोग इस तरह करते हैं कि जब मैं खड़ा होता हूँ तब भी आप बैठने की कोशिश नहीं करते हैं।

शैलानी जी ने कहा है कि मैं बिलकुल नहीं बैठूँगा।

He said it on the floor of the House.

अगर कोई आदमी इस तरीके से कहता है तो मैं अपने तरीके से किसी के खिलाफ प्रतिशोध की भावना से या पक्षपात की भावना से नहीं चलूँगा, मैं कानून के हिसाब से चलना चाहता हूँ। मुझे इस हाउस को चलाना है। अगर इस तरीके से आप पब्लिसिटी गेन करना चाहते हैं तो यह गलत बात है। यह हाउस किसी अकेले व्यक्ति का नहीं है.....

(व्यवधान) . . शैलानी जी, मैं बाप से बात नहीं करना चाहता हूँ।

On no grounds I am going to allow this. This is not the way to run the House.

शैलानी जी, आप मैं बहुत ज्यादा जोश हैं सकता है . . . ठीक है, आप मैं ज्यादा जोश हैं सकता है। मैं तो गरीब आदमी हूँ मुझे तो इस हाउस के चलाना है।

अब सवाल यह पैदा होता है कि किस तरीके से हमें इस हाउस को चलाना है। लीडर्स यदि चाहें तो मेरा कमरे में आकर मेरे साथ बैठ कर मीटिंग कर लें कि किस तरह से हाउस को चलाना है।

श्री राम विलास पासवान (हाजीपुर) : क्या आप ने कभी मीटिंग बुलाई है?

अध्यक्ष महोदय : मैं तो रोज बुलाता हूँ।

I always invite Members to come to my Chamber and discuss it with me.

(व्यवधान)

मैंने बिलकुल नहीं कहा, मैं कहूँगा -

I have brought it to the notice of the Government. Whatever has been said is on the record of the House.

जो कुछ है वह रिकार्ड में है। मैं चलेंगे करता हूँ।

श्री रामविलास पासवान : आप देख लीजिए।

अध्यक्ष महोदय : मैं कहता हूँ आप आ जाय, मैं दिखा दूँगा। मैं कोई बात नहीं सनना चाहता हूँ।

I will show it to you. I have allowed enough.

शैलानी जी का नियम 377 में नोटिस है चुका है। इस के बाद भी इस चीज को लेकर इस हाउस का टाइम खराब किया जाय, आप अपने साथियों को नहीं समझा सकते। इनके

**Not recorded.

तो पूर्वात्मा भी नहीं समझा सकता है ।

श्री मनोराम बागड़ी (हिंसार) : अध्यक्ष जी, मेरा प्वाइंट बाफ आर्डर है ।

अध्यक्ष महोदय : किस रूल के अन्तर्गत आप का प्वाइंट बाफ आर्डर है ?

श्री मनोराम बागड़ी : अध्यक्ष जी, आप मेरी बात सून लीजिए । हमारी बात के उपर आप रूल पूछते हैं ?

अध्यक्ष महोदय : मैं तो रूल को मानता हूँ ।

श्री मनोराम बागड़ी : अध्यक्ष जी, 376 के तहत आप मेरी बात सुनिए ।

अध्यक्ष महोदय : जब देश में कोई घटना होगी, तो उसके प्रतिनिधि लोक सभा में नहीं बोलेंगे तो . . .

अध्यक्ष महोदय : जो बात हो गई है, उसके दोबारा कह रहे हैं ।

श्री मनोराम बागड़ी : आप जनता के आदमी हैं, देश के आदमी हैं, देश ने लोक सभा बनाई है । आप से पहले भी लोक सभा चलती थी ।

अध्यक्ष महोदय : अब भी चलेगी ।

श्री मनोराम बागड़ी : हमारा और आप का कोई भरलू भगड़ा नहीं है । मैं आपके नोटिस देता हूँ लेकिन उसकी इत्तिला नहीं देते हैं कि मन्जूर हुआ है या नामन्जूर हुआ है । ऐसी हालत में क्या हम आप से इस बारे में हाउस में नहीं पूछेंगे ?

अध्यक्ष महोदय :

I over-rule the point of order. Recently, I must tell the hon. Member . . .

मैं सबके इत्तिला देता हूँ । जो चीज डिस्क्स हो चुकी है, उसके दोबारा डिस्क्शन के लिए मैं एलाउ नहीं करूँगा । हरिजनों की हत्या पर डिस्क्शन हो चुका है । . . . (अवधान) . . . आप ने मुझे जो किताब दी है, मैं उसी हिसाब से हाउस को चलाउंगा . . .

श्री राम विलास पासवान : अध्यक्ष महोदय, नियम 197 के तहत मेरा प्वाइंट बाफ आर्डर है । जिस में लिखा है -

"(1) A Member may, with the previous permission of the Speaker, call the attention of a Minister to any matter of urgent public importance and the Minister may make a brief statement at a later hour or date".

MR. SPEAKER: I have already done that.

श्री राम विलास पासवान : अध्यक्ष जी, मैंने 10 बजे के पहले गोहाना में जो हरिजन की हत्या हुई है, उसके सम्बन्ध में नोटिस दिया है और उसके पहले हजारी बाग में जो हरिजन की हत्या हुई थी, उसका नोटिस दिया था । आप बतलाइये - क्या यह विषय पब्लिक इम्पार्टेन्स का नहीं है ? यदि किसी हरिजन की हत्या पब्लिक इम्पार्टेन्स का विषय नहीं है, तब तो मुझे कुछ नहीं कहना है । लेकिन यदि आप मानते हैं कि यह पब्लिक इम्पार्टेन्स का मामला है, तो इसके लिया जाना चाहिए ।

MR. SPEAKER: I have done that.

श्री मनोराम बागड़ी : लोक चर्चा यहां पर चलेगी, ऐसे नहीं चलेगा ।

MR. SPEAKER: Now look here. 57 Notices have come. (Interruptions) Please sit down. I am replying to it. Why are you trying to defend? Nothing doing I am not going to allow any discussion on it. I have already allowed a discussion.

We have discussed the atrocities on Harijans not once but twice. (Interruption) I cannot allow it.

श्री रामविलास पासवान : हरिजनों की जो हत्यायें हुई हैं - क्यायह पब्लिक इम्पार्टेन्स का मामला नहीं रहा ?

MR. SPEAKER: This has already been brought to the notice of the Government. It is not to be done like that. The House is not run like this Mr. Paswan, the House is not run like this My hon. friend, it is not run like this

श्री राम विलास पासवान : एक जगह नहीं दो-दो जगहों पर हत्यायें हुई हैं . . .

MR. SPEAKER: It has to be taken according to the rules. Now I overrule all that you said.

(*Interruption*)**

MR. SPEAKER: Nothing should be recorded without my permission.

SHRI K. MAYATHEVAR (Dindigul): Sir, I rise on a point of order.

MR. SPEAKER: Under what Rule? To which rule are you referring to?

SHRI K. MAYATHEVAR: Under Rules 373 and 374, we want orderly disposal of business of the House in all matters. All hon. Members are aware that we have arrived at length about the scheduled castes and scheduled tribes when we discussed the Report for 9 hours. We had argued every matter regarding atrocities on almost all the backward communities including the Scheduled Tribes.

My point No. 2 is that everyday they are creating the trouble. Therefore, I want the hon. Speaker to apply Rule Nos. 373 and 374.

MR. SPEAKER: I know. I uphold this point of order.

श्री रामविलास पासवान : आप पावर का इस्तेमाल कीजिये ।

MR. SPEAKER: I do not want to use those powers. I want to leave it to this discretion of this august House. I leave it to the Members whether they want to take it up or not. I will not give you that privilege.

Now we go on with the Legislative Business.

Mr. Ghani Khan Chaudhuri. Please introduce the Bill.

12.25 hrs.

INTER-STATE WATER DISPUTES (AMENDMENT) BILL*.

THE MINISTER OF ENERGY AND IRRIGATION AND COAL (SHRI A.B.A. GHANI KHAN CHAUDHURI): I move for leave to introduce a Bill further to amend the Inter-State Water Disputes Act. 1956.

MR. SPEAKER: The question is:

"That leave be granted to introduce a Bill further to amend the Inter-State Water Disputes Act, 1956."

The Motion was adopted.

SHRI A. B. A. GHANI KHAN CHAUDHURI: Sir, I introduce the Bill.

RE. ATROCITIES ON HARIJANS—
Contd.

SHRI CHANDRA PAL SHAILANI: (Hathras): Sir, I rise on a point of order under Rule 193. I read Rule 193:

"Any member desirous of raising discussion on a matter of urgent public importance may give notice in writing to the Secretary-General specifying clearly and precisely the matter to be raised:

Provided that the notice shall be accompanied by an explanatory note stating reasons for raising discussion on the matter in question:

Provided further that the notice shall be supported by the signatures of at least two other Members."

मेरा निवेदन यह है कि अन्धर रूल 193 में मैंने कल नोटिस दिया था और उसमें

(**) Not recorded.

*Published in Gazette of India Extraordinary, Part III, Section 2, Dated 27-3-80.

(श्री चन्द्र पाल शैलानी)

विद्वा था कि दिल्ली में कल्याणपुरी थाने के अन्तर्गत भीरा नाम की एक जवान लड़की जो सादीशूदा थी, वह पुलिस की कस्टडी में थी और वहां के एस. बाई और जो वहां के पुलिस कर्मचारी थे, उन्होंने लगातार तीन दिन तक उसके साथ बलात्कार किया है और उसके बाद लड़की का भी तक कोई पता नहीं है। क्या वह पब्लिक इम्पोर्टेन्स का मामला नहीं है? हमारी बहनों और बेटियों की इज्जत के साथ लेला जाए और सीक्रेट जगह पर ले जा कर उसके साथ बलात्कार किया गया।

MR. SPEAKER: I have got the notice. It is under consideration. There is no point of order.

श्री चन्द्रपाल शैलानी: अध्यक्ष जी अखबारों में छपा है कि आप पक्षपात करते हैं। इसलिये हमारे जैसे लोगों को सोचना पड़ेगा कि क्या किया जाए। हमारे साथ आप इन्साफ नहीं कर रहे हैं।

अध्यक्ष महोदय: आप सोचिये।

श्री चन्द्रपाल शैलानी: क्या इससे बढ़कर कोई पब्लिक इम्पोर्टेन्स का मसल हो सकता है। अबधान... राज्य सभा में भी यह मामला उठ चुका है। क्या यह मसला पब्लिक इम्पोर्टेन्स का नहीं हो सकता है? क्या आप इसके लिये टाइम नहीं दे सकते।

अध्यक्ष महोदय: इस पर बहुत टाइम दिया है।

12.28 hrs.

MATTERS UNDER RULE 377

(i) REPORTED HARSHIP FACED BY BLOOD CANCER PATIENTS AT ALL INDIA INSTITUTE OF MEDICAL SCIENCES, NEW DELHI.

SHRI K. P. SINGH DEO (Dhan-kanal): Sir, the blood cancer patients of the A.I.I.M.S. are facing some hardship which needs to be attended to urgently. From newspaper reports we find that at present they are neither getting experts' attention nor free of cost anti-cancer medicines which they were getting earlier. I trust Government will move urgently in the matter and extend all possible help to the ailing patients.

(ii) REPORTED DECISION OF THE U.S.A. TO ORGANISE COLLECTION OF NUCLEAR WEAPONS IN DIAGO GARCIA

SHRI A. NEELALOHITHADASAN (Trivandrum): Sir, a permanent and continuous danger to India is being shaped in the Island of Diego Garcia in Indian Ocean. In a letter written by Dr. Susil Kumar from New York in the 'Kerala Kaumudi' Malayalam Daily of 26th February, 1980, it has been stated that the Defence Secretariat of America has taken a very secret decision to organise a big collection of nuclear weapons in their military base, Diego Garcia and the movement of such weapons is going on.

America has developed the Island of Diego Garcia within a couple of years as a power centre of quite modern military capacity. It is reliably known that this Centre can even now handle B-52 bombers, nuclear submarines, warships, supersonic Jet fighters and so on.

The island Diego Garcia is situated only 900 miles away from Trivandrum the capital of Kerala State which can be covered within an hour by a jet flight. Besides, the island is very near to the Cochin Airport. The American war flights and nuclear ships can reach Bombay port if necessary within no time.

As is reported, three thousand soldiers of America are permanently residing in the Island. It is sure, their number may increase day by day. America has also constructed a port of all equipments in this island. Such a situation is a matter of serious concern as regards the security of India. So, I urge upon the Government to take up the issue in all the International Forums and build up world opinion to pressurise the U.S.A. to desist from building up military base in Diego Garcia.

(Interruptions) **

** Not recorded.

MR. SPEAKER: Nothing is to be recorded without my permission.

(iii) EXPLORATION AND DIGGING OF OIL WELLS BY THE OIL AND NATURAL GAS COMMISSION IN RAJASTHAN

श्री बृद्धि चन्द्र जैन (बाड़मेर): अध्यक्ष महांदेव, तेल एवं प्राकृतिक गेस आयोग ने राजस्थान प्रान्त के रोंगस्तानी एवं सीमावर्ती जैसलमेर जिले में गेस एवं पेट्रोल प्राप्ति के लिये जो सर्वेक्षण, खोज एवं तेल कूआँ की खुदाई का कार्य किया वह अन्तिम निर्णय की पूरी जानकारी प्राप्त किये बिना ही सन् 1976 में राजनीतिक दबाव से छोड़ दिया।

जैसलमेर जिले के ग्राम घोटारू, लूणार, संग सांघेवाला, लांगेवाला, तनोट, भुआना, सुमेरवाली तलाई आदि स्थानों में तेलकूप भी खोदे। चार कूआँ में अधिक मात्रा में गेस भी प्राप्त हुई। भुआना तेल कूप का 4500 मीटर तक खोदना था जो 2100 मीटर तक सिर्फ़ खोदा गया। खुदाई करते वक्त कूप से निकलने वाली रासायनिक मिट्टी में तेल प्राप्त हुआ। उस तेल को आयोग ने अपनी प्रयोशाला में जांच हेतु भी भेजा, जहां से कूप में तेल होने की पुष्टि की गई। यह सबर भारतीय असबारों में मूख्यपृष्ठों पर छपी थी। इस प्रकार तेलकूप निर्धारित गहराई तक नहीं खोदे जाने और विदेश उपकरणों एवं अधिक गहराई तक डिलिंग मशीन न होने एवं अन्य कारणों से सर्वेक्षण एवं खोज के कार्य को सन् 76 में स्थगित कर दिया।

पाकिस्तान में सुई क्षेत्र में जो इस क्षेत्र से लगता है गेस की बड़ी मात्रा में उपर्युक्त हुई; अतः जैसलमेर जिले में गेस एवं पेट्रोल मिलने की बड़ी संभावनाएँ हैं।

जैसलमेर जिले की ही नहीं राजस्थान प्रान्त की जनता की मांग है कि वहां गेस एवं पेट्रोल की प्राप्ति के लिये तेल एवं प्राकृतिक गेस आयोग सर्वेक्षण एवं खोज का कार्य तुरन्त शुरू कर के जैसलमेर जिले की ही नहीं बल्कि देश की अर्थ व्यवस्था को सुदृढ़ करें।

यह प्रश्न अविलम्बनीय लोक महत्व का है।

(*Interruption*) **

MR. SPEAKER: Nothing is to be recorded without my permission.

(iv) REPORTED POLLUTION OF CHALIAR RIVER DUE TO DISCHARGE OF AFFLUENTS BY THE GWALIOR RAYONS IN CALICUT DISTRICT.

SHRI V. S. VIJAYARAGHAVAN (Palghat): *** Under Rule 377, I raise the following matter:—

The effluents that flow out into the Chaliar river from the Gwalior Rayons in Calicut district, one of the major factories of Kerala have made public life in the surrounding areas extremely difficult. When 160 tonnes of pulp is produced as much as 2,83,000 cubic metre of effluent is discharged from this factory. Every day 20 to 22 tonnes of fibre is being produced here. When one tonne of fibre is produced about 1287 c.m. effluent is discharged. Thus, 0.63 c.m. of effluent is discharged every second. During the period between March and the end of April when the flow in Chaliar river is less, 0.64 3.m. effluent flows into it. Living things can survive in this river only when pure water at the rate of 27.5 litres is mixed with one litre of polluted water. Studies have revealed that Oxygen is almost non-existent in this area.

In the 4 K. M. area between Chunkapally and Arappuzha and also in the 3 K. M. long upstream from Chukapally, there is no Oxygen in the water. In the effluent that is discharged into the river, the presence of B.O.D. is between 312 and 1312. One litre of water must contain at least 3 M. G. of Oxygen in order to sustain life.

This factory uses 56½ tonnes of caustic soda and 15 tonnes of chlorine. One ton of caustic soda contains 0.08 kg. of mercury. That means 4 kg. 430. gms. mercury is mixing into the water every day. It is not correct to say that this does not pose a threat to

***The original speech was delivered in Malayalam.

[Shri V. S. Vijayaraghavan]

health. This water, when used, has damaged the crops. Thus, the effluents that flow from this factory constitute a grave health hazard to the people living there.

Therefore, necessary steps should be taken by the Government to stop the discharge of effluents into the river and thus protect the health of the people living in that area.

(v) GRANT OF CITIZENSHIP RIGHTS TO PERSONS WHO CROSSED OVER INTO JAMMU FROM WEST PAKISTAN.

DR. KARAN SINGH (Udhampur): It is a strange but little known fact that lakhs of persons who crossed over into Jammu from West Pakistan during the disturbances in 1947 have still not been conferred with full citizenship rights by the State Government. Although they have now spent over three decades in India, their children still cannot secure employment in the State because they have not been declared permanent residents and, even more surprising, they are disenfranchised as far as State Assembly elections are concerned. A large number of these persons reside in my Parliamentary constituency and the Jammu Constituency. Frustration among them, particularly the younger generations, is growing rapidly because they are totally without employment and all avenues are sealed. Recently they held a 'Dharna' at the Pakistan border to highlight their grievances. I would urge that the Government of India should immediately impress upon the State Government the necessity to grant them full citizenship rights, and that special measures should be initiated for their welfare and permanent resettlement in Jammu.

(vi) SEA EROSION IN COASTAL REGIONS OF QUIILON DISTRICT

SHRI B. K. NAIR (Quilon): Erosion of a very serious nature has been going on in certain coastal regions of Quilon district in which my Constituency is

situated while certain other regions are also threatened with inundation during the monsoon months.

Thekkumbhagon is Paravoor village is the area now subject to erosion on a large scale. During the past three months, in spite of the weather being fine, the waves have been eating away large chunks of land spread over about three Kms. The sea has advanced over 100 ft. during this period and hundreds of valuable coconut trees have been uprooted. Scores of fishermens' huts have been destroyed. Of the two mosques situated in the area, one has already been destroyed and the other too is under serious threat. At another place, Neenda-kara, the sea walls constructed over several years ago have nearly disappeared in the sands. If repairs are taken up immediately, we can avoid new construction costing huge amounts.

Allappad is another spot about 20 kms. north of Quilon where the inhabitants are facing grave danger of a different kind. The Indian Rare Earths Ltd., a company owned by the Government of India has been resorting to indiscriminate mining of mineral sand right on the beach and this has resulted in the level being brought down to nearly that of the water itself. During the last monsoon, as a result of the Sea Water rushing in over a wide area, nine houses were completely destroyed and the inhabitants had to shift to temporary dwellings further inland. The Company goes on doing the mining operations over, fresh areas causing similar damage to the beach.

The only solution for all this devastation to my mind is to go in for large-scale protective measures by erecting sea walls throughout the length of the affected or threatened areas. The initial steps in this regard have to be taken immediately since the monsoon is just a few months away and the consequence of living things as they are would be considerable loss and destruction.

I have also to request the Government of India to direct the Indian Rare Earths Lt. to provide adequate protection to the beach against flooding and further to pay equitable compensation to all those affected so far.

(vii) FAMINE CONDITIONS IN TRIBAL AREAS OF RAJASTHAN

श्री भीका भाई (बांसवाड़ा) : राजस्थान के डूंगरपुर-बांसवाड़ा जिलों के आदिवासी क्षेत्रों में अकाल की भयंकरता बढ़ती जा रही है। विशुद्ध आदिवासी गांवों से आदिवासी रोजगार की तलाश में समीपवर्ती गजरात एवं मध्य प्रदेश भाग रहे हैं। आदिवासियों के पलायन की गति से लगता है मई-जून तक उक्त सारा इलाका बीरान हो जायेगा। पैदे जल समस्या गम्भीरतर हो गई है तथा पशुओं के चारे एवं पानी की समस्या भी बहुत जटिल हो गई है। रोजगार एवं मजदूरी की व्यवस्था नगण्य है। जीवन-यापन के लिये आवश्यक वस्तुओं के क्रय करने की शक्ति का हास हो चुका है। ऐसी विषम स्थिति के समय विभागीय अधिकरियों द्वारा, विशेषकर राजस्व एवं सहकरी वसूलियां सख्ती से की जा रही हैं। आदिवासियों के मकान और जमीन नीलाम होने जा होने जा रहे हैं।

केन्द्र सरकार द्वारा तत्काल हस्तक्षेप किया जाना अत्यावश्यक है। सारी वसूलियां तुरन्त स्थगित की जावे और राहत कार्य शुरू किये जावे। पीने के पानी की व्यवस्था तो की ही जावे, जानवरों के लिये चारे की तथा सस्ते अनाज व कपड़े की दुकानें भी खोली जावे। साथ ही संसद सदस्यों की एक समिति का गठन किया जाये जो सारे राहत कार्यों की निगरानी करे तथा सरकार को सचित करे। निष्कमणार्थियों को अपने घर में पुनर्वासित करने में विशेष योगदान प्रदान किया जावे . . .

(Interruptions)

SHRI JYOTIRMOY BOSU (Diamond Harbour): Mr. Speaker, Sir, I would suggest that you kindly invite friends on my right to your chamber at an appointed time and have a discussion with them. If they come satisfied, well and good; otherwise they have got full day tomorrow with them.

MR. SPEAKER: I have already said that. They can come to my chamber at 1 O'clock and discuss with me.

(viii) NEED TO DEFER RECOVERY OF REVENUE FROM THE FARMERS IN FAMINE AFFECTED AREAS OF RAJASTHAN

श्री मूल चन्द्र डागा (पाली) : राजस्थान में 2 करोड़ 40 लाख लोग अकाल से पीड़ित हैं। उन्हें काम पर आवश्यक संख्या में नहीं लगाये जाने के कारण त्राहि त्राहि मच्ची हुई है। लाखों लोगों के पास क्रय शक्ति बिल्कुल नहीं है। उन्हें अपनी चल और अचल सम्पत्ति को बेचना पड़ रहा है और जो काम पर जाते हैं उन्हें 3 किलो अनाज भी समय पर नहीं मिल पाता। कई महीनों तक उन्हें अनाज नहीं मिलता और उन्हें केवल डेढ़ किलो और दो किलो अनाज मिल रहा है। पीने के पानी की भी भयंकर समस्या है। वक्त पर डीजल और बिजली के उपलब्ध न होने से काश्तकार रबी की फसल भी पौदा नहीं कर सका और इस कारण उसकी हालत भी बहुत पतली हो गई है। फिर भी सरकार उनसे सभी प्रकार की वसूलियां कर रही हैं और सख्ती से कर रही हैं। उनकी सम्पत्ति कुड़क कर रही है। विद्युत मंडल को चाहिए कि उन से मिनिमम चार्जें नहीं ले और राजस्व विभाग को लगान वसूल नहीं करना चाहिए और सभी प्रकार की वसूलियां अकाल के समय रुक जानी चाहिए। यदि ऐसा नहीं हुआ तो गांवों में त्राहि त्राहि मच जायेगी और उनमें भारी आक्रोश जो है वह उत्तर रूप धारण कर लेगा।

(ix) REPORTED KILLING OF TWO SCHOOL TEACHERS AND FOUR ASSAM RIFLE AND BORDER ROADS JAWANS IN MIZORAM BY M.N.F.

SHRI SONTOSH MOHAN DEV (Silchar): Sir, under rule 377, I wish to raise the following matter:

I rise to draw the attention of the Home Minister, about killing of two school teachers and four Assam Rifle and Border Road Jawans in Mizoram by the M.N.F. One Shri Ranjan Roy, son of Shri Nityananda Roy, headmaster of a private school at Kipran was stoned to death, because he failed

[Shri Sontosh Mohan Dev].

ed to oblige the M.N.F. people with their demand for immediate payment of Rs. 5,000 as a contribution to the M.N.F. Fund. In spite of respected requests from D.C. Cachar, the dead body was not handed over to the members of the deceased family. Again on 20th March, another teacher Shri R. P. Dutta was brutally murdered by M.N.F. at Chhiahtlong (Mizoram) by the M.N.F. He was a graduate science teacher. These two incidents have aroused great tension in the whole district of Cachar and a sense of insecurity amongst the non-Mizos working in Mizoram. Both the teachers hailed from Cachar district. I would request the Home Minister to take immediate steps to start Army combing operation in Mizoram. Government should also immediately declare adequate compensation to the family members of the deceased. Unless immediate steps are taken to stop recurrence of such incidents, non-Mizos in Mizoram will be facing serious threat to their life and property. In the course of the last 20 days, there were also two incidents of attack against the BRTF and Assam Rifles in Mizoram by the M.N.F. which has resulted in the death of four personnel of the BRTF and Assam Rifles Jawans. . .

(x) DRILLING OPERATION FOR OIL IN THE NARSAPUR-RAZOLE SECTOR OF ANDHRA PRADESH.

SHRI KUSUM KRISHNA MURTHY (Amalapuram): Sir, under rule 377, I wish to raise the following matter: —

It is known that in view of the deepening oil crisis all over the world the ONGC—Oil and Natural-Gas Commission—has decided to step up considerably its oil exploration and exploitation operations in the promising Western region during its next five-year plan beginning next month. In this context, it is equally necessary for the ONGC to pay its special attention also to the eastern region where for the first time, oil and gas

have been struck, promising great scope for these deposits.

ONGC have opined that Godavari Basin and off-shore area near the mouths of Godavari river have given geological structure which could yield substantial quantities of gas and oil. The presence of hydro-carbons on the east coast is of great significance to the country. Find of gas in the very first on-shore well drilled near Narsapur in Andhra Pradesh in December 1979 has amply justified the great expectations of the ONGC scientists. In the very first well in off-shore drilling oil has been struck at a depth of 2,200 metres on the 1st of December 1979. Both oil as well as gas columns are estimated to be more than 30 metres in thickness; however, it is premature to predict the extent of the reserves of the Godavari fields as the target drilling of 5,000 metres is yet to be achieved. It is felt from the indications available, that this new find may turn out to be the biggest thing after Bombay High.

In the context of high price of petroleum products and huge imports and foreign exchange bill, it is necessary that we should intensify efforts for oil and gas exploration in areas which show good promise. Therefore, I would urge upon the Government to take immediately the following measures:

(a) Intensify on-shore and off-shore drilling activity with a time-bound programme in the Narsapur-Razole sector by deploying all the available rigs even by diverting all of them from Kaveri basin at least for a specific period.

(b) Take suitable steps immediately to build up a local organization to undertake this work on a crash basis.

(c) Immediately should consider the desirability of combining the on-shore and off-shore operations with a

de-centralized set-up located near Narsapur.

(d) Kakinada is situated very near to Narsapur-Razole structure. On-shore and off-shore operations can be advantageously conducted from Kakinada itself.

(e) The Minister of Petroleum should personally pay a visit to Narsapur-Razole structures immediately, to hold a high level meeting to expedite action on the above lines.

(*Interruptions*) **

MR. SPEAKER: Nothing should be recorded which is said without my permission.

(*Interruptions*) **

SHRI K. LAKKAPPA (Tumkur): Before that I made a submission to you.

MR. SPEAKER: He is on 377. I have not allowed that. (*Interruptions*) No, no. Prof. Dandavate.

PROF. MADHU DANDAVATE (Rajapur): Before I move the motion.....

MR. SPEAKER: Now you have to move the motion. I would like you to move the motion first.

PROF. MADHU DANDAVATE: I will move the motion, but in order that there should be peace I only request you to call them.

MR. SPEAKER: I have called them so many times; I have called them on the Floor of the House and to come to my chamber and discuss the matter with me. This is beyond the limit.

(*Interruptions*) **

MR. SPEAKER: Nothing is to be recorded without my permission.

(*Interruptions*) **

MR. SPEAKER: As a Speaker, I have to uphold the dignity of the House, the rules and the impartiality. I know how to do it and I am going to do it. Prof. Dandavate.

SHRI EDUARDO FALEIRO (Mormugao): I am on a point of order. Under Direction 2(vi) I had given a notice of breach of privilege.

MR. SPEAKER: I have taken note of it.

SHRI EDUARDO FALEIRO: It is precisely the same, that there is an incident which is reported in the paper and shown by Mr. Bagri.

MR. SPEAKER: I have that.

SHRI EDUARDO FALEIRO: This gentleman has cast aspersion to the Chair and it went to the Press.

MR. SPEAKER: We will look into it. (*Interruptions*) Prof. Dandavate.

12.54 hrs.

MOTIONS RE: STEEP RISE IN PRICES OF ESSENTIAL COMMODITIES

PROF. MADHU DANDAVATE (Rajapur): I beg to move:

"That this House expresses its deep concern at the steep rise in prices of essential commodities and recommends that urgent steps be taken to bring down the prices."

(*Interruptions*) **

श्री मनीराम बागड़ी (हिसार) : मैं सदन का त्याग करता हूँ। **

Shri Mani Ram Bagri then left the House.

(*Interruptions*)

MR. SPEAKER: People will listen to us; then they will decide.

PROF. MADHU DANDAVATE: I am sure that the subject-matter of this notice is such that Members on both sides will be deeply concerned about it and I hope that the debate on this motion will ultimately lead to evolution of some concrete and constructive suggestions by which the rising prices can be checked and the inflationary pressure on the economy can also be avoided.

[Prof. Madhu Dandavate]

The price of essential commodities like sugar, kerosene, diesel is rising exorbitantly. The inflation in the country has reached a rate of about 23 per cent; it is a very dangerous situation. I have with me the latest review of the price of agricultural commodities and for the benefit of the House, I should like to quote some figures about the essential commodities. If you try to find out the percentage variation in the price of some commodities in the entire year, you will find that as far as sugar is concerned, the variation is 162 per cent; for gur it is 108 per cent; for groundnut at Madras market it is 42 per cent, for jute goods, hessian for instance, it is 23.2 per cent, for bajra it is 55 per cent, for cotton it is 21.5 per cent and for rice it is 10 per cent. On the submission of the Petroleum Minister Mr. Veerendra Patil himself in this House, it has become clear that for the import of crude oil last year, the government was required to spend Rs. 4000 crores and for the year 1980-81, on the very admission of the Minister of Petroleum it is clear that we will be required to spend about Rs. 5,000 crores. That is going to be the incidence of the import bill. It is a very important problem. I hope and trust that the government will try to evolve a certain procedure and machinery with the help of which this problem regarding crude can be solved in the best possible method. Industries must be told that they should be able to export certain industrial products and we should be able to get foreign exchange; by this very process it should be possible for us to meet additional pressure and burden that had been created by the crude import bill.

Various factors are responsible for creating inflationary pressure on the economy. The greatest factor is the impact of the parallel black money economy in the country, secondly, the increasing trend of deficit financing, thirdly, the imbalance between money supply and production and lastly, our

failure to streamline the public distribution system, rationalise controls and evolve a machinery and process by which there will be adequate augmentation of investments and also of savings. These are the problems that 13.00 hrs. are to be taken note of. To tackle the problem of inflation equation on the economy I would like to deal in some depth about the parallel black money economy. The authentic document is available to us. I would like to thank my colleague Shri Jyotirmoy Bosu, who in the Fifth Lok Sabha had tried to unearth Interim Report of the Taxation Enquiry Committee i.e. Wanchoo Committee. In the beginning it was indicated that there is no authenticity of the Report, but ultimately it was established that the Report which Shri Jyotirmoy Bosu had produced before the House, was an authentic document. I would like to draw the attention of the Government and through you the attention of the entire House about some of the important aspects that have been brought out by the Wanchoo Committee Report. As far as that Report is concerned they followed Kaldor method to estimate the extent of the black money that is already in circulation. Already available with them is the data for 1960-61. The process that they followed was—they tried to find out what is the assessable non-salary income; what is the actual assessed income. And finding out difference between the two, they were able to find what is the extent of unaccounted income in the year 1960-61. If I am right, it was estimated that unaccounted income in 1960-61 was of the order of Rs. 700 crores. Since the velocity of circulation is five, income velocity is five, if you multiply that by five, you roughly get the extent of the black money that is involved in various deals and transactions. That leads us to the conclusion that in 1960-61 the black money was of the order of Rs. 3,500 crores. They wanted to make the projections for 1969-70 and an ingenious method was followed by the Wanchoo Committee. They did not have the assessment and,

therefore, they followed the procedure of trying to find out what is the increase in the national income. Since from 1960-61 to 1968-69 the increase in the national income was of the order of 100 per cent, they took it for granted that the black money also increases in the same proportion in which the national income increased. Therefore, since 1960-61 unaccounted income was Rs. 700 crores they took it for granted that in 1968-69 it is Rs. 1,400 crores. Actually, it is likely to be more, but not less. Since income velocity was of the order of five, if you multiply that by five, you can roughly estimate—in the year 1968-69 the black money was of the order of Rs. 7,000 crores. This is the position in 1968-69 and I am sure the black money has not gone down.

13.03 hrs.

[SHRI V. SHIVRAJ PATIL in the Chair]
The extent of black money has increased. The pressure of black money on the economy of the country is the real inflationary pressure on the country and that has caused higher inflation and at the same time that has resulted into scarcity.

Let us try to find out how the black money has been utilised and that itself will indicate to the Government what steps must be urgently taken to see that the black money is unearthed. The utilisation of black money is mainly made for—

1. Secret business transactions.
2. Gold jewels and luxury goods.
3. Clandestine deals involving the foreign exchange.
4. Purchase of commodities for holding, leading to artificial scarcity.
5. Speculation
6. Black market.
7. Purchasing illegal quotas permits and licences.
8. Secret commissions and transactions.
9. "On money" in business transactions.
10. Deposits in foreign banks.

11. Donations to political parties.

These are the aspects that had to be taken note of by the Government while trying to devise measures and methods by which black money in the country can be completely eliminated at least dug out to a very great extent. If you want to immobilise black money already in circulation, one of the effective measures to be taken is demonetisation. Members of the opposition have been consistently demanding that in order to dig out the black money in the country, the radical step of demonetisation must be taken. We were always told by former Finance Ministers that this experiment of demonetisation was tried in 1946 and it failed. Let us try to find out why the experiment failed in 1946. When demonetisation was undertaken by the then Government in 1946, they demonetised the currency notes only of Rs. 1,000 and above. Ten rupee and hundred rupee notes were completely untouched. What was the extent of currency notes of 10 and 100 rupee denomination in 1946? They were roughly of the order of 76 per cent of the total currency existing in the country. When you try to implement the measure of demonetisation, if it does not touch 76 per cent of the currency, you do not expect the demonetisation process to succeed. On the contrary, in October, 1944, demonetisation was undertaken by the Government of Belgium. They saw to it that 100 francs, 500 francs, 1000 francs and 500 francs—all these were completely demonetised. The result was, they introduced the measure of demonetisation in October, 1944 and by December, 1944, actually the currency contracted from 16 crores of francs to 5 crores of francs. That is the standing illustration as to how demonetisation can be effectively brought about and how black money can be immobilised in the country. Therefore, if demonetisation has to be effective, not only 1,000 and 10,000 rupee notes should be demonetised, but you will have to touch the lower currency notes also. If that is done, probably demonetisation will be able to unearth the black money or

[Prof. Madhu Dandavate] immobilise the black money in circulation.

As far as the other aspects are concerned, I am quite clear in my mind that demonetisation in isolation will never succeed. It has to be made part and parcel of a package deal. Unless the measure of demonetisation is made part and parcel of a package of measures, we will not be able to check the inflationary pressure on the economy. Therefore, I suggest that in addition to demonetisation, the following package of measures must be undertaken:

1. Demonetisation.
2. Restriction on the accumulation of gold.
3. Ceiling on income, property and expenditure. That has been the demand of the entire opposition for years together.
4. Acceptance of the Raj Committee's recommendations to club agricultural and non-agricultural incomes for purposes of taxation. One of the lacunae in our entire taxation machinery has been that some of the kulaks and some of the rich men in urban industrial areas try to pass on a part of their urban incomes as agricultural income, as a result of which in some of the State they go completely scot-free. That is one of the sources of tax evasion. The Raj Committee has laid the maximum stress on this point that agricultural incomes and non-agricultural incomes must be clubbed together. Only by clubbing together the agricultural and non agricultural incomes, it will be possible for us to see that tax evasion in this particular area is completely eliminated.

Then there is the problem of sugar production. The entire sugar industry is in a complete mess. In the Fifth Lok Sabha, I had initiated a debate on the Bhargava Commission's report on the sugar industry. I do not want to go into details at this stage in a discussion on the general question of inflationary pressure and rising prices. There can be a separate discussion on

the Bhargava Commission's report again. I may recall that in the Fifth Lok Sabha, I had initiated a discussion on the Bhargava Commission's report and I gave elaborate statistics as to how many sugar mills are there, how many are more than 50 years old, how many mills need complete overhauling, how many mills are making full use of their capacity, how many are having under-utilisation of capacity, in how many cases the management has been completely distorted, etc. All these aspects were completely discussed. One point I stressed at that time was this. I would like to plead with the new Government to take note of it. One of the reasons why the industry in the field of sugar is not properly managed is that neither the private sector nor the public sector feel any stake in running the sugar industry. In the past the ruling party utilised the nationalisation of sugar industry as a sword hanging on the sugar barons. They only threatened them that they were likely to nationalise the sugar industry but they did not do it. Therefore, because it was kept hanging, this problem was not solved. What happened was that the private sugar barons did not know whether the industry would remain with them or whether it was likely to be nationalised. So, they had no stake in adequately managing the industry. At the same time, because the industry was not nationalised, we could not get the advantage of the public sector management. Therefore, really the sugar industry has been lying on the border line of private sector and public sector. I may be allowed to say that, I think, the sugar industry's case has been referred to the boundary commission. One does not know whether it will remain in the private sector or whether it will go to the public sector. And because of this uncertainty about the nature of ownership of the sugar industry, you will find that there is less of efficiency, the fall in production has been very great and as a result of that, a number of complications have been created. Therefore, I would request the Gov-

ernment to address yourselves to the task of examining the Bhargava Commission's report in depth. I hope and trust that they will arrive at definite conclusions so that a firm decision will be taken on the question of nationalisation of sugar industry. If you decide not to nationalise, then I can understand your point of view. Even then, declare that for ten years you are not going to nationalise. If you are going to nationalise, take them over completely; let there be no uncertainty about the ownership of the industry. It is the uncertainty that creates a non-stake in the industry and that is responsible for the bad management and also fall in production.

Another aspect to which I must draw the attention of the House is the question of cost structure. In this country as far as prices are concerned, there is no rational linking up of the prices with the amount of cost that is involved in the production process. Dr. Ram Manohar Lohia in this very House when initiated a very interesting debate, had drawn the attention of this House that a time had come when the government must come forward with a concrete proposal as to what will be the ratio and relationship between the cost of production of a commodity including the transport and storage charges and the actual price that has been formulated. I hope, more attention will be given to this problem and a definite relationship between the two will be established.

Then there is the problem of parity between the industrial goods and the agricultural produce. This is an important problem. Sometimes, it is the interest of the consumers that is not guarded and sometimes, it is the interest of the producers that is not guarded. As a result of that, sometimes injustice is done to the consumers and sometimes injustice is done to the agricultural producers. What is required is a balanced view regarding the problem of prices. The recent problem of the onion growers had sharply focussed the attention of the Lok Sabha. In the past, when the general elections took place, onions had be-

come extremely costly. At that time, it was the consumers that were hit. Now, the prices have gone too down and that is hitting the agricultural producers, the onion growers. Therefore, the time has come when the Government must come forward with a remunerative price to the onion growers. At the same time, the middlemen must be eliminated completely so that whatever is available, that goes to the growers and intermediaries are not able to exploit the entire situation.

As far as the production process is concerned, I take one illustration. Take, for instance, textiles. As far as textiles are concerned, large number of varieties of cloth are produced by the textile mills. Ours is a developing economy. In a developing country we cannot afford the luxury of producing varieties of cloth. If more varieties are produced, the cost of production will also increase because the entire production procedure becomes complex. Therefore, the time has come when a developing country like ours, which had raised its voice of socialism, must make up its mind whether we shall have 3,000 or 5,000 varieties of cloth, or we will concentrate on those varieties of cloth which are required by the common people. This is a point that needs to be stressed. You might have difference of opinion with certain political structures of different countries, but China is one country in which they have made up their mind that, so far as the production pattern is concerned, it is the necessity of the common man which will guide as to what will be the structure of production and, on the basis of that, they took a decision on the question whether they can afford the luxury of so many varieties of cloth or they have to emphasize on those varieties which are required by the common man. This is a problem to which we must address ourselves and, I am sure, if that is done, this problem can be tackled to some extent.

There is another problem, and that is the question of money supply. I know that the problem of money supply is extremely acute. I remember

[Prof. Madhu Dandavate]

when our Government came to power, we found a large number of States had over-drafts; there was heavy deficit financing and, as a result of that, the inflationary pressure on the economy was very high. I think the time has come when we must decide up to what percentage the money supply can be allowed to increase per year. Many economic experts have been feeling that if we try to allow more than 5 per cent increase in the money supply in the country, there is likely to be dangerous situation and, because of the gap between the money supply on the one side and production on the other, it is likely that the inflationary pressure on the economy will grow and, as a result of that, the prices will continue to rise. This perspective must be taken into account.

I have tried to place before you the general framework, the policy framework in which all these problems can be tackled. Questions of details are deliberately not touched, because I do not want to miss the wood for the tree. Therefore, I deliberately concentrated on some of the major basic policies to which the Government have to address themselves. There need not be any partisan attitude, as far as these problems are concerned. I am sure that the Treasury Benches feel equally concerned about the problems that I have raised because they are problems which require urgent solution.

I hope and trust that, like so many debates, this debate will not be merely recorded, but will be taken note of by the Government and concrete policies would be formulated, and in formulating the policies the members of the Opposition also will be taken into confidence. I hope they will be able to formulate rational, well-defined policies, on the basis of which we will be able to tackle the problem of rising prices.

If the problem of rising prices is not tackled, our experience for the last seven years indicates that whenever the prices become unstable, the political structure also becomes unstable.

SHRI JYOTIRMOY BOSU (Diamond Harbour): And vice versa.

PROF. MADHU DANDAVATE: Yes, and vice versa. If the structure of prices becomes stable, in that case the political structure also becomes stable. I do not equate stability with *status quo*. We stand for stability, political stability, financial stability and economic stability. But our concept of stability is not stability to be equated with *status quo*. We want stability to be reconciled with claims of change. Therefore, the policy framework that I have suggested will require a radical orientation in the basic economic policies of the Government, and if these radical policy variations are made, only in that case stability can be achieved. Therefore, I must make it very clear that when I stand for economic and political stability, I do not want any *status quo*. I want stability to be reconciled with claims of social change and economic change and, therefore, in the context of that, I hope and trust Government will take note of the various suggestions that I have made about the concrete formulation of economic policy and will come forward to see that the rising prices are checked and the inflationary pressures on the economy of the country are removed.

SHRI JYOTIRMOY BOSU (Diamond Harbour): I beg to move:

"That this House notes with deep concern and anguish the unprecedented price rise and widespread blackmarketing of many items and recommends that a net work of public distribution system be created within three months from date."

Mrs. Indira Gandhi before the last elections, as usual had promised—in 1971 she gave the slogan of *garibi hatao*—she started by saying that the Janata Government has not been able to control the price rise but "if I come back to power, if you vote me back to power, I shall check the prices". She knew it very well that she was talking through her hat, because it is not possible in a capitalist system to check inflation or to check the prices.

Coming to the rate of inflation. in reply to a question of Shri Satish Aggarwal, dated 21st March, 1980, it was state that the annual rate of inflation with reference to the wholesale price index, with base 100 for 1970-71, as on 12-1-80 after the Janata Government was thrown out of existence, kicked the bucket, was 20.5 per cent. The annual rate as on 1st March 1980 increased to 23.8 per cent. In one-and-a-half months, therefore, the increase has been 3.3 per cent at the wholesale price rate index and at the retail level it has been 10 to 12 per cent.

Sir, the inflationary pressure is a continuation of the past trends which have been caused by various factors including inappropriate policies and ineffective management of the economy by the previous Government. I do not know how long they will go on repeating that, but we know this much that the Janata Government followed the path of what the Congress Government left behind and the Congress Government is following the path of what the Janata Government left behind. Therefore, beggars cannot be the choosers. We, the spokesmen of the have-nots in the country, we the beggars have nothing to choose in between. Let them go on doing it. It does not matter.

In the last 32-1/2 years, the Nehru dynasty has ruled for about 28 years—for 17 years late Jawaharlal Nehru and Shrimati Indira Gandhi for 11 years and Janata in between—forget about late Lal Bahadur Shastri—about 2 years and 4 months. Mrs. Gandhi came into power in March 1966 and went out of power in March 1977 and the rise during that period—I take the responsibility to what I say—had been 135 per cent average and 136 per cent on primary food articles. That is the wholesale increase and at the retail level in this period of golden era or the 'Dynamic Decade', the rise in the retail market for essential commodities, the basic food articles, had been 300 to 400 per cent because that has been a Government of the blackmarketeers, by the blackmarketeers

and for the blackmarketeers. They could not touch them. If they touched them, they would not politically co-operate.

(Interruptions).

SHRI K. MAYATHEVAR (Dindigul): You were telling at that time also that persons whom you supported were all smugglers and blackmarketeers.

SHRI JYOTIRMOY BOSU: Let us take the year 1973-74. It was the worst year and it had a record inflation. The monthly rise was unprecedented. It was between 2.5 per cent to 3 per cent per month. From September 1973 to September 1974, in one year the rise was about 32 per cent. Where was the Janata Government at that time? Where was Mrs. Gandhi and her henchmen that we find here? In the height of Emergency when they wanted to discipline the nation with a stick, when the jails were filled with 2-1/2 lakhs as written by Bernard Levyn, the famous political commentator who came from abroad—did she want to discipline the nation? That is the idea they have been selling to people that "by disciplining the nation I shall stop black-marketing and control the prices." A capitalist system cannot do that. She did it with the sole object of consolidating herself and her dynasty in power. From 23rd March 1976, in the height of Emergency, till 11th December 1976, there was a rise of 11 per cent at the wholesale level and the retail level is always 3 to 4 times above that. For the whole of 1976 the rise indicated in the wholesale prices was 11.9 per cent.

Sir, the hon. Minister, Mr. Pranab Mukherjee is new to his portfolio, I would not say anything harsh just now, you will wait and watch him. During 1977-78 and 1978-79 when the Janata was in power, what was the price rise? Was it next to nothing? I am not taking the brief of the Janata Party. You give us the figures, you enlighten the House. What was the price rise in 1977-78 and 1979-79? The disaster started when Charan Singh took over. It was the 1979-80

[Shri Jyotirmoy Bosu]

Budget that brought fire to the country. Prices started shooting up. The fire started them.

Now, Mr. Venkataraman believes in the Birla way of controlling the economy. I am not imputing motives, but this is what he said in reply to a question, that total Governmental control over stocks was not being contemplated at the moment. Without control over stocks, how can you check prices? How can you check prices when the key of the store room is not in your hands? Am I a child that I am given a story. It cannot be done. You can hoodwink the people. As the elections are coming, go on telling the story. You have kept the people ignorant for decades under the dynastic rule of Nehrus. Therefore, you can tell the story, but how much ice it will cut, we shall wait and see.

At a public meeting in Ahmedabad Mrs. Indira Gandhi promised the nation the introduction of a better public distribution system. All vote-catching gadgets. Would you be kind enough to enlighten the House how you propose to have a better distribution system which will cater to the minimum needs of the 650 million people living in the depths of poverty, the worst in the world? You see the latest ILO Report which says that this country is living in the worst economic condition ever known to the world. What do you propose to do? What are your plans for a better distribution system, we want to know that.

Government has been making gross under-statements. They have given figures of sugar prices, but we know that sugar is being sold between Rs. 7 and Rs. 9 a kilo. If you go to the interior villages in Nagaland, if you go inside Kerala, if you go to certain other areas, you will have to pay Rs. 9 for the most inferior quality of sugar.

SHRI MUKUNDA MANGAL (Mathurapur): It is Rs. 10 in Nagaland.

SHRI JYOTIROMY BOSU: He is more right.

As the Chairman of the Public Accounts Committee, I had the privilege of examining the sugar question, and I tell you that in the sugar-producing States—U.P., Bihar, Maharashtra and to some extent Tamil Nadu and Andhra—the sugar tycoons control local politics. Without the approval of the sugar tycoons, a politician cannot get elected to the Assembly or Parliament. He has to toe the line.

Will Mr. Mukherjee tell us what the true cost of production of sugar at the factory gate is, in spite of the serious manipulation made in the accounts? When the sugar juice is boiled, when the recovery is 10 per cent, the book entry is 8.5 per cent. Blackmarketing starts from there. Would he kindly tell us today in reply to this debate what the true cost of production of sugar at the factory gate is? Is it more than Rs. 1.25 per kilo? No. Even after manipulation, it is not more than that. Will he also give details of the subsidies and rebates that they are giving to the sugar tycoons, for what consideration, and how many sugar mills which have been receiving rebate are not running? I can give a list if he wants.

I need not give details. You know the prices, because somebody from your home is going to the market, but this much I can tell you that today have to spend five to six times what I had to pay for my daily grub when I became a Member of Parliament more than a decade ago. There is no need to give details. The details have been given, but I will give you some interesting figures. One of the biggest multi-nationals in this country, viz., Hindustan Lever has a monopoly over cooking medium, oil and hydrogenated oil, both and this a company which was caught. In their Ghaziabad factory, a tanker lorry was caught redhanded with adulterated oil with a built-in chamber inside. You should see how this company has been increasing the price of soap, how they have been reducing the total fat content of soap, how they have been reducing the size of soap at the same

time. On 1st January 1979, the price of Sunlight was Rs. 1.10 and on 24th December 1979, it was Rs 1.46. What is the rise—more than 30 per cent in one year. Lifebuoy was sold at Rs. 1.25 on 1st January 1979 and on 24th December 1979, it was Rs 1.67. What is the rise Lux Toilet Standard, 1st January 1979, was sold at Rs. 1.35 and in December 1979, it was 1.71. Every item, in size, in quality, in weight and in price, it is a multipronged attack. The agreement between the Congress-I people in power and the big tycoons is very simple: 'I will finance your elections, I will finance your party and you allow me a free loot'. This is the understanding and this is what is destroying the country.

I would like to say certain things. What is happening to diesel. They have not been able to formulate a National Transport Policy as yet and therefore, the Road transport lobby is having its way through. Diesel, which was sold at Rs. 1.60 a litre, is now being sold at between Rs. 4.50 and Rs. 7 and kerosene between Rs. 4 and Rs. 7. Young school-going children cannot read after dust because there is no light. Coal, building materials, everything is outside the reach of the common man. The country is going towards a clash. They want to hoodwink. They have brought the PD Act, detention without trial. We know that it is meant for us and we are always ready for that. But is it not a fact that this Act is nothing but running with a hare and hunting with the hound, which is Mrs. Gandhi's philosophy of life.

चार को बोलो लग जाओ,
सेठ को बोलो जग जाओ ।

In reply to an unstarred question, no. 1858, dated 21st March 1980, they have said that the price indices of essential commodities for individual States and Union Territories are not available. Can you imagine the Central Government giving a reply on the floor of Parliament that they do not have even the figures of price rise in the States? Essential foodgrains are outside the reach of the common man. I will read out one or two captions—'MP Village lives on grass', 'Rice

racket in Chhattisgarh' and 'Chotanagar faces starvation danger', which Mr. Ravindra Varma wants us to represent. This is the condition. What are we doing, sitting in this Parliament? Whose cap are we feathering, whose nest are we building. There is a bunch of Ministers, I do not want to be rude to any of you. But I am sorry to say, man of you are neither fish nor flesh, you do not have an idea of what is happening. You are sitting over a volcano and the volcano will start erupting before long. On the one hand, there is fierce price rise and on the other hand, there is a decrease in real earning. The decrease in real earning to this extent, taking 1960-61 as the base, the figures for 1974-75 are: Percentage fall in real earning for agricultural labourer—men—34.5%, women—49.9% and children—52.4%. On the one hand there is a severe price rise and on the other hand, there is a decrease in the real income of the workers. What Azadi is this, would you kindly ask the Minister to defend? Azadi for what, for loot, for starvation, for struggle for existence? That is the Azadi they talk about.

Mr. Madhu Dandavate has talked about onion producers. I had to deal with the Agricultural Prices Commission as the Chairman of the Public Accounts Committee. I may tell you that the Agricultural Prices Commission is a congregation of crooks. They are the worst enemy of the agriculturists. They are paid by the big industrial lobby. Their constant job is to under-value. They never indicate the remunerative price and they please the industrialists. I do not know what is the cost of production or the remunerative price of onion. But this much I know that the f.o.b. price of onion for exporters, the privileged few who are willing to contribute for the *garibi hatao* project of so and so, is Rs. 150 per quintal. And here the agriculturists are struggling for Rs. 30 per quintal.

What happened to pulses? During the last 14 years, there has been no growth a production of pulses while

[Shri Jyotirmoy Bosu]

the population has grown by 2 per cent every year, that is, 25 per cent. The poor man's protein is not available. That is the position.

As regards edible oil, the year before last, the total value of import of edible oil was Rs. 840 crores. Your party has been in power for 30 years. You have no national agricultural food plan. You want to look to your Yankee American uncles. Whenever time comes, you fall at their feet. You condemn CIA but, when the time comes, you fall at their feet and beg for soyabean oil, palm oil, rapeseed oil, something which is toxic and dangerous for human consumption. It cannot be divulged. Otherwise, it cannot be sold. Therefore, you import it and sell it in the market. This is the position.

About the Wanchoo Interim Report—I have no hesitation in saying, as a communist philosophy, we should not hesitate to take resort to any method of doing good to the people, to reach the goal—the bunch of the document had to be removed. That is stealing. It was laid on the Table of the House in spite of serious objections and protests on that side. It said clearly (November 1970) that a sum of Rs. 7000 crores was in circulation in 1968-69. I describe Mrs. Indira Gandhi as Queen of Black Money and Fountain-head of Corruption in this country. The people will realise it soon. This time, you will have to pay more heavily because the discovery will be much earlier. That shows there is no intention of serving anybody except her own cause. They wanted to suppress and destroy the Interim Report of which I have a copy with me. But it has become a public document now.

Regarding demonetisation, my hon. friend, Mr. Madhu Dandavate was explaining about demonetisation. But the pity is that Professor thought he was speaking in the class room. Who is preventing you to demonetise

money? Nine State Assembly elections will cost you Rs. 200 crores. Where will the money come from? The money has to come from sugar tycoons, textile tycoons, jute tycoons and so on. Even the allotment of quota I can tell you because I have some sort of an arrangement to know about these things.

The Wanchoo Committee has clearly stated in their Final Report which has been published—I quote:

"It is also spent in purchasing illegally quotas and licences at premia, financing secret commissions, bribes, litigation, etc. giving 'on-money' in business transactions, buying industrial peace, financing election expenses and giving donations to political parties."

So, you cannot afford to kill the black money. Don't be so unkind; they will go out of existence. You will not survive.

Now, I would like to give you an example, the case of Mr. S. K. Modi who was caught with 4133 bags of wheat in Delhi. A case was instituted. Nothing has happened. He has not been touched even. The MISA case has been withdrawn against him because Mr. Uma Shankar Dikshit paid a private visit at night—I do not say, he carried a suit case or a sack—and the case was withdrawn. I would like to know from the hon. Minister what has happened to Mr. Modi's case, what has the Delhi Administration done? I would like to know about this from Mr. Pranab Mukherjee. Yesterday Shri K. P. Singh Deo raised the issue of coal and salt racket in Bihar. I gathered this morning that each paid Rs. 1½ lakhs and they are now free, gentlemen at large, serving the cause of 'Garibi Hatao'. Will you please tell us something or confirm this?

Prices cannot be stabilised because of the capitalist path of development. Profit is the only motive. Every economic exercise is done with the object

of making more profit and if more profit is the motive, as my friend has rightly said, you cannot serve the society or the country.

Now I come to uncovered deficit financing. In 1950-51 indirect taxation was only 56.7 per cent amounting to 67.5 crores, but in 1979-80 the revised estimate has come to 76 per cent of the total Central revenue, amounting to Rs. 5,825.2 crores. And what are the non-profitable expenditures? On Police, in 1950-51 it was 3 crores and in 1979-80 it is Rs. 262.45 crores. On Defence, in 1950-51 it was Rs. 1683.2 crores and in 1979-80 it is Rs. 3273 crores. In 1979-80 deficit financing was Rs. 2700 crores but this year, although the Minister has said it is Rs. 1200 crores, kindly make a note that it will touch nearly Rs. 2000 crores. You will have to pay through your nose.

The slogan of export or perish which the rich nations impose on poorer countries is another havoc. The export subsidy given is Rs. 300 crores, at the cost of the poor tax payers.

I will read out one more item and conclude. The West Bengal Government has very clearly said that the remedy in the present system is not the final remedy. It has said:

(a) The Union Government must introduce a comprehensive system of public procurement and distribution covering the major cereals, pulses, salt, sugar, textiles, edible oils, kerosene, diesel oil, match boxes, paper and washing soap; (b) these commodities should be sold at a uniform price all over the country; (c) a special fund of Rs. 500 crores should be set aside to subsidise the public procurement-cum-distribution operations; (d) foreign exchange to the extent of Rs. 1000 crores should be earmarked for essential imports; (e) exports of food articles, including sugar, and of other scarce commodities should be banned forthwith; (f) 80 per cent of the total output of sugar should be reserved for public distribution and

the entire sum indicated in the Union Government budget for subsidising sugar exports should be diverted for supplying sugar to the public at Rs. 2.50 per kilogramme; (g) the *status quo ante* as obtaining in the prices of coal, textiles, petroleum products, match boxes, etc., prior to the presentation of the Union Budget in February 1979, should be restored and excise duties imposed by the Centre on these commodities should be withdrawn; (h) all imports of oils and edible oils should be channelled through the public distribution system; (i) a sharp curtailment of credit to the monopoly industrial houses; and (j) massive releases of foodgrains from the Central stockpile through the public distribution system and through food for work programmes.

I thank you, Mr. Chairman, for giving me time. I am indeed most grateful to you.

MR. CHAIRMAN: Motions moved:

"That this House expresses its deep concern at the steep rise in prices of essential commodities and recommends that urgent steps be taken to bring down the prices."

"That this House notes with deep concern and anguish the unprecedented price rise and widespread blackmarketing of many items and recommends that a net work of public distribution system be created within three months from date."

SHRI H. K. L. BHAGAT: (East Delhi): After listening to my friend Mr. Jyotirmoy Bosu against today, after along time, it is again clear that he learns nothing and he forgets nothing. His one-point programme, all the time—I have seen him in this House now and I have seen him in the previous Lok Sabha when I was there—is denigration of Mrs. Gandhi with all kinds of arguments, wrong, false, fictitious and sometimes absolutely baseless. This is what he has been doing all along.

Now, you say the Congress has been in power for 30 years: it is because

[Shri H. K. L. Bhagat]

of your mercy? Is it because of the mercy of your Party or of anybody else? The Congress was in power for 30 years because the people of India voted the Congress to power. Mrs. Gandhi has not ruled this country for eleven years, and she is not ruling the country now, because of your mercy. You did you worst.

With all the mud-slinging, with all the character-assassination, with all your Shah Commission, of which you were also a strong admirer and supporter, with all the gross misuse of the media, with all your campaign, Mrs. Indira Gandhi is back in power because she has been supported by the people of India. Now, you say that she has been in power, the Congress has been in power, for 30 years. But with whom were you collaborating? During the last two and a half years, you had been collaborating with the Janata Party; most of the time, you had been collaborating, and here and there, in order that all the sins of the Janata Party should not fall on you, here and there, you have tried, slightly, to give some kind of a note of dissent. Otherwise, you were collaborating with them. The worst collaborators with the Janata Party during the last two and a half years have been the CPM. Therefore, you have been their partner in all their sins. Even now you are doing it; recently, I read in the newspapers—and I am sure that Mr. Jyotirmoy Bosu would not have the guts to contradict me when I say this—that one of their important leaders has said that they are thinking of a grand alliance along with the Janata Party for contesting the Assembly elections. This is what you are doing. When I was hearing the so-called revolutionary whose Party is ruling in West Bengal, I was thinking, seeing the kind of fretting and fuming that he does here, that many heads of black-marketeers would have rolled in West Bengal; I thought that price rise must have been, to some extent, contained there. Maintenance of prices, contain-

ing price-rise, enforcement of prices, under the Essential Commodities Act, is the responsibility of the State Government. I thought that the Government in West Bengal, which is his Party's Government, would, perhaps, have done something extra, something better than the others in containing or stopping price rise. This brave, so-called revolutionary talks in a brave language, and sometimes, we have heard them say this; we have also said it; 'Hang the black-marketeers by the nearest lamp-post'. But here are these revolutionaries who are not prepared to use even the prevention Detention Act against the black-marketeers. Let Mr. Jyotirmoy Bosu tell me this: against how many black-marketeers in West Bengal have you taken action; what did you do to enforce prices under the Essential Commodities Act? Nothing. The price situation in West Bengal is, in fact, worse, according to what little I know. I am not an expert in economics; I am an ordinary worker, and I am voicing the feelings of the ordinary man; and whatever observations and submissions I make, I make them in my own way without loading the House with any figures and so on which some of my hon. friends, in their wisdom, have chosen to do. The price situation in West Bengal—in Calcutta and other places—is, in fact, worse than elsewhere in the country; in any case, it is not better. What I am respectfully submitting for the consideration of this House is this. Certainly, the question of containment of price-rise is a very complex question, is a very difficult question, and I am fully of the view that a mere *status quo* approach will not do, mere tinkering with it will not do, merely adopting the old way of stopping or containing it will not do. No miracles are possible; I know. Yet, the people of India do expect miracles from Smt. Indira Gandhi. They have faith that she would do something to contain price-rise though it is a very difficult job.

My learned friend, Prof. Madhu Dandavate, as usual, was giving very many suggestions; he gave almost a

very long list of suggestions. I want to ask him. During these 2½ years what happened to these suggestions? When he was a Cabinet Minister, what happened to these suggestions? It was your government. Sir, it is a national problem and I do not want to unnecessarily politicalise it. It was your government of which you were a party and which gave a budget, which gave record taxation, record inflation and an increase in prices which was a record in the history of this country. You cannot deny it. How did you become a party to that? An explanation that we have been hearing is his. Chaudhary Charan Singh says, 'No, everybody was responsible'. Morarji Desai says, 'No, it was Charan Singh who gave the budget'. One Minister says that another Minister gave the Budget and so he was not responsible. In the recent elections we heard them saying, 'Charan Singh was the man responsible for this' to which the reply of the people was, 'All of you are sinners and so you ought to be punished,' and they have punished them.

Now for such a heavy inflation rate who is responsible? I do not say that the Congress rule for 30 years was not responsible. I do not say that. But now is the time to put things right. I would suggest to the government and the party to which I belong. I have a few suggestions for their consideration. I have seen and I had something to do with the containment of prices in Delhi during the emergency.

I always observed that the difference sometimes between the price at which it is available to the consumer and the price at which it comes from the factory or from the grower to the consumer has generally been between 30 to sometimes 300 per cent. I would suggest for your consideration and I wish to state it very frankly that no one Ministry will be able to solve this problem. Mr. Pranab Kumar Mukherjee alone or his Ministry of Civil Supplies will not be able to solve this problem....(Interruptions)

It is a complex problem. It requires a multi-pronged attack, a multi-pronged approach and a co-ordinated approach for containment of prices. There must be a National Prices Containment High-power Board at the Centre which must look into the prices.

Sir, prices are being raised for articles for which there is no justification excepting that this government will take some steps to curb the price rise. So many unscrupulous manufacturers are deliberately raising the prices so that afterwards they can come forward and say, 'Well, we are ready to reduce it.' Therefore, I caution the government. At present there is no machinery at the centre in the sense it should be there. There must be a Central Price Vigilance Board and it should not be the usual type of a Board consisting of some experts here and there and some Ministers and so on which meets after six months. They must sit day to day, consider the situation of prices of various items, go into all the factors and take on-the-spot decisions which should be binding.

Then one Board at the Centre will not do. The mere power of the government will not be able to contain the prices. It will be the power of the people which should be involved. I am sorry to say—the consumer feels helpless. He feels unhappy, he is sore and he is almost killed and he is being fleeced. He is being looted and yet he is not organised. Whatever he feels he cannot say it in an organised manner. It has to be the combined sanction and strength of the government and the people which can certainly help in reducing the prices by creating the necessary atmosphere. Therefore, I would suggest that in all the States, in all the districts and in all the towns, there must be Price Vigilance Committees consisting of officials and non-officials whose job should be to review weekly the price situation at their places and see that an atmosphere is created that somebody is looking into it, somebody is giving attention to it and the

[Shri M. K. L. Bhagat]

people will also feel that they are involved in it and it is the strength of the people and the strength of the government which has to get together to contain this price-spiral. I am very strongly against taking action against an innocent person. But, a very strong action is required to be taken against the blackmarketeers and hoarders. Prof. Dandavate was saying that there is a lot of black money in the country. I ask him: What did he do to unearth it? Mrs. Gandhi undertook a scheme under which over Rs. 1,000 crores—at least Rs. 1700 crores were brought to the surface by her.

For three years where were you sleeping? You were busy managing the Railways. I know it. I have faith in your ability, in your integrity, in your honesty. I do not mean any personal reflection on you. But the point is: what did you do then? What I say is this. What is necessary is a proper distribution system. You have almost wrecked it.

I know that. For Delhi, I want to make a few observations and then I will end my speech. In Delhi what a havoc they played—the Janata Government played? They played a havoc in the distribution system. They put their own channels their men were allotted the ration shops to run them and to loot the people. Virtually no action was taken. Artificial shortage was created. There was mal-distribution of sugar, of cement; no action was taken by them. After they had lost the elections because their friends were the capitalists, because their friends were the vested interests.

13.56 hrs.

[MR. DEPUTY-SPEAKER in the Chair] Mr. Bosu, you were their collaborator. I challenge you—because they were of their friends—they became their vested interests—there was a higher price-rise. They deliberately started making the situation worse as a result of which they created the

chaotic situation in Delhi; on the price front there was a virtual chaos. Nothing was done to stop it. In fact they were busy collecting money, looting money from the people. They took money from the people. The situation became chaotic. The result of all that was that the Metropolitan Council had to be abolished. What I may suggest is this. Prof. Dandavate, you might laugh at me; you might ridicule me. But go and talk to the people of Delhi and see for yourself. A bunch of Janata people in Delhi were the collaborators of blackmarketeers. They were their friend and supporters. They deliberately created this situation in Delhi. I would ask my friend, the Minister, to create a Civil Supplies Corporation for other places as also for Delhi soon and create the conditions in the light of what I am suggesting. Every effort must be made to see that the prices are contained. For sugar, who is responsible? Who was responsible for less sugarcane production? Is it not due to the wrong policy of the Janata Government in regard to Sugar? You followed a wrong agricultural policy. Of course they are friends of the cultivators. The former Prime Minister Shri Charan Singh's homeland is the sugar land. The position was worst during his time. He was also pulled down. It was during his time that the sugar cultivators got the worst thing. Your wrong sugar policy and agricultural policy led the country to this situation. Finally, Sir. I would say that Government must take steps, bold steps to increase the production wherever it is lacking. They should take bold steps to contain the rise in prices and increase the production of essential commodities. For that a combined action, concerted action, vigilant action and every day action is necessary.

I hope that various voluntary organisations, newspapers and others will join hands with the government and the people in waging a relentless war against the price rise. Then only we can succeed.

With these words, I thank you for the opportunity you have given to me.

MR. DEPUTY-SPEAKER: Shri Rajagopal Naidu.

SHRI P. RAJAGOPAL NAIDU (Chittoor): Mr. Deputy-Speaker, Sir, I have heard the Janata Leader. I have respect for him. He talked like an economist and not like the Janata leader. I am happy about it. He wanted parity in prices. During the Janata Rule what they have done is this. When they came to power, the first thing that they did was that they had prohibited the export of agricultural commodities to other countries saying that they were doing it in the interest of the consumers.

14 hrs.

Because of that, the price of every commodity went up at least by 15 per cent at the existing level. It helped only the capitalists. What about the cotton growers, sugarcane growers, jute growers and others. All of them lost 5,000 crores within one year due to fall in prices. Capitalists gained enormous profits. That is the result of the Janata party government's rule. When sugarcane prices fell down the sugarcane growers of U.P. agitated in Lucknow, they went on a peaceful demonstration. Prof. Rangaji and others led them very peacefully. But what did the Janata party government give them? Not the price but lathi-charge. They had broken their heads and legs. That is the way in which they had behaved against the agriculturists. Now they want parity of prices. When we wanted remunerative price Shri Morarji Desai, the then Prime Minister, warned the factory owners not to raise the sugarcane price which was below remunerative level. He warned the Agricultural Prices Commission not to raise the price of foodgrains. That is the way in which Janata Party helped the agriculturists. I agree that there should be parity in prices and I thank Mr. Dandavate that now

he has come forward with this idea. We want parity in prices. No sooner did our government take over the Cabinet decided to enlarge the scope of the Agricultural Prices Commission and to include the managerial expenses also to fix up the prices of agricultural commodities. Therefore, Indiraji's government now wants to help the agriculturists and that is why the Cabinet has taken that decision. The Janata Government had not helped the agriculturists.

Sir, it is said that Government has not taken any firm decision with regard to the nationalisation of sugar industry. What did the Janata government do? They had not done anything with regard to that. When we wanted nationalisation of sugar industry and also when we wanted to control the sugar factories so that they may pay the arrears of the sugarcane which they had already taken the Janata government did not take any effective steps to clear those arrears. When such was the case how can they say that Janata Government served the agriculturists.

Sir, he wanted the elimination of black money. Quite right. But he must show the way also.

PROF. MADHU DANDAVATE: I have done it.

SHRI P. RAJAGOPAL NAIDU: They had not shown the way. Now you are showing the way because you are in the Opposition. Certainly we will take your advice and see that black-money gets eliminated. With regard to price, there must be an integrated policy for any Government to follow. Our Government will do it, I am having faith in it. But unless production is stabilised and unless production is increased, it is not possible for any Government to reduce prices. The Janata Government had a policy to discourage production. I know this. When jaggery prices went down and jaggery workers asked Mr. Bhanu Pratap Singh the then Minister for Agriculture the Minister said, don't grow sugarcane. That was the advice

[Shri P. Rajagopal Naidu]

given to the agriculturists. They have encouraged reduction of cultivation of sugarcane. Therefore there is reduction in the production of sugar. Mr. Madhu Dandavate said, it is because the sword was hanging upon the sugar industrialists that sugar production went down. What I say is this: Sugarcane production itself went down. Therefore sugar production went down. That is also one important reason. That is why I say, there should be a stable policy with regard to the fixation of price for agricultural commodities. Unless there is fixation of price for agricultural commodities and unless they are maintained, it is not possible to increase agricultural production. Unless agricultural production is increased it is not possible for us to keep the prices low.

There must be a law. There is no law now. In almost all countries—not only in developed countries, but in developing countries—there is a law for fixation—not only for fixation of the price but also for implementation of these price laws. Government fixes up the price which we call support price. But they are not buying the surplus. Therefore, there is a lacuna in this respect. Therefore, there must be a machinery to completely purchase these things. And also with regard to the essential commodities I want to suggest that there must be a buffer stock. In scarcity days it is not possible for us to import the commodity or to grow the commodity here. Therefore we must have a buffer stock with regard to sugar or kerosene or diesel oil or any other thing. Either we have to import it or we have to procure it from our own sources. We must see that buffer stocks are maintained. Only when these buffer stocks are maintained will it be possible for us to meet the demands of our people. Then only we can control the prices. Therefore, this aspect of the matter must be taken into account.

Sir, many people have said about the drought conditions. The drought

now comprises of 16 crores of people and 11 States. It is not an ordinary drought. Of course our Government is taking all steps to meet the demand of the people and they are doing all that they can to help the people. But I will suggest one thing. This is with regard to the Food-for-work programme. Under these drought conditions the help of the Government is quite necessary in the rural areas, especially to the rural workers. The Food-for-work scheme which was introduced by Shrimati Indira Gandhi will help the rural areas in two respects. One is, helping agricultural workers to earn their livelihood and also to create permanent assets in villages like roads, school buildings, panchayat ghars, tanks, channels and other things. Therefore, the allotment must be increased. Now a provisional allotment is made of Rs. 70 crores in this Budget. But that is not sufficient. It is going on on an *ad hoc* basis. If it is on *ad hoc* basis then there is a difficulty. The States are not able to plan to provide cash component and to spend the allotment given to them. Therefore, it must be on a permanent basis and it must be raised to at least 5 million tonnes and now because there is drought the allotment should be raised. Regarding food for work, there are two things. One is the normal plan and the other is the Special Plan. Under the Special Plan, immediately allotment should be increased. It must be moved immediately. Then only we can meet the drought conditions.

श्री चन्द्रशीत यादव (आजमगढ़) : माननीय उपाध्यक्ष जी, आज इस सदन में एक ऐसे विषय पर हम विचार कर रहे हैं जिससे हमारे देश की जनता का हर वर्ग प्रभावित है। रोजमर्रा के इस्तेमाल में आने वाले सामनों की बढ़ती हुई कीमतें। चाहे अनाज हो, चाहे, तोल हो, चीनी हो, कोयला हो, साबून हो, चाय हो, हर चीज जो भी हम इस्तेमाल करते हैं, उस हर चीज की कीमत दिन-प्रति-दिन बर्गे किसी रोक-टोक के बढ़ती जा रही है। ऐसे लोग जो अपने घरों के मामलों में

विलचस्पी रखते हैं, उन्हें इस बात का पता चलता है कि हर हफ्ते जिन्दगी के काम में आने वाले सामान के दाम बढ़ते जा रहे हैं। जो सामान पहले हफ्ते में खरीदा गया, दूसरे में उसका दाम बढ़ता हुआ नजर आया।

श्रीमन्, इससे हर वर्ग परेशान है। लोकिन जो सब से गरीब लोग हैं, मध्यम वर्ग के लोग हैं, जो हमारे देश की आबादी का ४५ प्रतिशत हिस्सा है, आज उसकी सब से ज्यादा कमर टूट रही है इस बढ़ती हुई मंहगाई से। आज हमारे सामने यह सवाल नहीं है, जैसा कि कहा गया कि जनता पाटीं के शासन काल में मंहगाई बढ़ी कि जनता पाटीं के जमाने में मंहगाई बढ़ी या कांग्रेस के कि हमारे सामने सच्चाई है कि जिन्दगी की जरूरत की चीजों की कीमतें निरन्तर बढ़ रही हैं। यह आज वास्तविकता है। यह ठीक है कि जनता पाटीं के जमाने में भी कीमतें बढ़ी लोकिन आज उससे ज्यादा कीमतें बढ़ती जा रही हैं। जो चीज आज हमारी जिन्दगी को तबाह कर रही है, उससे हम एक दूसरे पर दोषारोपण कर के आख नहीं मूद सकते।

श्रीमन्, आज देश के किसी भी कोने में साढ़े छः रुपये से आठ रुपये किलो चीनी मिल रहो हैं। खाने के काम आने वाला तेल १४ रुपये से १६ रुपये किलो मिल रहा है। किसान जो डीजल इस्तेमाल करता है, वह डीजल ८ रुपये लीटर में चोरबाजारी में खरीदने के लिए मजबूर हो रहा है। मैं कल मेरठ जिले में था। वहां के विद्यार्थियों के एक स्कूल का शिलान्यास करने गया था। वहां सैकड़ों विद्यार्थियों ने मुझे घेर कर कहा कि हमारे इमित्हानों के दिन है, बिजली रात को आती नहीं, मिट्टी का तेल भी नहीं मिलता है जिससे कि हम पढाई कर सक। श्रीमन् यह केवल एक जगह की ही बात नहीं है। देश के सारे हिस्से में ही ऐसा है। मैं १५ दिन पहले तमिलनाडु में था। वहां भी यही स्थिति थी। वहां भी गरीबों, मध्यम दर्जे के लोगों ने यही शिकायत की कि देश में कीमतें बढ़ती जा रही हैं। जैसा कि भगत जी ने अभी कहा, वास्तविकता वह नहीं है। चुनाव से पहले इस देश में चार रुपये किलो, साढ़े चार रुपये किलो चीनी मिलती थी लोकिन वह आज साढ़े छः रुपये से आठ रुपये किलो मिल रही है। इसके लिए कौन जिम्मे-

दार है? इस के लिए हम सोचेंगे या नहीं? इसका कोई हल निकालेंगे या नहीं? आज मिट्टी के तेल की, डीजल की, चाय की, कपड़े की, साबुन की जो कीमतें बढ़ती ही चली जा रही हैं, उसके लिए सवाल यह नहीं है कि आप उसके लिए किस के उपर बोध डालते हैं। सवाल यह है कि क्या ऐसे कदम उठाये जाएंगे जिससे कि हमारे देश की ८५ प्रतिशत जनता को उससे राहत मिल सके। मैं कहना चाहता हूँ कि इस देश के अन्दर कौन ऐसा परिवार है जिसमें ६ या ८ आदमी परिवार में हों, और वह परिवार ६ रुपये, ७ रुपये या ८ रुपये से कम में सज्जी खरीद कर सा सके? आप परवत, गोभी, टमाटर किसी के भी दाम ले लीजिए।

वह मजदूर जिस की आमदनी पांच छः रुपये रोज़ है, वह बुनकर जो सारा दिन मेहनत करने के बाद अपने करधे पर काम करने के बाद पांच छः रुपये कमाता है और अपना पसीना बहाता है, कहां से छः रुपये की सबजी खरीद सकता है? देहात में रहने वाला आदमी कैसे खरीद सकता है। कीमतें बढ़ती जा रही हैं। इस पर सरकार को हमदर्दी के साथ विचार करना होगा। यह सवाल देश की जनता के लिये, राष्ट्रीय अर्थव्यवस्था के लिए चुनौती बन रहा है और इस सवाल पर आपको ठड़े दिल से गैर करना होगा। भगत जी वैस्ट बंगाल की सरकार के उपर दोष डाल सकते हैं। लोकिन मैं उन से पूछना चाहता हूँ कि क्या यह वास्तविकता नहीं है कि जिस शहर में वह रहते हैं और हम सब रहते हैं यानी दिल्ली क्या यह लंदन से भी अधिक महंगा शहर आज नहीं हो गया है? क्या यह सच नहीं है कि बम्बई शहर आज लंदन से भी ज्यादा महंगा शहर हो गया है? किसी पर इस का दोष डालना, मैं समझता हूँ कि वास्तविकता पर पर्दा डालना होगा। ऐसा करना सच्चाई से मुकरना होगा। अगर इस चुनौती को स्वीकार नहीं किया गया तो हिन्दुस्तान की अर्थव्यवस्था भयंकर रूप धारण कर लेगी। वैसे ही वह एक भयंकर संकट के दौर से गुजर रही है। हमारी अर्थव्यवस्था के सामने आज चुनौती क्या है? सब से बड़ी चुनौती यह है कि हमारा उत्पादन ठहराव की स्थिति में पहुँच गया है, इंडस्ट्रियल प्रोडक्शन में स्टैगेनेशन आ गया है। यह एक वास्तविकता है कि हमें

[क्षी चन्द्रजीत यादव]

आधिकारिक उत्पादन करने के लिये बिजली नहीं मिल रही है, डीजल कारखानों के चलाए रहने के लिये नहीं मिल रहा है, करोड़ों टन किसानों का अनाज सूखे के कारण इस बास्ते सूख गया कि उन को डीजल और बिजली उपलब्ध नहीं कराई जा सकी, उनके ट्यूबवेल लगे हुए हैं लेकिन बिजली के अभाव में वे चल नहीं सके, नहर नहीं चल सकती थीं, इसलिए कि पानी की कमी हो गई थी, इजन चलाने के लिए आपके पास डीजल और कोयला नहीं था, ट्यूबवेल जो डीजल से चलते हैं, वे चल नहीं सके व्यांकिक डीजल का अभाव था।

सार्वजनिक वितरण प्रणाली की क्या स्थिति है। 85 प्रतिशत फेर प्राइस शाप्स जिन को हम कहते हैं वे आज शहरों में हैं या छोटे छोटे कस्बों में हैं। सत्तर प्रतिशत जनता जो गांवों में रहती है, उसको कोई पूछने वाला नहो है। गांव में रहने वाले 54 फीसदी आदमी आज गरीबी की रेखा के अन्दर रह कर जिन्दगी बिता रहे हैं, 48 प्रतिशत आबादी शहरों में ऐसी है जो गरीब है, जो गरीबी की सीमा में रह रही है। उनकी आमदनी बढ़ाने का कोई उपाय नहीं किया गया है। उनकी परचेजिंग पावर गिरती चली जा रही है, हर महीने गिरती चली जा रही है। आज समस्या आम आदमी की क्य शक्ति, परचेजिंग पावर बढ़ाने की है। मैं जानना चाहता हूं कि इसके बारे में सरकार क्या सोच रही है। कैसे वह मजदूर की आमदनी बढ़ाने जा रही है, कैसे जो खेती विहीन मजदूर है, खेतिहर मजदूर है उनकी आमदनी को बढ़ाने जा रही है। शहरों में जो मजदूर काम करते हैं महगाई जब बढ़ती है तो उनकी आमदनी को बढ़ाया नहीं जाता है। उसकी आमदनी को कैसे बढ़ाया जाए, यह समस्या है। अगर सरकार ने इन समस्याओं का निराकरण नहीं किया तो सरकार के एक भयंकर स्थिति का मुकाबला करना पड़ेगा। महगाई पर नियंत्रण स्थापित करना पड़ेगा।

आप मुद्रा स्फीति को लें। 23 प्रतिशत बह दाश में बढ़ी है या 24 प्रतिशत बढ़ी है। सरकार ने जान बूझकर इस साल का

बजट पेश नहीं किया क्योंकि विधान सभाओं के चुनाव आ रहे थे। गरीब जनता की भवनाओं के भड़का कर उसके उनका बोट लेना था। लेकिन इस चुनाव के बाद सरकार किस तरह से साधन इकट्ठे करेगी? इनको इकट्ठा उसको करना पड़ेगा। सरकार के इरादे हम को मालूम हैं। गरीबों के उपर, मध्यम दर्जे के लोगों के उपर, जिन की आमदनी बंधी हुई है, उन के उपर सरकार बड़े पैमाने पर चुनावों के बाद टैक्स लगाने वाली है। तब क्या होगा? तब मुद्रा स्फीति और बढ़ेगी। यह देश हित में नहीं होगा। इस सब को रोकने के लिए आप को भावकारी कदम उठाने होंगे।

कैपेसेटी का आज अंडर-युटिलाइजेशन हो रहा है चाहे वे इस्पात के कारखाने हों, बताएंगी कि उत्पादन बढ़ाने के लिए सरकार बताएंगी कि उत्पादन बढ़ाने के लिए सरकार ने पिछले दो महीनों में कैन-कैन से कदम उठाए हैं ताकि देश की जनता को इस बात का यकीन हो सके कि आने वाले समय में हमारे देश का उत्पादन बढ़ेगा।

आज अभाव की स्थिति है। इस अभाव की स्थिति का फायदा इस देश में कौन उठाता है? चारबाजारी करने वाले, जखीरेबाजी करने वाले और इस देश के बड़े उद्योगपति इस अभाव की स्थिति का फायदा उठाते हैं। पिछले 10 साल के आंकड़े इस बात के सबूत हैं कि हिन्दू-स्तान में कारखानों में जो सामान पैदा करने वाले पूजीपति हैं उनकी आमदनी, और उनमें उत्पादित चीजों की कीमतें मनमाने तरीके से बढ़ी हैं। कारखानों में बनने वाले सामान की कीमतें गत 10 वर्षों में 170 फीसदी बढ़ी हैं। यह वह सामान है जिसको उद्योगपति अपने कारखानों में पैदा करता है। लेकिन दूसरी तरफ इस देश के किसान द्वारा पैदा की गई चीजों की कीमतें पिछले 10 सालों में केवल 50 फीसदी बढ़ी हैं। यह भेदभाव क्यों? इस देश के रिजर्व बैंक की रिपोर्ट, सरकारी आंकड़े और जो आर्थिक समीक्षा निकलती है उससे इस बात की पुष्टि होती है।

आज हमारे देश की स्थिति इसलिये और भयानक हो रही है कि हमारी आने वाली पीढ़ी को उचित आहार नहीं मिलता है। इस देश में 80 फीसदी लोगों के बच्चे ऐसे

है जिन्हे दूध पीने को नसीब नहीं होता। ऐसे बच्चे हैं जिन्हे सूखी रोटी पेट भरने के लिये नसीब नहीं होती। इसका नतीजा क्या होगा? नतीजा यह होने वाला है कि हमारे देश की भावी सन्तान की दिमागी और शारीरिक शक्ति दूनिया के दूसरे देशों के मुकाबले में कम होने वाली है।

आज हमारी क्या आर्थिक स्थिति है? अमरीका का रहने वाला आदमी प्रति दिन 690 ग्राम दूध पीता है। फ्रांस के अन्दर एक आदमी 620 ग्राम, इटली में 630 ग्राम दूध पीता है। लेकिन हिन्दुस्तान का आदमी जैसतन 116 ग्राम दूध पीता है। उसमें भी यह दूध केवल 20 प्रतिशत लोगों के पास जाता है। 80 फीसदी लोगों के बच्चों को एक छूट दूध भी नसीब नहीं होता है। दूसरे मुल्कों में चाहे वह पूँजीवादी मुल्क हो या समाजवादी मुल्क हो, जो विकसित देश है, जैसे रूस, युगोस्लाविया, अमरीका, फ्रांस, इटली, कनाडा, आस्ट्रेलिया, इन देशों में आज पर कैपिटा 3,000 केलारीज व्यक्ति रोज इस्तेमाल करता है, लेकिन हिन्दुस्तान में केवल 1,800 केलारीज प्रति व्यक्ति इस्तेमाल करता है। क्या इस पर हम सोच रहे हैं कि नहीं?

श्रीमति इन्द्रा गांधी ने चुनाव के समय इसी दिल्ली के अन्दर बढ़ी हुई प्याज की कीमतों को अपने चुनाव का मुद्दा बनाया, और हमारे देश के गरीब लोगों ने महसूस किया, उस वक्त उन्हें जो सबसे ज्यादा चीज खल रही थी वह बढ़ी हुई प्याज की कीमतें थीं, उसका श्रीमति इन्द्रा गांधी ने इस्तेमाल किया और कहा कि जनता पाटी की, लोकदल की हकूमत है इसलिये प्याज की कीमतें बढ़ी हैं। अगर यह हकूमतें नहीं होती तो में देश के अन्दर प्याज, कपड़ा और खाने के सामान की कीमतें कम कर देती। लेकिन आज क्या हो रहा है? उन्हीं के राज्य में चीनी 4 रुपये प्रति किलो से बढ़ कर 8 रुपये पर बिक रही है। दो महीने के अन्दर ही एडिबिल आयल 10 रुपये प्रति किलो से बढ़ कर 14 रुपये हो गया। डीजल जो 3 रुपये लिटर से भी कम होना चाहिये वह आज 8 रुपये लिटर मिल रहा है। आज मामली आदमी के इस्तेमाल के लिये और विद्यार्थियों के पढ़ने के लिए मिट्टी का तेल नहीं मिल

रहा है। किसानों की कसल सूख रही है। कोई उनके पूछने वाला नहीं है। बूलैंक मार्केटिंग को रोकने के लिये हमें प्रिवेट डिवेशन कानून पास किया। लैंकिन में जानना चाहता हूँ कि श्रीमति इन्द्रा गांधी के जमाने में कितने लोग बूलैंक मार्केटिंग के लिए पकड़े गये हैं? आज सारा हिन्दुस्तान राष्ट्रपति शासन के अन्दर है, बंगाल और केरल पर शासक दल की निगाहें इसलिये हैं कि वहां उनका दाल नहीं गल सकी, लैंकिन पूरी अपनी शक्ति का दुरुपयोग कर के देश के 10 प्रदेशों के अन्दर इन्द्रा राष्ट्रपति शासन लगा दिया उसके बाद भी गरीब आदमी की महंगाई से कमर टूट रही हों, गरीब हरिजन और आदिवासी के बच्चे जलायें जाएं, दिन दहाड़े उनकी हत्यायें की जाएं, उनके मकान जलाए जाएं, वह इस देश में असरक्षित महसूस करे, क्या यही इनका शासन है?

असम की समस्या को ही आप ले लें। वहां की समस्या की बुनियाद में हमारे देश की आर्थिक परिस्थितियां ही हैं। आज वहां का नौजवान महसूस कर रहा है कि उसके लिये इस देश में कोई भविष्य नहीं है। आज उन्हें कोई काम नहीं मिलने वाला है। समय आ गया है कि हमारे देश के हित में, हमारी संसदीय व्यवस्था के हित में जो बुनियादी सवाल है, इस देश की गहरी होती हुई आर्थिक संकट की समस्या, उसके ऊपर सरकार विचार करें। वरना 2 करोड़ से ज्यादा पढ़े नौजवान और नवयवतियां इस देश में पढ़ने के बाद बेकार बैठे हुए हैं, उन्हें काम नहीं मिल रहा है। आज उनके मन में भयंकर निराशा पैदा हो रही है, जिसका नतीजा यह होगा कि हमारी व्यवस्था एक संकट के दौर में जाकर भवर में फस जाने वाली है अगर सरकार ने उसका कोई रास्ता नहीं निकाला। अगर आज इस समस्या का हल निकालना है तो सरकार को गभीरता से सब से पहले जिस तरीके से भी उत्पादन बढ़ सकता है, उसको बढ़ाने के लिये हर संभव कदम उठाना पड़ेगा।

इसलिए मैं सुभाव देना चाहता हूँ कि जो हमारी यूटिलाइजेशन कैपेसिटी में कमी है, पावर हाउस और स्टील प्लान्ट्स का मिस-सेनेजमेंट है, कोयला खानों में अव्यवस्था है, इस पर सरकार को तुरन्त ध्यान देकर ज्यादा

[श्री चन्द्रजीत यादव]

सभम काम करने वाली व्यवस्था को बनाना चाहिए।

वहां के भजदूरों की बात बारबार कही गई कि मजदूरों के व्यवस्था में प्रबन्ध में भागी-दार बनाइये, द्रेड यूनियनों के साथ बैठकर बात करिये, उनकी समस्याओं पर विचार करिये, मगर सरकार ने एक आर्थिक सहानुभूति दी है, इस सम्बन्ध में कोई ठोस कदम नहीं उठाया है। मैं उम्मीद करता हूँ कि इस काम को सरकार जल्दी से करेगी।

मैंने शुरू में कहा कि 85 फीसदी फेयर प्राइस शाप्स या तो शहरों में है या कस्बों में है, गांव के गरीब आदमी को बेजबान समझ जाता है, गांव की तरफ कोई इस बारे में ध्यान नहीं है कि गांव के मजदूर, खेतिहर को भी सूखी रोटी मिलेगी या नहीं, गांव के बेकार लड़के या लड़की को भी रोटी मिलेगी या नहीं। टोटे मध्यम दर्जे के किसान को भी चीनी, डालडा, साबुन, चाय उपलब्ध हो सकेगी या नहीं। इसलिए मेरा कहना यह है कि परमानेन्ट तरीके से पब्लिक डिस्ट्रीब्यूशन सिस्टम को इस देश में लागू किया जाये।

केवल एमजॉन्सी की सिचुएशन, सूखा आ गया या बाढ़ आ गई, उसका मुकाबला करने के लिए ही नहीं, बल्कि हिन्दस्तान आज जिस आर्थिक दौर से गुजर रहा है, उसमें वह जरूरी है कि इस देश में पब्लिक डिस्ट्रीब्यूशन सिस्टम हमारे इकनामिक सिस्टम का एक हिस्सा बन जायें, उसको बड़े पैमाने पर, शहर हो या गांव हो, सब जगह लागू किया जायें।

आज जो हमारे देश में आधोगिक उत्पादन में ठहराव आ गया है, उसके लिये जरूरी है कि सरकार अपनी परी आर्थिक नीति में प्राथमिकता फिर से निर्धारित करें और आने वाले बजट में सरकार को इस बात को ध्यान में रखना पड़ेगा कि जो गरीब लोग हैं, जिनकी आमदानी कम है, कैसे उनकी आमदानी बढ़े, कैसे उनको खाना, कपड़ा, दवा और जिन्दगी की जरूरियात का सामान मिल सके। इस के लिए उसे प्राथमिकता दिये जानी चाहिए। मेरा सुझाव है कि प्लानिंग कमीशन को निश्चित रूप से डायरेक्शन देना चाहिये कि वह प्राथमिकताओं तरीकों को फिर से बदले, एलोकेशन को फिर से देखें। जब तक खेती नहीं बढ़ाई जायेगी, छोटे उद्योगों को नहीं बढ़ाया जायेगा, लोगों को

काम मिल सके, इसके लिये जब तक जीव आर्थिक देश स्कीम बड़े पैमाने पर पूर्व देश में लागू नहीं करेंगे; हमारे देश में मंहगाई बढ़ेगी और आर्थिक संकट बराबर गहरा होता जायेगा।

यह कोई सूखे या बाढ़ का संकट नहीं है, इससे समस्या ज्यादा विकराल और गहरी हो जाती है, मगर पिछले वर्षों का अनुभव बताता है कि हमारी व्यवस्था पर एक पूँजीवादी शक्ति बराबर हावी होती जा रही है। इस देश के लिये यह जरूरी है कि पूँजीपतियों के उपर सरकार नियंत्रण लगाये, पब्लिक सेक्टर का विस्तार करें, पब्लिक डिस्ट्रीब्यूशन सिस्टम को बढ़ाये। गांव, छोटे उद्योगों की तरफ ज्यादा ध्यान दे और बिडिल-मैन को इली-मिनेट करने के लिये योजना बनाये। साधारणतः क्या होता है कि कपड़ा बुनने वाला बुनकर लुट जाता है, खेत में अनाज पैदा करने वाला किसान लुट जाता है। जब किसान का गन्ना, गुड़, अनाज मंडियों में पहुँच जाता है, बड़े आढ़ोत्तरों के पास पहुँच जाता है तो उसकी कीमतें अचानक 25,50 फीसदी बढ़ जाती है। इसलिये आज मिडिलमैन का इलिमिनेशन बहुत जरूरी हो गया है, ताकि पैदा करने वाले लोगों की सही रूप से सहायता हो सके।

कई बार इस देश में इस बात का बड़ा फूख अनुभव किया जाता है कि हमने अपने देश में 20 मिलियन टन अनाज, 4 मिलियन टन चीनी सरप्लस बनाकर रखी है, लेकिन वास्तविकता यह है कि लोगों की पर्चेंजिंग कैपेसिटी में इराजन हो रहा है। उनको क्रय-शक्ति गिरती जा रही है। नतीजा यह है कि आज वे लोग गल्ला और जिन्दगी का जरूरी सामान नहीं खरीद सकते। इस लिए सरकार को यह व्यवस्था करनी चाहिए कि कम से कम ये चार पांच चीजें लोगों को आसानी से और उचित दाम पर मिल सकें मोटा अनाज-गहू, चना, दाल पहनने के लिए कम से कम एसो कपड़ा, जो आम आदमी पहन सकता है और गरोब आदमियों के लिए दवाएं।

सरकार को अपनी प्राइस पालिसी पर फिर से गौर करना चाहिए। उसको व्यवस्था करनी चाहिए कि हर स्तर पर कीमतों का ठीक तरह से नियोक्षण किया जाये और उनको नियंत्रित करने के लिए आम पब्लिक

का सहयोग लिया जाये। उपाध्यक्ष महोदय, आप ने भी देखा होगा कि यूरोप जैसे विकसित समाज में भी को-आपरेटिव मूवमेंट के चरिये रोज-मर्फ के इस्तेमाल में आने वाले सामान उचित कीमत पर लोगों को उल्लंघन किये जाते हैं।

क्यों नहीं सरकार यह सोचती है कि हमारे देश में भी आने वाले जमाने में को-आपरेटिव मूवमेंट और कनज्यूमर सोसायटीज को प्रोत्साहन दिया जायें, ताकि रोज-मर्फ के इस्तेमाल की चीजें लोगों को मिल सकें?

मैं आशा करता हूँ कि सरकार बढ़ती हुई कीमती के सवाल की किसी दलगत राजनीति का सवाल नहीं बनायेगी। आज आम जनता बढ़ती हुई कीमतों से कराह रही है। उसके मन में बराबर डर ढना हुआ है, क्योंकि पिछले दिनों का अनुभव बताया है कि हर हफ्ते और हर महीने कीमतों लगातार बढ़ती जा रही है और वे उसकी बदौशित से बाहर हो रही हैं। इस लिए सरकार को इस बारे प्रभावकारी कदम उठाना चाहिए।

SHRI B. K. NAIR (Quilon): I certainly share in all earnestness the concern expressed by the hon. Members of the other side about rising prices. It is not a party question, I entirely agree. I think it should be handled and viewed as an issue outside politics. As far as possible we should try to keep out politics from our consideration of economic issues like this. It is a matter which concerns the entire course of our people. We are representing, each of us, about 5-6 lakhs of voters and I certainly share their concern inasmuch as in our constituencies poor and downtrodden people predominate. To the extent that we claim to represent them in Parliament, it should be our earnest concern to ameliorate the situation. The price situation is alarming. It has been going on for quite a long time. I do not want to find scapegoats but it cannot be forgotten that our policies in the industrial field, economic field and other fields have contributed to this rise in prices. I do not believe that this is

going to be the last occasion on which this issue is being discussed; it is not the firsts. Even this Parliament has been discussing this issue on so many other occasions; certainly in the future also we may have occasions to discuss this issue.

When we are dealing with the price situation, let us appreciate the fact that it is not allround increase in price we are concerned about. There were times when we were alarmed about the rise in the price of foodgrains, cereals, potatoes, onions, etc. Fortunately, though we certainly cannot say that everything is within the reach of everybody, the alarming rise is restricted to certain items. In respect of certain other items there has been a steady fall in their prices, for example, onions about which there were complaints, friends were clamouring the other day that oranges were rotting in Raipur because there was no transport. It is a complex problem. You cannot single out certain things for condemnation and overlook the fact that there has been growth in other respects. We find that there are a lot of bottlenecks in regard to production, in regard to transport and in regard to distribution. Now in all these three stages we have very serious bottlenecks. The first is in regard to production. Production has been falling over the past two or three years due to wrong policies adopted by the Government. The only solution that they, Janata Party, could resort to was import. What did they do with regard to idle capacity? When capacity was idle, they imported a lot of cement. When they found that somebody complained that the coal that is produced in our country is not suitable, just on advice that it is not suitable, they went in for import of coal from Australia. They imported steel and all sorts of things because easy money was available. They did not care for the future of the country. They did not care to see that the machinery was lying idle. They did not care to satisfy the demand of the workmen. They did

[Shri B. K. Nair]

not meet their demand and did not put the production machinery going. Rather than going into all this slackness in production in our own available capacity—they resorted to large scale imports, so much so that our production capacity suffered still further. We are ultimately now faced with the situation where we have to build up all things over once again.

Janata Party had one particular feature as their guiding philosophy. All of them were against public sector. There is no doubt about that. All the time they were engaged in denigrating Pandit Jawaharlal Nehru and, of course, Shrimati Indira Gandhi. In that process they denigrated public sector. They thought by denigrating public sector they would be successful in erasing the memory of Pandit Jawaharlal Nehru from the history of India. That is one of the serious mistakes they committed. In erasing the memory of Pandit Jawaharlal Nehru they went to the extent of pulling down all the structures that were laboriously built up and they went in for easy solutions. Unfortunately, during the past 2½ years there was no Government worth the while either in the Centre or in the States. They were more concerned with the Chair. They were more concerned with their fortune. They were quarrelling all the time. They forgot the people. Now they stand up and say, look here, people are suffering and people are starving. They are not very honest and sincere. Had they been honest and sincere they could have seen the trend of the time and they would have woken up much earlier than that.

Now what is the solution of the problem? Shrimati Indira Gandhi and our party are wedded to twenty point programme. I do not think it is a panacea but it does go a long way to increase production and in installing fair means of distribution. That is our objective. Without increase in production you cannot have any sort of social justice meted out to the people nor we can satisfy the

economic needs. Production is the basic thing. We can go in for demonetisation as suggested by the Janata Party to stop black money but this will take time.

Within the existing structure, there are very serious limitations. How far we can go, how to function within the available structure and within the shortest possible time, it is no use suggesting to build paradise after 50 years and to make people to wait. No. I think we are concerned with immediate problems of price control. I think the attention should be paid to increase production and also to oil our transport machinery. Transport is a very important thing. The transport system has suffered a lot because Janata Government could not satisfy railmen inspite of promises to them. There was a promise to railmen for bonus. Even though stalwarts like George Fernandes and Madhu Dandavate were in the Cabinet they could not fulfil the needs of the railmen and transport has been suffering and the railmen have been suffering. Now there is a definite and fair promise that something will be done about it. I presume the railmen are satisfied that when Shrimati Indira Gandhi promises, something is done. It is not like Janata Party promising and promising but not keeping their words.

Our party has come to power. Things are being done even though they are not big mighty things, but things are being done in our limited capacity. We are getting things done one by one. I am happy that production has been stepped up in certain respects. The movement of goods has also improved. About the distribution system I may say it is not so very easy. Nationwide distribution system may not be possible. We are 65 crores of people. 65 crores means about 10 crores of families. How to meet the needs of 10 crores of families by the public distribution system? It will have to be limited to urban areas and within certain influential people only. One cannot reach the outskirts of the country—hills and mountains. We cannot reach there. The solution can

only be found through enlarging the field of production.

The last Budget showed a green light to the blackmarketeers and hoarders. When the Government goes in for charging the cess on consumer items like bidi, cigarettes, match boxes, soap and everything, certainly the traders will take it as a signal for higher prices. That showed the signal. There started the entire mischief. Till that time the prices were under control.

Before the transfer of power took place, during the last few years of Mrs. Gandhi's rule, the prices were under control. We had a surplus of foodgrains. That was the main contributory factor. We had a good monsoon. During the Janata rule also, they had good monsoons and that was why prices could be kept under control for the first two years of Janata rule. But when the fantastic budget of Shri Charan Singh came into operation, he was trying to set off the urban people against the rural people, the farmers against the traders, somuch so, both the farmers and traders started looting the people. The traders supported by Jana Sangh and the farmers supported by BLD started a merry spree of looting the people and a very difficult situation for the people was created. Now effective steps are being taken by the new Government. Our Finance Minister, Shri Venkataraman is trying to sort out control and discipline on the financial side. Other steps are also being taken. A Cabinet Committee has been formed to go into production and also for improving the transport facilities. So, we have taken some concrete steps to control the blackmarket and control the price situation. But there are political parties on the other side which will enjoy the prices going up. They want to make political capital out of it. There are parties in Kerala who go about saying, "She has been in power for so many days now. What has she done? The prices are going up." So, they are certainly enjoying the prices going up. They are not

cooperating and they are not sincere about controlling the prices and checking hoarding and blackmarketing. The West Bengal Government has come out with a fantastic advertisement which says:

"Every day the market gets more combustible. One's daily necessities soar in price. Most things are becoming out of reach. All this is part of our daily experience. Has this problem no solution?

Is it not possible for ten essential articles like foodgrains, sugar, oil, kerosene, cloth to be sold at fixed low prices throughout the country and be distributed through ration shops thus bringing them within the orbit of the purchasing power of the common people? We feel this can be done. The Central Government can initiate such a measure throughout the country. The State Government has no stock of foreign exchange to enable them to import goods from abroad nor can they obtain materials from the other States without the Centre's permission. It is therefore, the primary responsibility of the Centre to procure them, since the means of transportation and communication are entirely in their hands. The Central Government has to undertake the despatch of goods to the various States. After all this, it is up to the State Government to carry on as best as it can."

So, they have no role to play. They are having their honeymoon with blackmarketeers and hoarders. They assure them that they will not be arrested and they will not be detained. We feel that if all the State Governments cooperate in the business of controlling blackmarketing and hoarding, if only they detain half a dozen captains in the field of bordering and blackmarketing, in the various cities and towns, then prices can be controlled. Let them take this step. The Central Government should also be very earnest in implementing this law. In the States where the President's rule is in operation, the Central Government can implement

[Shri B. K. Nair]

it. The various States also should take action along these lines.

About sugar, I feel the time has come now to go in for importing some sugar, if necessary and also to reduce the free sale, to ease the situation so far as availability of sugar is concerned. Free sale can be abolished for the time being and that also can be distributed to the people to meet the shortage.

MR. DEPUTY-SPEAKER: Shri Ram Gopal Reddy.

AN HON. MEMBER: He is a sugar magnate!

SHRI M. RAM GOPAL REDDY (Nizamabad): I am a sugarcane grower.

Sir, the socialist group in the Janata Party wanted to do something good for the country, but unfortunately they were in such a microscopic minority in that party that they could not do anything. Shri Mohan Dharia tried his level best to introduce the public distribution system, which was introduced by Shrimati Gandhi long long ago. But unfortunately, they have destroyed everything. There was no system during the Janata period. As a matter of fact, it was a non-governance period from 1977 to 1979. As you know, psychology plays a great part in controlling the prices. As soon as Madam Gandhi assumed power, prices have started falling.

PROF. MADHU DANDAVATE: Will you tell us what were the prices during 1977-78 and 1978-79?

MR. DEPUTY-SPEAKER: Mr. Reddy does not purchase in retail.

SHRI M. RAM GOPAL REDDY: During 1974, the prices were rising very high. At that time, Madam Gandhi took stringent measures and the prices had gone down. Mr. C. Subramaniam, who was the Finance Minister then, suggested to the Prime Minister to reduce the DA of the Government servants. But Madam

Gandhi said that there should not be any reduction in DA because they would hit the Government servants.

In 1978, we had lot of sugar. At that time, experts suggested to the Government to have a buffer stock of 10 million tonnes. Unfortunately, the Government did not do it. They just de-controlled it and all the sugar was smuggled out of the country.

MR. DEPUTY-SPEAKER: With the knowledge of the Government?

SHRI M. RAM GOPAL REDDY: Yes, Sir! If not in connivance; it was within their knowledge. Sugar was mostly smuggled out and most of it was consumed in the country also. The sugar price went down rock bottom. On account of that, sugar famine has come. At that time, we had 45 lakh tonnes of sugar because production of sugar was 65 lakh tonnes. This year it is not going to touch even 40 lakh tonne. This is the Janata period. This Year, all preparations are being made. Next Year, from October 1980 to April 1981, we are going to have a minimum of 51 lakh tonne of sugar. So, in one Year, our production is going to be more by 25 per cent. There was a period when production of sugar was 30 lakh tonnes. It went up to 50, 55 and 65 lakh tonne. But the Janata Government destroyed the sugar industry. Many sugar factories have suffered huge losses and they are at the verge of liquidation. That is why, I request the Government to continue dual price policy in sugar and at the same time, release more sugar through retail shops.

Coming to oil, it was available at fair-price shops at controlled rates. Shri Mohan Dharia was very particular that this item should continue as a controlled item. But, unfortunately, the Janata Government did not allow him to follow that policy and slowly it was de-controlled. Now the price of oil has gone up. Otherwise, the poor people of this country would have got oil, sugar and other essential commodities at controlled prices.

Coal is a very important item for the development of the country. The thermal factories used to work at a capacity of 58 per cent. During the Janata regime that came down to 40 per cent. So, there was shortage of electricity, which hit our industrial production.

Rice is available in plenty in the country. If there is any shortage in any area, I would request the Minister to release a large quantity to that area. If there is a shortage in Tamil Nadu, we in Andhra Pradesh have got a large quantity and we can supply it at controlled price.

We are importing so many items and that is why the prices of some of our manufactured items have gone up. If we try to manufacture them in our own country, then inflation due to import will not hinder the progress of our country.

During the Janata regime the prices were rising. Now with the fall of the Janata Government I am sure the prices will also fall.

MR. DEPUTY-SPEAKER: Mr. Reddy, you are charging the Janata Government for their failures. But how are you going to bring down the prices? What is your policy?

SHRI M. RAM GOPAL REDDY: One step is de-hoarding and arresting the blackmarketeers. But the most important thing is production. This Government is giving more attention to production. If you wait for another six months, you will notice the increase in production in the fields of oilseeds, foodgrains, sugar and electricity. The construction of dams is in progress. As the Minister said the other day, the plan is to increase the irrigated area by 2½ per cent every year. There are so many other schemes on hand with the Government. Also with the psychological change, the people are feeling that with the present policy of Government a day will come soon when the Opposition will have to applaud the achievements of the Government.

SHRI INDRAJIT GUPTA (Basirhat): Sir, many friends have already referred to the fact that this continuing price rise is the single most explosive issue which we are facing in this country. The apparent calm on the surface should not deceive any of us. Unfortunately, most of the newspapers do not report the fact that a great deal of discontent on this issue is being actually expressed in various parts of our country through peoples' dharnas, morchas, demonstrations and so on. Unless a firing or lathi charge takes place, it does not come to the notice of the papers or perhaps to the Parliament itself. But we need not wait for that contingency.

I would like to say a few things on this subject. Because much ground has been covered, I do not want to repeat all that. My good friend, Shri Bhagat, whom I do not see now, made an appeal that this issue should not be politicalised, but then he proceeded to politicalise it. I am, of course, a little embarrassed because I am speaking in the company of so many illustrious ex-Ministers who have sat on the Treasury Benches at one time or the other. And they can of course accuse each other. But the point that I want to make is that very often when this question of prices comes up here in other forms like questions and answers

MR. DEPUTY-SPEAKER: Mr. Indrajit Gupta, you are also a ruling party in Kerala. You continue to be the ruling party in Kerala.

SHRI INDRAJIT GUPTA: Maybe. But I do not agree with Mr. Bhagat's analysis that you can compare any State Government's performance in this field with that of the Central Government. It is fantastic. The country is one whole. Certain basic economic policies, planning policies, fiscal policies and taxation policies are initiated by the Centre. That affects the entire economy. Even the minimum prices or support prices of so

[Shri Indrajit Gupta]
many important commercial crops are fixed by the Centre.

Then, Sir, the Essential Commodities Act is being referred to constantly. The Essential Commodities Act no doubt is available to the State Governments also. But I have some little knowledge of this matter because I was also very much exercised as to why more stringent action could not be taken by any State Government under this Essential Commodities Act. And I really find that even under that Act they have very little powers. I mean, they can institute cases, they can start prosecutions against unscrupulous traders, profiteers and all others, no doubt. You will find that in many States—In West Bengal certainly I know several thousands of prosecution cases are pending, but beyond that what can you do under that Act? These people immediately get bail, their cases drag on and on. Sometimes, in the end they are fined, some fine is imposed on them.

PROF. N. G. RANGA (Guntur): That is why 15 days of detention.

SHRI INDRAJIT GUPTA: So, as far as preventive detention is concerned we have always opposed it because it is bound to be misused. (Interruptions). You are now ruling. You are ruling in all the States now.

PROF. N. G. RANGA: You are ruling there. You all take shelter behind these blackmarketeers.

SHRI DINEN BHATTACHARYA (Serampore): How many people you have arrested in Andhra under the Preventive Detention Act?

PROF. N. G. RANGA: The whole lot of you.

SHRI INDRAJIT GUPTA: I think, Sir, you better let him speak first and I will speak later.

PROF. N. G. RANGA: Let us be charitable and reasonable to each other. Then I need not interrupt you. Let us be true to facts as they are.

PROF. MADHU DANDAVATE: We were detained under the Preventive Detention Act.

SHRI INDRAJIT GUPTA: Even if I am not true to facts as you understand them, you should not keep up a running commentary.

PROF. N. G. RANGA: Then I would interrupt you.

SHRI INDRAJIT GUPTA: We all respect you for your age and all that.

PROF. N. G. RANGA: Age does not matter. You are also aged, but we must respect each other in regard to truth.

AN HON. MEMBER: Both are very young, Sir.

SHRI INDRAJIT GUPTA: You should not behave like some of the youngsters here.

PROF. MADHU DANDAVATE: He is not old. Sir, he is young.

MR. DEPUTY-SPEAKER: You want my ruling on this?

SHRI INDRAJIT GUPTA: Whenever this question comes up, there are sometimes attempts to prove or to assert that these high prices are due to certain factors which in my opinion are only temporary factors and they do not go to the root of the problem at all. By temporary factors I mean the transport bottlenecks, the railway bottlenecks or the natural calamities, sometimes drought, sometimes flood, sometimes, they say, a certain law and order position in a particular State or what is going on in Assam now. These are all transitory, temporary factors. Over a long period of time, say 15, 20 or 30 years, you cannot say that this uninterrupted price rise and this inflationary pressure has been basically caused by these factors. These are temporary factors. The main cause lies in the fundamental policies of the Government. Whether it is this Government or the previous Government or the Government before that, the

question is, however many Boards you may set up, however many committees you may set up as suggested by Mr. Bhagat, whether the Government has the will, the political will, to control and fight prices, because everybody knows, and in every capitalist country of the world it is known, that if you want to control and curb prices, it cannot be done except by treading on the corns of those people to whom these high prices are bringing profits. You cannot do it. It is a contradiction in terms.

15 hrs.

Everybody knows that a high price economy, while it hits the common man, brings benefits to profiteers and traders and big capitalists. They do not mind a high price economy at all. A high price economy is the best method of increasing your profits. How is it here we find that in the last few years, while prices have been increasing and the people's suffering has also been increasing, the big business houses and the monopoly houses have not been suffering at all? Because a high price economy is always of benefit to them.

So, what I mean to say is that the policy of the Government, the past Government and the present Government also until it shows that it has any other desire, is basically pro-monopolist, pro-capitalist, pro-trader—I do not mean the small traders because they can be curbed, but the wholesale traders—and pro-vested interest, and I am afraid that this Government which has come to power now, let alone doing anything, will not even spell out, because of the impending elections—at least until these elections are over, the country will have to go on suffering—what their policy is going to be, for obvious reasons. What they will do after the elections remains to be seen when the real Budget comes. But for the time being they will not even spell out anything, because they are heavily dependent on those vested interests for their support and their contribution in winning the elections. The

Janata Party was also like that, they were no different.

PROF. N. G. RANGA: We are different.

SHRI INDRAJIT GUPTA: That remains to be seen. You please spell out something.

During the interim Budget we were time and again appealing to Mr. Venkataraman to indicate at least broadly the directions in which he wanted to go. They would not do it. They are under a political constraint.

Therefore, first of all I want to say that there are basic causes which have been operating over so many years. They are not the privilege or the monopoly of any particular Government which was in power. There is no fiscal discipline, there is no monetary discipline, in the economy. Do these public sector banks abide by any directive or any kind of norms or warnings which are given from time to time by the Ministry of Finance regarding bank credit? They do not abide by them. And the Reserve Bank, which is supposed to be bankers' bank, in my opinion is the biggest sinner of all. The Reserve Bank is the fountainhead of inflationary pressures which arise out of this unrestricted growth in bank credits being given.

Of course, banks have to give credit, it is obvious, but there is no monitoring agency, no agency whatsoever, to see what is being done with the bulk of this bank credit, whether it is being used for increasing production or whether it is being used for other purposes like cornering commodities, speculation, hoarding, building up inventories and all that. There is no machinery, and there will never be any machinery. Government has no machinery or check.

MR. DEPUTY-SPEAKER: You have been allotted only five minutes.

SHRI INDRAJIT GUPTA: But you have to deduct Prof. Ranga's interruption from that.

MR. DEPUTY-SPEAKER: I have already deducted two minutes.

PROF. N. G. RANGA: I took only one minute.

SHRI INDRAJIT GUPTA: I was trying to find out whether there was any indication of the direction in which they want to go. Last month, on the 21st, there was a newspaper report from the Financial Correspondent of *The Statesman*, which is not a Communist paper, which represents a big sector of the big business in Calcutta. 'The Calcutta Stock Exchange has greeted the relaxation of credit curbs. The cut of 20% for big borrowers' accounts has been restored. This is one concrete thing that I found out, that the new Government has done. There was a curb of 20% on the credit, which is to be given to these big borrowers and it seems that that has been restored and naturally it is being welcomed by the Stock Exchange. This is an example of the fact that whether it is the lean season or busy season, we find that bank credits are growing all the time and they are going mainly to big business sector, private commercial sector and all those people who are interested in causing an artificial shortage of commodities in the market. This is one thing.

I need not go into the question of sugar, cloth and cement. I hold the Janata Government equally responsible for what they did. The worst thing that was done was to de-control sugar supply and leave the consumer entirely to the open market. The previous position has not been restored yet and it will be very difficult to restore it. I found that Shri Rao Birendra Singh, the Agriculture Minister of the present Government only a few weeks ago, is quoted in the press that in a press conference he has warned the sugar mill owners for not depositing the levy sugar which they are supposed to give out of their production for distribution through the public distribution system. They

are not producing that levy sugar. But then after that, what is happening, what have they done about it? Nothing and the sugar mill owners and the sugar trade owners know that in the coming months, it will be much more profitable for them to sabotage the levy scheme and sell in the open market and therefore, they are hoarding sugar on a big scale. So, the Government could have at least told us, without spelling out the details, that they are determined to go in for a big de-hoarding operation. They have not said anything of the kind because otherwise, the sugar people will not help them in the elections. This is the whole trouble. The same thing has happened with cloth. I am afraid, my friend, Mr. George Fernandes, must bear a part of the responsibility at least. Previously there was some obligation on the private sector textile mills to manufacture a minimum quantity of controlled cloth, standard cloth. But that was removed by the Janata Government and they were freed of that obligation so that now the public sector, the National Textile Corporation Mills are saddled with the whole responsibility of manufacturing the standard cloth and the more expensive varieties of cloth, in which higher profits are made, are left entirely to the private sector. What do they propose to do? Have they told us anything about that? They have not told us anything. In edible oils also, the same sort of huge racket is going on. They have not told us anything as to what they propose to do.

MR. DEPUTY-SPEAKER: Please conclude. Your party was allowed only five minutes. You will be taking the time of other members. You have already taken ten minutes. Please conclude.

SHRI INDRAJIT GUPTA: I will wind up. We are thankful for small mercies that after so much quarrelling, we have been allotted the precious time of four hours for a discussion on such a subject. (*Interruptions*). It is either a kind of inhibition or allergy that Prof. Ranga has got towards me.

At one time, he used to sit side by side with me over there and then also, whenever I get up, he used to get agitated. I do not know why. I was going to say something which would have pleased you also, about how the farmers are being fleeced because they are getting lower prices for their produce. (Interruptions). What is the matter with you? Would you not allow me to speak? You do not want me to speak or what?

PROF. N. G. RANGA: I am not excited. You are getting excited unnecessarily.

SHRI INDRAMIT GUPTA: You have the advantage over me. That is all I can say.

I conclude by saying these three basic causes, one is the basically pro-capitalistic and anti-people policies of the Government, fiscal policy, economic policy, taxation policy, etc. These things have to be gone into.

The second is profiteering by the industrialists and the traders which they have already referred to. The main generation of black money is taking place from that. They have not told us what they propose to do about that. No doubt, all these things have been aggravated in the last 2-3 years. But that is not the answer. Something has to be done now.

The third is the absence of any effective public distribution system. I have no illusions that such an effective public distribution system will be brought into operation even by this Government. It cannot be. Because to make such a public distribution system effective, the Government must have control over the stocks through which they will feed the public distribution system, the stocks of cloth, the stocks of edible oil, the stocks of foodgrains, the stocks of sugar and even things like matches, exercise books and so on. This they cannot do because these stocks are with somebody else. The stocks are controlled by somebody else. Unless these stocks are taken over, the public distribution

system cannot be fed by the Government. To take over those stocks means that you either have to nationalise certain things or at least you have to requisition certain stocks which will be very uncomfortable for them to do. If they do it, they will make hostile the entire vested interest group of monopolists, industrialists and traders. They will come into confrontation with them. That they do not want to do. Therefore, the public distribution system, howsoever much lip-service is paid to it either by the Janata Government or the present Government, will never be effective.

I conclude by saying that within the framework of the present situation, there is no easy way out on the question of prices. As far as we are concerned, because some members speaking here the other day said, "You people are creating trouble outside, organising dharnas outside, you do not let the Government function", I want to make it clear that we shall continue to organise dharnas, demonstrations and voice the people's protests. Mr. H. K. L. Bhagat also said, after all, the consumer must speak out. Mr. Bhagat said that unless the consumers make their presence felt more effectively, nobody will listen to them. They think that all the politicians are same "ये सब चोर हैं साले।" That is what the common people say. "They all go there and shed tears for us but do nothing." The people say, "They promise us many things, 'लेकिन वहाँ जाने के बाद सब रावण बन जाते हैं।'" Don't you know how the common people talk? Therefore, their main job is, if the Government wants to do anything sincerely, let them show and prove. But as far as we are concerned, we are jolly-well going to go to the people and go on organising as much form of protest, demonstration, dharna, movement and struggle against high prices as it is possible to do. Because that is the only way by which the common people can make their presence felt. That is the only way in which the problem can be ultimately solved.

[Shri Indrajit Gupta]

I thank you, Sir. I am sorry I took more time.

*SHRI A. M. VELU (Arakkonam): Mr. Deputy-Speaker, Sir, I rise to say a few words on the Resolution regarding spiralling prices of primary necessities of common people in the country. When my Party stepped down from authority in 1977, we left a legacy of 18 million tonnes of foodgrains for the Janata Government. As soon as the Janata Party assumed office, all the restrictions on the movement of foodgrains were removed as if that was the panacea for all the problems that the country was facing. The inevitable consequence was that the hoarders and blackmarketeers had a field day. The buffer-stock of foodgrains got dwindled and the prices of foodgrains started picking up. Though the production of foodgrains augmented by leaps and bounds, yet the prices of foodgrains were soaring sky-high. The directionless and policyless attitudes of the Janata Government were the root cause for rising prices.

The 1979 Central Budget further fanned the flame of rising prices. Unnecessary wrangles between urban and rural sectors were given a free-play resulting in discontent among the people. This brought in numerous hurdles in the transportation of essential commodities, for which the blame should lie squarely with Charan Singh Government.

The AIADMK Government in Tamil Nadu was in complicity with Charan Singh Government at the Centre. The essential commodities are being distributed through the Civil Supplies Corporation. The salesmen, after taking delivery of commodities like sugar, kerosene etc., from the godowns, sell them in blackmarket openly. The levy sugar should be sold at Rs. 2.95 per kg. These people sell it in the blackmarket for Rs. 5 a kg. In Tamil Nadu drums are not available for transporting kerosene. The salesmen exploit this also by selling a drum of kerosene at a margin of Rs. 100 each.

Even when these people are apprehended, the Tahsildars, the Dy. Tahsildars and the B.D.Os do not have powers to arrest them. These local officials should be vested with necessary powers so that they can give deterrent punishment to these culprits.

In the newspaper of yesterday, you must have come across the news about large-scale pilferage of electricity. The petty officials who were enjoying the patronage of AIADMK Government are involved in this. They have not yet been able to get out of AIADMK phobia. There are any number of Advisory Committees in Tamil Nadu which comprise of committed men of AIADMK. They are the seed-bed of corruption. They should be dissolved immediately. The Milk Supply Corporation in Madras is on the verge of extinction because of malpractices. The National Dairy Development Board should take it over immediately in the interest of the people of Madras. The distribution mechanism for edible oils should be modernised. Super Bazars are catering to the needs of people in urban areas. There should be mobile super-bazars for the people of rural areas, whose misery cannot be described in a few minutes here. In each District a Committee consisting of the M.P. and the M.L.As should be constituted for the purpose of supervising the distribution of essential commodities. An M.P. from Nagercoil can come to Arukonam and supervise the distribution outlets for essential commodities.

Pulses are not produced in Southern States. The climate in Southern States is not suitable for cultivation of pulses in southern States. The requirement of people in Southern States is to be met by getting pulses from Northern States. The people of Southern States should not be made the victims of vagaries of nature. At the moment because of rising transport costs, the price of pulses is beyond the reach of common people in Southern States. The Government of India should give

*The original speech was delivered in Tamil.

transport subsidy so that the price of pulses can be within the reach of common people. The Janata Government suddenly exempted the private sector textile mills from producing standard cloth, which has led to steep rise in the price of standard cloth. The private sector textile mills should be directed to produce the quota of standard cloth fixed for them. Then only the people will get standard cloth at reasonable prices. The Preventive Detention Act must be implemented with vigour and verve. There should be a permanent price control machinery so far as essential commodities are concerned.

With these words I conclude my speech, thanking you for the opportunity given to me to participate in this important debate.

श्री शिव प्रसाद साहू (रांची): उपाध्यक्ष महोदय, आज हमारे देश के सामने जो कठिन समस्या मूल्य वृद्धि के रूप में छाई हुई है वह एक बड़ा गंभीर मसला और बड़ा गंभीर सवाल है। इस में कौन सी वामियां हैं, कौन सी गलतियां हुई हैं, इन सारी बातों पर हम लोगों को गैर करना होगा और मूल्यों में कमी हो, इसके लिए हम लोगों को उपाय सोचने होंगे ताकि मध्यम वर्ग और गरीब तबके के लोग ही नहीं बल्कि और तो और जो अच्छे पैसे कमाने वाले लोग हैं, जो नाकारी पेश के लोग हैं और जिन की हजार हजार रुपये त्लब हैं ऐसे लोगों को भी आज अपनी जीवन-निवाह करने में जो भारी कठिनाई का सामना करना पड़ रहा है उसे दर किया जा सके। कोई भी चीज करने के पहले हमें वह देखना होगा कि हम ने कौन सी गलतियां की हैं और यदि गलतियां की हैं तो उस से हमें शिक्षा लेनी चाहिए। इन सारी बातों पर हम लोगों को गैर करना होगा।

मैं आप के माध्यम से यह कहना चाहता हूँ कि आज की जो मूल्य वृद्धि है उस के लिए मूल्यतः हमारे जनता पार्टी के दोस्त और लोक दल के लोग जिम्मेदार हैं। इन लोगों ने जैसे ही सत्ता में पदार्पण किया इन के जो गुण और वर्कर्स हैं उन्होंने सार्वजनिक वितरण प्रणाली के लिए होड़ लगा दी कि हमें दूकान मिलनी चाहिए, हमें मिलनी चाहिए। यदि जनसंघ घटक के

लोगों का दबदबा है तो उन्होंने बपर्व वर्कर्स को दूकानें बाट दी, लोक वत ने लोग हैं तो उन्होंने अपने वर्कर्स को बाट दी। नतीजा क्या हुआ कि यदि कोई अधिकारी उन पर बैकुश लगाना चाहता है तो वह कहते हैं कि मैं जनता पार्टी का हूँ, मैं लोकदल का हूँ और अधिकारी मैंने हो जाते हैं। इच्छा रहते हुए भी वह अपने को कमज़ोर महसूस करता है। तो बड़ा इस में इस तरह की बातें न हों। ऐसे लोगों को दूकानें नहीं दी जायें जो उन को ठीक ढंग से न चला सकें और सस्ती से उन के साथ बर्ताव किया जाय। जो जमासौरी करते हैं उन की ओर भी हमें ध्यान देना होगा। उत्पादन को भी हमें देखना होगा कि उस में बढ़ोत्तरी किस तरह से हो। जो उत्पादन की प्रतीक्रिया थी और वितरण की प्रणाली थी जनता पार्टी और लोक दल के लोगों ने उस को बिलकुल तोड़ दिया। शहरी क्षेत्रों में तो चीजें मिल जाया करती थीं लैकिन जहां तक मैं वाकिफ हूँ बिहार और उड़ीसा के जो पहाड़ी क्षेत्र हैं, वहां पर दूकान नाम की कोई चीज नहीं है। यदि है भी, तो बैदल कागज पर ही है। दूसरे किसानों के माध्यम से मुक्तिया लोगों को दूकानें दी गई हैं लैकिन उनको चलाने वाले जनता पार्टी और लोक दल के कारिन्दे ही थे। किसी ग्राम-पंचायत के नाम पर अगर दो किंवदल चीनी उठाई गई तो उसमें से 10-20 किलो चीनी जंगली और पहाड़ी क्षेत्रों में बाट दी गई और बाकी चीनी प्रति बोरा 5-6 सौ रुपये की आमदानी करके शहरों में ही ब्लैक कर दी गई। यह समस्या बिहार के छोटा नगपुर और उड़ीसा के पहाड़ी क्षेत्रों में है। इसको रोकने के लिए सरकार को कड़ाई के साथ कार्यवाही करनी होगी।

एक दूसरी बाँटि यह भी रही है कि जब शासक वर्ग कमज़ोर होता है, उसमें जब गलितयां होती हैं तो अधिकारों वर्ग भी उसका लाभ उठाता है। जब जनता पार्टी के कारिन्दे दूकानें चला रहे हैं, ब्लैक कर रहे हैं तो अफसर भी उनके साथ मिलकर कालाबाजारी में सहयोग करते हैं और अपना हिस्सा लाते हैं। यह जो सारी गड़बाँड़ियां हैं, यह जब तक चुस्त और दर्लस्त नहीं होंगी तब तक सफलता नहीं मिल सकती है। इन बातों पर बैकुश लगाना होना

[धी चित्र प्रसाद साहू]

तभी जो मूल्य बढ़ रहे हैं उनको सरकार कन्ट्रोल करने में समर्थ हो सकेगी। यदि इस पर कन्ट्रोल नहीं लगाया जाता तो सूरक्षा की तरह से मूल्य-वृद्धि की समस्या बनी रहेगी। इसलिए सरकार को सस्ती के साथ कदम उठाने होंगे।

जहां तक वितरण का सम्बन्ध है, मैं यह भी कहूँगा कि सभी लोगों के बराबर मिलना चाहिए। आज की स्थिति में शहरों में बसने वाले जो पढ़े-लिखे लोग हैं वे हल्ला करके अधिकारियों तथा अपने चुने हुए प्रतिनिधियों के माध्यम से सारी चीजें प्राप्त कर लेते हैं लेकिन विशेष तौर से जो लोग जंगलों में, हिमालय के पहाड़ी क्षेत्रों में आदिवासी भाई हैं, ताना भगत और कन्द जाति के भाई जाँकि उड़ीसी में रहते हैं, जिनमें बोलने की शक्ति नहीं है वे राशन की दूकान को जानते भी नहीं हैं। इसलिए सरकार को चाहिए कि जो समाज में गिरे और दबे हुए लोग हैं उन तक भी सारी चीजें के पहुँचाने की व्यवस्था को।

मूल्य वृद्धि का एक कारण और भी है। आज खाद मंहगी हो गई है। कृषि में प्रयोग होने वाले ट्रैक्टर और अग्निकार बहुत मंहगे हो गए हैं। किसानों का इन चीजों पर बहुत पेंसा लगता है। मेरा सुझाव है कि खेती में उपयोग होने वाली चीजों के दाम सरकार कम करे। ऐसा करने पर ही बनाज का भाव कन्ट्रोल हो सकेगा अन्यथा ट्रैक्टर और खाद इत्यादि के दाम बढ़ते जाने पर यह समस्या कभी हल नहीं होगी जाहे आप कुछ भी करते रहें। हमारी पिछली कांग्रेस सरकार ने जिस तरह से विद्युतियों के लिए सस्ती कापियां और किताबें वितरित करने की योजना कार्यान्वित की थी उसी प्रकार से खेती के काम में आने वाला जो सामान है वह भी कम कीमत पर किसानों में बांटा जाए। आज कपड़े के दाम आसमान को छू रहे हैं। 1977 के बहुत श्रीमती इन्दिरा गांधी जी ने मिल वालों से कहा था कि तुम बड़े-बड़े लोगों के लिए टॉरेलीन, नाइलोन और अन्य कहीं कपड़े बनाते हो लेकिन जो बंगलों में बसते हैं, उन्हाँहों में रहते हैं, गरीब तबके के लोग हैं, आफिस के चपरासी हैं और हमारी गरीब लहरें हैं उनके लिए तुम्हें कंपलसरीली 25 प्रतिशत भोटा कन्ट्रोल का कपड़ा और

साड़ियां बनानी होंगी। वह कपड़ा काफी सहु-लियत के साथ सरकारी दूकानों पर भाई, तीन रम्पे भीटर के हिसाब से हमारे काम-गारों, भजदुरों को मिल जाता था और बहनों को सस्ती साड़ियां मिल जाती थीं। लेकिन जब लोकदल और जनता पार्टी के लोग आए तो हमारे आदरणीय श्री जार्ज फर्नांडीस के दिल में पता नहीं क्या आया कि हम्होंने मिल वालों को छू दे दी कि तुम्हें मोटा कपड़ा बनाने की जरूरत नहीं है। जितना मंहगा कपड़ा टेरेलीन का बनाना है, बनाओ। इसलिए मैं आप के माध्यम से यह आश्रह करूँगा कि जिस तरह की व्यवस्था इन्दिरा जी ने लागू की थी मोटे कपड़े की गरीबों के लिए, हरिजनों के लिए और आदिवासियों के लिए, उस तरह का 25 प्रतिशत कपड़ा पूँँ: उत्पादित किया जाए और उस कपड़े को कन्ट्रोल की सरकारी दूकानों के माध्यम से उपलब्ध कराया जाए जैसा कि पहले कराया जाता था ताकि आम लोगों को राहत मिले।

दूसरी चीज यह है कि जो व्यापारी हैं, उन को जो भी सामान अधिकारी हैं, वे पहले समझा दें और एक वार्निंग दे दें कि जो सामान सरकार के माध्यम से मिलता हो, उस को वे आम लोगों को दें और उस में भविष्य में काला-बाजारी न करें। उसी तरह ते हमारे मंत्री-मंडल के जो लोग हैं, वे उन बड़े लोगों को, जीनी पैदा करने वालों को, मीमेंट पैदा करने वालों को, यह कड़ी चेतावनी दे दें कि तुम को लेवी की शुगर देनी होंगी, तुम को एक मौका हम और दे रहे हैं कि संभलाँ और लेवी की शुगर उपलब्ध करवाओं अगर इस तरह की चेतावनी को मिल-मालिक पालन नहीं करते हैं, तो मेरा सरकार से यह अनुरोध होंगा कि सरकार उनके खिलाफ कड़े से कड़े कदम उठाये और जो भी कानूनी रास्ता हो, उसको अपनाए।

मैं आप का आभारी हूँ कि आप ने मुझे बोलने का समय दिया और इन शब्दों के साथ मैं अपना भाषण समाप्त करता हूँ।

SHRI K. MAYATHEVAR (Dindigul): We are discussing a very important problem which is affecting the sixty five crores people of India. As the leading economists of this country and elsewhere have said, the price line is the life-line of the people of not only this country but of the whole

world. So it is incumbent on the part of this government to reduce the prices of all essential commodities including rice, sugar, cement, matches, all kinds of oils, manure, fertilisers, diesel, kerosene, cloth and almost all essential commodities....

SHRI DINEN BHATTACHARYA: How are they going to do it?

SHRI K. MAYATHEVAR: They are going to do it. They will do better than you have done.

Now, the prices are high. Who is responsible for the present rate of price level? Who is responsible for the higher rate of price level which is prevalent in this country? I put a very simple proposition to the hon. Members who are here for a very long time. We are getting married with some lady. (Interruptions) No marriage between two men. Don't put that question. Therefore, we are getting married. You cannot expect us to give birth to the child within 3 months. If a couple give birth to a child within 6 months or 3 months, it is an illegitimate child. We do not accept it and our human society will not accept it. The price level is the consummation which has taken place the time of the Janata rule, your rule, your partners' rule and your associates' rule in which the price level has consummated and the delivery is now taking place. That is the price level. You have delivered the price level here which is prevalent now. The important government of the Janata is the root cause for all the price level which is prevailing in the country now. Therefore, you do not have locus standi. I say this Government is not responsible for the present price level but, at the same time, we should not also go on abusing others and finding fault with others or we should go on levelling charges against this Government. It is no use doing this. The people did not vote them to power because they did not have faith in them. They voted us to power because they had the unshakable faith in the

leadership of our beloved lady Prime Minister, Shrimati Indira Gandhi who can alone deliver the goods to the people. On that basis the people voted her to power. We also got votes on that basis. Do not forget this. The people know that nobody except Indiraji could safeguard the interests of the people of India. There is nobody here, in the near future to safeguard the interests of people of this country.

I again say that the Janata Party Government is responsible for this price level. Take the case of gold auction. Who suffered most? It is the womenfolk who suffered very much because of the rise in price of gold. Of course, you may say that gold is not falling under the category of essential commodity. We are not also accustomed to purchase gold. We only want gold for the *tali*—not *thali* for lunch.

MR. DEPUTY-SPEAKER: Say Mangalsutra. -

SHRI K. MAYATHEVAR: *Tali* or mangalsutra or whatever be the name, it is used for tying the neck of the wife.

The price of gold at the time of Indira Congress that is, in 1976-77 was Rs. 420 a sovereign—not 420 under IPC. It is you people who got the votes in 1977 by cheating the people, by your 420 method. It is not applicable to us but it is applicable to you people who cheated the people. Therefore you are responsible for this price level. We should all see to it that the price goes down. That is the aim of this Government.

The Janata Government's misrule or mischievous rule was responsible for this price rise. For the last 2½ years the people felt that there was no Government at all. So also the people of Tamilnadu felt that they had no government there. Whether it be a government run by MGR or the junior Janata, All India Janata, both are sailing in the same boat. MGR of Tamil-

[Shri K. Mayathevar]

nadu, Morarji Desai and Charan Singh Governments spoilt the whole of India. You must all come out with the truths here. Shri Indrajit Gupta is not here. I want to congratulate him from the bottom of my heart. He presented the real picture bringing forth the truth before the House.

Anyway the price of sovereign gold rose to 1400 in Tamilnadu. The people especially the Indian womenfolk could not purchase even a quarter sovereign for making tali for the marriage of their daughters. Of course now it has been reduced to some extent. At the time of elections the ornament gold price was up along with the other essential commodities.

SHRI DINEN BHATTACHARYA: The prices of all essential commodities have also gone up.

SHRI K. MAYATHEVAR: That is not under discussion. I am only saying that in the regime of Indira Congress in 1976, the prices of essential commodities were very low. But, after the Janata Party came to power it rose up. When Indiraji was the Prime Minister of Indira, in 1975-76 she arrested all the smugglers and put them behind the bar. You safeguarded and protected the smugglers. You were their guardians. We find that on the one side you are crying for the poor people while on the other side you are also crying for the rich people. So, we would like to know with whom are you sailing? Are you sailing with poor people or with Tatas and Birlas? Please come out with the real truth.

Sir, during the Emergency all the blackmarketeers and profiteers were arrested with the result that the prices came down and this was appreciated by the people of India. After the lifting of the Emergency the prices are going up. Therefore, you are responsible for the rise in prices in this country.

Sir, during the Emergency in Tamil Nadu and elsewhere the Congress

Government was supplying one meal for one rupee. Unfortunately, it was called Janata meal. When Janata Government came in power they destroyed that one rupee meal.

So far as essential commodities are concerned I feel that the distribution media is not functioning satisfactorily. We are producing more rice, wheat, oil and other essential commodities yet we find that prices are also going up. Therefore, my point is that these in-between people like Tatas, Birlas and smugglers are responsible for this price rise. I would like to know from my friend in the Opposition whether they are prepared to support in unequivocal terms the use of Preventive Detention Act against these smugglers. If the government make use of the P.D. Act then you will come crying tomorrow that this government has deprived them of the fundamental right. My view is if you think one per cent of the people who are hoarders and smugglers then you can save the rest of the 99 per cent of the population. Smugglers should be hanged to save the poor people of India which constitute ninety-nine per cent of the population.

Sir, the distribution system should be regularised and the Central Government should give a directive to the Governor of Tamil Nadu to open fair price shops in all the villages. In my constituency there are 3,000 to 5,000 villages. We do not have fair price shops there. Fair price shops should be opened in all the villages in India.

Sir, I would also like to say that some of the officials indulge into receiving bribe from these hoarders and smugglers. So action should be taken both against the hoarders and smugglers as well as these bribe receiving officials throughout India.

Sir, the Essential Commodities Act is there, which is a State law. But there are so many lacunae there. We demand that these lacunae should be plugged. There should not be bail granted for these economic offenders. There should be no bail at all under

the Essential Commodities Act. Our hon. Minister sitting here was the Minister for Commerce in 1975-76 and he brought so many effective enactments to put down economic offenders. This was lifted by the Janata Government which resulted in rise of prices..

MR. DEPUTY-SPEAKER: As an Advocate you are arguing.

SHRI K. MAYATHEVAR: I am advocate for seven lakhs of people who voted for us, Sir. We are all advocates for our respective constituencies. Our friend here is an advocate for his constituency. You are advocate for North Madras. Our friends are advocates of their respective constituencies. Actually we have several lakhs of clients—not one or two clients. In fact we have seven lakhs of clients who have voted for us. Therefore, I am arguing, as an advocate, not only for my people but also for the people of the whole of India, as other honourable Members of this House.

SHRI SOMNATH CHATTERJEE (Jadavpur): Only for your constituency?

SHRI K. MAYATHEVAR: For all. Sir, the lacunae in the Essential Commodities Act should be plugged. Stringent provisions should be introduced. Bail should not be granted to these economic offenders and black-marketeers and hoarders and so on.

At the time of emergency cloth was sold cheap in the market. The price list of the cloth was printed; it was affixed with the cloth. The Prices was affixed with the stipulated rate in respect of all cloth. It was so in the case of every commodity. I request the Government to follow the same procedure now. The same procedure should now be adopted. This was there during the emergency but in the year 1977 the Janata Government abolished and lifted that particular procedure. You should now reintroduce it and thereby you should reduce the abnormal price rise indulged in by the medium business people and the big money people. This is my

submission. They must affix the correct price in respect of all the essential commodities to enable the consumer to get things at reasonable prices. This is my submission.

Sir, in the year 1970-71, the price index was 100. During the Janata regime, during 1978-79 what happened was this. The index rose to 225 per cent. It is a very shameful situation created by the erstwhile Janata Government. They are responsible for this price rise which we are facing now at the national level and at the State level.

Sir, regarding inflation I wish to say a few words. During the congress regime the rate of inflation was very much contained. The rate of inflation in their regime was brought down from 23 per cent to 4 per cent. That was at the time of emergency. When the emergency was lifted and the Janata Government came to power, this went up again to 22.3 per cent. Now inflation is 22.3 per cent. Therefore it is incumbent on the part of this Government to contain inflation and reduce price; but we cannot forget that this Government came to power only within 3 months. The Janata Government could not reduce the prices for 2½ years. I now ask our hon. friends, is it possible to reduce the price all of a sudden within three months. Is it possible to expect an animal or human being to give birth to a child within 3 days after marriage?

SHRI JYOTIRMOY BOSU: If conception has taken place 10 months before the marriage what is the harm? It is possible.

MR. DEPUTY-SPEAKER: Let him speak.

SHRI K. MAYATHEVAR: Sir,, what I was saying was this. The loopholes in the Economic Offenders Act should be plugged. At least I am sure our friends will support us on this point. Economic offenders should be taken to task. Stringent action should be taken against them. There should not be any mercy for them. They should be prosecuted. There should not be

[Shri K. Mayathevar]

any bail for the economic offenders. If that were to be so, although some advocates can earn more, in respect of bail cases, it will not help the situation really.

I request the Government to take all steps to reduce the circulation of money. The Central Government should take all steps to reduce the circulation of all currency notes. There is no use of printing and circulating hundred rupees notes and currency notes of all kinds at length, which is responsible for the present inflation. You should not increase the circulation of money. This causes inflation and rise in prices. You must produce more wheat, foodgrains, cereals, oil and other essential commodities so as to balance the inflationary trends and also to reduce the prices.

Before I conclude I would like to say that I blame the Janata government for rise in prices and not this government. The Opposition should at least give ten months' time to this government to bring about the improvement. Even a lady needs ten months time to give birth to a child. So, you must give the Government of India ten months time. Be patient till then. With these words I conclude.

श्री भूसुचन्द्र डागा (पाली) : उपाध्यक्ष महादेव, यह प्रस्ताव जो हमारे उधर बैठने वाले माननीय राजनीतिक पंडितों ने रखा है, उनकी भावना अच्छी हो या नहीं, लेकिन एक बात मैं कहना चाहता हूँ कि आचार्य कृपलानी ने कहा था कि इन राजनीतिकों को भगवान समझकर मत चलो। इनका कहने का तरीका बहुत ठीक हो सकता है, लेकिन इन्होंने जन-बूझ कर इस प्रस्ताव को रखा है। अभी इस सरकार को शासन में आये हुए करीब 60 दिन ही हुए होंगे, उस हालत में भी आपने इस विषय को रखा है जब कि हिन्दूस्तान के बन्दर 30, 40 परसेंट पापलेशन आज अकाल से पीड़ित है, देश के अन्दर सूखा है, बादल नहीं ढरसे, उत्पादन नहीं बढ़ा, यह मानी हुई बात है।

जहाँ तक भूदा स्फीति का सवाल है, वह आप जानते हैं कि आपने कितनी घाटी की।

अर्थ-व्यवस्था कायम की है। जनता पाटी के माननीय सदस्य इसका उत्तर देंगे कि हिन्दूस्तान में अकाल की स्थिति में उन्होंने बोझदा स्फीति पैदा की उससे आज हमारे पास ट्रांसपोर्टेशन की फैसिलिटी, डीजल आदि न होने के कारण, कम है। जब एसोन्शनल कमोडिटीज बार्डनेस यहाँ लाया गया तब आपने उसका विरोध किया, इन सारी बातों से मालूम होता है कि आपका उद्देश्य पाक नहीं था इस प्रस्ताव को लाने का। अगर इस प्रस्ताव को लाने के पीछे आपकी यह भावना होती कि भारत की वर्तमान सरकार ने कोई कदम कीमतों को नीचे लाने के लिये नहीं उठाये तो मैं मानता, लेकिन हमारे दण्डवते जी ने तो बड़ी जनरल और अर्थनीति की बात कही और उसको उन्होंने पाटी की दलगत नीति से उपर उठने की बात कह दी। लेकिन मैं कहना चाहता हूँ कि कभी-कभी अहिंसा की आड़ में हिंसा होती है, पुण्य के पीछे पाप होता है। यह प्रस्ताव इस समय उपयुक्त नहीं था। अगर सरकार की कोई भौतिक राइस का इनडेक्स के जो आंकड़े हैं, उनके भूताविक राइस का इनडेक्स नम्बर वीक एंडिड 29-12-1979 को 190.2 था और वीक एंडिड 1-3-1980 को 188.1 हो गया। इसी तरह व्हीट का इनडेक्स नम्बर 19-12-1979 को 173 था, ज्वाकि 1-3-1980 को वह 170.9 हो गया। हा, मैं यह जरूर मानता हूँ कि एडिल आयलज का नम्बर 201.5 से बढ़ कर 216.2 हो गया।

मेरे पास होलसेल प्राइस इनडेक्स के जो आंकड़े हैं, उनके भूताविक राइस का इनडेक्स नम्बर वीक एंडिड 29-12-1979 को 190.2 था और वीक एंडिड 1-3-1980 को 188.1 हो गया। इसी तरह व्हीट का इनडेक्स नम्बर 19-12-1979 को 173 था, ज्वाकि 1-3-1980 को वह 170.9 हो गया। हा, मैं यह जरूर मानता हूँ कि एडिल आयलज का नम्बर 201.5 से बढ़ कर 216.2 हो गया।

इन आंकड़ों से मालूम होता है कि वर्तमान सरकार ने कुछ ऐसे कदम उठाये हैं, जिनकी सराहना करनी चाहिए। 14 मार्च, 1980 को पूछे गये एक सवाल के जवाब में सरकार ने बताया कि 114 रेडेंज कर के 956100 किलोग्राम शुगर और खण्डसारी, 1048675 किलोग्राम राइस और 141200 किलोग्राम ग्राम सीज किया गया।

श्री निरेन थार्ड (दमदाम) : छोटी सादरी कहा है?

श्री भूमध्य द्वारा : छाटी साथरी राजस्थान में है । उसका निर्णय हो चुका है ।

15.54 hrs.

[SHRI SHIVRAJ V. PATIL in the Chair.]

इन आंकड़ों से पता चलता है कि दो महीनों में ब्लैक-मार्केटिंग और होर्डिंग के यहां रेंड्रेज कर के ये चीजें रीकवर की गई और 164 लोगों को एरेस्ट किया गया । सरकार ने इन दो महीनों में इतने माल को सीज कर के जाहिर कर दिया है कि वह ब्लैक-मार्केटिंग और होर्डिंग को खत्म करना चाहती है । उस पर भी आप उस बात की सराहना न करते हुए एक यही बात कहना चाहते हैं कि इन्होंने कुछ नहीं किया । यह मैं मानने के लिए तैयार नहीं हूँ ।

मैं सरकार का ध्यान डिस्ट्रिब्यूशन सिस्टम की ओर दिलाना चाहूँगा । राजस्थान में आज 2 करोड़ 40 लाख लोग अकाल से प्रभावित हैं । गांवों में लोग रहते हैं । मैं आज भी यह कहना चाहता हूँ कि गांवों में समाज के आखिरी पंक्ति में रहने वाले लोगों के पास तक आप का डिस्ट्रिब्यूशन नहीं पहुँचता । जो अबन एरिया में, शहरों में रहने वाले लोग हैं, जो आवाज करना जानते हैं, जो बोलते हैं, आन्दोलन करते हैं उन के पास तो पहुँच जाता है लेकिन गांवों की जो मूक जनता है उस के पास पहुँचाने के साधन आप के पास क्या हैं ? मेरे यहां सारी सहकारी समितियां हैं, उन सब के यहां एडमिनिस्ट्रेटर मुकर्रर हैं । आज हालत यह है कि कोई माल ले नहीं जाना चाहता । मैं चाहूँगा कि मंत्री जी इस का उत्तर देंगे, एक बोरी शक्कर की अगर कोई गांवों में ले जाना चाहता है तो आप ट्रांसपोर्टेशन का एक रूपया देना चाहते हैं । वह सप्लाई विभाग के आफिस में आता है तो वहां उस को कहीं दिन तक इन्तजार बरकरा पड़ता है । हमारी मशीनरी में अभी भ्रष्टाचार है, इस को मानना होगा । भयंकर करप्शन है और उस के कारण हमारे जो गरीब लोग हैं उन के पास तक जीवन की आवश्यक चीजें पहुँच नहीं पाती हैं । मैं सरकार का ध्यान इस बारे बाकूष्ट करना चाहता हूँ कि वह इस के लिए कोई न कोई एसी मशीनरी निकाले । कपड़ा आज चब को मिलता नहीं है ।

एक बात और हो रही है । राजस्थान में आज लोगों की क्या शक्ति बिलकुल कम-जोर हो गई है । अकाल के कारण उन लोगों जो अनाज मिल रहा है वह तीन किलो या दो किलो भी नहीं मिल पाता और जब क्या शक्ति नहीं है तो वे अपनी चल आंग और अचल सम्पत्ति को बेच रहे हैं । वह बेचने के कारण और कुछ लोगों के पास माल बढ़ जायगा । सरकार की मशीनरी के अन्दर कहाँ कोई फूला है । अरर हिन्दुस्तान में किसी ने इस राज्य-व्यवस्था का लाभ उठाया है तो तीन लोगों ने उठाया है—एक तो सरकारी मशीनरी, नौकरशाही ने, एक बड़े-बड़े पूँजी-पतियां ने और एक राजनेताओं ने । इन तीनों की गृटबन्दी ने देश को नक्सान पहुँचाया है और इस में कोई शक नहीं कि जब तक यह गृटबन्दी नहीं तोड़ी जाती, आम जनता को लाभ नहीं पहुँच सकता । ज्यों ही आप का प्राइस इंडेक्स बढ़ता है, महंगाई बढ़ती है, सरकारी आदमी को महगाई भत्ता मिल जाता है, आर्गनाइज्ड लेबर को मिल जाता है, लैकिन एक्रीकल्चरल लेबर का क्या होगा ? गरीब आदमी का क्या होगा ?

इसलिए मैं यह कहता हूँ कि अनप्रोड-किट्ट एक्सपैसेज जो है उन को कटैल करने के लिए गवर्नर्मेंट को कदम उठाना चाहिए । उस के लिए आप क्या कदम उठा रहे हैं, गवर्नर्मेंट आज भी मुद्रास्फीति को रोकने के लिए क्या कर रही है ? मेरा कहना है कि अनप्रोडकिट्ट एक्सपैसेज को रोका जाय, सीलिंग एक्ट को लागू किया जाय ताकि जिन के पास ज्यादा जमीन हैं जो जमीन को काम में नहीं लाते हैं, अनथूटिलाइज्ड जमीन जिन की रहती है उस को ले कर वितरित किया जा सके । उस के लिए क्या किया जा रहा है ? यह करना बहुत जरूरी है ।

AN. HON. MEMBER: Mr. Appala-naidu's name is there.

MR. CHAIRMAN: I will call him. Now Mr. Chitta Basu. Members will speak only upto 4.20 p.m.

SHRI CHITTA BASU (Barasat): Mr. Chairman, Sir, I think we have not forgotten by this time that the Congress I won the elections on a very catebi slogan. The slogan

[Shri Chitta Basu] that they want a government that works. Now the first question is that that government which works had been installed in power about 2½ months ago. Is that government that works is really working to bring down the level of prices? I think you will agree that this government does not work when the question of curbing price rise comes in. There were certain empty words, empty promises and those empty promises are never to be materialised, never to be executed. This Government has been proved a paper tiger in relation to the question of waging a battle against the price rise. Recently, there has been a price rise. I quote from the Government of India, Ministry of Industry, Office of the Economic Adviser. It says "The Official wholesale price index for all commodities stood at Rs. 230.8 during the week ended February 23, 1980 as against the Rs. 228.2 for the previous week. Even during the period of one week, there has been .2 per cent rise of price index. At this level, the increase was higher by 1.1 per cent and 20 per cent respectively when compared with the previous week and a year ago. Therefore, this slogan does not work in so far as the price rise is concerned, as has been proved by the official release of the Government of India itself. This price rise has been an uninterrupted phenomenon in our economic life. I do not hold a particular government responsible for this. I hold a particular system responsible for this price rise, the system of capitalism, the system of monopoly capitalism, the system of feudalism. That is responsible of continuous and uninterrupted price rise.

My grouse is that even the earlier governments led by Mrs. Gandhi continued to support that system. The Janata Party also continued to support that policy maintaining the basic structure of capitalism, imperialism and feudalism. This government is also sustaining that very basic structure. Therefore, there is no hope of fur-

ther curbing down the prices; rather they will go up. What has been the result? During these years, according to the statistics compiled by the Planning Commission, the real earnings of the industrial workers with income less than Rs. 400 per month in 1966-67 went down by 1/3. In 1975, that is, the period of emergency, the income of the industrial workers had also gone down by 1/3. The real annual earning of the agricultural labour in 1961-62 was Rs. 282.5. In 1963-64, it dropped down to Rs. 185. In 1975, that is, during the emergency, or at the beginning of the emergency, the real earning both of the industrial workers and the agricultural labour come down. In a nutshell, the real earnings of millions of Indian workers, agricultural labourers and middle class people have been reduced by as much as 50 per cent in the recent years. There has been a sudden erosion into the income of the weaker sections of the community due to the sudden rise in prices. There are many factors which really contribute for the continuing price rise. I do not want to discuss each and every point. There has been enormous increase in money supply in recent days; there has been enormous increase in bank credit, in deficit financing, and there has been runaway inflation and the existence of a parallel economy of the black money. The fiscal and monetary policy really contributed to the continuous rise in price. My request to the hon. Minister is this. Unless this policy is revised, unless a new policy frame is built up, the price rise cannot be contained at all. If the Government is really interested in curbing the price rise, they should revise the entire framework which is contributing to the price rise.

16 hrs.

The question of public distribution is of repeated. There cannot be effective public distribution system unless there is physical control over the stocks. The whole lacuna about the public distribution system is that

while they want to have a public distribution system there is no proposal for procurement or physical take over of stocks and therefore this cannot be successful. Therefore, the talk of public distribution is nothing but skin-deep commitment. Therefore, I should request the Government to see that there is an efficient system of procurement and distribution.

In this connection, the question of take over of the wholesale trade of foodgrains and other essential commodities must be taken into consideration. Even the Government is divided today; they claim to be Government that works. I read from the newspapers that Mr. Pranab Mukherjee, Minister of Commerce is credited with a statement to the effect that if the sugar mills industry did not behave, Government will take over sugar industry. The next day Rao Birendra Singh goes to Nagpur and says that the Government does not propose to take recourse to such a step . . . (Interruptions). Therefore, unless the Government makes up its mind, it is not going to bring about results

In conclusion I should request you to consider the following proposals: nationalisation of wholesale foodgrains trade and certain other essential commodities to be distributed through a public distribution system, physical control of stocks by massive procurement programmes of essential commodities, efficient public distribution system covering wide areas and a variety of items and remunerative price for agricultural produce and reversal of the existing monetary and fiscal policies so that prices can be brought down.

*SHRI S. R. A. S. APPALA-NAIDU (Anakapalli): Mr. Chairman, Sir. Let me at the outset thank you for giving me an opportunity to participate in this debate.

The return to power of our party with a massive majority has renewed the expectations of the poor and down-trodden who are mainly responsible for this great victory.

They have many hopes on this Government. Steps have already been initiated to control the ever increasing prices and to ensure equitable distribution of essential commodities at reasonable prices to these innocent and poorest of poor people. For the distribution of essential commodities to the weaker sections and in the deficit areas necessary and effective measures are being taken up. But I have got a doubt "How far the traders will cooperate with the Government in this effort? To enrich themselves they are exploiting the poor in all proportions ignoring the consumers completely.

For effective distribution of essential commodities, the shortage of food grains is the main obstacle. This scarcity is an artificial one. This shortage is created by a very few individuals and play with the lives of the many people. In the wake of the formation of the new Government in the Centre the Chief of FICCI lauded our victory and said that they would extend their hearty cooperation in gearing up of the economy. The entire merchant community echoed in unison the sentiments of their chambers. But what is actually happening? They continue to create artificial scarcities in the essential commodities. Unfortunately, they are still indulging in hoarding and black marketing. They are still exploiting the poor.

The big industrialists are not seriously thinking of increasing their outputs. They are declaring lock-outs on a plea of impending strikes and are creating labour problems in collusion with unscrupulous labour leaders. They dispose of their illegal stocks at exorbitant prices. They are

*The original speech was delivered in Telugu.

[Shri S. R. A. S. Appalanaidu] earning huge profit by lock-outs. This is a wonderful game for them. This is evident in all important industries. Shri K. N. Modi, president-elect of FICCI has even demanded to allot coal mines to private sectors. Mr. Chairman, Sir, in the prevailing world wide energy crisis we can realise his real motives. Therefore, I appeal to the Government not to allow the private sector to have monopoly on sectors which are essential for the survival of the society. Of course, our Prime Minister is aware of the seriousness of the situation. She is already seized of the problem and she is doing all that she can.

The business community has utterly failed in its onerous responsibility to discipline itself. Therefore discipline should now be imposed from above. The industrialists have made a mockery of the call of the father of the nation to consider themselves as trustees of the nation's wealth. They have lost touch with the pulse of the people. Their decisions reached in the air conditioned board rooms with luxurious dinners and beautiful and voluptuous secretaries on hand are far removed from reality and their one and only aim seems to be to legitimise the exploitation of the society as a matter of course. Sir, poverty and hunger knows no boundries. It is not concerned with the political hues, isms or idiosyncrasies. It does not distinguish between religions, castes, creeds or communities. Sir, there is not much time left to discuss this issue in depth. Hence I suggest the following steps for the consideration of the Government. My suggestions:—

1. Establishing a separate public distribution department with a costing cell for all essential industries, watching the efforts of the State Government, observing the often changing price fluctuations, identifying the vulnerable areas and taking prompt and necessary measures.

2. I feel that welfare measures are more beneficial than frequent wage

rise. The organised sector should be prevailed upon to accept the rise in the cost of living index in kind. If cash payments are made the money circulation will be more and consequently there will be rise in the prices and effect very badly the poor and unorganised sector.

3. Commercial Intelligence Department should be established as an annexe to the Intelligence Bureau. Mr. Chairman, Sir, finally I close quoting our great Andhra poet, revolutionary and reformer Gurajada Apparao:

How the country will be prosperous if the people are weak and dispirited?

Increase production in national goods.

Forego self benefit to some extent and let others have the same.

The country is not mere earth of mud and dust.

It is composed of men with flesh & blood.

*SHRI R. K. MHALGI (Thane): Mr. Chairman, Sir, the motion which is being discussed in the House is closely related to the aspirations of the people. The situation which is created because of the price rise is not only disappointing but shocking. A common man has been distressed due to price rise. The promises which were given by the then ruling party sound totally empty. Indians have experienced Diwali of 1977 and 1979 when there were no queues, no ration cards. The essential commodities of standard quality were available in plenty. The prices of sugar, kerosene, edible oil were not only kept under check but they had reduced. Sugar was sold at Rs. 2/- a Kg., edible oil at Rs. 7.50 a Kg., But during the present rule the prices have increased to such an extent that they are touching the skies. The price of sugar has increased from

*The original speech was delivered

in Marathi

Rs. 2/- to Rs. 7/-, edible oil from Rs. 7.50 to Rs. 11.50 per Kg. During the period of two months and a half, the pockets of the poor have been picked by the rising prices. The people in rural as well as urban areas are angry. Sir, I would like to point out that this Government is seated on a bundle of dry grass. I want them to understand what will happen if a spark of fire falls upon it. It is argued that State Governments do not cooperate. On 18th February 9 State Governments have been dissolved. But tell us what change has been brought about in the situation. No change is there at all. The situation has worsened. There have been Satyagrahas and Dharnas in Bombay. The police officers of the present Government have not effectively controlled the situation. I would like to make some suggestions. There is no scheme to increase the production. It is not enough to say that distribution system is proper. Firm steps should be taken to control rising prices of essential commodities. Concrete steps should be taken by the Government. The measures proposed should be reflected in the Budget proposals which will be presented in June. As long as the situation does not improve, certain commodities should be imported. The Government should be efficient. It is not enough to say we are doing the things but it should be actually done. The import of certain commodities should be stopped. Sugar is being sold at high price. There should also be proper distribution system. It is no good simply charging Janata Party and blaming that previous Government did not do the things. It would be act of bravery if you say what you would propose to do. Though the distribution system is proper, many times there is no proper transportation system. Required wagons are not available. Wagons are blocked and railway officers and merchants are jointly doing it and they try to exploit the common man.

Railway officers are responsible for it, along with the merchants. The next point which I would like to stress is not new one. Reserve Bank which enjoys powers should also curb the bank credit facilities. Regarding the report of Wanchoo Committee, so much is spoken. But the said report is still kept in the cupboard. It should be made available and firm steps should be taken to check black money as per the recommendations made.

The last point is very simple. You have means to take actions. There is Essential Commodities Act of 1955. In 1980 another Act was passed by this House. It all depends as to how effectively you implement the laws. For example, gas is very essential in some families. Many times gas is not available for two months. They are not entitled to get kerosene on the ration cards. How should the families manage to cook in the absence of gas and kerosene? Those who have gas should also get kerosene.

SHRI Y. S. MAHAJAN (Jalgaon): Mr. Chairman, Sir, the price explosion which began immediately after the Janata Government submitted its Budget proposals last year, has continued unabated. The percentage rise in the index of the wholesale prices has reached the shocking figure of 21.6 per cent during March 1978 to December, 1979. Retail prices of some essential commodities have registered an increase of 100 or 200 per cent. Black markets have begun to flourish and the consumer is gasping for relief. Edible oils, kerosene, cooking gas, sugar, diesel, bread, tea, soap and detergents all cost much more than they did last year. As has been said by a reporter, the cup that cheers gives the most acute depression, should you stop to think of the cost of tea. Besides, I will like to add, the size of the cup has become so small that you can only taste its contents and not have the satisfaction of drinking tea. This is

[Shri Y. S. Mahajan]
 the legacy of the Janata Lok Dal Governments, the consequences of which we have to face. The neglect of the public sector, resulting in the near collapse of the infrastructure, wrong industrial policy, mismanagement of the economy and finances of the State are responsible for the present galloping inflation.

Especially responsible for this malaise is their fiscal policy. Last year they decided to resort to deficit financing to the extent of Rs. 1,382 crores in the budget, but the revised budget estimates have recorded a deficit of Rs. 2,700 crores. One should not be surprised if it reaches the stupendous figure of Rs. 3,000 crores. This is more than the deficit financing we had taken credit for in the whole of the second, Third or Fifth Five Year Plan. In the first three years of the Fifth Plan it amounted to only Rs. 754 crores. This has created a tremendous inflationary potential.

Only yesterday the Minister of Finance has informed us that there was an increase in money supply of the order of Rs. 1,147 crores during the last six months i.e. between August, 1979 and February, 1980. The total increase in the supply of money during the corresponding period of the previous year was Rs. 2,064 crores. As against this tremendous increase in the amount of money, the supply of goods and services has diminished. The gross national product is likely to record a decline of 1 to 2 per cent. The downfall in agricultural production is expected to be about 6 per cent and in industrial production there will be a marginal fall as compared to last year. So, it is this imbalance between the increasing money supply and the diminishing production which is mainly responsible for the inflationary spiral which we have to face today.

Added to that is the constantly increasing rise in the price of crude,

which was operated as an inflationary factor in our economy during the last 7 or 8 years. We have been importing inflation in this way on a large scale and unless some remedy is found out, like a substantial increase in home production, or a substitute for petroleum in the near future, or a fall in our imports, we may have to face a very big deficit in our balance of payments.

PROF. MADHU DANDAVATE: We have to export inflation.

SHRI Y. S. MAHAJAN: We are now importing inflation. The economy is in shambles and we have to face a galloping inflation, the handiwork of the Janata-Lok Dal Government.

I will be brief in giving suggestions to face the problem. The package of measures will have to be comprehensive in character, both short-term as well as long-term. Government must act firmly and utilise the powers under the Essential Commodities Act to deter the hoarders and black-marketeers so that they can break the expectation of rising prices. It is this expectation which is responsible for continued acceleration of prices of different commodities. Unless this is done, nothing can be done in the short run.

There is need to control money supply and credit. Some hon. Members have referred to the restrictive credit policy of the Reserve Bank. We shall have to continue the restrictive credit policy. The amount of credit given to the commercial sector in the current year is the same as in last year. This is a wrong policy, because though this year the national product has gone down, you will be creating the same amount of money which you created in the corresponding period last year. So, the present policy does not amount to a restrictive policy. The Reserve Bank should adopt a more carefully planned policy in this matter.

So far as deficit financing is concerned, it should be reduced to as small a proportion as possible. The draconian measures which we took in 1974, enabled us to achieve a surplus budget in 1975-76, and this was mainly responsible for reducing the level of prices in 1975-76. For last year the deficit financing will amount to Rs. 3,000 crores. I hope this year the deficit will be reduced by various measures. It should also be supplemented by an efficient public distribution system.

Finally, I would say that inflation is a regressive form of taxation, which makes the poor poorer and rich richer. It makes economic calculations impossible and it also makes rational planning extremely difficult. In the beginning people may feel happy with a creeping inflation because everybody has more money in their pockets. But, ultimately, with galloping inflation the economy breaks down, and this has serious political consequences. It was the run away inflation which was responsible for the fall of the Weimer Republic in Germany and the growth of Nazism.

It was the rapid increase in prices in 1974 which gave an opportunity to the Opposition parties to build up a movement which resulted in the coming up of the Janata Party. At the time of elections, it was the tax evaders, blackmarketeers and hoarders, who had suffered as a result of our policy and who financed the Janata Party and helped them to defeat the Congress. This is my interpretation of the situation. So, we have to be very careful about inflation and take both short-term and long-term measures to see that this evil of rising prices is contained.

THE MINISTER OF COMMERCE AND STEEL AND MINES AND CIVIL SUPPLIES (SHRI PRANAB MUKHERJEE): Mr. Chairman, I have listened to the speeches of the hon. Members and I am grateful to them for the various suggestions which the hon. Members have made. I agree

with the suggestion of Prof. Madhu Dandavate that this is an issue on which we should have discussion irrespective of party considerations, because it affects everyone of us, and we should try to evolve a policy through which we are in a position to overcome the crisis.

So far as the price trend is concerned, nobody in the Government has said, either on the floor of the House or outside, that it is within our control. We have ourselves admitted that the situation is disturbing. The problem is how to tackle the situation and what can we do both in the short-term and in the long-term.

So far as the short-term arrangement is concerned, we have discussed it in greater detail, either in the form of questions or in the form of various other motions the steps that are already being taken. But if we look at the trend over the period of 4-5 years, we will find that it is fluctuating, depending upon certain policies and decisions taken by the Government.

Shri Jyotirmoy Bosu was quoting certain figures, and I agree with him that during the first two years of Janata rule in 1977 and 1978 there was some price stability. But what happened after the introduction of the budget by Shri Charan Singh, where there was a huge unbridged deficit of the order of Rs. 1,381 crores and he imposed excise duty on almost all items? It is interesting to note how the prices behaved. I will quote some figures, which will indicate that this particular fiscal decision contributed to the price rise, which was otherwise stable even during the first two years of the Janata Rule in 1977-78.

PROF. MADHU DANDAVATE: Why "even".

SHRI PRANAB MUKHERJEE: I am coming to that. Do not be impatient. In February 1979 the index was 184.7. In March, immediately after the introduction of the budget, it went up to 189.1; in April it went

[Shri Pranab Mukherjee]

up to 195.5, in May 198.5, in June 202.4, in July 211.7 and in August 218.5. During these five months after the introduction of the budget, steadily every month the price went high, and there is no doubt the budget formulation and the fiscal policy which they introduced through the budget was one of the important factors contributing to the price rise. My hon. friend, Professor Dandavate, has also made his little contribution by enhancing the railway freight from 5 per cent to 10 per cent. This is the situation we are confronted with today. I do not claim that during the regime of the Congress it was possible for us to contain the price situation, to control it. I agree with Mr. Bosu when he says that in September, 1974, we had a record rate of inflation of 34 per cent, but while quoting figures, clever as he is, he forgot conveniently to mention that in 1975 it was possible for us to reduce it, and in 1976 to bring it to a negative rate. From 1976-77 there was again a price rise. Mr. Bosu is well aware that one of the major factors was the huge procurement which the earlier Government had to undertake between 1976 and 1977, when a buffer stock of the order of nearly 20 million tonnes was created. As Mr. Dandavate pointed out very correctly, when the national income is 4.1 to 4.2 per cent and money supply is 17.5 to 17.7 per cent, it is obvious that there will be an effect on prices.

As some hon. Members have also mentioned, there was an element of external influence also, imported inflation so far as the crude and petroleum products were concerned. In 1973 alone, senior Members like Mr. Dandavate and Mr. Bosu will agree, we had not only to face the situation but import inflation also, because in that year 80 per cent of our foreign exchange was spent on importing three F's, food, fuel and fertiliser, though we did not import foodgrains. Petroleum alone constituted 50 per cent of our total import bill; two-thirds of our foreign exchange had to be spent on their

import. It is not possible for any Government to insulate its system in such a way that there is no influence of the external situation.

I am trying to give reasons why we are landed in the present situation. I will come later on to the steps to be taken. We have to see what we can do immediately and in the long run. So far as the short-term policy is concerned, somebody asked why we were repeatedly emphasizing the public distribution system. It is because that is the only answer to meet a situation like this. Mr. Bosu quoted from the Budget speech of the West Bengal Finance Minister. There also there is the same emphasis, though there may be some difference in the items here and there. So, we have to improve the public distribution system and see that the essential commodities are made available to the larger sections of the community through organised retail outlets and at reasonable prices.

There too comes the question of management of supply and distribution.

SHRI JYOTIRMOY BOSU: And subsidy.

SHRI PRANAB MUKHERJEE: It is not that we are not giving subsidy. On certain items we are giving, for instance cement. Mr. Bosu knows what the landed cost of cement is and at what price we are giving it to the consumer.

SHRI JYOTIRMOY BOSU: Who are getting it?

SHRI PRANAB MUKHERJEE: Take sugar. It was to be distributed by the Food Corporation. Certain State Governments have their own arrangements. But mainly these are the States where the sugar mills are there and which produce sugar. They have their own arrangements. But for the non-sugar-producing areas, the entire distribution arrangement was left to the Food Corporation of India. When the dual pricing system

of sugar was given up, naturally they disbanded their operational machinery and it took sometime, when it was reintroduced from 17th or 18th of December, 1979 to build it up. I can tell the hon. members through you, as to how it has improved. Actually in the whole month of January and February, we were not in a position to despatch whatever was allocated to the States and we used to receive this complaint from almost every Minister of Civil Supplies of the concerned affected States. But from March onwards, the position has improved a little bit, I am not saying that it has improved much, but it has improved to some extent and I have checked up with the Ministers in-charge of Civil Supplies of the various State Governments that the supply position is slightly improving. Every-day, six to seven thousand tonnes of sugar is being transported to various consuming States. So far as edible oil is concerned, everyday about a thousand tonnes of edible oil is being imported. When a situation like this is created, it takes sometime to build up the infrastructure. For instance, I can cite one example. When we imported edible oil, particularly, palm oil, rapeseed oil and RDD oil, the State Governments had to make certain efforts to see that the consumers are used to these particular items and naturally it took some time. Take the case of West Bengal. They made elaborate arrangements for convincing people about the utility of these types of edible oils and when the people are convinced and when the off-take started, we are in a position to supply them. It takes some time. In the period in between, when the substitute is not readily accepted by the people, there remains a gap, because it is a question of demand and supply; whatever is needed and whatever is available, we are trying to bridge the gap between the two by importing.

It has been suggested and we have made it quite clear particularly on one item. So far as sugar is concerned

ed, I am mentioning specifically, because one hon. member has mentioned it again, that there is no scheme for exporting sugar so far as the current year is concerned. It is known to the hon. members that India is a sugar exporting country and it has certain commitments as a contracting party of the international sugar organisation and we are trying to see to what extent we can meet our commitments and whether there is a way out. But so far as the physical export is concerned, we have to export a very little quantum to meet our commitment.

AN HON. MEMBER: How much?

SHRI PRANAB MUKHERJEE: 25,000 tonnes. We have to meet that commitment so far as EEC is concerned. But what we normally export, six to eight thousand tonnes, that type of export has not taken place, the STC has not come to the market. I do not know why this type of news is coming and creating a panic among the people that sugar is going to be exported.

SHRI JYOTIRMOY BOSU: Not only sugar, onion, meat and every item. Your 'export or perish' policy, this dangerous formula sold to you by the rich nations is destroying us. It should be stopped forthwith.

SHRI PRANAB MUKHERJEE: So far as the formula of 'export or perish' is concerned, I want to say that today we are in a situation when we are not to adhere it strictly. At one particular time, we were, we had to export our raw materials and our foodgrains, only to earn some foreign exchange to meet certain essential import items. Take the case of onion. It is true that at the time of elections, the price of onion went high and before elections also. That was the issue.

SHRI NIREN GHOSH (Dum Dum): The prices of cereals are also mounting up.

SHRI PRANAB MUKHERJEE: I am giving a typical case. Everyday, I used to receive representations from the onion producing districts of Nasik, Pune and certain other areas of Maharashtra and then I tried to contact the Civil Supplies Corporation of the various states to find out whether they are in a position to purchase onion so that the growers are not forced to sell at throw-away prices. They do not have the mechanism, there is no adequate storage facility or transport facility available and if you do not permit a limited quantum to be exported, the real victim would be the growers.

SHRI JYOTIRMOY BOSU: Only the surplus should be exported.

SHRI PRANAB MUKHERJEE: I can inform the hon. members that initially I was against the export and I requested them, let us watch the market situation and whatever we have permitted in the initial stage, 25,000 tonnes ...

SHRI NIREN GHOSH: Why is it that there is no transport facility available?

SHRI PRANAB MUKHERJEE: Because, wagons are not available.

SHRI NIREN GHOSH: There is no transport facility, there is no cereal, there is no power, there is nothing...

SHRI PRANAB MUKHERJEE: There is something. I do not agree with the hon. Member that there is not anything. Between what we require and what we have, there is a gap. It should be our endeavour to bridge that gap. That is the long-term policy, where the question comes and the only answer to this problem is to augment our production and to improve the quantum of availability. Unless we have more to meet our demand, we are to confront with a situation like this that a country which is having a little surplus does not find the market for that little surplus. The entire economy

is a marginal economy. If you have a little surplus, you find the problem of market and, if you have a little deficit, immediately, the price goes up. If you ask, why it happens and how we are going to solve it, that radical solution does not lie with me and I cannot say that overnight this would be improved.

I do not say that the situation is under control. But what I can say is that there are some satisfactory trends even when we make a comparison between the last two weeks. I am not saying that there is anything to be encouraged about it. There has been a trend, a little declining trend, in certain items. For instance, whatever the 3 per cent rise in the wholesale price which Mr. Jyotirmoy Bosu has quoted in the last two months; out of 2 per cent rise in the past two months, 90 per cent goes to four items, sugar, khandsari, gur and edible oil. These four items contributed 90 per cent of the 2 per cent rise. Therefore, one point is there that in respect of other items, there has been a reasonable stability. Otherwise, it would have been much more than 3 per cent. If 90 per cent of 3 per cent rise in wholesale price goes to these four items, then in respect of the prices of other items at least there is not an upward trend. If Mr. Dinen Bhattacharya has any objection to the word "stability", I can say that there at least no upward trend.

So far as the distribution is concerned, I have already mentioned on the floor of this House and in the other House also that we would like to have a permanent distribution system. It is not merely an *ad hoc* arrangement to meet the requirement whenever there is a shortage. There should be a permanent distribution system. Wherever there is the public distribution system, say, for instance, in 4 or 5 States, like, West Bengal, Kerala, Maharashtra and Tamil Nadu—they have a fairly well-developed public distribution system—our

job becomes easier. If we can make the goods available to them, it is possible for them to distribute the goods. But where you do not have it, it is even if you want to cover 2000 to million people, through retail outlets. Even if you want to cover 2000 to 4000 people through one retail outlet, in whatever manner it may be, we have asked the State Governments to make use of whatever agency is available, panchayats, cooperative societies, other registered organisations, fair price shops, public distribution shops, whatever the nomenclature they may like to give, let them give it. But let there be a certain retail outlet through which we can at least distribute in a limited way a part of the requirement of the consumers. That arrangement is being made. We are doing that.

SHRI CHITTA BASU: The question is: Where is the supply?

SHRI PRANAB MUKHERJEE: So far as the supply is concerned, as I have already said, we had a discussion with the State Ministers of Civil Supplies and Cooperation and we identified certain items. These items are known to the hon. Members. If they want, I can repeat them. They are: edible oil, sugar, standard cloth, paper for exercise books, match boxes; some States have included toilet soap also....

SHRI JYOTIRMOY BOSU: What about pulses and cereals?

SHRI PRANAB MUKHERJEE: "Cereals" is always there. As regards pulses some State Governments have included it, not all the State Governments. For instance, West Bengal has included "pulses" and they have made their own arrangement. They are not bothering us about it. They have made their own arrangements. Certain other States have also included certain other items.

SHRI DINEN BHATTACHARYA: Why are you excluding cement? Cement is not a luxury item.

PROF. MADHU DANDAVATE: Cement is already included.

SHRI PRANAB MUKHERJEE: Cement is already there. Cement, diesel and kerosene are already there and every agency is identified...

SHRI KRISHNA CHANDRA HALDER (Durgapur): You say...

MR. CHAIRMAN: Mr. Halder, please!

SHRI KRISHNA CHANDRA HALDER: He says the West Bengal Government is distributing pulses through their own arrangements. Mr. Mukherjee should say, the West Bengal Government is doing a commendable job in this regard.

MR. CHAIRMAN: Mr. Halder, no please. It will be unending. Let me remind this House that we are going to take up the second Resolution at 5 O'clock exactly and if you want answers to all the points which were raised in the House, please allow him to speak in his own fashion. If you interrupt and ask questions, it will be difficult. And probably you would like a reply in a few sentences.

SHRI PRANAB MUKHERJEE: So far as essential commodities are concerned, it is known to the Hon. Members that various agencies are there but, actually, there was a gap between the allocation and the physical availability. That point, I am myself admitting.

SHRI JYOTIRMOY BOSU: It is a huge gap.

SHRI PRANAB MUKHERJEE: Whatever it is; you may call it a 'huge gap' and I may call it a 'gap'....

SHRI CHANDRAJIT YADAV: Mr. Mukherjee, you have stated that four or five States have their own distribution agencies and those are working satisfactorily, but other States are not taking the initiative. Will you

[Shri Chandrajit Yadav]

take the initiative and invite the State Governments to take to a permanent distribution system?

SHRI PRANAB MUKHERJEE: I have taken up with the State Government—that point, I have already mentioned—that they should try to open as many retail outlets as they can and, for opening the retail outlets, they can take the assistance of Panchayats, Cooperatives and other registered organisations; that whatever agencies they would like to have, they may try to establish and try to cover as many areas as possible. But it takes certain time. Each agency has been identified to tackle a particular commodity. For instance, the Indian Oil Corporation is taking care of kerosene and diesel; the FCI is taking care of the supply of food-grains and sugar while the STC is trying to supply edible oil. We have not received any complaints so far as edible oil is concerned. The only complaint is that whatever allocation was made has not been made available to the State Government. We have improved the situation now. The railway wagons are moving and the goods are made available to the consuming points.

So far as match-boxes and other items are concerned, the Khadi and Village Industries Corporation are taking care of them. But there is one problem. With the toilet soap manufacturers' association certain arrangements were made by the State Governments, which did not work well. We are trying to improve it. We are talking to them to see that the goods are made available to the State Civil Supplies Corporation. It has taken certain time, but it has started improving. Still I would not say it is satisfactory.

So far as cement is concerned, the Cement Controllers under the Industrial Development Ministry themselves take care of it. They are

also streamlining it but, regarding the movement, as is known to the Members, there are severe constraints...

SHRI JYOTIRMOY BOSU: Why? Is it because we have no national transport policy formulated in 32½ years! You are not worth your salt.

SHRI PRANAB MUKHERJEE: Mr. Bosu is repeating about the policy in 32½ years, but what can we do? They were also trying in the last 32½ years, to capture power, but till now they have not been able to! Somewhere they have been successful. We are working in a system in which Mr. Bosu is being sent here but the Congress Party is being voted to power, though Mr. Bosu's Party was voted to power in three or four States. I wish him luck for the future.

But let us not talk about the system as I have myself admitted that in a system like this, in which we are working, there are shortcomings. Who does not know it? He was suggesting there is manipulation by certain sugar mill owners: who does not know they are manipulating? We are trying to rectify it.

SHRI JYOTIRMOY BOSU: Be good enough and take the House into confidence: what is the true first cost ex-factory for the production of a kilogramme of sugar, less duties?

SHRI PRANAB MUKHERJEE: I will pass on that information to you. But I agree with you that in the system in which we are working, we find that the industries become sick but industrialists do not ever become sick. (Interruptions). Therefore this is the situation.

Now, Mr. Dandavate was talking about black money. I agree that black money creates havoc in a situation of scarcity. But at the same time Prof. Madhu Dandavate should also keep in mind the fact that they got the chance, and one thing they did was this. They might have grievances against us and against those who

put them to difficulties and other things. But, at the same time, it is equally true that, during the last three years of the Janata rule, not a single tax raid took place...

AN HON. MEMBER: 30 months.

SHRI PRANAB MUKHERJEE: In their 30 months, rule, not a single tax raid took place, as if all tax-evaders and tax-dodgers had become honest and were complying with the tax laws. All the smugglers were released. I can understand if you released immediately, forthright, all the political detenus. I am even prepared to accept that all those people who were detained under COFEPOSA—All of them—may not be smugglers: there may be one or two mistakes; but it is equally true that quite a big number of them were smugglers, and forthright you released them! That had nothing to do with the Emergency. That Act was passed long before the Emergency. You released the smugglers, you stopped the tax-raids, you did not even take strong, enforcement measures against tax-dodgers and tax-evaders; but now you speak against black money. I do not know how these two things can be reconciled. I do not say that, by merely resorting to enforcement measures, you can control black money. Side by side, fiscal measures are to be taken; side by side, economic measures are to be taken. But whatever little bit...

SHRI DINEN BHATTACHARYA: What you could not do in 30 years, how could you expect that they would be successful in that in just two years? (*Interruptions*)

SHRI PRANAB MUKHERJEE: I am not saying that they should have done it within 30 months. My limited point is this. Whatever little bit we had initiated, that too was given a go-bye. Except that, I have nothing to add. I have tried to cover some of the points which the hon. Members had raised. But, once again, I would like to reiterate that

I agree with Prof. Madhu Dandavate that this is a matter on which we must have a national consensus, and any suggestions from the hon. Members to improve the situation, to improve the public distribution—from Prof. Madhu Dandavate, from Mr. Jyotirmoy Bosu, from every one—will be welcome and will be considered by the Government.

SHRI SOMNATH CHATTERJEE: The hon. Minister was good enough to refer to the fact that, even upto the quota that is allotted to the States, supplies are not being made. That is one very serious thing. The other thing is that quotas are being reduced also, quotas of different commodities like kerosene, cement, etc., and even the reduced quantities are not being supplied. Therefore, the essential thing is to see that at least the reduced quantities are supplied to the States.

MR. CHAIRMAN: It is not a question. It is a suggestion which the Minister will take note of.

SHRI SOMNATH CHATTERJEE: This is a very important thing...

MR. CHAIRMAN: It is a suggestion which you have made, and it has been noted by the hon. Minister.

SHRI SOMNATH CHATTERJEE: If he gives an assurance here, that will have an impact on the people, in the country. (*Interruptions*).

MR. CHAIRMAN: Let me bring to the notice of this House that we are going to discuss a Resolution brought before this House by the better half of the society or humanity. Let us try to do better justice to that Resolution also. Prof. Madhu Dandavate

PROF. MADHU DANDAVATE: Mr. Chairman, Sir, when I initiated the discussion on the motion that I have placed before the House, consciously and deliberately I saw to it that I did not inject any politics into it, nor did I try to inject any partisan attitude

[Prof. Madhu Dandavate]

into the discussion, in the hope that there would be reciprocation of the same attitude. No doubt, in a number of speeches there was a reciprocation of that attitude. But some people have an allergy for the Janata Party and the Janata Government and they did try to drag in the Janata Party and the Janata Government. Old habits die hard.

17 hrs.

I would not take much cognisance. I will only say this much. As a Member of this House, I have tabled a number of questions on national income, price stability, agricultural production etc. in the years 1977-78, 1978-79 and from the Treasury Benches there have been written replies which actually confirm what we have been saying about the progress achieved in the field of price stability, in the field of production of foodgrains, in the field of build up of foreign exchange reserves, etc. All these things have been confirmed. Therefore, I need not give a separate reply to that because that has come from the Treasury Benches itself. But I would like to raise a certain issue.

As far as the public sector is concerned, in my initial remarks I did not touch upon that point. Briefly I would like to mention that I want the public sector to occupy the commanding heights of our economy. It should become more efficient. I would like the Government to find out whether we can introduce an element of competition into the field of public sector. But remember, I do not want competition between the public sector and the private sector but I want an element of competition to be introduced in the public sector itself so that with that competitive spirit it may be possible for us to augment the efficiency of the public sector and if the public sector is able to generate more surpluses, those surpluses can be ploughed back for

the expansion of the same public sector. Actually those surpluses can be utilised for social welfare activities and other developmental activities. That is a concrete proposal I would like to make.

Sir, there was a lot of discussion about sugar industry. Our friend, Mr. Reddy said a lot about sugar industry...

AN HON. MEMBER: Sugar Reddy
—Shri Ram Gopal Reddy.

PROF. MADHU DANDAVATE: I am referring to the sweet Reddy, Sir. Even before the Bhargava Commission was appointed, there was an old Gundu Rao Committee and even on the basis of the findings of the Gundu Rao Committee—Sir, I went through the old records and my speeches in the Fifth Lok Sabha and even at that time I had pointed out this thing to the House—out of 215 sugar factories working in 1969-70, 113—please note, out of 215 factories, 113 sugar mills had an age between 32 and 67 years. So you can very well imagine that when some of the mills are so old, they are bound to be sick. You have anticipated their sickness. Therefore, as a result of that, if sugar production has gone down, you cannot blame the workers. There are other reasons. No.1—there has been bad management. The machinery were very much outmoded.

Disputes are pending between the cane-growers and the sugar factory-owners. At the same time, there has been a failure to re-allocate the sugar factories according to the agro-climatic conditions. Lastly I will again repeat it—I have made a reference to that. What is going to be the fate of the nationalisation of the sugar industry? If you do not want to nationalise, tell us frankly and tell the sugar factory-owners frankly so that they may know where their interests lie. But if we go in for nationalisation, do it without any delay so that it does not happen that the sugar

industry becomes a no-man's property—neither in the public sector nor in the private sector.

There is another aspect. There are some friends who have referred to state trading in foodgrains. I fully agree that unless you are able to have a proper nationalisation or state trading in foodgrains, particularly, the wholesale trade and build up the buffer stock and if we are able to give adequate quantity of foodgrains to the public distribution machinery, then only we will be able to supply foodgrains and other commodities. Therefore we have to remove one particular lacuna which exists in this machinery.

There is an essential distinction between the marketable surpluses and the marketed surpluses. To-day they are taking advantage of that lacuna. What is important is marketable surplus. The marketable surplus is not coming in the procurement. What is coming is only marketed surplus. Therefore, this particular lacuna also has to be plugged. But, that will mean displeasing certain kulak lobbies. Unless you are prepared to do that, I don't think we will be able to succeed.

Sir, the non-productive expenditure is going up. That also will have to be reduced. As regards Preventive Detention Act, I want to go on record that if we had opposed it, it was not that we had any love for the smugglers. I would like to tell you that we had no love for the smugglers. Our experience in the past, in the Fifth Lok Sabha, was that in this very House I had secured an assurance from the Home Minister and the then Prime Minister, Mrs. Gandhi that MISA would not be misused for the political workers but when the Emergency was declared, right from Jaya Prakash Ji down to the ordinary workers like myself were victims of MISA. If we had opposed that, we opposed it because of this.

My contention is that if there is the Essential Commodities Act, in

that case, let us try to plug all the lacunae. You will have our full co-operation. And if we are able to plug all the loopholes, then the Essential Commodities Act can be effectively utilised and the problem can be solved.

Sir, Prof. Mahajan made a very valuable and important suggestion. He said that we had also imported the inflation. I fully agree with that. I will conclude with this point. If the imported inflation is to be exported, in that case, I have concrete suggestions. I will repeat them—I had cursorily made them in the beginning that in this very House the Minister of Petroleum had already confirmed that whereas last year the crude oil that was imported was at a cost of Rs. 4,000 crores, in 1980-81, this bill is likely to go upto Rs. 5,000 crores. I am giving the figures he has mentioned. If this is going to happen, I want to insist that you must tell the industry that some of their products must be exported and that they must maximise the export of certain industrial products. We must be able to accumulate some foreign exchange thereby we shall be able to off-set the imported inflation that is coming in. I am sure this point is being examined already. I think the Minister for Petroleum had indirectly hinted that they are already working on this particular point. I am sure that if this precaution is taken, in that case, this particular lacuna can be completely removed. I want to conclude with this note. The Resolution or Motion which I have moved does not cast asperation on anyone. All that the Motion says is:

"That this House expresses its deep concern at the steep rise in prices of essential commodities and recommends that urgent steps be taken to bring down the prices".

I don't think any section of this House is against recommending to the Government the adoption of concrete measures that will bring down the prices. Therefore, this may be one

[Prof. Madhu Dandavate]

Resolution or Motion which can be a consensus motion on which there will be no difference of opinion at all.

Therefore, I commend to this House that this Motion be adopted unanimously.

SHRI JYOTIRMOY BOSU: I want half a minute only. I had made it clear. I want the Minister to tell us whether the multi-millionaires, the salt and coal racketeers, in Bihar—in reply to a Calling Attention the Minister had categorically said that actions are being taken—had been arrested. If so, how many officers were arrested and whether those officers and businessmen who were arrested were released or not. Nothing more than this.

SHRI PRANAB MUKHERJEE: That information has to be collected.

MR. CHAIRMAN: Now, what is going to be the position?

PROF. MADHU DANDAVATE: Sir, I move that the Motion be passed.

MR. CHAIRMAN: I shall now put the Motion moved by Prof. Dandavate to the vote of the House.

The Question is:....

PROF. MADHU DANDAVATE: Before you put the Motion to vote, I would like to know from the hon. Minister one thing.. Is there anything in the motion which is not acceptable to anyone? If not, let him accept it.

SHRI PRANAB MUKHERJEE: You have already made your suggestion and I have requested you to withdraw the motion because we are considering your recommendation.

MR. CHAIRMAN: I will now put the motion to the vote of the House. The question is:

“That this House expresses its deep concern at the steep rise in prices of essential commodities and recommends that urgent steps be taken to bring down the prices.”

The motion was negatived.

MR. CHAIRMAN: Mr. Jyotirmoy Bosu, would like also to press your motion.

SHRI JYOTIRMOY BOSU: Yes, I press my motion.

MR. CHAIRMAN: I shall now put the motion moved by Shri Jyotirmoy Bosu to the vote of the House. The question is:

“That this House notes with deep concern and anguish the unprecedented price rise and widespread blackmarketing of many items and recommends that a net work of public distribution system be created within three months from date.”

The motion was negatived.

17.13 hrs.

MOTION RE: INCREASE IN INCIDENCE OF RAPE ON WOMEN

MR. CHAIRMAN: Now, the House will take up the next motion by Shrimati Geeta Mukherjee.

SHRIMATI GEETA MUKHERJEE (Panskura): Mr. Chairman, Sir, with heavy heart but with some hope I rise to move my motion which is as follows:

“That this House expresses its grave concern at the alarming incidence of rape on women, particularly by anti-social elements engaged by the vested interests and on occasions even by the police in different parts of the country and urges upon the Government to take effective steps to prevent their recurrence.”

Sir, I earnestly appeal to all the hon'ble Members of the House to support it. I believe they will do so and act as the conscience of the nation is crying a halt to this heinous crime against the women, against the entire society and against the humanity. The peculiarity of rape as a crime is that here social stigma is attached more to the victim than to the perpetrator of the crime and consequently very few cases actually come to light. Thanks to

organised action of various women organisations this question has now come to the forefront and has been placed on the agenda for the entire society to act against this heinous crime. The agitation for reviewing the judgment in the now well-known Mathura case has drawn the attention of the entire nation. But the enormity of this crime is not felt by all.

Rape is a weapon against all women but it is also a particular weapon against the poorest of the poor among women, the agricultural labourers, many of whom belong to the so-called lower castes, against industrial and other workers when they go into action, against women of lower castes in caste pogroms, against the women of the weaker side in communal riots. It is used by all anti-social elements but particularly used by anti-socials hired by vested interests and unfortunately by a section of the so-called guardians of law and order, that is, the Police, either as accomplices of the above mentioned elements or directly to satisfy their lecherous lust and to demonstrate their 'power'.

Sir, though this year this question has attracted public notice, but, the women had been trying to raise it for quite some time.

The National Federation of Indian Women to which I belong, submitted a memorandum under the leadership of its Chairman Mrs. Aruna Asaf Ali, to the Rashtrapati on the 12th July, 1978 in which they gave 16 instances of individual, group or mass rape in different parts of the country. They gave instances from Madhya Pradesh, Bihar, U.P., Rajasthan, Tamil Nadu, Punjab, Himachal Pradesh and Andhra Pradesh, which covers a big part of our country. I naturally have no time to quote all but citing a few of these will be enough to raise the hair of all members of the House.

Sir, in early December, 1977, two Harijan sisters—Ramrati and Kumud of Ponia village, Bhojpur district,

Bihar, were raped by men engaged by the landlords. The former's hand was chopped off when she resisted. On the same day the entire Harijan-tola of Jagdishpur village, Rohtas district, Bihar was burnt to ashes by the landlords. Their men raped a young bride in front of her father-in-law. He was forced to keep his eyes open. A women agriculturist worker, Jasia Devi, with just year old baby of Korama village, Monghyr district, Bihar, was seriously beaten up when she demanded her due wage. Her house was burnt. She threatened to take her case to the village panchayat. She was locked up in a dark room and was raped by several men daily.

Sir, on the 1st September, 1977, a massive attack was launched by landlords and their goondas on Harijans and other rural poor in Kesanakurru village in East Godavary district of Andhra Pradesh. The attackers molested women and kidnapped a girl whose raped dead body was found in a field after ten days. In Nelite village, Dehra Tehsil in Kangra district of Himachal Pradesh, on 11th October, 1977, Tota Ram, a Harijan and his wife were attacked, while working in the fields. They were sought to be evicted. He was beaten unconscious and pushed in a crevice, from where he was rescued by the villagers. His wife was raped and she was thrown in a drain.

Sir, in most cases, these village women could get no protection from the custodians of law and order.

Sir, working women in Bailadilla ore mines of Madhya Pradesh were subjected to atrocious rape by the very members of the police force on the 1st April, 1978. Workers' demonstration protesting against retrenchment was lathi-charged and tear-gassed and women in the demonstration were molested. Later at night women were carried to wilderness and raped. Names of four women were given who were raped and

(Smt. Geeta Mukherjee)

then shot dead. Statements were recorded by public leaders of several women who were raped—one of them by seven policemen.

Cases of rape by policemen are the most wide-spread in respect of such women or family members of such men who have been arrested with some or the other charges, real or fictitious.

Mr. Chairman, rape of Shakila of Guntur district of Andhra Pradesh is a sordid case in point. Both Shakila and her husband were ultimately admitted to the Osmania hospital Hyderabad, sent there by the police as 'unidentified persons', where Shakila died. It was in October, 1979.

Then, Sir, Henry was in police lock up from 22nd September charged with theft. The representatives of four womens' organisations of Andhra Pradesh when they met an extremely dilapidated Henry in Osmania hospital on the 14th October said: "With tears in his eyes he narrated how his wife was raped in a room just behind his cell. He heard her shrieks helplessly locked up in a room. She came running towards his cell shouting 'save me' but the police dragged her and raped not once but on several nights. Police threatened him with dire consequences if he leaked anything out. One constable brought sleeping pills and he was asked to swallow them and it seems by force the pills were administered to him. The police was threatening that he would have to languish in the jail on the charge of committing suicide throughout life if he leaked it out to anybody.

Sir, if the cases cited by me are not recent that does not mean this type of things have decreased in the recent months. I need not mention about Narainpur, Parashbigha, Dohia, Pipra and Hansi as those are too fresh to necessitate reminder.

Apart from the types of cases of rape illustrated above by me there are of course some other kinds which need some mention, for example, rape

for wrecking vengeance in long-standing feuds, rape out of superstitions and of course rape to satisfy lecherous lust. But all have one common feature and that is the deep-rooted idea that women are inferior human beings and it is a God-given privilege of man to rape a woman. In reality, it is essentially a question of changing the present attitude of the entire society towards women and to establish women's equality not in words but in action.

How do the Government or arms of the Governments react to rape cases? Often with callousness. If a lot of row can be kicked up sometimes, they wake up and order enquiries of one kind or the other which again are often lost in oblivion. Most of the time it is even worse.

It is shocking that a Madhya Pradesh Minister declared in Vidhan Sabha self-righteously that only 137 cases of rape of Harijan and Adivasi girls were reported in the first six months of the new Government formed in 1977. It is still more shocking to hear a Minister in Bihar stating in the State Assembly that only 54 cases of rape of Harijan girls were reported in 1977 while the figure was 57 in 1976. This is also an eloquent testimony of what happened under different rules.

It is atrocious that the Inspector General of Police of Madhya Pradesh issued a circular to the police force not to indulge in raping when the State Assembly would be in session, perhaps implying that they could go ahead merrily in the off session periods.

If the judgement of a bench of Supreme Court in the Mathura case could rightly produce such an angry reaction among various sections of women cutting across party affiliations, one can imagine how great is the necessity of a total reorientation of social attitudes by the Government and by the entire society.

In my motion, I have mentioned the necessity of effective steps by the Government to prevent the recurrence

of rapes at least to lessen their recurrence. These effective steps are necessary in various fields. One of these fields is legal. Though I am not a lawyer, even then from the point of view of common sense, I would like to make a few suggestions. For some time the women's organisations, women lawyers etc. are raising several points for amending the Indian Penal Code, the Criminal Procedure Code and the Evidence Act. One of the points mentioned in this connection is to shift the onus of disproving the rape charges on the accused. Under the present system, the onus of proof etc. in regard to this crime is also as it obtains in the general criminal law. The accused is presumed to be innocent and onus to prove him or her guilty is on the prosecution. But, Sir, under our system of law in certain offences, for example under the Prevention of Corruption Act, on certain circumstances the presumption of guilt may be drawn and then the onus shifts on to the accused to prove his innocence. Is not rape an equally heinous crime as such economic offences, if not more? Why should appropriate amendments not be made to say that in cases of rape the victim will not be required to prove the guilt, but the accused will be required to prove his innocence.

Another point is definition of rape. As it stands now, it would be rape if it is committed against the will or consent. Firstly, why has she to prove that she had no consent? Does any plundered man prove that he had no consent in parting with his valuables when the robber robbed him? Secondly, the present law says that it is no 'consent' only when it is obtained by putting the victim in fear of death or hurt. How about other fears? Fear of putting the dear ones to death; fear of black-mailing in the society; fear of economic destitution? Are all these fears any the less dangerous? Moreover, in cases of rape, the victim is in the greatest of disadvantages due not only to social conditions, but also to natural physical conditions. Here, asking her to prove absence of consent

is, in reality, adding insult to injury.

Yet another demand is to hold the trials in camera so that the identity of the victim is not disclosed. In our society, with stigma attached to rape victims, it is absolutely essential.

In my opinion, the strictest view must be taken of this crime when it is perpetrated by the police, since it is these 'protectors' who are, in most cases, the worst offenders, both directly and indirectly. In cases of any police-man being the accused, the investigating power must not be left with those very same forces. Some other agencies should be stipulated; otherwise, it will be well nigh impossible to convict any accused.

The necessity of strictly enforcing Section 160(1) of the Cr. P.C. to see to it that women are not called to attend a police investigation at any place other than their homes, is great. I am glad to see that the Government has referred the question of amending the laws connected with rape, to the Law Commission. But, Sir, with all respect to such Commissions, I would like to express my apprehension that unless some women—be they lawyers or social workers—are drafted into these commissions, it will be difficult for men-oriented commissions to see it from women's point of view. I hope, Sir, it will be done. Moreover, women's organizations should be consulted and the programme should be time-bound. Let the Government state before the House, by which time they would bring such amendments.

Sir, everybody knows that good orders are not enough. Otherwise, despite the welcome orders sent recently by the Government not to take women in for police investigation after sun-set, we would not have seen the news appearing in the newspapers only yesterday, of raping of a Harijan girl by a policeman right inside the Kotwali police station compound in the capital itself.

Therefore, the most important point is to create social alertness—to create

[Smt. Geeta Mukherjee]

a movement to stop this crime. For that purpose, constituting a national committee with representatives of women's and other organizations to go into all aspects of the question, and to act as a vigilance committee, should be considered.

Another point in this connection is the question of social rehabilitation of the victims of rape. Unless this is taken up, cases will not really come to light. I hope Government will take measures to help such women, and to help social organizations through the Social Welfare Department, to see to it that they can conduct their activities in regard to unearthing of the cases, defending the cases and rehabilitation of the victims, satisfactorily.

The necessity of utilizing the mass media for combating this evil is yet another great necessity. Nowadays, with the spread of radio in the villages, the Ministry of Information and Broadcasting can do a lot in this respect. They should do some homework—if they are not doing it already—and report to the House as to what they propose to do about it.

With these words, Sir, I earnestly appeal to all Members of the House not only to support my motion, but also to act with determination to cry a halt to this heinous crime. I appeal to all parties that this is a question on which we should be able to act together. Let us proceed to do so; let us really be the champions of the people in the matter of this grave crime against women who are, if I may say so, the physically weaker, but really the better half of the humanity.

With these words, I move the Motion. Thank you.

MR. CHAIRMAN: Motion moved:

"That this House expresses its grave concern at the alarming incidence of rape of women, particularly by anti-social elements engaged by the vested interests and on occasions even by the police in different parts of the country and urges upon the Government to take effective steps to prevent their recurrence."

MR. CHAIRMAN: Mr. Daga, do you want to move your amendment?

SHRI MOOL CHAND DAGA (Pali): Yes. I beg to move:

That in the motion,—
after "steps" insert—

"and bring forth necessary amendments to the law." (1).

श्रीमती उषा प्रकाश चौधरी (अमरावती) : श्रीमती मुख्जी ने जो प्रस्ताव विचारार्थ हमारे सामने रखा है और जो महिलाओं पर होने वाले बलात्कारों के संबंध में है इस पर पहले भी इस सदन में चर्चा हो चुकी है और यह विषय इस सदन में पहले भी आ चुका है और उनको संरक्षण प्रदान करने की बात कही जा चुकी है। मैं यह कहना चाहती हूँ कि हमारे देश और हमारे समाज में दिन प्रति दिन महिलाओं के साथ होने वाली बलात्कारों की घटनाएं बढ़ती ही चली जा रही हैं। अखबारों में हमें रोज एक न एक इस प्रकार की घटना पढ़ने को मिल जाती है या सन्नें को मिल जाती है। किस जाति या किस समाज की महिलाओं के साथ इस प्रकार की घटनाये घटती हैं, यह सवाल नहीं है। जो महिलाएं अर्थों-पार्जन करने के लिए अपने घर से बाहर जाती हैं, चाहे खेत में मजदूरी करने के लिए या कहीं सर्विस करने के लिए, अपने संसार की सातिर उनको रोजी रोटी के लिए बाहर निकलना पड़ता है, तो उनके सामने यह बड़ी कठिन समस्या आ कर खड़ी हो जाती है। यह ऐसी समस्या है जिस पर वाद विवाद करते समय हम को राजनीति को अलग रख देना चाहिये। जब भी कोई सवाल आता है उसको हम लोग राजनीतिक सवाल बना देते हैं और उस हिसाब से उस पर चर्चा करते हैं, कांट छांट करते हैं। लेकिन इस प्रस्ताव के बारे मेरा आपसे नमूने निवेदन है कि यह जो सामाजिक प्रश्न या समस्या है कोई राजनीतिक समस्या नहीं है, सदाचार नहीं है, किसी पाटी या किसी पक्ष का यह सवाल नहीं है और राजनीतिक पहलू से, राजनीतिक दृष्टि से इस हाउस में इस पर विचार नहीं होना चाहिये।

जो लोग बलात्कार के गुनाहगार हैं। उन के बास्ते कानून में धारायें 375, 376 और 377 हैं। ये भारतीय दण्ड संहिता की धारायें हैं। इन धाराओं का संशोधन और पुर्णगठन होना चाहिये, एक तो मैं यह सुझाव आपको देना चाहती हूँ।

मैं कोई बकील नहीं हूँ जो यह बता सकूँ कि किस तरह से इनको बदला जा सकता है। लैंकिन एक सामाजिक कार्यकर्ता होने के नाते, हम ने बहुत सी ऐसी समस्यायें देखी हैं, ऐसे हालात देखे हैं, ऐसी घटनाएं देखी हैं और जानने की कोशिश की है कि इनकी रोकथाम के लिए किस प्रकार का संशोधन इन धाराओं में होना चाहिये। इन धाराओं में जो कंसैट, रिजिस्टेंट और प्रीवियस हिस्ट्री आफ डैट विमेन हैं और इन तीन प्वाइंट्स पर यह जो कानून खड़ा हुआ है और गुनाहगारों को सजा देने की कोशिश करता है, उससे कुछ गलत-फहमी पैदा होती है और कोई लूज प्वाइंट है जिस के बारे में सोचा जाना चाहिये। मेरी प्रार्थना है कि ये जो तीन सिद्धांत गुनाहगारों को सजा देने के बारे में इन धाराओं में बताए गए हैं इन तीनों पर गम्भीरता से विचार किया जाना चाहिये। एक विनती तो मैं आप सब से यह करना चाहती हूँ।

सारे देश में बलात्कारों की घटनाएं बढ़ रही हैं। नागपुर से ले कर दिल्ली तक सभी पक्षों के, समाज के सभी अंगों के सामाजिक कार्यकर्ता आन्दोलन छेड़े हुए, मूक मोर्चे निकाल रहे हैं और आपका ध्यान इस समस्या की ओर आकर्षित कर रहे हैं। महाराष्ट्र में हमारी कांग्रेस आई की कुछ महिलाओं और अन्य दलों की सामाजिक महिला कार्यकर्ताओं द्वारा बम्बई और नागपुर में मोर्चा निकाला गया था और उन्होंने कुछ सुझाव आपके सामने, शासन के सामने रखे भी थे। उन में से एक सुझाव यह है कि हर एक जिला स्तर पर एक स्पेशल द्राइव्युनल बनाना चाहिए महिलाओं का जिसमें जज से लेकर पुलिस तक महिलायें हों और जब भी ऐसे गुनाहगार थाने में या कोई मे-

लाये जाते हैं उनकी जांच करने के लिये लेडी डाक्टर, होनी चाहिये, उनको गिरफतार करने के लिये, उनकी जमानत लेने के लिये और न्याय देने के लिए लेडी जज होने की बहुत आवश्यकता है। हम देखते हैं कि जब बलात्कार हुई महिला पुलिस थाने में या अन्य जगह लायी जाती है या कोई में लायी जाती है तो जज के सामने वह अपने साथ बीती हुई घटना के बारे में बोल नहीं सकती। इसलिए उनका जो साक्ष्य हो वह इनकमरा होना चाहिए, ऐसा सुझाव मैं यहां सब महिलाओं की तरफ से रखती हूँ।

भारतीय दण्ड संहिता में धारा 160 है जिसके अनुसार महिलाओं को शाम का पूछताछ के लिये पुलिस थाने में ले जाने की मनाही है। लंकिन मधुरा केस में रात को ही साढ़े 10 बजे उस लड़की के साथ बलात्कार हुआ था। तो मंरा निवेदन है कि कानून ऐसा होने के बावजूद भी जिसके मन में आये किसी भी बलात्कारिक महिला को पूछताछ के लिये पुलिस थाने में रात को रखना, बहुत बुरी बात है। इसलिये मधुरा जैसी लड़की पर पुलिस थाने में साढ़े दस बजे बलात्कार हुआ था।

श्रीमती मुखर्जी ने यहां एक बात ऐसी रखी कि यह बलात्कार जिनके हाथ में कानून है, चाहे वह पुलिस हो, जज हों या कोई भी अधिकारी हो, अगर ऐसे लोग ऐसा अपराध करते हैं तो उनकी कड़ी से कड़ी सजा मिलनी चाहिये, इससे हम सब सहमत हैं। पुलिस थाना संरक्षण के लिये है, उनकी भलाई के लिये है, फिर भी जिस देश में पुलिस ही बलात्कारी लोगों को सहयोग देती है, इतना ही नहीं बुद्ध ही महिलाओं के साथ ऐसा दर्व्यवहार करते हैं, या जो महिला उनके हाथ में आती है उस पर बलात्कार करते हैं, ऐसे लोगों को सजा देने के लिये कानून में संशोधन होना चाहिए और किसी भी साधारण जादमी को ऐसे अपराध के लिए जितनी कड़ी से कड़ी सजा देंगे उससे भी ज्यादा कोई पुलिस अधिकारी जब बलात्कार करेगा तब उसके तो एक साधारण नागरिक से भी ज्यादा कड़ी सजा देनी-

चाहिये। एसा संशोधन कानून में अवश्य करना चाहिये, यह मेरा सुझाव है।

यह गुनाहगारी जो बढ़ रही है जो घटना पुलिस या जज के सामने आती है, संरक्षण के लिये कानून तो बनाया गया है, लेकिन उनको जो सजा मिलनी चाहिये वह नहीं मिलती है। काई केसेज में राजकीय या बड़े लोगों का संरक्षण आता है, भ्रष्टाचारी अधिकारी रहते हैं और इसलिये भी एसे केसेज में महिलाओं को न्याय नहीं मिलता है। इस लिये कानून की पुनर्गठन करने और महिलाओं पर जो अन्याय, अत्याचार और बलात्कार दिन पर दिन बढ़ रहे हैं उनके लिये कछ सांच विचार या कानून में संशोधन करने तथा कड़ी सजा देने के बारे में आप अवश्य सांचे। जिस परिस्थिति में जनता की या लोगों की यह दुष्प्रवृत्ति बढ़ती जा रही है, उसमें जो हम लोग चित्रपट देखते हैं या पोस्टर्स और एडवर्टिजमेंट्स में महिलाओं के बरे चित्र प्रदर्शित किये जाते हैं, एसे चित्रपटों या एडवर्टिजमेंट्स पर पांचदी लगनी चाहिये। इसके लिये आप काई नया कानून या नया बन्धन डालने की कोरिश करें इतनी प्रार्थना कर के मैं अपनी बात समाप्त करता हूँ।

श्रीमती प्रभिला दण्डवते (बम्बई उत्तर मध्य) : सभापति, महोदय, इस मदन के सामने श्रीमती गीता मुखर्जी ने जो सुझाव रखा है, उसका समर्थन करने के लिये मैं यहां पर खड़ी हूँ। इस चर्चा के बारे में माननीय स्पीकर माहव को खाम धन्यवाद देती हूँ क्योंकि हम बहिनों ने जब इस बारे में पैटीशन सदन के सामने रखा था, तब हमें पता था कि इस पर यहां बहस नहीं हो सकती है। उसके बद्द जब हमने उनसे यह प्रार्थना की कि महिला सुरक्षा का यह विषय बहुत महत्व का है, इस पर बहस होनी चाहिए, हमारे सदन के सारे माननीय सदस्य इसे विचारें। क्योंकि बाहर रास्ते में शहर-शहर में इस सवाल को लेकर महिलाओं ने एक बान्दोलन छेड़ रखा है। फिर मैं उनको धन्यवाद देती

हूँ कि उन्होंने हमारी मांगे पूरी करके सदन में कुछ बंटे इस विषय पर चर्चा करने के लिए देकर हमें एक मौका दिया है।

क्षुरु में मैं एक बात रखना चाहती हूँ कि यह सवाल सच्चे मायने में किसी भी दल का सवाल नहीं है। यह पूरी स्त्री जाती का सवाल है, हयुमैनिटी का जो आधा हिस्सा है, जिसे सभभा जाता है बैटर हाफ, लेकिन जो बैटर हाफ आज वर्स्ट कडीशन में है, इसके बारे में मैं अपने विचार आपके सामने रखना चाहती हूँ।

बहुत पुराने जमाने से, सदियों में अगर हम देखें तो किसी भी दो गुटों में, दो नेशन्ज में, दो राष्ट्रों में, दो कोर्सों में धर्म-यूद्ध के नाते से अगर कुछ सर्वथा हो जाता है, तो उसमें महिलाओं के साथ बलात्कार करने का काम पुरुषों के लिए पुरुषार्थ का काम बन जाता है, यह बरी बात है। हमें इसको बदलना चाहिए। यह पुराने जमाने से चलता आया है, हमें आज आजादी पाने के बाद 30, 35 साल हो गये, हम राजनीतिक दल एक दूसरे पर इल्जाम लगाते रहे लेकिन स्त्री की सुरक्षा की व्यवस्था आज तक नहीं है। हम स्वयं इसे राजनीतिक सवाल बना कर उस पर दलीय रंग लगा देते हैं।

नारायण पुर में जो कछ हुआ, उस कांड के लिए हम सबको दुख हुआ था, लेकिन उसको हथियार बनाकर, बहाना बनाकर, अपनी राजनीतिक मनीषा पूर्ण करने के लिए हमारे देश की एक महिला ने, जो इस देश की पूरी बागडांर अपने हाथ में रखती है, अपना काम किया और उत्तर प्रदेश विधान सभा को भग किया। इससे हमें बहुत दुख हुआ। मैंने उस समय प्रधान मंत्री जी को पत्र लिखा कि एक महिला इस देश की प्रधान मंत्री है, उसे महिलाओं को सुरक्षा देने का काम करना चाहिए। 11 साल तक सुरक्षा के बारे में कुछ नहीं हुआ, लेकिन इस कांड को भी उन्होंने राजनीतिक खेल का हथियार बनाया।

मथुरा नाम की लड़की की बात को लेकर जो आन्दोलन छेड़ा जा रहा है, वह मथुरा एक सिम्बल है हमारे देश की। मथुरा को 7 साल के बाद क्या हृत्साफ मिलेगा, मूर्ख

पता नहीं, लेकिन उसकी बजह से अगर हम इस देश की महिलाओं को सुरक्षा देने के लिए कोई व्यवस्था कर सकते हैं तो यह एक बहुत अच्छी बात होगी। मधुरा के दुखी मन को तसल्ली मिलेगी।

जैसे श्रीमती गीता मुख्जी^१ ने कहा है कि उदाहरण आपके सामने रखे, मैं दो तीन मिसाल यहां कहना चाहती हूँ। उत्तर प्रदेश के बांदा में मैं खूँद गई थी जहां उर्मिला नाम की एक गरीब परिवार की स्त्री के साथ उसके घर पर रात को दरोगा और दो कांस्टेबिलों ने उर्मिला के पति बाबूराम को जबरदस्ती बांध कर रखा और उसके छोटे-छोटे 3 और 5 साल के बच्चों के सामने बलात्कार किया। वह बेचारी महिला अपने पति को लेकर अपनी शिकायत करने पुलिस थाने गई। दरोगा और कांस्टेबल को सजा क्या है? मझे पता लगा कि उनको सस्पेंशन किया गया, मिफर्सम्पैशन। जहां पुलिस इस प्रकार का गलत काम करे, जहां गुंडा कायदा अगर गुंडों के लिए है, तो वहां पुलिस अगर गलत काम करे तो वहां तुरत उसको कैद होनी चाहिए। पुलिस अगर गुंडा बन जाती है, गुंडे को तरह कार्यवाही करती है तो उसको तरन्त कड़ी से कड़ी सजा मिलनी चाहिए, लेकिन यहां तक मुझे पता चला है उनको सस्पैशन किया गया है, इन्वेस्टीगेशन हो रही है।

इसी तरह 25 तारीख को दिल्ली की बात है। 20 साल की मीरा नाम की हरिजन लड़की अपनी सुसराग से अपने पिता जी के घर जा रही थी, पता नहीं कहां क्या हो गया, बीच में कहां रही, 2, 3 दिन के बाद एक व्यक्ति को मिल गई, और उसने उसको पुलिस कस्टडी में दे दिया। 2 दिन के बाद उसके पिता जी ने फिर खोज की तो पता चला कि पुलिस के पास रखा है, वहां गये तो पुलिस ने कहा कि हमें पता नहीं। जिस बीस साल की मीरा को सुरक्षा के लिए पुलिस कस्टडी में रखा गया, उसका क्या हुआ, यह पता नहीं है। इस बारे में मेरे पास बहुत से लोग आये थे। इस मोमेंट तक उस लड़की का कहुँ भी पता नहीं है। मैं चाहती हूँ कि अध्यक्ष महोदय इस बात की व्यवस्था करे कि इस लड़की का क्या हुआ है, इसकी सूचना कल तक इस सदन में दे दी जाये।

अगर हम देश की पुलिस महिलाओं को सुरक्षा नहीं दे सकती है, तो फिर उन्हें कौन सुरक्षा देने वाला है? हम बहनें महिलाओं की सुरक्षा के लिए आन्दोलन छोड़ रहे हैं, हम उनकी सुरक्षा के लिए तैयार होंगे, लेकिन उस सदन के सदस्यों के हाथ में पूरे देश की बागडोर है, हम लोकतंत्र की रक्षा करने वाले हैं, इसलिए मेरी प्रार्थना है कि हम यहां पर इण्डियन पीनल कोड और क्रिमिनल प्रोसीजर कोड में एमेंडमेंट करें जिससे हमें महिलाओं की सुरक्षा की व्यवस्था करने में मदद मिले।

हम सब का अनुभव है कि पुलिस और गुंडों का हमेशा गठबन्धन रहता है। पुलिस थाने में गुंडा इंस्पेक्टर के सामने बैठ कर चाय पीता है, वे बड़े मजे से आपस में बातें करते हैं। अगर कोई गरीब परिवार का व्यक्ति वहां जाए, तो उसको कुर्सी तक नहीं दी जाती है। हां, अगर किसी के पास कार, रेडियो आदि है, तो शायद उसे कुर्सी मिल जायेगी। लेकिन सारी जनता जानती है कि गुंडों और पुलिस का गठबन्धन स्थित है।

कहा जाता है कि चूंकि महिलाएं बहुत फैसल करती हैं, इसलिए रेप को सिज बढ़ा रहे हैं। लेकिन बलात्कार किस पर होता है? बलात्कार होता है गरीब परिवार की महिलाओं पर, जिनके पास पाउडर लगाने की सुविधा नहीं है, पहनने के लिए पूरे कपड़े नहीं हैं, देखने के लिए आइना भी नहीं है—कुछ भी नहीं है। यह कहना बिल्कुल भूठ बात है कि बहनें इस प्रकार के कपड़े पहनती हैं, इसलिए बलात्कार के मामले बढ़ रहे हैं। यह तो सिर्फ एक बहाना है।

हम देखते हैं कि जब कोई महिला पुलिस स्टेशन में जाकर अपने उपर बलात्कार की शिकायत करती है, तो यह पता लगाया जाता है कि उसका पूर्व-चरित्र क्या है। आन्ध्र प्रदेश में मिक्कदरावाद में जब रमेजा वी पर बलात्कार हुआ, तो कहा गया कि वह तो प्रोस्टीट्यूट है, उसका तो यही धंधा था। मैं कहना चाहती हूँ कि एक वेद्या पर भी बलात्कार करने का अधिकार किसी को नहीं

[श्रीमती प्रभिला दण्डवते]

है। वह स्वयं जो कुछ करना चाहती है, वह करते, लेकिन किसी को उस पर बलात्कार करने का अधिकार नहीं है। वह वेश्या है, अगर इस आधार पर पुलिस ने गलत काम किया, तो उसको उतनी ही सजा दी जानी चाहिए, जितनी कि एक अच्छे घर की स्त्री के साथ बुरा व्यवहार करने पर दी जाती है। इस बात की अनुमति नहीं दी जा सकती है कि कोई किसी स्त्री के साथ बलात्कार करते और उसको वेश्या बता कर छूट जाए। इसलिए जिस महिला के साथ बलात्कार हुआ हो उसका पूर्व चरित्र नहीं पूछना चाहिए। उस आधार पर बलात्कार को संभाग सार्वित नहीं करना चाहिए।

स्त्री की इज्जत हमारे राष्ट्र की इज्जत है। स्त्री की इज्जत हमारे देश के स्वाभिमान का प्रश्न है। लैंकिन हमारे देश में दिन-व-दिन जो बातें हो रही हैं, उन्हें देखकर लगता है कि पता नहीं क्या होने वाला है। पिछले हफ्ते श्री महालाली के यहां एक सवाल पूछा था कि मथुरा के केस को ध्यान में रखते हुए क्या सरकार इंडियन पीनल कोड और क्रिमीनल प्रोसीजर कोड में कुछ संशोधन करने वाली है। मथुरा केस को लेकर हमारे दंश में आंदोलन चल रहा है, पेटिशन दिये गये हैं, सब कुछ हो रहा है, लैंकिन कानून मंत्री ने जवाब दिया कि एमा कोई विचार नहीं है। यह बहुत बरी बात है। शायद पिछले हफ्ते तक उन्होंने इस बारे में सोचा नहीं होगा, लैंकिन मेरी प्रार्थना है कि उन्हें यह संशोधन करना चाहिए और इस दंश की महिलाओं को सुरक्षा देनी चाहिए। बलात्कार और अनुमति की परिभाषा बदलनी चाहिए।

विधि, न्याय और कम्यनी कार्य बंत्री (श्री पी. शिव शंकर): मैं बताना चाहता हूं कि यह मामला ला कमिशन को रेफर कर दिया गया है।

श्रीमति प्रभिला दण्डवते: यह सूझी की बात है। हमने मांग की है कि मथुरा केस को रीव्यू किया जाए। नैशनल फेडरेशन आफ विमेन, महिला दक्षता समिति, आल-इंडिया विमेन्स फेडरेशन आदि बहुत से स्त्री-संगठनों ने रीव्यू के लिए पेटिशन दिया है। हमने इसके लिए बम्बई के गवर्नर से प्रार्थना की है। महाराष्ट्र में भी आपका शासन है।

बगर आप यह बास्तासन दे कि रीव्यू के लिए एप्साई किया है, तो हमें लूटी होगी कि आप इस बारे में कुछ न कुछ कर रहे हैं।

मैं आपसे एक बात कहना चाहती हूं कि हमारे राजनीतिक थेट्र में काम करने वाले लोगों पर भी बहुत बड़ी जिम्मेदारी है क्यों-कि पुलिस के शासन में राजनीतिक इलां की ओर से, सरकार में जो लोग बैठे हुए हैं उनकी ओर से इंटरफेयरेंस किया जाता है, एसी बहुत बड़ी शिकायत है। 9 अगस्त 1974 को बम्बई से यहां यूथ कांग्रेस की रैली के लिए लोग आये थे, उस समय जो बातें हुई थीं उस के उपर 14 अगस्त 1974 को यहां पर बहस हुई है। उस बहस में इस पर बहुत प्रकाश डाला गया है। इसलिए उसके बारे में मैं अब फिर नहीं कहना चाहती। लैंकिन उड़ीसा में नारायण मंदिर के पास जो महिला छात्राएं गई थीं उनके माथ छेड़खानी करने का काम भी यूथ कांग्रेस के लोगों ने किया। यह मैं यूथ कांग्रेस के लिए ही नहीं बोल रही हूं। मैं यह कहती हूं कि राजनीतिक दल में काम करने वाले नवयुवकों को गलत काम नहीं करना चाहिए। उनका काम है कि एक अलग प्रकार की नई दर्दनायां बनायें जहां महिलायें और दुर्बल स्त्रीकृत रहें।

परसों आसाम के बारे में जब यहां बहस चल रही थी तो प्रधान मंत्री जी ने कहा कि हमें अच्छा नहीं लगता था कि आसाम का ब्लाकेड हो जाए लैंकिन क्या करते, हम नौजवानों को रोक नहीं सकते हैं। ऐसा उन्होंने कहा। मेरी प्रार्थना है कि इस प्रकार की भाषा कम से कम हमारी महिलाओं की सुरक्षा के बारे में इस्तेमाल न की जाए और कहा जाए कि क्या करते नौजवान हैं, इस काम को हम रोक नहीं सकते।

इंडियन पीनल कोड क्रिमीनल प्रोसीजर कोड और एवीडीसे एक्ट में संशोधन करने के बारे में और अन्य जो सुभाव गीता मूर्खर्जी ने रखे हैं उनका मैं पूरा समर्थन करती हूं। पीनल कोड धारा 160 (1) के अनुसार किसी भी स्त्री को इंटरगेशन के लिए पुलिस थाने पर बुलाने पर प्रतिबंध है। स्त्री के घर पर जाकर ही पुलिस सबाल पूछ सकती है। और जिस समय महिलाओं को पुलिस कस्टडी में

या लाक अप में रखा जाता है तब निगरानी रखने के लिए महिला पुलिस की नियुक्ति होनी चाहिए।

एक बात और मैं कहना चाहती हूँ जो मेरा अनुभव है। एमर्जेंसी में इंदिरा सरकर की महरबानी से मैं जेल में 18 महीने थी। उस बदत मुझे कन्विक्ट्स के साथ रहने का मौका मिला था। उस समय कई बहनों ने जो शिकायत की थी उस में से एक शिकायत यह है कि पुलिस कस्टडी में जब ये बहने होती हैं तो रात को दरवाजा खुलता है, किसी एक स्त्री को वहां से ले जाते हैं और उसके साथ एक बहुत गलत प्रकार का काम पुलिस स्टेशन में होता है। इसलिए मेरा यह कहना है कि पुलिस कस्टडी जहां जहां होती है वहां महिला पुलिस की ही जरूरत है। महिला पुलिस ही वहां पर रहनी चाहिए। इस प्रकार का गलत काम करने के लिए पुलिस को मौका नहीं देना चाहिए।

आखिरी बात यह है कि पुलिस इंसान है, यह मैं समझती हूँ। पुलिस की भी कछु दिक्कतें हैं। मुझे यह पता है कि दिल्ली में जो पुलिस है उसमें से 80 प्रतिशत के रहने के लिए स्थान नहीं है। उनका परिवार उनके साथ नहीं रह सकता, इसलिए शायद वह कछु गलत काम करते होंगे। लौकिक अगर पुलिस इंसान है तो उसको पशु से भी ज्यादा पशु होने का अधिकार नहीं है क्योंकि उसकी जिम्मेदारी अधिक है।

बाकी सारे जो हमारे सुझाव हैं, जो गीता मुखर्जी ने रखे हैं और जो अमेडमेंट कानून करने की बात कही गई है उसको मैं दोहराती नहीं हूँ। लौकिक एक बात आप जरूर करिए, नेशनल लेबल से लेकर ताल्लुका

लेबल तक महिलाओं की और समाज की सुरक्षा करने वाले लोगों की एक कमटी बन जाय उपर से नीचे तक जहां पर महिलाएं शिकायत दे सकें और जो भी केसेज हों उनकी खोज करने के लिए कानूनी अधिकार उनको रहे। इतना आप काम करें तो अच्छा होगा। बाकी जो सुझाव आए हैं उनका मैं पूरा-पूरा समर्थन करती हूँ।

18.00 hrs.

MR. CHAIRMAN: Shrimati Suseela Gopalan.

SHRI MAGANBHAI BAROT (Ahmedabad): Sir, is it going to be the privilege of only lady Members to participate in this discussion?

MR. CHAIRMAN: It will be taken up tomorrow when you will get an opportunity.

SHRIMATI SUSEELA GOPALAN (Alleppey): Sir, I am happy that, though at this late hour, it has been brought to the notice of the House. The atrocities on women are increasing day by day and every day we are reading in the papers and hearing so much on this subject. Yet, for the last 32 years those who were ruling the country did not consider it a serious thing to be taken note of.

MR. CHAIRMAN: She may continue her speech tomorrow.

The Lok Sabha then adjourned till Eleven of the Clock on Friday, March 28, 1980/Chaitra 8, 1902 (Saka).